

federal register

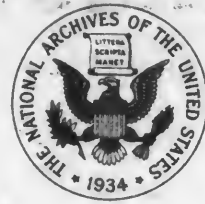
TUESDAY, MARCH 4, 1975

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PART II

Volume 2—Section 2



U.S. RAILWAY ASSOCIATION



PRELIMINARY SYSTEM PLAN

**Identification of Necessary Rail Services
in the Midwest and Northeast Regions,
and Proposed Restructuring,
Rehabilitation and Modernization**



NEW JERSEY

Intrastate
PC

USRA line number	Terminals
119	Monmouth Junction to Rocky Hill
121	Trenton to Lambertville
121a	Lambertville to Phillipsburg
121b	Phillipsburg to Martins Creek
121c	Martins Creek to Belvidere
123/124/124a	Farmingdale to Jamesburg
125/125a	Monmouth Junction to Jamesburg
126/126a	Hightstown to Jamesburg
127/128	Fort Dix to Shrewsbury
130	Mount Holly to Medford
131	Trenton to Bordentown
703	Princeton Junction to Princeton

CNJ

1100	Jersey Avenue Branch at Jersey City
1101	West Side Avenue Branch at Jersey City
1102	Newark Bay Bridge
1103	Somerville to Royce
1104	Matawan to Morganville
1105	Asbury Park to Bay Head Junction
1106	Toms River to Oyster Creek
1107	High Bridge to Lake Junction
1108	Lakehurst to Bridgeton Junction
1109	Hampton to Phillipsburg
1112	South of Three Bridges to Flemington

RDG

900	Lawrenceville to East Trenton
901	East Trenton to Trenton
902	West Trenton to Trenton

PRSL

1800	Mckee City to Pleasantville
1801	Linwood to Pleasantville
1803	Vineland to Glassboro
1804	Bridgeton to Glassboro
1805	Glassboro to Woodbury
1806	Bellmawr to Glendora
1807	Haddonfield to Lucaston
1808	Ocean City to Palermo

Interstate

New Jersey to New York

PC

117	Greenville to Long Island City (float)
709	Little Ferry, N.J. to Kingston, N.Y.

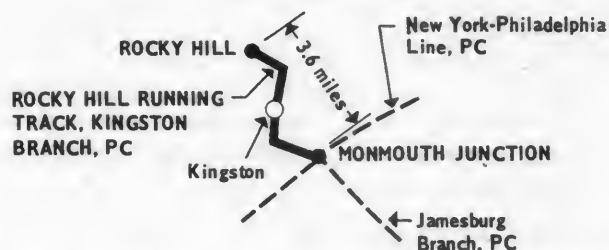
LHR

1701	Belvidere, N.J. to Warwick, N.Y.
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ROCKY HILL RUNNING TRACK, KINGSTON
BRANCH

USRA Line No. 119

Penn Central



The Rocky Hill Running Track-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 which is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 62).

Traffic and Operating Information

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

Kingston	11
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Total carloads generated by the line	11
Average carloads per week	0.2
Average carloads per mile	3.1
Average carloads per train	0.5

1973 operating information:

Number of round trips per year	22
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,800
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Congressman E. J. Patten recommended that passenger service be restored at Monmouth Junction Station.

Information for Line Retention Decision

Revenue received by PC.....	\$3,375
Average revenue per carload.....	<u>\$307</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	26,243
Cost of upgrading branch line to FRA Class I; (1/10 of total upgrading cost).....	7,975
Cost incurred beyond the branch line.....	<u>1,546</u>
Total variable (avoidable) cost.....	<u>35,764</u>
Net contribution (loss): total.....	(32,389)
Average per carload.....	(2,944)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has 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 cross-ties (an average of 468 cross-ties per mile).

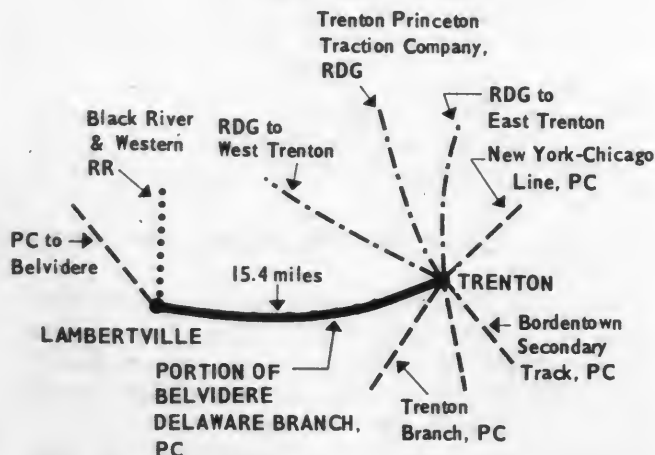
Preliminary Recommendation

It is *not* recommended that the Rocky Hill Running Track, Kingston Branch, be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$32,389 or \$2,944 per carload. Recovery of costs would require approximately an 18-fold increase in traffic or a 960 percent rate increase over the 1973 levels.

PORTION OF BELVIDERE DELAWARE BRANCH

USRA Line No. 121

Penn Central



The Belvidere Delaware Secondary Track and a portion of the Belvidere Delaware Branch, formerly part

of the Pennsylvania RR, extends from *Trenton* (Milepost 0.0) to *Lambertville, N.J.* (Milepost 15.4), a distance of *15.4 miles*, in Mercer and Hunterdon Counties, New Jersey. This line continues, at Lambertville, north to Belvidere. At Trenton, this line connects with the PC line running from New York to Chicago, and the PC Bordertown Secondary Track. It also connects with the Black River & Western RR at Lambertville. The PC Bordertown Secondary Track, the northerly continuation of the Belvidere Delaware and Branch, are also under study in this Report. This line, except for a short portion near Trenton, was described as potentially excess in the U.S. DOT Report (see Zones 62 and 63).

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," indicated that freight rail service is vital to industries and communities located on this line. The following reasons were cited for continuance of service: (1) the line's potential as a future link to a New York City bypass; (2) the effects discontinued rail service would have on local tax and property values; (3) the possible restoration of passenger service; (4) the increased transportation costs via other modes; and (5) the large numbers of carloads generated by firms located on this line. Testimony from Congressman Frank Tompson (N.J.) indicated that *if* passenger service between Lambertville and Trenton were instituted, traffic congestion on State Route 29 might be relieved.

Information for Line Retention Decision

This line does not directly serve any shippers. It is used to provide access to the shippers located on USRA segment No. 121a. The preliminary recommendation for segment 121a is that it *not* be included in the ConRail System. Therefore, Segment No. 121 would not be required.

Preliminary Recommendation

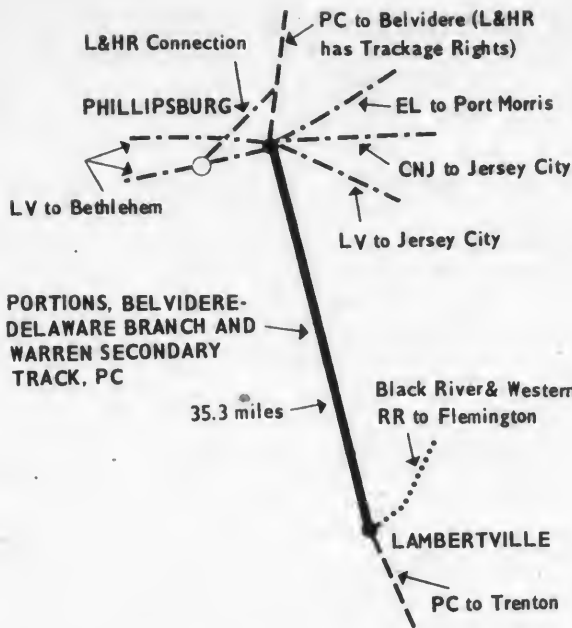
It is *not* recommended that these portions of the Belvidere Delaware Secondary Track and the Belvidere Delaware Branch be included in the ConRail System.

PORTIONS OF BELVIDERE DELAWARE BRANCH AND WARREN SECONDARY TRACK

USRA Line No. 121a

Penn Central

This portion of the Belvidere Delaware Branch and Warren Secondary Track, formerly part of the Penn-



sylvania RR, extends from *Lambertville* (Milepost 15.4) to *Phillipsburg, N.J.* (Milepost 50.7), a distance of *35.3 miles*, in Hunterdon and Warren Counties, New Jersey. At *Lambertville* the line continues south to *Trenton*, and at *Phillipsburg* north to *Belvidere*. At *Lambertville* it also connects with the *Black River & Western RR*. At *Phillipsburg* the line also connects with the *Lehigh Valley*. The continuations of this line north and south are also under study in this Report. This line, except for the portion from *Milford* to *Phillipsburg*, was described as potentially excess in the U.S. DOT Report (see Zones 62 and 69).

Traffic and Operating Information

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

Phillipsburg ¹	16
Riegelsville	382
Holland	1,347
Milford	1,015
Frenchtown	58
Stockton	15
Lambertville	72

Total carloads generated by the line.....	2,905
Average carloads per week.....	55.9
Average carloads per mile.....	82.3
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.

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" indicated that the Northern Propane Gas Company in *Lambertville* was forced to use supply sources from a distance and received 20 carloads in 1973.

Information for Line Retention Decision

Revenue received by PC.....	\$922,345
Average revenue per carload.....	\$318
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	385,384
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	646,699
Total variable (avoidable) cost.....	1,032,083
Net contribution (loss): total.....	(\$109,738)
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.).

Preliminary Recommendation

It is *not* recommended that these portions of the *Belvidere Delaware Branch* and the *Warren Secondary Track* be included in the *ConRail System*. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$109,738 or \$38 per carload. Recovery of costs would require approximately a 40 percent increase in traffic or a 12 percent rate increase over the 1973 levels.

PORTION OF WARREN SECONDARY TRACK

USRA Line No. 121b

Penn Central

This portion of the *Warren Secondary Track*, formerly part of the *Pennsylvania RR*, extends 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.* At *Phillipsburg*, this line continues south to *Trenton*, and at *Martin's Creek* it continues to *Belvidere*. Also at *Phillipsburg*, this line connects with the *Lehigh Valley*. At *Martin's Creek, N.J.*, there is a spur to *Martin's Creek, Pa.* where the line connects with the *EL*. The *Lehigh & Hudson River Ry* operates over this *PC* line under a trackage rights agreement. The continuations of this line are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 69).



Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." USRA staff identified five shippers now being served by this line.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

Recommendation

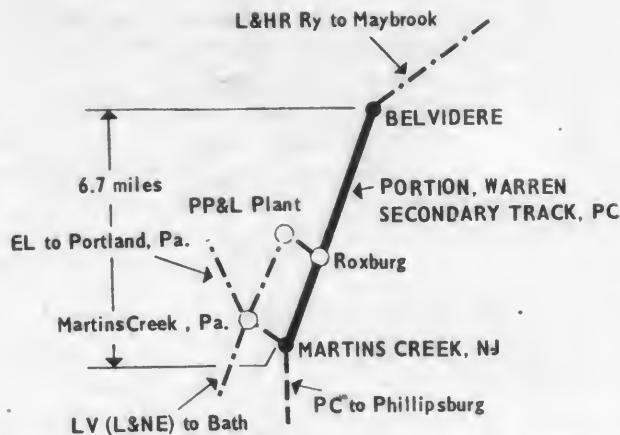
It is recommended that this portion of the Warren Secondary Track be included in the ConRail System.

PORTION OF WARREN SECONDARY TRACK

USRA Line No. 121c

Penn Central

This portion of the Warren Secondary Track, formerly part of the Pennsylvania RR, extends from *Martins Creek* (Milepost 57.6) to *Belvidere, N.J.* (Milepost 64.3), a distance of 6.7 miles, in Warren County, N.J. At *Martins Creek*, the line continues south to *Trenton*, also under study in this Report. At *Belvidere*, it connects with the *Lehigh & Hudson River Ry.*, (the *L&HR* also has trackage rights to *Phillipsburg*), and this line is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see zone 69).



Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." USRA staff identified three shippers now being served by this line.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

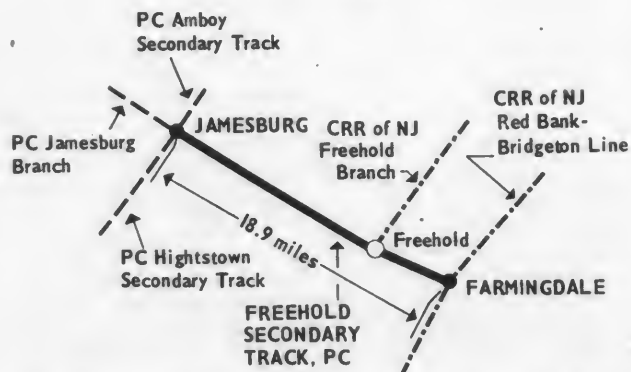
Recommendation

It is recommended that this portion of the Warren Secondary Track be included in the ConRail System.

FREEHOLD SECONDARY TRACK

USRA Line No. 123/124/124a

Penn Central



The Freehold Secondary Track, formerly part of the Pennsylvania RR, extends from *Farmingdale* (Milepost 8.3) to *Jamesburg, N.J.* (Milepost 27.2), a distance of 18.9 miles, in Middlesex and Monmouth Counties, New Jersey. At *Jamesburg* this line connects with the

Jamesburg Branch, the Amboy Secondary Track and Hightstown Secondary Track of the PC. It also connects with the Central Railroad of New Jersey Farmingdale. The Jamesburg Branch and the Hightstown Secondary Track of the PC are under study in this Report, as well as the Central Railroad of New Jersey line at Freehold. This line, except for the portion between Tennent and Freehold was described as potentially excess in the U.S. DOT Report (see Zone 62).

Traffic and Operating Information

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

Englishtown	141
Tennent	153
Freehold	1,728
Howell	8
Farmingdale	69

Total carloads generated by the line.....	2,099
Average carloads per week.....	40.4
Average carloads per mile.....	111.1
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

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" indicated that freight service was vital to industries and communities located on the line. A number of comments directed attention towards the increased transportation costs should another mode, i.e., trucking, be needed. There were also a number of comments with respect to passenger service. In particular, the Institute for Public Transportation would like to see a portion of the line become part of a rail passenger line running to the Jersey Shore. There was also concern expressed by the Middlesex Planning Board regarding the Raritan River Drawbridge at Perth Amboy. Should it become inoperable again then the whole County would be without rail service. The Brockway Glass Company (shipped 117; received 701 in 1973) is wholly dependent on this line. According to the Monmouth County Transportation Coord. Comm., this 18 mile section generates and uses 2,986 cars per annum with an estimated increase of 4,000 per annum due to expected new industry.

Information for Line Retention Decision

Revenue received by PC.....	\$970,876
Average revenue per carload.....	\$463

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	345,504
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	44,726

Cost incurred beyond the branch line.....	614,826
Total variable (avoidable) cost.....	915,694
Net contribution (loss): total	55,182
Average per carload	26

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has 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).

Although the entire line generates a net contribution, that portion from Milepost 8.3 to Milepost 13.9, which serves the shippers at Howell and Farmingdale, generates a loss amounting to \$53,734 or \$698 per carload generated.

Recommendation

It is recommended that the portion of the Freehold Secondary Track between Milepost 13.9 and Milepost 27.2 be included in the ConRail System.

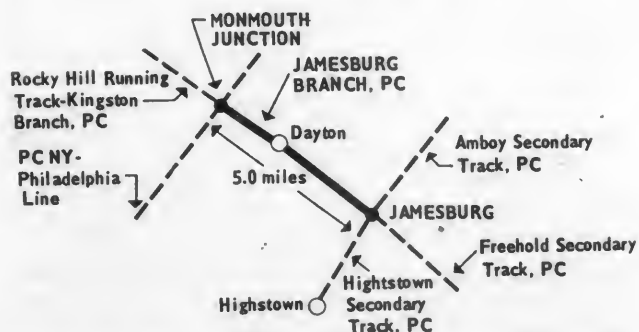
Preliminary Recommendation

It is *not* recommended that the portion of the Freehold Secondary Track between Milepost 8.3 and Milepost 13.9 be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$53,734 or \$698 per carload. Recovery of costs would require approximately a five-fold increase in traffic or a 175 percent rate increase over the 1973 levels.

JAMESBURG BRANCH

USRA Line No. 125/125a

Penn Central



The Jamesburg Branch, formerly part of the Pennsylvania RR, extends from *Monmouth Junction* (Milepost 0.0) to *Jamesburg, N.J.* (Milepost 5.0), a distance

of 5 miles, in Middlesex County, N.J. At Monmouth Junction this line connects with the PC Line running from New York to Philadelphia and the PC Rocky Hill Running Track-Kingston Branch. It also connects with the Amboy Secondary Track, the Freehold Secondary Track and the Hightstown Secondary Track, all PC, at Jamesburg. The Rocky Hill Running Track-Kingston Branch, the Hightstown Secondary Track and the Freehold Secondary Track are also under study in this Report. This line except for the portion from Jamesburg to Dayton was described as potentially excess in the U.S. DOT Report (see Zone 62).

Traffic and Operating Information

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

S. Brunswick.....	135
Dayton	765

Total carloads generated by the line.....	900
Average carloads per week.....	17.3
Average carloads per mile.....	180.0
Average carloads per train.....	3.0
1973 operating information:	
Number of round trips per year.....	300
Estimated time per round trip.....	2.5
Locomotive horsepower.....	1,800
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," noted that International Paper said truck rates would be higher as they include the 6% fuel surcharge.

Information for Line Retention Decision

Revenue received by PC.....	\$409,248
Average revenue per carload.....	\$455
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	91,894
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	6,993
Cost incurred beyond the branch line.....	239,525
Total variable (avoidable) cost.....	338,412
Net contribution (loss): total.....	70,836
Average per carload.....	79

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has 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 400 crossties per mile).

Penn Central Industrial Development Dept. has informed USRA that a packaging plant is now under construction at S. Brunswick and will generate 200 carloads. Five other plants are also at various stages of planning or construction for a total of 700 carloads per year.

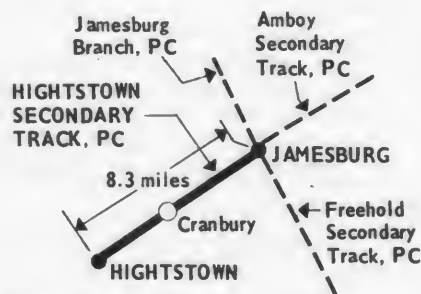
Recommendation

It is recommended that the Jamesburg Branch be included in the ConRail System.

HIGHTSTOWN SECONDARY TRACK

USRA Line No. 126/126a

Penn Central



The Hightstown Secondary Track, formerly part of the Pennsylvania RR, extends from Jamesburg (Milepost 13.4) to Hightstown, N.J. (Milepost 21.7), a distance of 8.3 miles, in Middlesex and Mercer Counties, N.J. At Jamesburg, this line connects with the Jamesburg Branch, the Amboy Secondary Track, and the Freehold Secondary Track. All of these connecting lines are part of the PC System. Additionally, the Jamesburg Branch and the Freehold Secondary Track are under study in this Report. This line was not described as potentially excess in the U.S. DOT Report except for the portion between the Middlesex County Line and Hightstown (see Zones 62 and 63).

Traffic and Operating Information

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

Prospect Plains	106
Cranbury	2,204
Hightstown	335

Total carloads generated by the line.....	2,645
Average Carloads Per Week.....	50.9
Average Carloads Per Mile.....	318.7
Average Carloads Per Train.....	10.6
1973 operating information:	
Number of round trips per year.....	250
Estimated time per round trip (hours).....	3.0
Locomotive horsepower.....	1,800
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" indicated that there was strong disagreement with the conclusions reached in the DOT Report. Reference was made to the carloads generated on this line (1,950 in 1973) as well as the large number of carloads moving overhead on the line. There were also comments directing attention to the increased costs and problems associated with changing from rail to motor carrier service.

Information for Line Retention Decision

Revenue received by PC.....	\$1,026,605
Average revenue per carload.....	\$388
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	153,763
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	17,660
Cost incurred beyond the branch line.....	692,194
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Total variable (avoidable) cost.....	863,617
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Net contribution (loss) : total.....	162,988
Average per carload.....	62

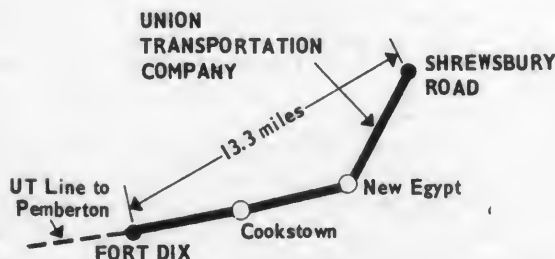
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,200 crossties (an average of 386 crossties per mile).

Recommendation

It is recommended that the Hightstown Secondary Track be included in the ConRail System.

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, N.J.* (Milepost 18.9), a distance of *13.3 miles*, in *Monmouth and Burlington Counties, New Jersey*. At *Fort Dix* this line continues to *Pemberton*. In *January 1972*, an application was filed with the *ICC* for permission to abandon this line (*Finance Docket No. AB-38*). No final action has been taken on this application. This line was described as potentially excess in the *U.S. DOT Report* (see *Zones 62 and 66*).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention 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.

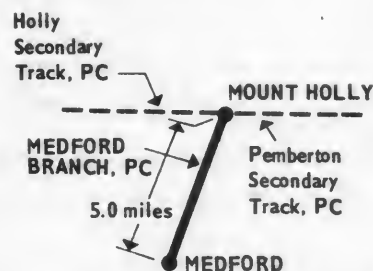
Preliminary Recommendation

It is *not* recommended that this line be included in the ConRail System.

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, New Jersey*. At *Mount Holly*, the line connects with the *PC Holly Secondary Track* and the *PC Pemberton Secondary Track*. This line was described as potentially excess in the *U.S. DOT Report of February 1, 1974* (see *Zone 66*).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Medford	130
Total carloads generated by the line..... 130	
Average carloads per week.....	2.5
Average carloads per mile.....	26.0
Average carloads per train.....	0.9
1973 operating information:	
Number of round trips per year.....	150
Estimated time per round trip (hours).....	2
Locomotive horsepower.....	2250
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" centered on the potential impact of the loss of rail service on area employment, business activity and local tax revenues.

Information for Line Retention Decision

Revenue received by PC.....	\$52,848
Average revenue per carload.....	\$407
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	54,515
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	13,766
Cost incurred beyond the branch line..	42,413
Total variable (avoidable) cost.....	110,694
Net contribution: Total.....	(57,846)
Average per carload.....	(445)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 2,600 crossties (an average of 520 crossties per mile).

Data supplied at the RSPO hearings indicated that the traffic on this line may increase to 450 carloads annually.

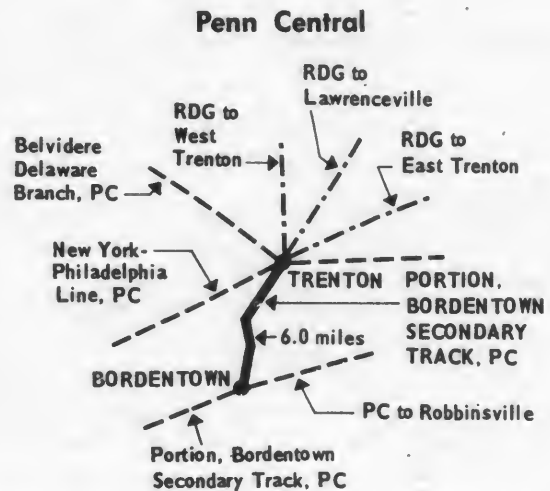
Preliminary Recommendation

Although the preliminary recommendation is that the Medford Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess fi-

ancial burden amounting to \$57,846 or \$445 per carload. Recovery of costs would require approximately a five-fold increase in traffic or a 110 per cent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone, will not make the line viable.

PORTION OF BORDENTOWN SECONDARY TRACK

USRA Line No. 131



This portion of the Bordentown Secondary Track, formerly part of the Pennsylvania RR, extends from Trenton (Milepost 0.0) to Bordentown, N.J. (Milepost 6.0), a distance of 6.0 miles, in Burlington and Mercer Counties, New Jersey. At Trenton this line connects with the PC line from New York to Philadelphia and the PC Belvidere Delaware Branch. At Bordentown, the line continues southwestward. The PC Belvidere Delaware Branch is also under study in this Report. This line, except for the portion between Bordentown and the Mercer County Line, was described as potentially excess in the U.S. DOT Report (see Zones 63 and 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Trenton ¹	1,155
Total carloads generated by the line..... 1,155	
Average carloads per week.....	22.2
Average carloads per mile.....	288.0
Average carloads per train.....	3.9
1973 operating information:	
Number of round trips per year.....	300
Estimated time per round trip (hours).....	8
Locomotive horsepower.....	1,800
Train crew size.....	3

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$581,307
Average revenue per carload.....	\$508
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	186,766
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	15,497
Cost incurred beyond the branch line.....	324,012
Total variable (avoidable) cost.....	526,275
Net contribution (loss): total.....	55,032
Average per carload.....	47

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,600 crossties (an average of 600 crossties per mile).

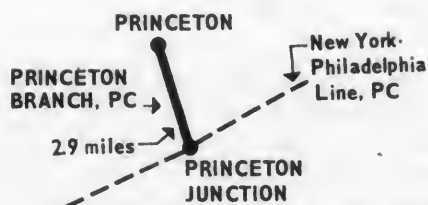
Recommendation

It is recommended that the portion of the Borden-ton Secondary Track be included in the ConRail System.

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. This line was described as potentially excess in the U.S. DOT Report (see Zone 63).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Princeton ¹	15
Total carloads generated by the line.....	15
Average carloads per week.....	0.3
Average carloads per mile.....	5.1
Average carloads per train.....	0.5
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

¹ Includes only traffic on segment.

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" indicated that this line is a vital rail passenger link for New York, Newark, and Philadelphia commuters. There are an estimated 1,000 commuters on this line each day. A letter from the East Windsor Township of Mercer County states that this spur is of vital concern to Mercer County. USRA staff has discussed with the state of New Jersey the possibility of having the state designate property which it believes should be purchased or leased by the state for passenger services as part of the Final Plan. A state inventory of rail passenger facility requirements is being made.

Information for Line Retention Decision

Revenue received by PC.....	\$1,348
Average revenue per carload.....	\$90
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	7,364
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	3,610
Total variable (avoidable) cost.....	10,974
Net contribution (loss): total.....	(9,626)
Average per carload.....	(642)

¹ Excludes maintenance and ownership costs due to the predominant existence of passenger service.

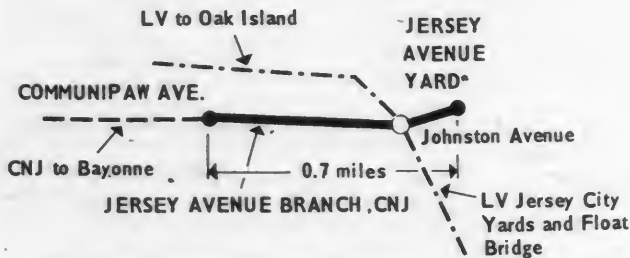
This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Preliminary Recommendation

It is *not* recommended that *freight service* be provided on the Princeton branch by the ConRail System.

Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$9,626 or \$642 per carload. Recovery of costs would require both an increase in traffic and a rate increase over the 1973 levels.

JERSEY AVENUE BRANCH
USRA Line No. 1100
Central Railroad of New Jersey



The Jersey Avenue Branch, extends from *Communi-paw to Jersey Avenue, N.J., 0.7 mile*, in Hudson County, N.J. This line connects at Communi-paw Avenue with the CNJ line to Bayonne. It connects at Johnston Avenue with the LV lines to Oak Island and to the Jersey City yards and float bridge. This line was not described as potentially excess in the U.S. DOT Report (see Zone 60).

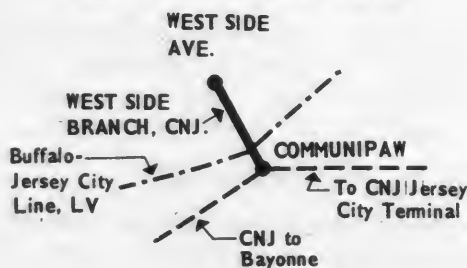
Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

The traffic generated on this line is billed as Jersey City. At this time, specific traffic information cannot be identified and no recommendation can be forwarded.

WEST SIDE BRANCH
USRA Line No. 1101
Central RR of New Jersey



The CNJ *West Side Branch* (and extension) runs from Communi-paw to West Side Avenue in Jersey City, a distance of 2.1 miles in Hudson County, New Jersey. At Communi-paw, this line connects with the Central Railroad of New Jersey line running from the Jersey City Terminal to Bayonne and beyond. At Communi-paw, this line does not connect but it crosses a branch of the Jersey City-Buffalo line of the Lehigh Valley. This line was not described as potentially excess in the U.S. DOT Report (see Zone 60).

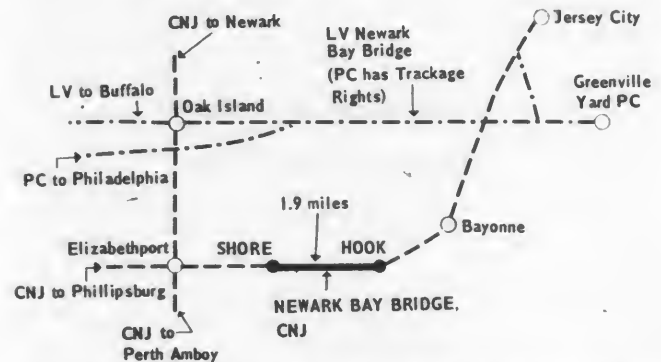
Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office.

Information for Line Retention Decision

Study of this line was requested by CNJ. Data for this line is merged with all Jersey City data, and therefore study must be postponed until data for this line can be segregated and analyzed. Detailed analysis will be completed as the data becomes available.

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, New Jersey. At Hook and Shore the line continues as the Central Railroad of New Jersey line. This line was described as potentially excess in the U.S. DOT Report (see Zone 60).

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," indicated that shippers were concerned only that they somehow not lose freight service in the Bayonne area.

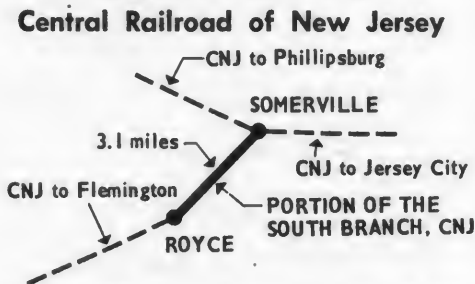
Information for Line Retention Decision

Bayonne shippers will continue to be served by ConRail 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 service.

Preliminary Recommendation

It is *not* recommended that the Newark Bay Draw-bridge be included in the ConRail System.

**PORTION OF THE SOUTH BRANCH
USRA Line No. 1103**



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, New Jersey. A continuation of this line extends westward from Royce, which sector is also under study in this Report. At Somerville, this line connects with the Central RR of New Jersey's Jersey City-to-Phillipsburg Line. This line was not described as potentially excess in the U.S. DOT Report (see Zone 62).

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

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by CNJ.....	\$11,721
Average revenue per carload.....	\$116
<hr/>	
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
<hr/>	
Total variable (avoidable) cost.....	43,851
<hr/>	
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 mph). Based on available information, this upgrading would include the replacement of a total of 720 crossties (an average of 232 crossties per mile).

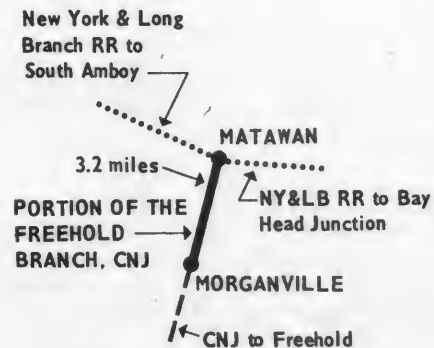
Preliminary Recommendation

It is *not* recommended that this portion of the South Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$32,130 or \$318 per carload. Recovery of costs would require approximately a seven-fold increase in traffic or a 275 percent rate increase over the 1973 levels.

PORTION OF THE FREEHOLD BRANCH

USRA Line No. 1104

Central RR of New Jersey



This portion of the Freehold Branch, extends from *Morganville* (Milepost 8.9), to *Matawan, N.J.* (Mile-

post 12.1), a distance of 3.2 miles, in Monmouth County, New Jersey. At Matawan, this line connects with the New York & Long Branch RR. This line was not described as potentially excess in the U.S. DOT Report (see Zone 62).

Traffic and Operating Information

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

Freneau	12
Morganville	67
Bradevelt	1
Marlboro	2

Total carloads generated by the line.....	82
Average carloads per week.....	1.6
Average carloads per mile.....	25.6
Average carloads per train.....	1.6
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

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" indicated that the Brockway Glass Co., Reed, Perrine, Inc., and the Rex Lumber Co. all believed it would be wiser, from a cost standpoint, to upgrade the Penn Central track between Freehold and Jamesburg rather than rebuild the closed CNJ line between Freehold and Matawan. Richard J. Button, representing the Brockway Glass Co., after making a personal inspection, felt that the entire 12 miles of track between Matawan and Freehold would have to be rebuilt before it could meet Federal Railroad Administration safety standards. The connection between the Penn Central and the CNJ at Freehold would also have to be rebuilt. Furthermore, it would be necessary to make extensive repairs to a local railroad bridge located on the Matawan spur. R. D. Timpany, CNJ Trustee, estimates rehabilitation costs to be \$200,000. It is their combined belief that if the Penn Central line between Freehold and Jamesburg were retained and brought up to track safety standards, rail tonnage would increase.

Information for Line Retention Decision

Revenue received by CNJ.....	\$13,598
Average revenue per carload.....	\$166

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	30,112
Cost of upgrading branch line to FRA class	
I: (1/10 of total upgrading cost).....	7,687

Cost incurred beyond the branch line.....	5,461
Total variable (avoidable) cost.....	43,260
Net contribution (loss): total.....	(29,667)
Average per carload.....	(362)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 780 cross ties (an average of 244 cross ties per mile).

Preliminary Recommendation

It is *not* recommended that this portion of the Freehold Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$29,667 or \$362 per carload. Recovery of costs would require approximately a 360 percent increase in traffic or a 220 percent rate increase over the 1973 levels.

**NEW YORK & LONG BRANCH RR
USRA Line No. 1105**



This portion of the New York & Long Branch RR extends from Asbury Park (Milepost 28.1) to Bay Head Junction, N.J. (Milepost 38.0), a distance of 9.9 miles, in Monmouth and Ocean Counties, N.J. At Asbury Park, this line continues to South Amboy. This line, except for a 0.9 mile portion from Bradley Beach (Milepost 29.0) to Asbury Park, was described as potentially excess in the U.S. DOT Report (see Zone 62) of February 1, 1974.

Traffic and Operating Information

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

Belmar	8
Spring Lake.....	19
Point Pleasant.....	255

Total carloads generated by the line.....	282
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Average carloads per week.....	5.4
Average carloads per mile.....	28.5
Average carloads per train.....	2.7
1973 operating information:	
Number of round trips per year.....	104
Estimated time per round trip (hours).....	8.0
Locomotive horsepower.....	1,600
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" indicated that the line does not generate a large volume of freight, but it is considered to be a vitally important commuter route. In 1973, New Jersey spent \$390,000 on repairs to the line, and in 1974, the state expects to spend an additional \$560,000. R. D. Timpany, Trustee, Central Railroad of New Jersey, stated that the New Jersey DOT had allocated approximately \$2.6 million for the restoration of the line during the period 1971 to 1974.

Richard B. Wachenfield, of the New York & Long Branch, noted that 27,000 passengers ride over the line daily. According to Mr. Wachenfield, a study has been completed which involves a proposal to terminate service on this line at Sea Girt instead of Bay Head Junction. The study estimated that it will cost approximately \$500,000 to repair the Manasquan Bridge or \$5 million to build a new one. Questions have been raised as to whether this investment would be justified because of the small number of passengers that use the line south of Sea Girt.

Information for Line Retention Decision

Revenue received by CNJ.....	\$77,893
Average revenue per carload.....	\$276
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line (excludes maintenance).....	74,930
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	29,076
Total variable (avoidable) cost.....	104,006
Net contribution (loss): total.....	(26,113)
Average per carload.....	(93)

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

Preliminary Recommendation

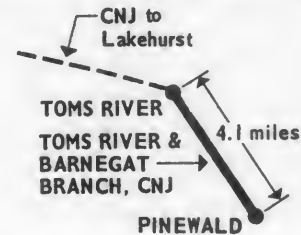
It is *not* recommended that *freight service* be provided over this portion of the New York & Long Branch RR by the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this

line generates an annual excess financial burden amounting to \$26,113 or \$93 per carload. Recovery of costs would require approximately a 153 percent increase in traffic or a 34 percent rate increase over the 1973 levels.

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 7.4) to *Oyster Creek, N.J.* (Milepost 11.5), a distance of 4.1 miles, in Ocean County, N.J. At Toms River, this line continues to Lakehurst. This line except for a short portion just southeast of Toms River was described as potentially excess in the U.S. DOT Report (see Zone 62).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Pinewald.....	52
Waretown.....	4
Total carloads generated by the line.....	
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).....	4.0
Locomotive horsepower.....	1,600
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" indicated that the portion of the line between Pinewald and Oyster Creek is presently operated by the CNJ under contract with the Jersey Central Power & Light Co.

Information for Line Retention Decision

Revenue received by CNJ.....	\$9,221
Average revenue per carload.....	\$165
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	87,945
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	0

Cost incurred beyond the branch line.....	5,489
Total variable (avoidable) cost.....	93,434
Net contribution (loss) : total.....	(84,213)
Average per carload.....	(1,504)

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 safety operating speed of 10 m.p.h.). Jersey Central Power & Light Co. stated that in the next five years, it expects 4,000 inbound carloads at its Oyster Creek plant. In addition, the plant is expected to generate 15 outbound carloads per year.

Further testimony by the New Jersey City Transportation Council indicated that plans have been formulated for the construction of a nuclear generating power station at Forked River. Reportedly 800 carloads per year will be used over this line until 1979. Construction employment will be approximately 3,000.

Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Toms River & Barnegat Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$84,213 or \$1,504 per carload. Recovery of costs would require approximately a twenty-three-fold increase in traffic or a 900 percent rate increase over the 1973 levels.

These portions of the High Bridge and the Lake Hopatcong Branch, extend from *High Bridge* (Milepost 0.0), to *Lake Junction, N.J.* (Milepost 23.9), a distance of 23.9 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. It connects with the Erie Lackawanna line running from Hoboken to Chicago, the Lake Hopatcong Branch of the CNJ, and the Wharton & Northern Railroad 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. This line except for a short distance north of Hopatcong Junction was described as potentially excess in the U.S. DOT Report (see Zones 60 and 62).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
High Bridge.....	28
Callfon	9
Long Valley	1
Flanders	72
Kenvil	67
<hr/>	
Total carloads generated by the line.....	177
Average carloads per week.....	3.4
Average carloads per mile.....	7.4
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.....	4,000
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" indicates that this line is used as a through route carrying glass sand from Southern New Jersey and is an important interchange between the Erie-Lackawanna and the CNJ Phillipsburg to New York line. Sears Roebuck announced plans to begin construction in 1974 of a major distribution center at Bartley (mp 16). The firm projects it will generate between 3,750 and 4,250 carloads per year. RSPO indicates this same area is under development by the Mt. Olive Industrial Development Commission.

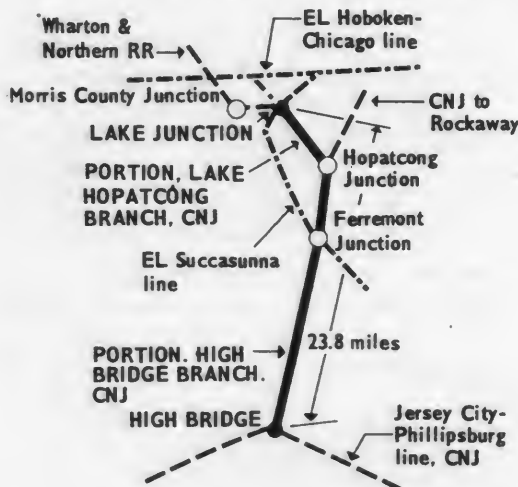
Information for Line Retention Decision

Revenue received by CNJ.....	\$33,586
Average revenue per carload.....	\$190
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	190,984

PORTIONS OF HIGH BRIDGE BRANCH

USRA Line No. 1107

Central Railroad of New Jersey



Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost).....	21,818
Cost incurred beyond the branch line.....	11,923
Total variable (avoidable) cost.....	224,725
Net contribution (loss): total.....	(191,139)
Average per carload.....	(1,080)

This 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 mph). Based on available information, this upgrading would include the replacement of a total of 1,500 crossties (an average of 63 crossties per mile).

Preliminary Recommendation

Although the preliminary recommendation is that these portions of the High Bridge Branch and the Lake Hopatcong Branch not be included in the ConRail System, the possibility of immediately increasing revenue at Bartley must be explored before a final recommendation can be made. Further, the final industry structure plan (see Chapter 3) may require continuance of this route for through traffic (EL overhead to the present CNJ). Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$191,139 or \$1,080 per carload. Recovery of costs would require approximately a nine-fold increase in traffic or a 570 percent rate increase over the 1973 levels.

Burlington, Camden, Gloucester, Atlantic, and Cumberland Counties, New Jersey. 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, the CNJ Deerfield Branch to Seabrook and the CNJ C. & M.R. Branch to Mauricetown. Vineland (Milepost 120.1) is also served by PRSL lines to Glassboro and Dorchester. The PRSL lines to Glassboro from Bridgeton Junction and Vineland are also under study in this report. At Winslow Junction (Milepost 104.2), the line intersects PRSL lines to Haddonfield, Camden (via Clementon), Atlantic City and Cape May. This line was described as potentially excess in the U.S. DOT Report (see Zones 62, 64, 65, 66, and 84).

Traffic and Operating Information

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

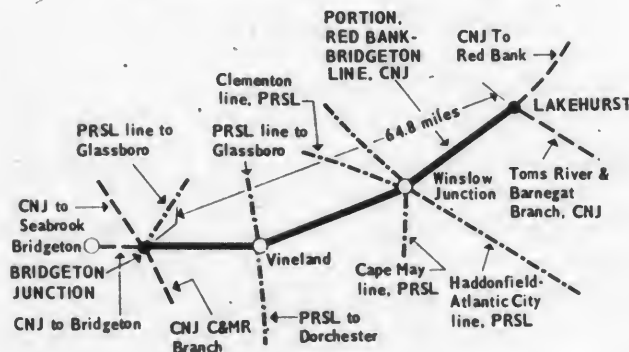
Lakehurst	81
Chatsworth	3,684
Winslow	397
Cedar Lake	185
Landisville	295
Vineland	2,226
Norma	116
Rosenhayn	32

Total carloads generated by the line.....	7,016
Average carloads per week.....	134.9
Average carloads per mile.....	108.3
Average carloads per train.....	20.0
1973 operating information:	
Number of round trips per year.....	350
Estimated time per round trip (hours).....	8.0
Locomotive horsepower.....	2,500
Train crew size.....	4

PORTION OF SOUTHERN MAIN LINE

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 130.8), a distance of 64.8 miles, in Ocean

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," indicates that line carries large quantities of sand. A feeder line originated more than 15,000 carloads of sand in '73, 43% of which continued over Bridgeton to Lakehurst line. RSPO report said forecasts indicate that traffic south of Bridgeton will increase to 19,000 carloads in 1974 and 21,000 in 1975. Howard T. Rosen, counsel for CNJ Lifeline Committee said 35,000 carloads of sand are now generated on line, 15,000 of which originate on feeder line at Newport. He says 50,000 carloads could be generated if tracks were repaired and rail efficiency improved. RSPO report said in 1973, 5,400 carloads of sand were moved on line from Winslow Junction (Zone 66) to NYC. According to Monmouth County,

N.J. Transportation Coordinating Committee, this is the only north-south rail line in eastern and southern part of the State. "Withdrawal of service would leave many firms stranded." Mr. Rosen said area roads could not handle the 500 trucks per day that would be needed to handle the traffic if rail service was discontinued. Public Service Electric and Gas Company said line was needed for southbound movement of traprock to its offshore generating plant. Owens Illinois said there is no physical connection between Pa.-Reading Seashore line serving Vineland and CNJ as indicated in DOT map of Zone 65. Betz Laboratories in Chatsworth said if it lost rail service and no alternative service were provided, it would shut down. Reade Mfg. Co. in Lakehurst ships magnesium powder that U.S. Dept. of Defense uses for ammunition. Table 50 in RSPO report says Hollander Sand Co. projects an increase to 10,000-12,000 carloads over the 4,000 carloads it shipped since it began operations in the last 6 months of 1973. Scott Paper Co. projects an increase to 1,900 carloads, up from its 950 carloads in 1973. Alan Sagner of NJDOT said USDOT was not attributing enough carloads to Chatsworth and Whitings. NJDOT figures indicated 4,500 carloads from these stations in 1973.

Information for Line Retention Decision

Revenue received by CNV.....	\$1, 052, 533
Average revenue per carload.....	<u>\$150</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	519, 752
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	74, 816
Cost incurred beyond the branch line...	508, 212
Total variable (avoidable) cost.....	<u>1, 102, 780</u>
Net contribution (loss) : total.....	(50, 247)
Average per carload.....	(7)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,400 crossties (an average of 99 crossties per mile).

Although service to this line generates a loss, a 9 percent increase in traffic or a 5 percent increase above the 1973 levels would enable financial self-sufficiency. No reasonable routing alternative exists.

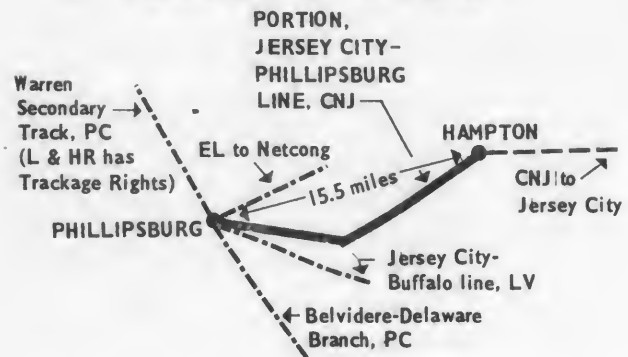
Recommendation

It is recommended that this portion of the Southern Line be included in the ConRail System.

PORTION OF THE PHILLIPSBURG LINE

USRA Line No. 1109

Central R.R. of New Jersey



This portion of the Jersey City-Phillipsburg Line extends from *Hampton* (Milepost 56.6), to *Phillipsburg, N.J.* (Milepost 72.1), a distance of 15.5 miles, in Hunterdon and Warren Counties, New Jersey. At Hampton, the line continues east to Elizabethport. At Phillipsburg, the line connects with the Lehigh Valley RR Line between Jersey City and Buffalo. Limited suburban passenger service was recently inaugurated on this portion of the line. This line was not described as potentially excess in the U.S. DOT Report (see Zones 62 and 69).

Traffic and Operating Information

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

Hampton	38
Ludlow	150
Bloomsbury	41
Phillipsburg	<u>194</u>

Total carloads generated by the line.....	423
Average carloads per week.....	8.1
Average carloads per mile.....	27.3
Average carloads per train.....	4.1

1973 Operating Information:

Number of round trips per year.....	104
Estimated time per round trip (hours).....	6.0
Locomotive horsepower.....	1, 500
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No information was 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."

Information for Line Retention Decision

Revenue received by CNJ.....	\$69, 065
Average revenue per carload.....	<u>\$163</u>

Variable (avoidable) cost of continued Service:	
Cost incurred on the branch line..... ¹	77,822
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	27,912
Total variable (avoidable) cost.....	105,734

Net contribution (loss) : total.....	(36,669)
Average per carload.....	(87)

¹ Excludes maintenance due to the use of the line for passenger service.

USRA staff has requested that the State of N.J. prepare a detailed inventory of their rail passenger facility needs. The State may wish to designate certain property which it believes should be purchased or leased by the State for passenger services as part of the Final Plan.

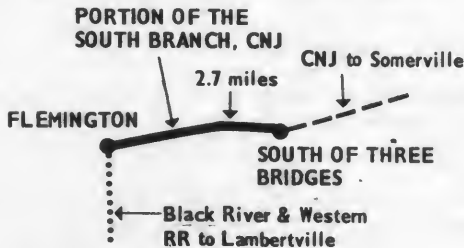
Preliminary Recommendation

It is *not* recommended that freight service provided over this portion of the Jersey City to Phillipsburg line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$36,669 or \$87 per carload. Recovery of costs would require approximately a 90 percent increase in traffic or a 50 percent rate increase over the 1973 levels. The ultimate disposition of this smaller bankrupt carrier (see Chapter 3) may improve carrier revenue as the acquiring road can "long haul" the traffic. The present carloads per mile, however, indicate that the line would not likely be viable under this circumstance.

PORTION OF SOUTH BRANCH

USRA Line No. 1112

Central Railroad of New Jersey



This portion of the South Branch, extends from *South of Three Bridges* (Milepost 13.0) to *Flemington, N.J.* (Milepost 15.7), a distance of 2.7 miles, in Hunterdon County, N.J. A continuation of this line ex-

tends eastward, from South of Three Bridges, to Somerville, which sector is also under study in this Report. At Flemington, this line connects with the Black River & Western RR to Lambertville. This line was not described as potentially excess in the U.S. DOT Report (see Zone 62).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Flemington	659
Total carloads generated by the line.....	659
Average carloads per week.....	12.7
Average carloads per mile.....	244.1
Average carloads per train.....	4.2
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

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" by Grant Arnold, General Manager of Ethyl Corporation indicates that if all the lines shown as potentially excess in the DOT Report are abandoned then Flemington will be without rail service. The community handles 1,718 carloads annually.

Information for Line Retention Decision

Revenue received by CNJ.....	\$186,414
Average revenue per carload.....	\$283

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	58,788
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	76,589
Total variable (avoidable) cost.....	135,377

Net contribution (loss) : total.....	51,037
Average per carload.....	77

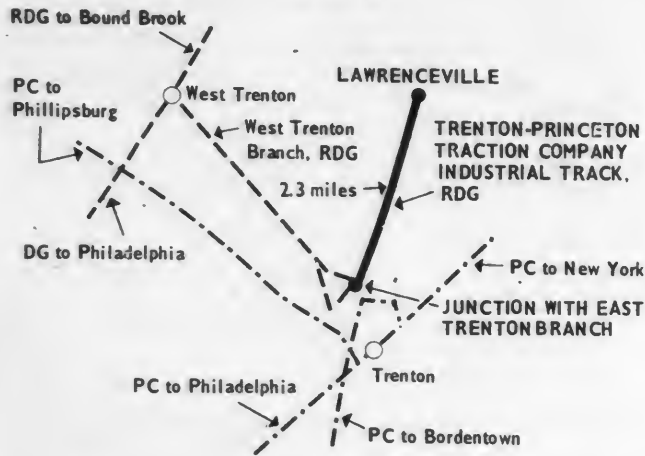
This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). This line requires a connection with the Lehigh Valley near Three Bridges in order to continue in operation.

Recommendation

It is recommended that this portion of the South Branch be included in the ConRail System.

**TRENTON-PRINCETON TRACTION COMPANY
INDUSTRIAL TRACK
USRA Line No. 900**

Reading



The Trenton-Princeton Traction Co. Industrial Track, extends 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. At Trenton this line connects with PC industrial tracks and the Reading lines to East Trenton and West Trenton. All of these Reading lines are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 63).

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" indicated that this line serves ten firms which generated 1,070 carloads in 1973. It also stated that loss of the line would cause unemployment for 234 people. Certified Steel Co. said it expects to generate 325 to 400 carloads in the near future. Mr. Thomas N. Loser of Wycough & Loser said he did not think his company could remain at its present location if rail service was discontinued. Other arguments against abandonment cited possible unemployment, "inability of area roads to handle additional truck traffic," and needed rail service for the \$10 million Ewing Industrial Park.

Additionally, USRA received information from the Reading Company that the Ewing Industrial Park is an expanding facility and that future rentals in the Park would be very difficult if rail service was discontinued. One firm recently spent \$30,000 to build a siding after receiving a railroad guarantee that service would continue.

Information for Line Retention Decision

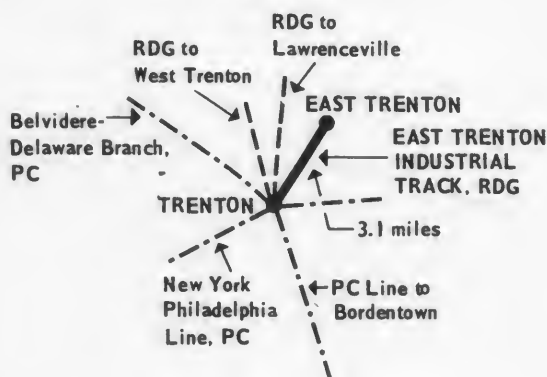
The specific characteristics of the traffic generated on this line cannot be identified. However, the volume is substantial.

Recommendation

It is recommended that the Trenton-Princeton Traction Co. Industrial Track be included in the ConRail System.

**EAST TRENTON INDUSTRIAL TRACK
USRA Line No. 901**

Reading



The East Trenton Industrial Track extends from *East Trenton* (Milepost 35.6) to *Trenton, N.J.* (Milepost 38.7), a distance of *3.1 miles*, in Mercer County, N.J. At Trenton, this line connects with the Reading line to West Trenton. This line is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 63).

Traffic and Operating Information

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

Ajax Park.....	2
Trenton	3,018
<hr/>	
Total carloads generated by the line.....	3,020
Average carloads per week.....	58.1
Average carloads per mile.....	974.2
Average carloads per train.....	9.7
1973 operating information:	
Number of round trips per year.....	312
Estimated time per round trip (hours).....	3.0
Locomotive horsepower.....	1,500
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" indicated that witnesses urged three firms, employing 574 people, gen-

erated 785 carloads in 1973. The Gas Construction Co., Inc., received 1,108 tons of freight in 1972, and 1,443 tons of freight in 1973. Mayor Arthur J. Hollared of Trenton said 17 Trenton firms would be hurt by the loss of rail service. Seven of these firms said they would have to stop operating at their present locations. "Abandonment would cause the potential unemployment of 1,800 persons and an estimated tax revenue loss of \$300,000."

Information for Line Retention Decision

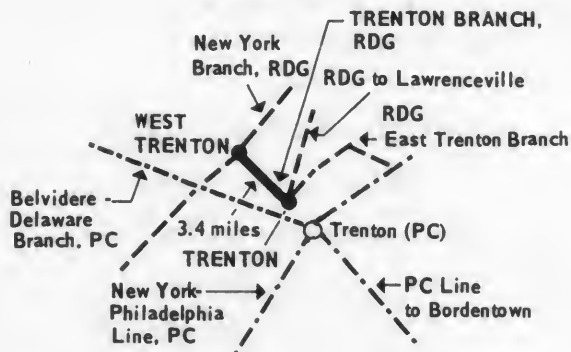
Revenue received by RDG.....	\$462, 887
Average revenue per carload.....	\$153
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	121, 732
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	304, 770
Total variable (avoidable) cost.....	426, 502
Net contribution (loss) : total.....	36, 385
Average per carload.....	12

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

Recommendation

It is recommended that the East Trenton Industrial Track be included in the ConRail System.

**TRENTON BRANCH
USRA Line No. 902
Reading Railroad**



The Trenton Branch extends from *West Trenton* (Milepost 32.8) to *Trenton* (Milepost 36.2) a distance of 3.4 miles, in Mercer County, New Jersey. At Trenton, this line connects with the Reading line to East Trenton. This line is also under study in this Report. At West Trenton, the Trenton Branch connects with the

Reading's New York Branch. This line was not described as potentially excess in the U.S. DOT Report (see Zone 63).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
West Trenton.....	2, 445
Total carloads generated by the line.....	2, 445
Average carloads per week.....	47. 0
Average carloads per mile.....	719. 4
Average carloads per train.....	7. 8
1973 operating information:	
Number of round trips per year.....	312
Estimated time per round trip (hours).....	3. 0
Locomotive horsepower.....	1, 500
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" indicates that only two firms offered traffic information: the Homsote Co. generated 737 carloads in 1973, and the H. M. Royal Corp. generated 350-400 carloads in 1973. Homsote expects to generate 1,250 carloads by 1979. Royal expects to generate 615 carloads by 1976. George Owens of Royal said that approximately 3,000 rail cars travel the line annually. New Jersey DOT say only 650 cars traveled the line in 1973. Abandonment would cause unemployment for 205 people.

Information from the Reading Company said that abandonment of this line would cause one company to close and two companies to cut back service, resulting in layoffs of 135 people. Hundreds of other employees would be adversely affected. Abandonment would also isolate the East Trenton and Trenton-Princeton Trac-tion Branches.

Information for Line Retention Decision

Revenue received by RDG.....	\$474, 121
Average revenue per carload.....	\$194
Variable (avoidable) cost of continued service:	
Cost incurred on the Branch Line.....	152, 983
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	313, 633
Total variable (avoidable) cost.....	466, 616
Net contribution (loss) : total.....	7, 505
Average per carload.....	3

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 mph).

Recommendation

It is recommended that the Trenton Branch be included in the ConRail System.

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, New Jersey. At Pleasantville, this line connects with the Linwood Secondary Track of the Pennsylvania-Reading Seashore Lines, and it also continues to Atlantic City. The former line is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 64).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
McKee City.....	81
Northfield	26
<hr/>	
Total carloads generated by the line.....	107
Average carloads per week.....	2.1
Average carloads per mile.....	30.6
Average carloads per train.....	2.1
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

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PRSL.....	\$15,936
Average revenue per carload.....	\$149

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	33,679
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	6,494

Total variable (avoidable) cost..... 40,173

Net contribution (loss): total..... (24,237)
Average per carload..... (227)

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

New Jersey DOT indicated that industries have already moved into an industrial park complex at McKee City and this complex is expected to attract additional firms in the future. Continued rail service is essential to at least one of the firms now in the complex and for the continued development of the park.

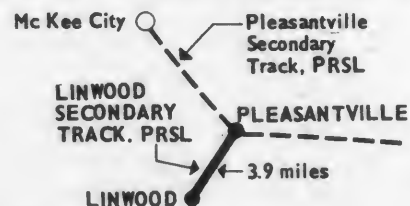
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Pleasantville Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$24,237 or \$227 per carload. Recovery of costs would require approximately a 260 percent increase in traffic or a 150 percent rate increase over the 1973 levels. 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, however, indicate that this line would not likely be viable under these circumstances.

LINWOOD SECONDARY TRACK

USRA Line No. 1801

Pennsylvania-Reading Seashore Lines



The Linwood Secondary Track, extends from *Pleasantville* (Milepost 0.0) to *Linwood, New Jersey* (Milepost 3.8), a distance of 3.9 miles, in Atlantic County,

New Jersey. At Pleasantville, this line connects with the Pleasantville Secondary Track of the Pennsylvania Reading Seashore lines. The portion from Pleasantville west is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 64).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Linwood	254
<hr/>	
Total carloads generated by the line.....	254
Average carloads per week.....	4.9
Average carloads per mile.....	66.8
Average carloads per train.....	2.4
1973 operating information:	
Number of round trips per year.....	104
Estimated time per round trip (hours).....	3.5
Locomotive horsepower.....	1,200
Train crew size.....	5

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" indicated that Dee Wood Industries reported it generates an average of 274 carloads per year over this line. Herbert Adler, representing the aforementioned firm, stated that his firm would not be able to price its products competitively if rail service were discontinued. Additionally, he mentioned that a switch to trucking would be impractical. Opposition was also expressed by the PRSL, the New Jersey DOT, and other business firms.

Information for Line Retention Decision

Revenue received by PRSL.....	\$54,087
Average revenue per carload.....	\$213
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	52,060
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	19,417
Cost incurred beyond the branch line.....	14,826
<hr/>	
Total variable (avoidable) cost.....	86,303
<hr/>	
Net contribution (loss): total.....	(32,266)
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 mph). Based on available information, this upgrading would include

the replacement of a total of 1,400 crossties (an average of 368 crossties per mile).

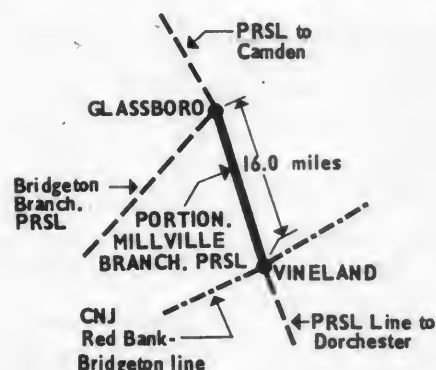
Preliminary Recommendation

It is *not* recommended that the Linwood Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$32,266 or \$127 per carload. Recovery of costs would require approximately an 80 percent increase in traffic or a 60 percent rate increase over the 1973 levels. The inclusion of this smaller bankrupt carrier in Con Rail 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.

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 34.0), a distance of 16.0 miles, in Gloucester and Cumberland counties, New Jersey. At Glassboro, this line continues through Woodbury to Camden, and it also connects with the Bridgeton Branch of the Pennsylvania-Reading Seashore Lines. At Vineland, it intersects the Central Railroad of New Jersey's Southern Line running from Red Bank to Bridgeton. At this point, it also continues to Dorchester. The Glassboro to Woodbury segment and the Bridgeton Branch of the PRSL, as well as the CNJ Southern Line, are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zones 65 and 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Clayton	143
Franklinville	8
Newfield	105
<hr/>	
Total carloads generated by the line.....	251
Average carloads per week.....	4.8
Average carloads per mile.....	15.7
Average carloads per train.....	2.4
1973 operating information:	
Number of round trips per year.....	104
Estimated time per round trip (hours).....	1.5
Locomotive horsepower.....	2,000
Train crew size.....	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PRSL.....	\$42,300
Average revenue per carload.....	<u>\$169</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	139,014
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	15,415
Total variable (avoidable) cost.....	<u>154,429</u>
Net contribution (loss): total.....	(112,120)
Average per carload.....	<u>(447)</u>

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.).

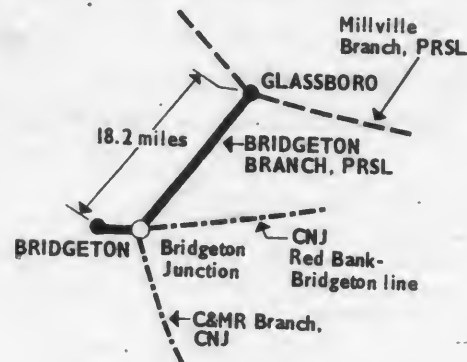
Preliminary Recommendation

It is *not* recommended that this portion of the Millville Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$112,120 or \$447 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 265 percent rate increase over the 1973 levels. 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, however, indicate that the line would not likely be viable under this circumstance.

BRIDGETON BRANCH

USRA Line No. 1804

Pennsylvania-Reading Seashore Lines



The Bridgeton Branch extends from *Glassboro* (Milepost 17.8) to *Bridgeton, N.J.* (Milepost 36.0), a distance of 18.2 miles, in Gloucester, Salem, and Cumberland Counties, New Jersey. At Glassboro, this line connects with the Millville Branch Line of the PRSL. At Bridgeton Junction, it connects with the Red Bank to Bridgeton Line of the CNJ, and the CNJ-C. & M.R. Branch. All lines except the last are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zones 65 and 66).

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
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

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PRSL.....	\$192,900
Average revenue per carload.....	<u>\$102</u>

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	278,378
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost) ..	0
Cost incurred beyond the branch line.....	130,650
Total variable (avoidable) cost.....	409,026
Net contribution (loss) : total.....	(216,128)
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.

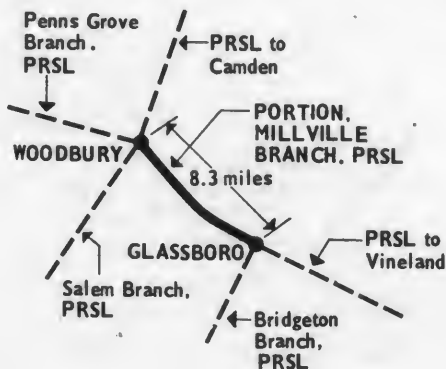
Preliminary Recommendation

Although the preliminary recommendation is that the Bridgeton Branch not be included in the ConRail system, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$216,128 or \$114 per carload. Recovery of costs would require approximately a three-fold increase in traffic or a 110 percent rate increase over the 1973 levels. 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.

PORTION OF MILLVILLE BRANCH

USRA Line No. 1805

Pennsylvania-Reading Seashore Lines



This portion of the Millville Branch extends from Woodbury (Milepost 9.7) to Glassboro, N.J. (Milepost 18.0), a distance of 8.3 miles, in Gloucester County, New Jersey. At Woodbury, this line continues to Camden. At Glassboro, it connects with the Bridgeton Branch of the PRSL, and the line also continues to Dorchester. The former line and the segment of the latter line from Glassboro to Vineland are also under study in this Report. At Woodbury, this line also intersects the Penns Grove Branch and the Salem Branch, both PRSL. This line was not described as potentially excess in the U.S. DOT Report (see Zone 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sewell	159
Pitman	31
Total carloads generated by the line.....	190
Average carloads per week.....	3.7
Average carloads per mile.....	22.8
Average carloads per train.....	3.7
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours)	3.5
Locomotive horsepower.....	2,000
Train crew size.....	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PRSL.....	\$16,034
Average revenue per carload.....	\$84

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	86,730
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	16,067
Total variable (avoidable) cost.....	96,797
Net contribution (loss) : Total.....	(80,763)
Average per carload.....	(425)

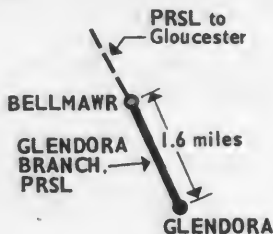
This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Preliminary Recommendation

It is *not* recommended that this portion of the Millville Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess finan-

cial burden amounting to \$80,763 or \$425 per carload. Recovery of costs would require both an increase in traffic and a rate increase over the 1973 levels.

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, New Jersey* (Milepost 9.5), a distance of 1.6 miles, in Camden County, New Jersey. At Bellmawr, this line continues to Gloucester. This line was described as potentially excess in the U.S. DOT Report (see Zone 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Runnemedede	72
Glendora	46
<hr/>	
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

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" indicated that firms located on this portion of the line generated 28 carloads of freight in 1972 and 61 carloads in 1973.

The New Jersey DOT indicated that cutting the line at Milepost 7.4 would isolate an industrial park from rail service. The effects of this cessation of service would force one firm to close, increase transportation costs for others, and would curtail future growth and development of the complex. Additionally, freight traffic increased over 100% in the one year (1972-1973) period.

Another point stressed by this report, was, in addition to providing private-siding service for one patron, the Glendora end of the line also provides a rail-truck interface for team track patrons.

Information for Line Retention Decision

Revenue received by PRSL.....	\$13,171
Average revenue per carload.....	\$112
<hr/>	
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.....	7,165
<hr/>	
Total variable (avoidable) cost.....	29,160
<hr/>	
Net contribution (loss): total.....	(15,989)
Average per carload.....	(136)

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.).

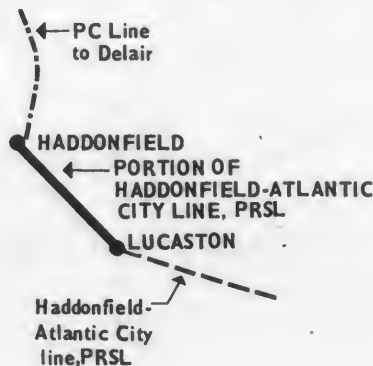
Preliminary Recommendation

It is *not* recommended that this portion of the Glendora Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$15,989 or \$136 per carload. Recovery of costs would require approximately a 260 percent increase in traffic or a 120 percent rate increase over the 1973 levels. 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.

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, New Jersey. At Haddonfield, this line connects with the PC line running to Delair. At Lucaston, this line continues to Atlantic City. This line was not described as potentially excess in the U.S. DOT Report (see Zone 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Woodcrest	25
Kirkwood	4
Total carloads generated by the line.....	
Average carloads per week.....	0.6
Average carloads per mile.....	3.9
Average carloads per train.....	0.6
1973 operating information:	
Number of round trips per year.....	50
Estimated time per round trip (hours).....	1.8
Locomotive horsepower.....	2,000
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PRSL.....	\$4,941
Average revenue per carload.....	170
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	59,030
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	2,033
Total variable (avoidable) costs.....	61,063
Net contribution (loss) : total.....	(56,122)
Average per carload.....	(1,935)

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

Preliminary Recommendation

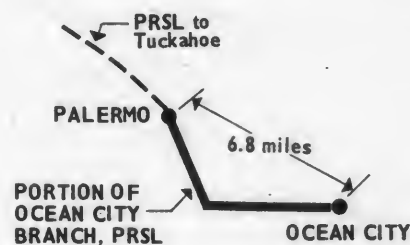
It is *not* recommended that this portion of the Camden to Atlantic City Line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$56,122 or \$1,935 per carload. Recovery of costs would require approximately

a nineteen-fold increase in traffic or a 1,138 percent rate increase over the 1973 levels.

PORTION OF OCEAN CITY BRANCH

USRA Line No. 1808

Pennsylvania-Reading Seashore Lines



This portion of the Winslow and Cape May Line, extends from *Palermo* (Milepost 59.6) to *Ocean City, N.J.* (Milepost 66.4), a distance of 6.8 miles, in Cape May County, New Jersey. At Palermo this line continues until it reaches the PRSL Cape May line at Tuckahoe. This line was described as potentially excess in the U.S. DOT Report (see Zone 65).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ocean City.....	116
Total carloads generated by the line.....	
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.....	5

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" indicated that potential continued growth in commuter service from Ocean City to the Philadelphia area was a justifiable argument for the continuance of service over this line. The average number of daily commuters is 90.

PRSL advocated that passenger service between these points be expanded; while freight service be discontinued. The Ocean City Community Association favors abandonment of the line and the establishment of com-

muter bus service. The rationale behind this is that the line has no economic value to taxpayers and is presently in unsafe condition.

A letter from Ms. Margaret Boal of Ocean City, New Jersey, stated that the community association of Ocean City (see above RSPO testimony) could not be located. Consequently, they did not speak for the citizens of Ocean City who rely on commuter rail service nor for the shipper located on the line. She also indicated that the statistics should show that the number of regular riders has steadily increased in the past year and a half.

Information for Line Retention Decision

Revenue received by PRSL.....	\$11,572
Average revenue per carload.....	\$100
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	¹ 31,142
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	7,295
<hr/>	
Total variable (avoidable) cost.....	38,437
<hr/>	
Net contribution (loss): total.....	(26,865)
Average per carload.....	(232)

¹ Excludes maintenance due to the presence of 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 mph).

Preliminary Recommendation

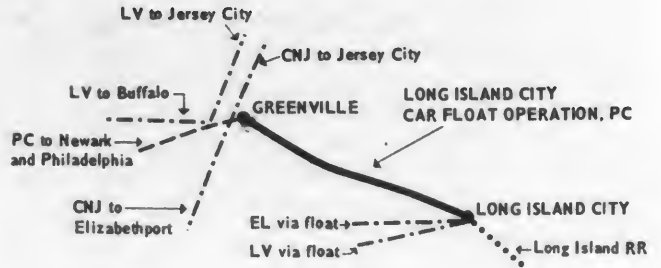
It is *not* recommended that this portion of the Winslow and Cape May line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$26,865 or \$232 per carload. Recovery of costs would require approximately a six-fold increase in traffic or a 230 percent rate increase over the 1973 levels. 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.

LONG ISLAND CITY FLOAT

USRA Line No. 117

Penn Central

The Long Island City Float, formerly part of the Pennsylvania RR, extends from *Greenville* to *Long*



Island City in Hudson County, N.J. and Queens County, N.Y.

The Long Island City Float is a car ferry operation handling Penn Central rail cars between Greenville and the Long Island Railroad at Long Island City. The line was not described as potentially excess in the U.S. DOT Report (see Zones 58 and 60).

Recommendation

The Long Island City float operation of the Penn Central is recommended for inclusion by ConRail. While costly, it provides a less expensive and more direct service than all rail routing for a significant amount of traffic.

While recommended for retention major changes in the service should occur, including:

1. Consolidation of all ConRail and Erie Lackawanna marine operations at Greenville.
2. Contract with the Brooklyn Dock Railways (BEDT & N.Y. Dock) for actual performance of service.
3. Imposing necessary surcharges to cover the additional costs of providing the service (\$43 per car) wherever present rates are noncompensatory.

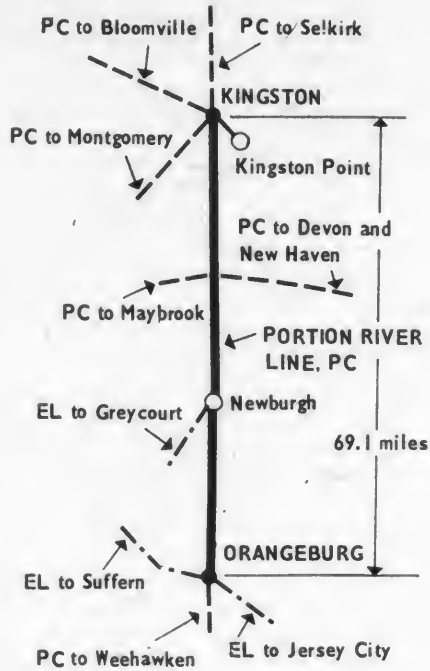
See Chapter 18 for a more detailed discussion of New York water services.

PORTION OF THE RIVER LINE

USRA Line No. 709

Penn Central

This portion of the River Line, formerly part of the New York Central RR, extends from *Little Ferry, N.J.* (Milepost 5.9), to *Kingston, N.Y.* (Milepost 87), a distance of *81.1 miles*, in Bergen County, New Jersey and Rockland, Orange and Ulster Counties, N.Y. Continuations of this line extend to Weehawken, N.J. and Selkirk, N.Y. At Little Ferry, the line connects with the New York, Susquehanna & Western Ry; at Orangeburg, N.Y. with the Erie-Lackawanna Piermont Branch and at Kingston with the Wallkill Valley and Catskill Mountain Branches of the PC, which are both also under study in this Report. This line was not



described as potentially excess in the U.S. DOT Report (see Zones 56, 58 and 60). The map illustrates only the northernmost 69.1 miles between Orangeburg and Kingston.

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" by the MTA (New York) indicated that the River Line should be preserved as far as Kingston (from Weehawken, New Jersey). MTA runs commuter passenger service for New York State in the Metropolitan New York City area and is in the process of evaluating future passenger service on the portion of this line.

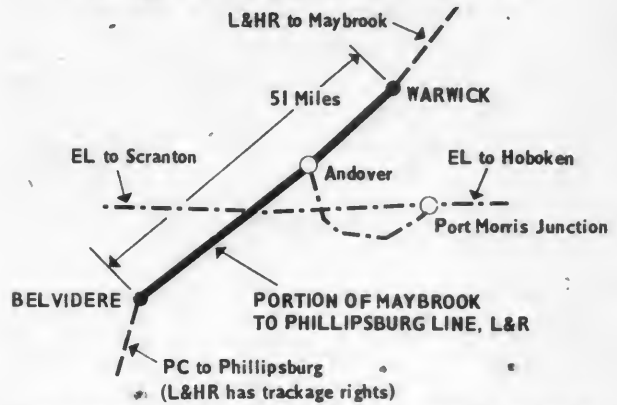
Information for Line Retention Decision

This line is required for through freight service; therefore, local rail service will be provided to all shippers located on the line.

Recommendation

It is recommended that this portion of the River Line be included in the ConRail System.

**PORTION OF MAYBROOK-PHILLIPSBURG LINE
USRA Line No. 1701
Lehigh & Hudson River Railway**



This portion of the Lehigh and Hudson River Railway extends from *Warwick, N.Y.* (Milepost 21), to *Belvidere, N.J.* (Milepost 72), a distance of 51 miles, in Orange County, New York and Sussex and Warren Counties, N.J. A continuation of this line extends northward from Warwick to Maybrook, N.Y. This line is also under study in this Report. At Belvidere it connects with the Penn Central Belvidere Branch extending southward to Trenton, which is also under study in this Report. Part of this line was described as potentially excess in the U.S. DOT Report (see Zones 56, 61, and 69).

Information Provided by RSPO, Shipping, Government Agencies

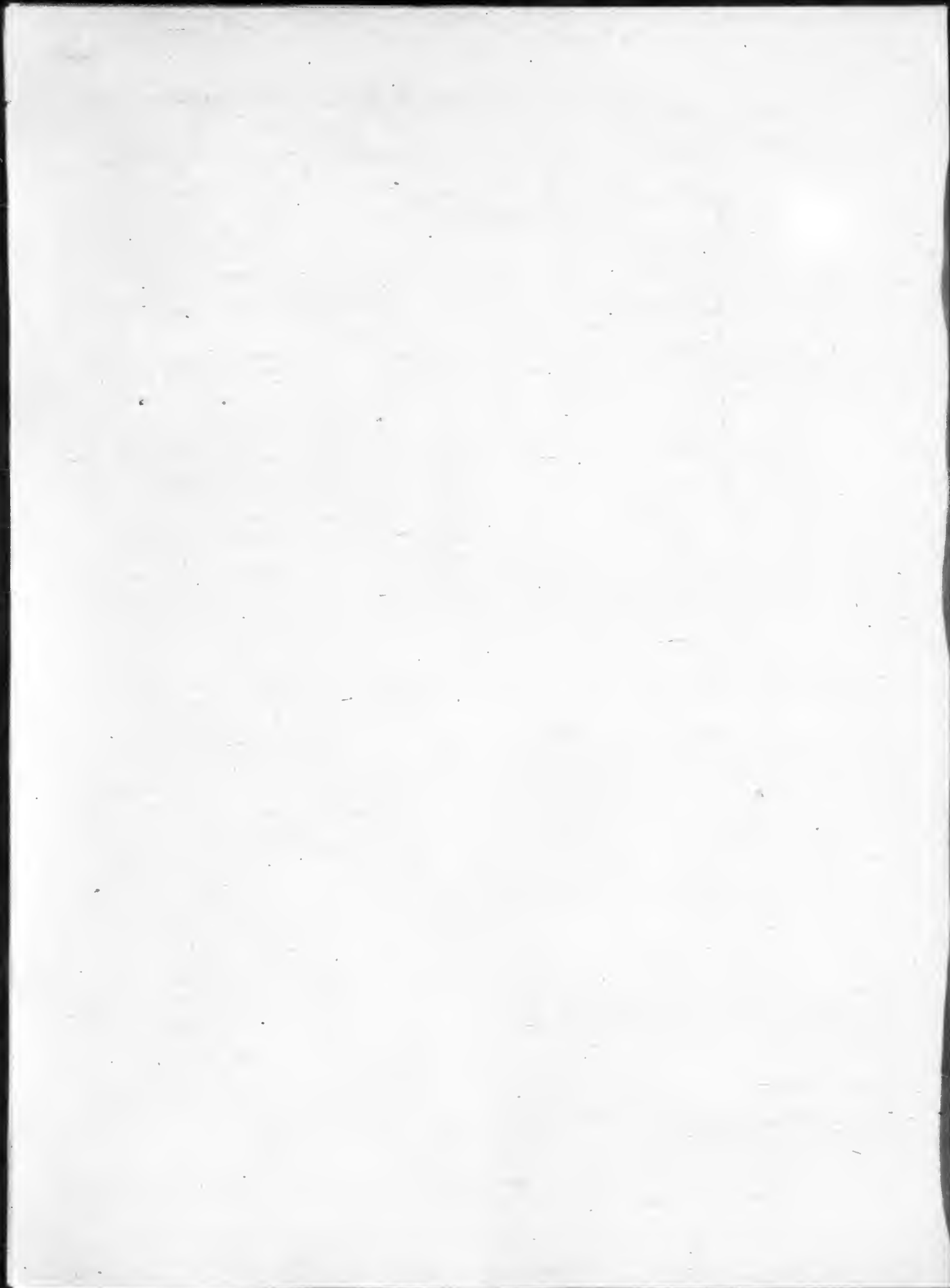
Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that this line is an important (potential) commuter line, and has more than 60 industrial customers. Its abandonment could cause unemployment, closing of businesses, and shifting to motor transportation for some businesses. The only firm submitting actual traffic data was New Jersey Zinc Company of Franklin, New Jersey, which stated that it generated 136 carloads in 1972 and 163 carloads in 1973.

Information for Line Retention Decision

This line is required for through freight service, therefore, local rail service will be provided to all shippers located on the line.

Recommendation

It is recommended that this portion of the Lehigh and Hudson River Railway be included in the ConRail System.



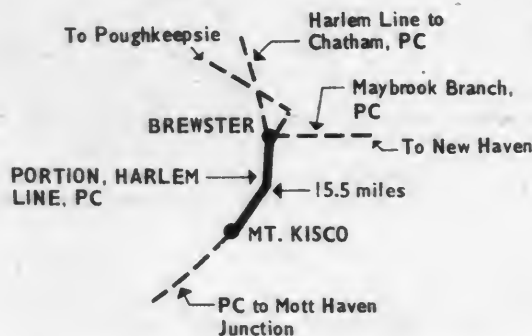
NEW YORK

USRA line number	Terminals	USRA line number	Terminals
Intrastate		687	Carthage to Lowville
66	Mount Kisco to Brewster	708	Poughkeepsie to Hopewell Junction
66a	Brewster to Dover Plains	LV	
66b	Dover Plains to Wassaic	1000	Rochester to Lima
66c	Wassaic to Millerton	1002	East Ithaca to Cortland
67	Millerton to Ghent	1003	Owego to Mead
68	Bay Ridge at Bay Ridge	1017	Van Etten Junction to Ithaca
70	Hudson to Claverack	1020	Van Etten Junction to Geneva Junction
72	Schenectady to Aqueduct	1021	Geneva Junction to Geneva
76	Selkirk to Port of Albany	1022	Geneva to Rochester Junction
79	Boonville to Lyons Falls	1023	Batavia to P & L Junction
80	Camden to McConnellsville	1024	Buffalo to Batavia
81	Rotterdam Junction to South Fort Plain	1025	P & L Junction to Rochester Junction
83a	South Utica to New York Mills	LHR	
84	West Shore Secondary Track at New York Mills	1700	Warwick to Maybrook
85	Oneida Castle to Vernon	Interstate	
86	East Syracuse to Fayetteville	PC	
87	Malone to Canadian Border	New York to Canada (this line is discussed under Canada)	
89a	DeKalb Junction to Ogdensburg	101a	Black Rock, N.Y. to Welland, Ont.
90	Emeryville to Edwards	PC	
92/93	Watertown to Limerick	New York to New Jersey (these lines are discussed under New Jersey)	
95	Cayuga to Auburn	117	Long Island City, N.Y. to Greenville, N.J. (float)
96	Brighton to Pittsford	709	Kingston, N.Y. to Little Ferry, N.J.
98	Canadaigua to Victor	LHR	
100/101	Akron Junction to Transit Road	1701	Warwick, N.Y. to Belvidere, N.J.
102	Williamson to Oswego	PC	
102a	Oswego to Scriba	New York to Pennsylvania	
103/104	Williamson to Windsor Beach	249	Mayville, N.Y. to Corry, Pa.
105/107	Charlotte to Riverview	260	Falconer, N.Y. to North Warren, Pa.
106	Suspension Bridge to Riverview	LV	
108	Newark to Sodus Point	1015	Owego, N.Y. to Sayre, Pa.
109/110	Newark to Marion	1016	Van Etten Junction, N.Y. to Sayre, Pa.
111	Windsor Beach to Rochester	LV	
112	Batavia to Caledonia	LV	
114a	Rochester to Scottsville Yard	LV	
136	Montgomery to Kingston	LV	
137	Kingston to Bloomville	LV	
230a	Southport to Elmira	LV	
231	Horseheads to Watkins Glen	LV	
231a	Elmira to Horseheads	LV	
231b	Watkins Glen to Starkey	LV	
233/234	Seneca Castle to Penn Yan	LV	
238	Canadaigua Track at Stanley	LV	
246	16th Street Track at Olean	LV	
248	Brocton to Mayville	LV	
258	Fredonia to Dunkirk	LV	
666	Rensselaer to Troy	LV	
666a	Green Island to Crescent	LV	
667	Campbell Hall to Highland	LV	
668	Poughkeepsie to Highland	LV	
669	Utica to Boonville	LV	
670	Rome to McConnellsville	LV	
671	Geneva to Cayuga	LV	
681	30th Street Branch (NY)	LV	
686	Oneida Castle to Canastota	LV	

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 *Mt. Kisco* (Milepost 36.6), to *Brewster, N.Y.* (Milepost 52.1), a distance of *15.5 miles*, in Westchester and Putnam Counties, N.Y. A continuation of this line extends northward from Brewster to Chatham (also under study in this Report) as far as Ghent. A southerly continuation of this line runs from Mt. Kisco to Mott Haven Junction. The Harlem line connects at Brewster with the Maybrook Branch of the PC. This line was described as potentially excess in the U.S. DOT Report (see Zones 56 and 58).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mt. Kisco ¹	1,612
Bedford Hills	4
Katonah	0
Goldens Bridge	20
Purdys	0
Croton Falls	1
<hr/>	
Total carloads generated by the line	1,637
Average carloads per week	31.5
Average carloads per mile	105.6
Average carloads per train	5.5
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	12
Locomotive horsepower	1,750
Train crew size	3

¹ Includes only traffic on segment.

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" indicated that people all along the Harlem Line desire to have passenger service as far north as Chatham improved. Amongst the agencies calling for passenger service im-

provement were the Harlem Valley Transportation Authority, the Planning Board of both Pawling and Northeast, and the Headmaster of the Barlow School in Amenia. The Consolidated Edison Co. of New York reported that they have a delivery site at Hawthorne, New York for large power transformers. Hawthorne is located south of Mt. Kisco on the Harlem Line. Many of these transformers are shipped from Pittsfield, Mass. via Chatham and the Harlem Division because this line has adequate clearances for overdimensional loads. USRA has determined that this line is under lease by the Metropolitan Transportation Authority for operation of M.T.A. supported passenger trains by Penn Central. The M.T.A. lease extends along the Harlem Line to Dover Plains (Milepost 76.6). Penn Central retains the right to operate freight service over this entire line, with M.T.A. paying for the maintenance-of-way to an agreed upon level at no charge to the Penn Central. Freight train speeds between Mt. Kisco and Brewster are 45 m.p.h. Passenger speeds vary from 50 to 60 m.p.h.

Information for Line Retention Decision

Revenue received by PO	\$553,881
Average revenue per carload	\$338
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Variable (avoidable) cost to continued service:	
Cost incurred on the branch line	127,840
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	443,034
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Total variable (avoidable) cost	670,874
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Net contribution (loss): total	(116,995)
Average per carload	(71)

¹ Excludes maintenance cost due to commuter operation by M.T.A.

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 mph).

Although service to the entire line generates a loss, service to the line from Milepost 36.6 to Milepost 37.7 (serving shippers at Mt. Kisco who generated 1,612 carloads in 1973) would generate \$541,080 in revenue and \$449,628 in costs with a resulting contribution of \$91,452 or \$57 per carload.

Recommendation

It is recommended that freight service be provided over the Harlem Line between Milepost 36.6 and Milepost 37.7.

Preliminary Recommendation

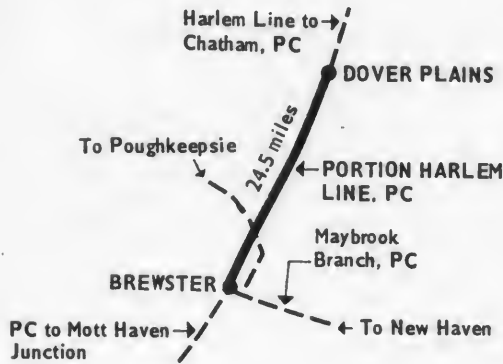
It is *not* recommended that freight service over the portion of the Harlem Line between Milepost 37.7 and Milepost 52.1 be provided by the ConRail System.

Continued operations of this line would require a rail service continuation subsidy.

PORTION OF HARLEM LINE

USRA Line No. 66a

Penn Central



This portion of the Harlem Line, formerly part of the New York Central RR, extends 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 northerly continuation of this line extends from *Dover Plains* to *Chatham* (also under study in this Report, as far as *Ghent*). From *Brewster*, this line runs southward to *Mott Haven Junction*, the portion of which from *Brewster* to *Mt. Kisco* is also under study in this Report. It also connects with the *Maybrook Branch* of the *PC* at *Brewster*. The *PC* has leased this line to the Metropolitan Transportation Authority for passenger service but retains the right to operate freight trains over it. This line was described as potentially excess in the U.S. DOT Report (see Zone 56).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Patterson	55
Pawling	68
Wingdale	341
Dover Plains	11
Brewster ¹	3
<hr/>	
Total carloads generated by the line	478
Average carloads per week	9.2
Average carloads per mile	19.5
Average carloads per train	2.7
1973 operating information:	
No. of round trips per year	175
Estimated time per round trip (hours)	8.2
Locomotive horsepower	1,750
Train crew size	3

¹ Includes only traffic on segment.

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" indicated that both *Pawling Rubber Corporation of Pawling* (Milepost 64.4) and *Mica Products of Wingdale* (Milepost 72.3) would be forced to relocate if they could not receive guaranteed dependable rail freight service. *Lloyd Lumber Company* and *Patterson Beer Distributor Company of Patterson, N.Y.* (Milepost 60.3) both submitted evidence of their traffic. However, USRA staff has found material indicating that *Lloyd Lumber* actually receives its lumber at *Brewster, N.Y.* on a former *New Haven* team track. Apparently the *Patterson beer distributor* will shortly shift its use of rail to and from *Milwaukee* in favor of truck shipments from a new *Miller brewery* in upstate *New York*. Other shippers submitting evidence to *RSPO* are *A. Mendel & Sons* (20 cars in 1973), *Utler Brothers* (112 cars in 1972), *Pawling Agway* (7 cars in 1972) and *Harlem Valley State Hospital in Wingdale* (340 cars of coal in 1973). *Mica Products* generated 147 cars in 1972 while *Pawling Rubber* was responsible for 13 carloads. USRA staff has found that this line is leased from the *Penn Central* as far north as *Dover Plains* by the *Metropolitan Transportation Authority*. *Penn Central* retains the right to operate freight service over this line with *MTA* paying for the maintenance-of-way to an agreed-upon level at no charge to the *Penn Central*. *MTA* actually is responsible for setting the passenger service standards and for determining the maintenance program. Authorized passenger and freight train speeds between *Brewster* and *Dover Plains* are 40 m.p.h.

Information for Line Retention Decision

Revenue received by PC	\$177,048
Average revenue per carload	\$370
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	177,699
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	125,948
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Total variable (avoidable) cost	203,647
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Net contribution (loss): total	(26,599)
Average per carload	(56)

¹ Excludes maintenance and ownership cost due to *MTA* lease.

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 this line generates a loss amounting to \$26,599, USRA segment No. 66b, which must be served

via this line, generated a net contribution of \$19,487. A 4-percent rate increase would enable financial self-sufficiency.

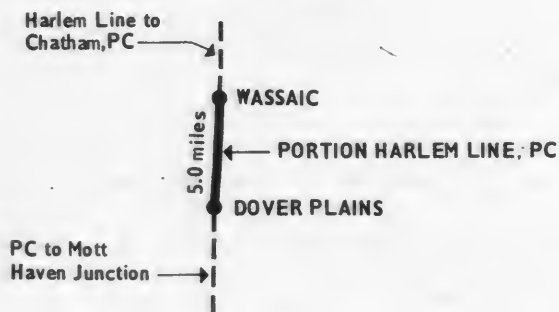
Preliminary Recommendation

It is recommended that this portion of the Harlem Line be included in the ConRail System.

PORTION OF HARLEM LINE

USRA Line No. 66b

Penn Central



This portion of the Harlem Line, formerly part of the New York Central RR, extends 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 northerly continuation of this line extends from Wassaic to Chatham (also under study in this Report as far as Ghent). From Dover Plains, this line continues southward to Mott Haven Junction (the portion of which from Dover Plains to Mt. Kisco is also under study in this Report). This line was described as potentially excess in the U.S. DOT Report (see Zone 56).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Wassaic	1, 173
Total carloads generated by the line..... 1, 173	
Average carloads per week.....	22. 6
Average carloads per mile.....	234. 6
Average carloads per train.....	6. 7
1973 operating information:	
Number of round trips per year.....	175
Estimated time per round trip (hours).....	2. 5
Locomotive horsepower.....	1, 750
Train crew size.....	3

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" indicated that Wassaic State School, Tri-Wall Containers and Maxon

Mills are all heavy rail users on this 5-mile segment. These 3 firms generated 1,013 carloads in 1972. Maxon Mills testified that the \$125,000 capital investment needed to shift to trucks would put them out of business. Tri-Wall Containers has announced a \$2 million expansion program, and showed that their rail business was already increasing with a 30% increase (121 cars) over 1972 traffic. USRA has found that this segment of track presently has a 30 m.p.h. speed authorization with slow orders of 8 m.p.h. in places.

Information for Line Retention Decision

Revenue received by PC.....	\$371, 293
Average revenue per carload.....	\$317
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	75, 755
Cost of upgrading branch line to FRA	
Class I (1/10 of total upgrading cost) ..	5, 945
Cost incurred beyond the branch line.....	270, 115
Total variable (avoidable) cost.....	351, 815
Net contribution (loss) : total.....	19, 478
Average per carload.....	17

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has 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 236 crossties per mile).

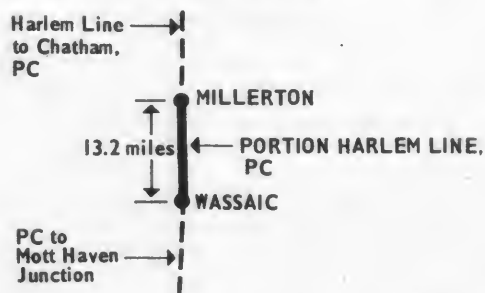
Recommendation

It is recommended that this portion of the Harlem Line be included in the ConRail System.

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 ex-

tends northward to Chatham from Millerton (also under study in this Report as far as Ghent). A southerly continuation of this line extends from Wassaic to Mott Haven Junction via PC. The portion from Wassaic to Mt. Kisco is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 56).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Amenia	213
Sharon	4
Millerton	304
<hr/>	
Total carloads generated by the line.....	521
Average carloads per week.....	10.0
Average carloads per mile.....	39.5
Average carloads per train.....	5.2
1973 operating information:	
Number of round trips per year.....	100
Estimated time per round trip (hours).....	1.8
Locomotive horsepower.....	1,750
Train crew size.....	3

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" indicated that Kerr McGee of Amenia, Agway of Sharon, and Allied Mills of Agway are active shippers on this segment. The new Agway (Milepost 87.6) bulk feed mixing and distribution plant opened in 1972. This firm projected 500 cars of traffic in 1973. USRA staff identified 1973 actual shipments of: 5 carloads from Sharon (all shippers), 60 carloads at Millerton (Agway), and 3 carloads at Amenia (Agway). The state of New York, in a special study of branch lines, found that the PC Millerton-Chatham branch has an annual loss of \$157,258. The study also showed a net loss of \$43,708 from property taxes, as well as an annual community economic loss of \$101,663.

Information for Line Retention Decision

Revenue received by PC.....	\$168,667
Average revenue per carload.....	324
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	106,416
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	15,735
Cost incurred beyond the branch line..	141,735
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Total variable (avoidable) cost.....	263,886
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Net contribution (loss): total.....	(95,219)
Average per carload.....	(183)

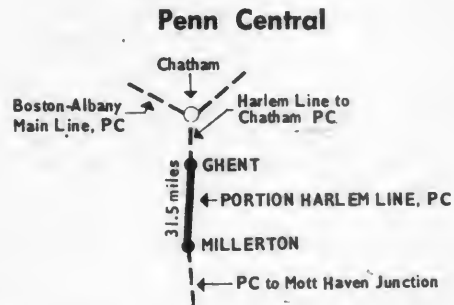
This line would require upgrading to meet the requirements of the Federal Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,179 crossties (an average of 89 crossties per mile).

Preliminary Recommendation

It is *not* recommended that this portion of the Harlem Line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$95,219 or \$183 per carload. Recovery of costs would require approximately a three-fold increase in traffic or a 55 percent rate increase over the 1973 levels.

PORTION OF HARLEM LINE

USRA Line No. 67



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. 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 (the portion from Millerton to Mt. Kisco is also under study in this report). In August 1972, the PC applied to the ICC for the abandonment of this line (Docket No. AB-5, Sub. 85). On September 25, 1974, the PC applied to the USRA for abandonment of this line (USRA Docket No. 75-46). No action has been taken on either application. This line was described as potentially excess in the U.S. DOT Report (see Zones 55 and 56).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Copake Falls.....	16
Hillsdale	31
Philmont	28
<hr/>	
Total carloads generated by the line.....	75

Average carloads per week.....	1.4
Average carloads per mile.....	2.3
Average carloads per train.....	1.5
1973 operating information:	
Number of round trips per year.....	50
Estimated time per round trip (hours).....	3.0
Locomotive horsepower.....	1,750
Train crew size.....	3

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" concerned the potential impact on the area's agri-business and the need for the line as a clearance route. This line (and those it connects with) provides materials and equipment for the area's farmers. Consolidated Edison Company indicated that the line should be continued to provide service to its over-sized loads moving to Hawthorne.

Information for Line Retention Decision

Revenue received by PC.....	\$28,539
Average revenue per carload.....	\$381
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	206,653
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) ..	32,132
Cost incurred beyond the branch line..	21,496
Total variable (avoidable) cost.....	260,281
Net contribution (loss): total.....	(231,742)
Average per carload.....	(3,470)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has 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).

Data and information supplied by shippers using this line indicate that there is some potential for traffic growth.

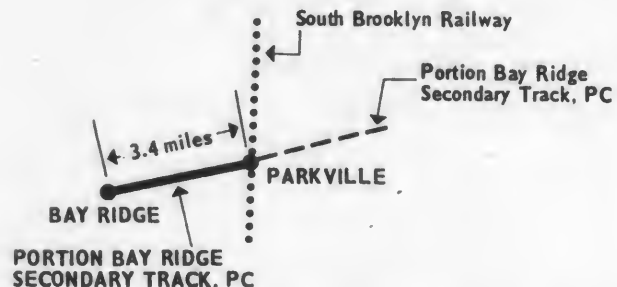
Preliminary Recommendation

It is *not* recommended that this portion of the Harlem Line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$231,742 or \$3,470 per carload. Recovery of costs would require approximately a thirty-fold increase in traffic or a 900 percent rate increase over the 1973 levels.

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 Railway. This line was not described as potentially excess in the U.S. DOT Report (see Zone 58).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bay Ridge.....	45
Parkville ¹	31
Total carloads generated by the line.....	
Average carloads per week.....	1.5
Average carloads per mile.....	22.4
Average carloads per train.....	1.5
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.....	5

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." The city of New York has provided information, however, concerning its plan for acquisition of an adjacent freight yard and for redevelopment of nearby waterfront facilities which could increase freight shipments.

Information for Line Retention Decision

Revenue received by PC.....	\$41,456
Average revenue per carload.....	\$545

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	26,161
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost) ..	1,840
Cost incurred beyond the branch line.....	25,105
Total variable (avoidable) cost.....	53,106
Net contribution (loss) : total.....	(11,650)
Average per carload.....	(153)

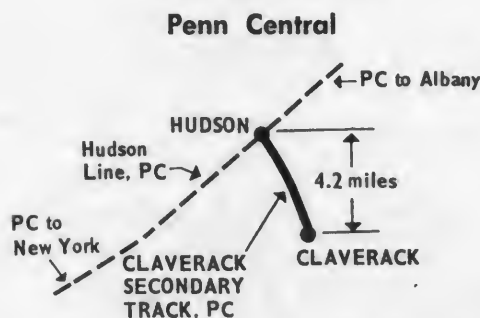
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed at 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 460 crossties (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. Their traffic decreased in 1974 owing to contract losses and their location in a high-crime rate area resulting in high pilferage.

Preliminary Recommendation

It is *not* recommended that this portion of the Bay Ridge Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$11,650 or \$153 per carload. Recovery of costs would require approximately a 70 percent increase in traffic or a 28 percent rate increase over the 1973 levels. The successful implementation of the city of New York's development plans might at a future date eliminate the need for the subsidy.

CLAVERACK SECONDARY TRACK

USRA Line No. 70



The Claverack Secondary Track, formerly part of the New York Central RR, extends from Hudson (Mile-

post 0.0), to Claverack, N.Y. (Milepost 4.2), a distance of 4.2 miles, in Columbia County, New York. This line connects at Hudson with the Hudson Line of the PC. This line was described as potentially excess in the U.S. DOT Report (see Zone 55).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Claverack	157
Hudson Upper.....	432
Total carloads generated by the line.....	589
Average carloads per week.....	11.3
Average carloads per mile.....	140.2
Average carloads per train.....	5.9
1973 operating information:	
Number of round trips per year.....	100
Estimated time per round trip (hours).....	2
Locomotive horsepower.....	2,000
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" indicated that the Universal Match (estimated 1973: 166 carloads) is dependent on their rail service and transferring to trucks for long distance hauling of raw materials and chemicals may result in prohibitive transportation costs. Textile By-Products complained that poor rail service forced them to use trucks. If service were improved, they would increase their rail usage. Beacon Milling Co., Inc., received 148 car loads in 1973 and will increase rail usage because of shipping volume. Wholesale Feed Service generated 148 carloads. Conagra, Inc., projected 900 to 1,050 new carloads of business in future years. USRA Staff could not find any evidence of Conagra business projections. The New York Department of Transportation found in its study of light density lines that this particular line segment generates 836 carloads and an annual profit of \$132,924. Community loss from an abandonment would be \$5,418, plus \$5,275 in net local property taxes.

Information for Line Retention Decision

Revenue received by PC.....	\$188,274
Average revenue per carload.....	\$320
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	55,898
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost) ..	1,780
Cost incurred beyond the branch line.....	128,648
Total variable (avoidable) cost.....	186,321
Net contribution (loss) : total.....	1,953
Average per carload.....	3

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 250 crossties (an average of 60 crossties per mile).

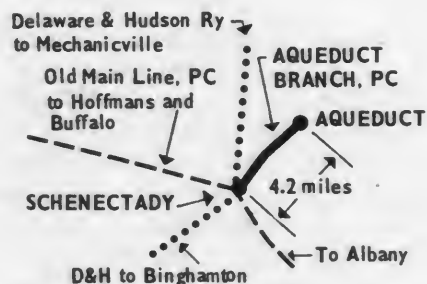
Recommendation

It is recommended that the Claverack Secondary Track be included in the ConRail System.

AQUEDUCT BRANCH

USRA Line No. 72

Penn Central



The Aqueduct Branch, formerly part of the New York Central RR, extends from *Schenectady* (Milepost 0.0) to *Aqueduct, N.Y.* (Milepost 4.2), a distance of 4.2 miles, in Schenectady County, N.Y. This line connects at Schenectady with the old Albany-Buffalo Line of the PC (this portion of which is also under study in this Report) and with the Delaware & Hudson RR. In March 1971, the PC applied to the ICC for permission to abandon this branch. (Finance Docket No. 26567 Sub No. 1). On request of PC no action has been taken on this application. This line was described as potentially excess in the U.S. DOT Report (see Zone 42).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Schenectady ¹	57
<hr/>	
Total carloads generated by the line.....	57
Average carloads per week.....	1.1
Average carloads per mile.....	13.6
Average carloads per train.....	3.8
1973 operating information:	
Number of round trips per year.....	15
Estimated time per round trip (hours).....	1.5
Locomotive horsepower.....	1,200
Train crew size.....	4

¹ Includes only traffic on segment.

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" by the Condec Corp. indicated that it shipped 122 carloads in 1973. In testimony at Albany, N.Y., Philip A. Casella, Condec Corp., stated they have been awarded a contract for additional aircraft refuelers, which will result in a substantial amount of tonnage and that the Company's mode of transportation is dictated by the U.S. Government. Penn Central staff indicated much of their traffic has been via specially-equipped truck.

Information for Line Retention Decision

Revenue received by PC.....	\$86,793
Average revenue per carload.....	\$1,520
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	33,326
Cost of upgrading branch line to FRA Class I:	
(1/10 of total upgrading cost).....	4,472
Cost incurred beyond the branch line.....	14,176
<hr/>	
Total variable (avoidable) cost.....	51,974
<hr/>	
Net contribution (loss): total.....	34,819
Average per carload.....	610

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 750 crossties (an average of 178 crossties per mile).

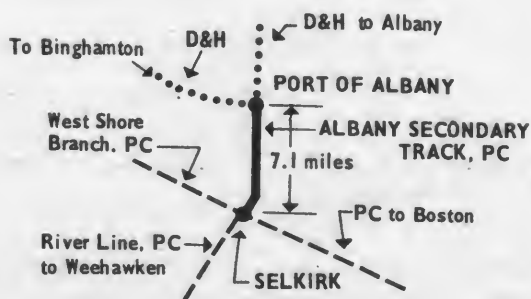
Recommendation

It is recommended that the Aqueduct Branch be included in the ConRail System.

ALBANY SECONDARY TRACK

USRA Line No. 76

Penn Central



The Albany Secondary Track, formerly part of the New York Central RR, extends from *Selkirk* (Milepost 3.7), to *Port of Albany, NY* (Milepost 10.8), a distance of 7.1 miles, in Albany County, New York. This line connects at the Port of Albany with the Delaware and Hudson Railway and at Selkirk with the West Shore Branch and the Boston-Buffalo line. This line was described as potentially excess in the U.S. DOT Report (see Zone 42).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Wempe	1
Glenmont	34
Albany ¹	8,648
Total carloads generated by the line..... 8,683	
Average carloads per week.....	167.0
Average carloads per mile.....	1,223.0
Average carloads per train.....	28.9
1973 operating information:	
Number of round trips per year.....	300
Estimated time per round trip (hours).....	8.0
Locomotive horsepower.....	2,000
Train crew size.....	5

¹ Includes only traffic on segment.

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" indicated that this line is an important clearance route between the PC's large classification yard at Selkirk and the barge docks at the Port of Albany. The New York DOT reported in its special study of rail lines that this branch has an annual net profit of \$1,196,052 on 5,412 carloads of traffic. The community loss from abandonment would be \$34,854, plus \$13,564 in property taxes.

Information for Line Retention Decision

Revenue received by PC.....	\$3,942,938
Average revenue per carload.....	\$454
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	307,944
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	2,149,293
Total variable (avoidable) cost.....	2,457,237
Net contribution (loss) : total.....	1,485,701
Average per carload.....	171

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 mph).

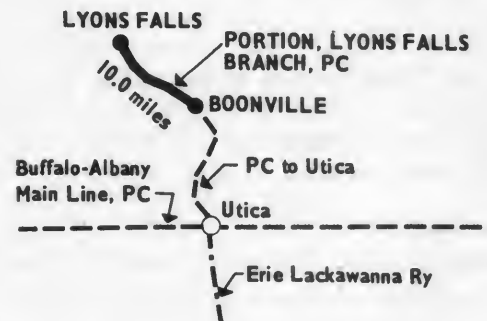
Recommendation

It is recommended that the Albany Secondary Track be included in the ConRail System.

PORTION OF THE LYONS FALLS BRANCH

USRA Line No. 79

Penn Central



This portion of the Lyons Falls Branch, formerly part of the New York Central RR, extends 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 southerly continuation of this line runs from Boonville to Utica where it connects with the Buffalo-Albany Line of the PC and with the Erie Lackawanna Railway. This line was described as potentially excess in the U.S. DOT Report of February 1, 1974, with the exception of the portion from Boonville to the Lewis County line (see Zones 44 and 45).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lyons Falls.....	2,202
Total carloads generated by the line..... 2,202	
Average carloads per week.....	42.4
Average carloads per mile.....	220.2
Average carloads per train.....	11.0
1973 operating information:	
Number of round trips per year.....	200
Estimated time per round trip (hours).....	3.5
Locomotive horsepower.....	2,000
Train crew size.....	5

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" indicated significant potential impact from the loss of rail service.

Information for Line Retention Decision

Revenue received by PC.....	\$927,759
Average revenue per carload.....	<u>\$421</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	159,108
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	<u>543,878</u>
Total variable (avoidable) cost.....	702,986
Net contribution (loss): total.....	<u>224,773</u>
Average per carload.....	126

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 mph).

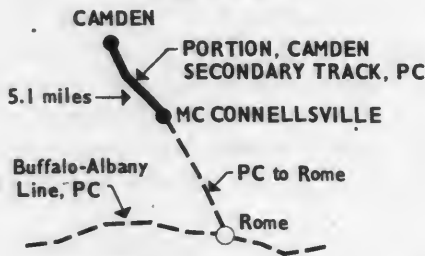
Recommendation

It is recommended that this portion of the Lyons Falls Branch be included in the ConRail System.

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 28.0), a distance of 5.1 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. This line was described as potentially excess in the U.S. DOT Report (see Zone 45).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Camden	174
Total carloads generated by the line.....	
Average carloads per week.....	3.4
Average carloads per mile.....	38.7
Average carloads per train.....	2.9
1973 operating information:	
Number of round trips per year.....	60
Estimated time per round trip (hours).....	2.5
Locomotive horsepower.....	1,600
Train crew size.....	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$62,129
Average revenue per carload.....	<u>\$357</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	45,833
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost).....	7,349
Cost incurred beyond the branch line.....	<u>49,941</u>
Total variable (avoidable) cost.....	103,123
Net contribution (loss): total.....	<u>(40,994)</u>
Average per carload.....	(236)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has 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).

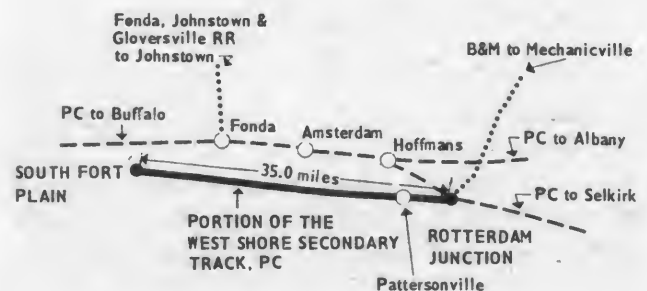
Preliminary Recommendation

It is not recommended that the Camden Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$40,994 or \$236 per carload. Recovery of costs would require approximately a 330 percent increase in traffic or a 65 percent rate increase over the 1973 levels.

PORTION OF THE WEST SHORE SECONDARY TRACK

USRA Line No. 81

Penn Central



This portion of the West Shore Secondary Track, formerly part of the New York Central RR., extends from *Rotterdam Junction* (Milepost 159.5) to *South Fort Plain, N.Y.* (Milepost 194.5), a distance of 35.0 miles, in Schenectady and Montgomery Counties, New York. This line connects at Rotterdam Junction with the Hoffmans Branch and the West Shore Branch of the PC, and with the Boston & Maine RR. This line was described as potentially excess in the U.S. DOT Report, except for 1.3 miles between Rotterdam Junction and Pattersonville, which was not described as excess (see Zones 42 and 43).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
S. Amsterdam.....	144
Fultonville	28
Canajoharie	1,063
South Fort Plain.....	361
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Total carloads generated by the line.....	1,596
Average carloads per week.....	30.7
Average carloads per mile.....	45.6
Average carloads per train.....	10.6
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.....	5

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" indicated that the loss of rail freight service might be disastrous to several industries on this line and to the towns in which they are located. Shippers stated that poor car supply and service reduced their use of freight service. The Mohawk Railway Company, not now an operating company, expressed an interest in acquiring and operating this line.

Information for Line Retention Decision

Revenue received by PC.....	\$595,413
Average revenue per carload.....	\$373
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	386,738
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) ..	26,213
Cost incurred beyond the branch line.....	458,275
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Total variable (avoidable) cost.....	871,226
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Net contribution (loss): total.....	(275,813)
Average per carload.....	(173)

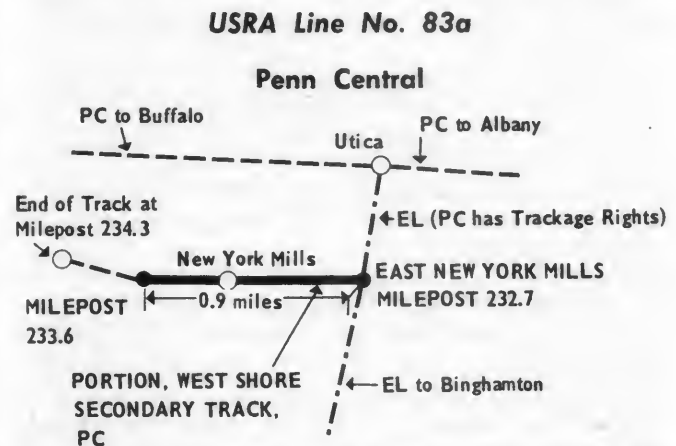
This line would require upgrading to meet the requirements of the Federal Railroad Administration's

minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 3,000 crossties (an average of 85 crossties per mile).

Preliminary Recommendation

It is *not* recommended that this portion of the West Shore Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$275,813 or \$173 per carload. Recovery of costs would require approximately a two-fold increase in traffic or a 50 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone, will not make the line viable.

PORTION OF WEST SHORE SECONDARY TRACK



This portion of the West Shore Secondary Track, formerly part of the New York Central RR., extends from Milepost 232.7 near *South Utica*, to Milepost 233.6 near *New York Mills, N.Y.*, a distance of 0.9 mile, in Oneida County, New York. The continuation of this line, also under study, continues westward from Milepost 233.6. The line connects at Milepost 232.7 with the Erie Lackawanna Ry.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
New York Mills ¹	176
Total carloads generated by the line.....	176
Average carloads per week.....	3.4
Average carloads per mile.....	195.5
Average carloads per train.....	3.9
1973 operating information:	
Number of round trips per year.....	45
Estimated time per round trip (hours).....	1.0
Locomotive horsepower.....	600
Train crew size.....	5

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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". The most active rail shipper appears to be Vicks Lithograph Co. which receives large rolls of paper. Team track service for this shipper would be available within five miles of the plant.

Information for Line Retention Decision

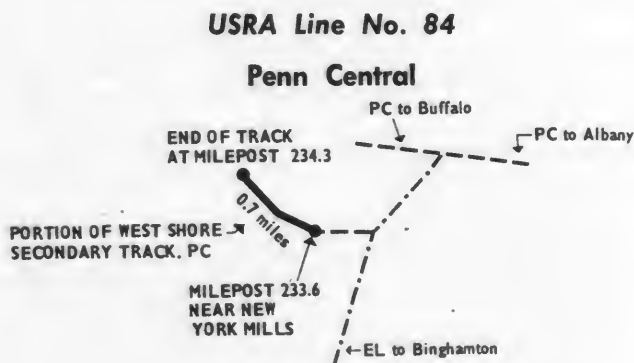
Revenue received by PC.....		\$56,644
Average revenue per carload.....	\$322	
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Variable (avoidable) cost of continued service:		
Cost incurred on the branch line.....	19,793	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost) ..	1,841	
Cost incurred beyond the branch line..	45,744	
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Total variable (avoidable) cost.....	67,351	
Net contribution (loss) : total.....	(10,707)	
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 200 crossties (an average of 222 crossties per mile).

Preliminary Recommendation

It is *not* recommended that this portion of the West Shore Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$10,707 or \$61 per carload. Recovery of costs would require approximately a 100 percent increase in traffic or a 20 percent rate increase over the 1973 levels.

PORTION OF WEST SHORE SECONDARY TRACK



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 is also under study in this Report. In November 1972, the PC applied for permission to abandon this line and replace service by trackage rights over a nearby Erie Lackawanna line. No action has been taken. This line was described as potentially excess in the U.S. DOT Report (see Zone 45).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

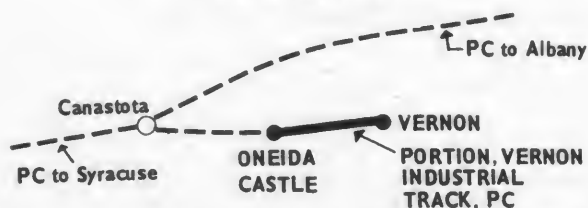
Information for Line Retention Decision

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.

Preliminary Recommendation

It is *not* recommended that this portion of the West Shore Secondary Track be included in the ConRail System.

**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, NY (Milepost 252.5), a distance of 6.2 miles, in Oneida County, New York. The continuation of this line extends westward from Oneida Castle. It is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 45).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Vernon	269
Oneida Castle ¹	95
<hr/>	
Total carloads generated by the line.....	364
Average carloads per week.....	7.0
Average carloads per mile.....	58.7
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.....	5

¹ (Includes only traffic on segment.)

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" indicated that on this line a food manufacturing industry, which according to the Eastern Federation of Food Merchants, is a unique rail user industry. RSPO reported shipments of 98 cars by Vernon Milling Company and 40 cars by Lamos Feed Service during 1973. Lamos Feed expected its business to decline to 10 cars in 1974. USRA received correspondence from Pahl's Agway showing that this firm receives 200-240 cars per year.

Information for Line Retention Decision

Revenue received by PC.....	\$146,606
Average revenue per carload.....	\$403
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	65,140
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost) -	6,238
Cost incurred beyond the branch line....	98,320
<hr/>	
Total variable (avoidable) cost.....	169,698
<hr/>	
Net contribution (loss): Total.....	(23,092)
Average per carload.....	(63)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has 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 the line from Milepost 252.5 to Milepost 251.9 (serving shippers at Oneida Castle who generated 95 carloads in 1973) would generate \$45,231 in revenue and \$38,360 in costs with a resulting net contribution of \$6,871 or \$72 per carload.

Recommendation

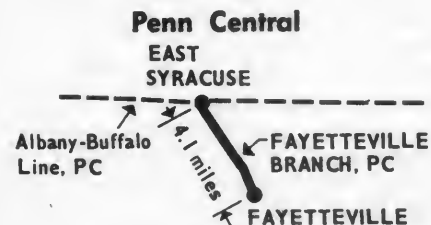
It is recommended that the portion of the Vernon Industrial Track from Milepost 252.5 to Milepost 251.9 be included in the ConRail System.

Preliminary Recommendation

It is *not* recommended that the portion of the Vernon Industrial Track from Milepost 251.9 to Milepost 246.7 be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$29,967 or \$111 per carload. Recovery of costs would require approximately a 70 percent increase in traffic or a 30 percent rate increase over the 1973 levels.

FAYETTEVILLE BRANCH

USRA Line No. 86



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, New York. At East Syracuse, this line connects with the Albany-Buffalo Line of the PC. This line was described as potentially excess in the U.S. DOT Report (see Zone 46).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Fayetteville	111
<hr/>	
Total carloads generated by the line.....	111
Average carloads per week.....	2.1
Average carloads per mile.....	27.1
Average carloads per train.....	1.9
1973 operating information:	
Number of round trips per year.....	60
Estimated time per round trip (hours).....	1.5
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" centered on the need for continued rail service and the potential ad-

verse affects of having to substitute motor carrier service. One company indicated that loss of rail service eventually would force it to terminate operations.

Information for Line Retention Decision

Revenue received by PC.....	\$40,999
Average Revenue Per Carload:.....	<u>\$369</u>

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	35,916
Cost of upgrading branch line to FRA class	
I (1/10 of total upgrading cost).....	6,993
Cost incurred beyond the branch line.....	<u>27,040</u>

Total variable (avoidable) cost.....	<u>69,949</u>
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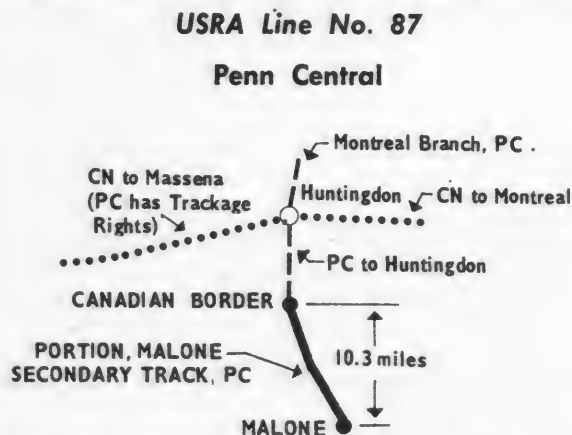
Net contribution (loss): total.....	(28,950)
Average per carload.....	<u>(260)</u>

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,200 crossties (an average of 292 crossties per mile).

Preliminary Recommendation

It is *not* recommended that the Fayetteville Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$28,950 or \$260 per carload. Recovery of costs would require approximately a two-fold increase in traffic or a 70 per cent rate increase over the 1973 levels.

PORTION OF THE MALONE SECONDARY TRACK



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, Quebec 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. This line was described as potentially excess in the U.S. DOT Report (see Zone 41).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line: Malone.....	480
Total carloads generated by the line:.....	480
Average carloads per week.....	9.2
Average carloads per mile.....	46.6
Average carloads per train.....	9.6
1973 operating information:	
Number of round trips per year.....	50
Estimated time per round trip (hours).....	12.0
Locomotive horsepower.....	2,000
Train crew size.....	5

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" indicated that the loss of service over this line would adversely impact the area's agriculture industry and would limit future development. Mayor Tulloch of Malone testified that area users would be willing to pay the extra cost of keeping the line in operation.

The State of N.Y. reported that its studies show the line between Malone and Huntingdon, P.Q. generating a profit of \$16,995 on 515 carloads of traffic. The annual community loss would be \$23,060, plus \$22,482 in net local property taxes.

Information for Line Retention Decision

Revenue received by PC.....	\$210,718
Average revenue per carload.....	<u>\$439</u>

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	125,225
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	7,514
Cost incurred beyond the branch line.....	<u>168,030</u>

Total variable (avoidable) cost.....	<u>300,769</u>
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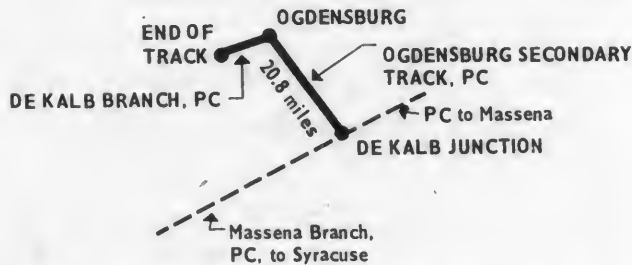
Net contribution (loss): total.....	(90,051)
Average per carload.....	<u>(188)</u>

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has 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).

Preliminary Recommendation

It is *not* recommended that this portion of the Malone Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$90,051 or \$188 per carload. Recovery of costs would require approximately a two-fold increase in traffic or a 45 per cent rate increase over the 1973 levels.

**OGDENSBURG SECONDARY TRACK AND
DEKALB 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 DeKalb 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 Saint Lawrence County, N.Y. At DeKalb Junction this line connects with the Massena Branch of the PC. This line was not described as potentially excess in the U.S. DOT Report (see Zone 44).

Traffic and Operating Information

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

Ogdensburg	2,061
DeKalb Junction.....	0
Heuvelton	251

Total Carloads generated by the line.....	2,312
Average carloads per week.....	44.5
Average carloads per mile.....	111.2
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

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" indicated that the Diamond International Corporation uses this line and shipped or received 340 carloads of woodpulp, coal and chemicals over this line in 1973. They said that this is the only line serving this part of northern New York State. A telegram from M. O'Neill of the Diamond Corporation stated that RSPO traffic data was incorrect as the company had 1,947 cars total for 1973.

Information for Line Retention Decision

Revenue received by PC.....	\$747,375
Average revenue per carload.....	\$323
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	250,655
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	23,654
Cost incurred beyond the branch line.....	632,200
Total variable (avoidable) cost.....	\$906,509

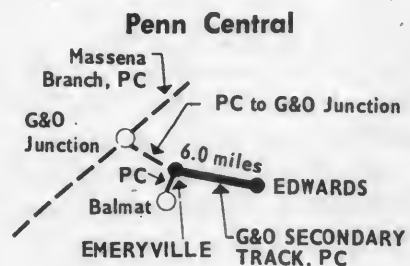
Net contribution (loss): total.....	(159,134)
Average per carload.....	(69)

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 2,000 crossties (an average of 96 crossties per mile).

Preliminary Recommendation

It is *not* recommended that the Ogdensburg Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$159,134 or \$69 per carload. Recovery of costs would require approximately a 140 percent increase in traffic or a 20 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will not make the line viable.

**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 14.0), a distance of 6.0 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. This line was described as potentially excess in the U.S. DOT Report (See Zone 44).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Edwards	350
Total carloads generated by the line..... 350	
Average carloads per week.....	6.7
Average carloads per mile.....	58.0
Average carloads per train.....	2.5
1973 operating information:	
Number of round trips per year.....	140
Estimated time per round trip (hours).....	3.0
Locomotive horsepower.....	1,500
Train crew size.....	5

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" indicated that the line is used to move ore concentrates. The mining operation is marginal and the loss of rail service may force cessation of operations.

Information for Line Retention Decision

Revenue received by PC.....	\$133,394
Average revenue per carload.....	\$381
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	70,565
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	6,260
Cost incurred beyond the branch line.....	96,638
Total variable (avoidable) cost.....	173,463
Net contribution (loss): total.....	(40,069)
Average per carload.....	(115)

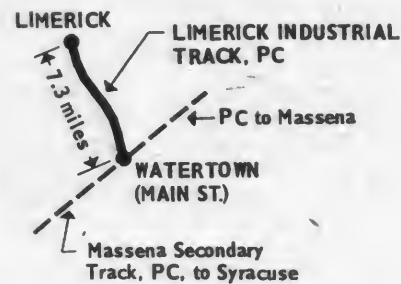
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of 250 crossties (an average of 41 crossties per mile).

Preliminary Recommendation

It is *not* recommended that this portion of the G&O Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$40,069 or \$115 per carload. Recovery of costs would require approximately a two-fold increase in traffic or a 30 percent rate increase over the 1973 levels.

LIMERICK INDUSTRIAL TRACK

USRA Line No. 92/93



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, New York. At Watertown, this line connects with the Massena Secondary Track of the Penn Central. This line was described as potentially excess in the U.S. DOT Report (see Zone 44).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Brownville	240
Limerick	123
Watertown ¹	57
Total carloads generated by the line..... 420	
Average carloads per week.....	8.1
Average carloads per mile.....	57.5
Average carloads per train.....	2.8
1973 operating information:	
Number of round trips per year.....	150
Estimated time per round trip (hours).....	3
Locomotive horsepower.....	2,000
Train crew size.....	5

¹ Includes only traffic on segment.

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," indicated that 422 families would be affected if this line were abandoned. USRA data shows that the Latex Fiber Corp. cancelled its sidetrack agreement in April 1970 and uses a PC freight house in Watertown, N.Y., for transshipment of its rail freight. While USRA identified the Pargas Co., Brownville Paper Co., and Jefferson County Highway Dept. as shippers on the line, RSPO testimony identified the J. P. Lewis Co. as an additional shipper on the line. The Brownville Paper Co. appears to use the same PC freight house in Watertown rather than its siding.

Information for Line Retention Decision

Revenue received by PC.....	\$171,598
Average revenue per carload.....	\$409
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	83,323
Cost of upgrading branch line to FRA	
Class I (1/10 of total upgrading cost).....	9,896
Cost incurred beyond the branch line.....	115,083
<hr/>	
Total variable (avoidance) cost.....	208,302
<hr/>	
Net contribution (loss): total.....	(36,704)
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 1,000 crossties (an average of 137 crossties per mile).

Preliminary Recommendation

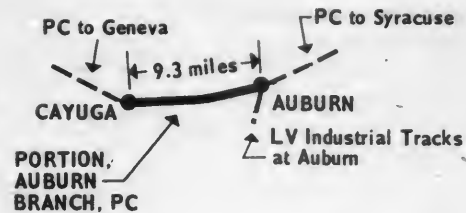
It is *not* recommended that the Limerick Industrial Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates a loss amounting to \$36,704 or \$87 per carload. Recovery of costs would require approximately a 65 percent increase in traffic or a 21 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

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 36.1), a distance of 9.2 miles, in Cayuga County, New York.



Continuations of this line extend eastward to Syracuse and westward to Geneva. The latter is also under study in this report. The Lehigh Valley RR also uses these tracks to reach industrial trackage at Auburn. In June 1973, the PC applied to the ICC for permission to abandon this line, Docket No. AB-5, Sub. 165. No final action has been taken. This line was not described as potentially excess in the U.S. DOT Report (see Zone 52).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Relius	34
<hr/>	
Total carloads generated by the line.....	34
Average carloads per week.....	0.7
Average carloads per mile.....	3.7
Average carloads per train.....	2.3
1973 operating information:	
Number of round trips per year.....	15
Estimated time per round trip (hours).....	1.5
Locomotive horsepower.....	2,000
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No information was provided at the hearings conducted by the Rail Services Planning Office concerning this line segment.

Information for Line Retention Decision

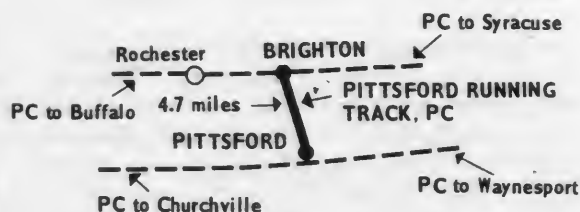
Revenue received by PC.....	\$12,520
Average revenue per carload.....	\$368
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	61,614
Cost of upgrading branch line to FRA Class	
I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	10,329
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Total variable (avoidable) cost.....	71,943
<hr/>	
Net contribution (loss): total.....	(59,423)
Average per carload.....	(1,748)

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.).

Preliminary Recommendation

It is *not* recommended that this portion of the Auburn Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$59,423 or \$1,748 per carload. Recovery of costs would require approximately a twenty-eight-fold increase in traffic or a 475 percent rate increase over the 1973 levels.

PITTSFORD RUNNING TRACK
USRA Line No. 96
Penn Central



The Pittsford Running Track, formerly part of the New York Central RR, extends from *Pittsford* (Milepost 93.9), to *Brighton, N.Y.* (Milepost 98.6), a distance of *4.7 miles*, in Monroe County, New York. At Brighton, this line connects with the Albany-Buffalo line of the PC. This line was not shown in the U.S. DOT Report (see Zone 47).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Rochester ¹	66
Pittsford ¹	135
<hr/>	
Total carloads generated by the line.....	201
Average carloads per week.....	3.9
Average carloads per mile.....	42.8
Average carloads per train.....	2.7
1973 operating information:	
Number of round trips per year.....	75
Estimated time per round trip (hours).....	2
Locomotive horsepower.....	2,000
Train crew size.....	4

¹ Includes only traffic on segment.

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" indicated that Eber Bros. Wine and Liquor and Rochester Liquor are served by a siding on the Pittsford Branch which runs from Mortimer to Fairport. Both firms said without rail service they would go out of business. The NY DOT analysis showed 1973 figures for the entire line, Rochester-Pittsford of 1,062 carloads, \$67,080 community loss, \$6,531 net local property taxes, and annual profit of \$215,586. On May 25, 1974, Eber Bros. submitted, along with Rochester Liquor Corp., an exhibit to the USRA which said that the traffic of their two firms alone justified retention of the segment.

Information for Line Retention Decision

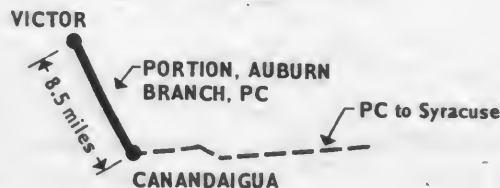
Revenue received by PC.....	\$115,935
Average revenue per carload.....	\$577
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	47,228
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	5,972
Cost incurred beyond the branch line.....	42,450
<hr/>	
Total variable (avoidable) cost.....	95,650
<hr/>	
Net contribution (loss): total.....	20,285
Average per carload.....	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 700 crossties (an average of 148 crossties per mile).

Recommendation

It is recommended that the Pittsford Running Track be included in the ConRail System.

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, New York. A continuation of this line runs from Canandaigua to Syracuse. This line was described as potentially excess in the U.S. DOT Report (see Zone 52).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Victor	239
<hr/>	
Total carloads generated by the line.....	239
Average carloads per week.....	4.6
Average carloads per mile.....	28.1
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	5

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" indicated concern about the potential increase in transportation costs if the shippers are forced to use motor carrier service. Testimony also stated that a building and forest products manufacturer is considering the establishment of a distribution center on this line.

Information for Line Retention Decision

Revenue received by PC.....	\$85,521
Average revenue per carload.....	\$358
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	68,726
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	70,633
<hr/>	
Total variable (avoidable) cost.....	139,359
<hr/>	
Net contribution class: Total.....	(53,838)
Average per carload.....	(225)

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 mph). Available data indicates that, with the establishment of a proposed new firm on this line, the traffic volume may increase by 900 to 1,100 carloads annually.

Preliminary Recommendation

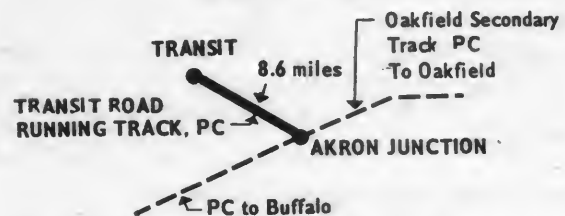
Although the preliminary recommendation is that this portion of the Auburn Branch not be included in

the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$53,838 or \$225 per carload. Recovery of costs would require approximately a two-fold increase in traffic or a 63 percent rate increase over the 1973 levels.

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. In October 1972, the PC applied to the ICC for permission to abandon the portion of this line from Clarence Center (M.P. 25.0) to Transit, a distance of 1.5 miles (Docket No. AB-5, Sub. 120). No action has been taken on this application. This line was described as potentially excess in the U.S. DOT Report (see Zone 49).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Clearance Center.....	293
Transit	19
<hr/>	
Total carloads generated by the line.....	312
Average carloads per week.....	6.0
Average carloads per mile.....	36.3
Average carloads per train.....	2.1
1973 operating information:	
Number of round trips per year.....	150
Estimated time per round trip (hours).....	4.0
Locomotive horsepower.....	1,600
Train crew size.....	5

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" related pri-

marily to the mislocation of Clarence Center on the Zone map.

Information for Line Retention Decision

Revenue received by PC.....	\$151, 840
Average revenue per carload.....	<u>\$486</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	97, 791
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	23, 565
Cost incurred beyond the branch line.....	76, 897
Total variable (avoidable) cost.....	<u>198, 253</u>
Net contribution (loss) : total.....	(46, 413)
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 mph). Based on available information, this upgrading would include the replacement of a total of 4,300 crossties (an average of 500 crossties per mile).

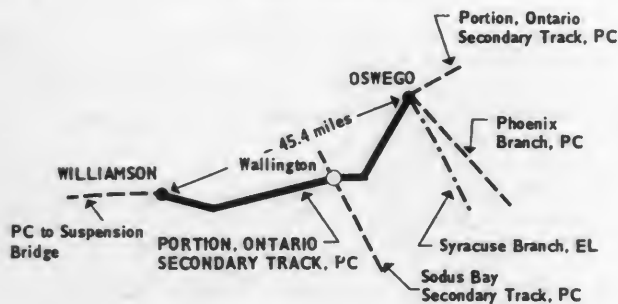
Preliminary Recommendation

It is *not* recommended that the Transit Road Running Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$46,413 or \$148 per carload. Recovery of costs would require approximately a 60 percent increase in traffic or a 30 percent rate increase over the 1973 levels.

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, New York. A continuation of this line runs from Oswego to Scriba (also under study in this report). At Oswego, this line connects with the Phoenix Branch of the PC and the Syracuse Branch of the EL Railway. The Sodus Bay Secondary Track of the PC (also under study in this report) intersects at Wallington. A westerly continuation of this line runs from Williamson to Suspension Bridge (also under study in this report). This line was described as potentially excess in the U.S. DOT Report (see Zones 46, 47 and 52).

Traffic and Operating Information

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

Furniss	4
Hannibal	102
Crocketts	30
Red Creek.....	221
Wolcott	329
North Rose.....	50
Alton	41
Sodus	52
E. Williamson.....	72
Williamson	544

Total carloads generated by the line.....	1, 445
Average carloads per week.....	27.8
Average carloads per mile.....	31.8
Average carloads per train.....	6.8
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.....	5

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" indicated that several firms along this line are very concerned about the potential loss of rail service to Red Creek, Hannibal and Sterling. Rochester Gas & Electric has chosen Sterling as one of two alternative sites for a new coal-fired generating station.

Information for Line Retention Decision

Revenue received by PC.....	\$631, 661
Average revenue per carload.....	<u>\$437</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	493, 040
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	104, 634
Cost incurred beyond the branch line.....	445, 380
Total variable (avoidable) cost.....	<u>1, 043, 054</u>
Net contribution (loss) : total.....	(411, 393)
Average per carload.....	(285)

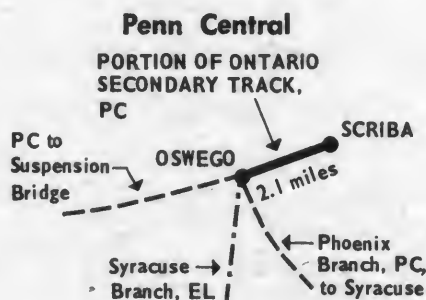
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 22,700 crossties (an average of 500 crossties per mile). The traffic potential on this line appears to depend largely on the site chosen by Rochester Gas & Electric for its proposed generating station. Available information indicates that this new plant potentially would require 90 carloads of coal per day.

Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Ontario Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$411,393, or \$285 per carload. Recovery of costs would require approximately a two-fold increase in traffic, or a 65 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will not make the line viable.

PORTION OF THE ONTARIO SECONDARY TRACK

USRA Line No. 102A



This portion of the Ontario Secondary Track, formerly part of the New York Central RR, extends from Scriba (Nine-Mile Point) (Milepost 22.2), to Oswego, N.Y. (Milepost 24.3), a distance of 2.1 miles, in Oswego County, N.Y. At Oswego this line connects with the Phoenix Branch of the PC and the Syracuse Branch of the EL. A westerly continuation runs to Suspension Bridge (also under study in this Report). This line was described as potentially excess in the U.S. DOT Report (see Zone 46).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Oswego ¹	512
Total carloads generated by the line.....	512
Average carloads per week.....	9.8
Average carloads per mile.....	243.8
Average carloads per train.....	3.3
1973 operating information:	
Number of round trips per year.....	156
Estimated time per round trip (hours).....	2.5
Locomotive horsepower.....	2,000
Train crew size.....	4

¹ Includes only traffic on segment.

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" indicated that Alcan Aluminum Co., located at Oswego Mill on this line, employs 801 people. Its original investment was in excess of \$100 million, and construction costing \$20 million is now underway to increase capacity of this plant.

In testimony submitted at Albany, N.Y. hearings, Clifford G. Pearson, Alcan Aluminum, confirmed construction of additional facilities at their plant. He also indicated that in 1973 they shipped 559 rail carloads and received 3,176 carloads.

Information for Line Retention Decision

Revenue received by PC.....	\$235,862
Average revenue per carload.....	\$461
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	46,735
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost).....	5,209
Cost incurred beyond the branch line.....	126,215
Total variable (avoidable) cost.....	178,159
Net Contribution (loss): total.....	57,703
Average per carload.....	113

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which, has 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 24 crossties per mile).

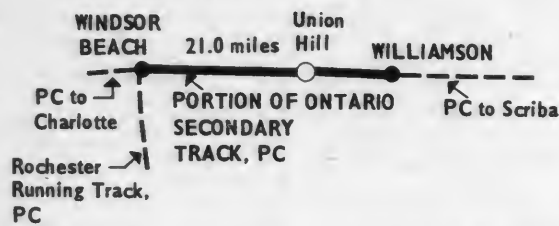
Recommendation

It is recommended that this portion of the Ontario Secondary Track be included in the ConRail System.

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 (also under study in this report). At Windsor Beach, this line connects with the Rochester Running Track of the PC (also under study in this report). A westerly continuation of this line extends from Windsor Beach to Charlotte. In August 1973, the PC applied to the ICC for permission to abandon the portion of this line from Williamson to Union Hill (Milepost 81) Docket No. AB-5, Sub. 75. No action has been taken on this application. This line was described as potentially excess in the U.S. DOT Report (see Zone 47).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line :	
Ontario	78
Union Hill	39
Webster	217
Sea Breeze	1
<hr/>	
Total carloads generated by the line	335
Average carloads per week	6.4
Average carloads per mile	16.0
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	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated a general concern about the high cost of alternative transportation and the resulting impact on the involved firms. One shipper located at Webster anticipates a substantial increase in outbound carloadings over the next few years:

Information for Line Retention Decision

Revenue received by PC	\$111,996
Average revenue per carload	\$334
<hr/>	
Variable (avoidable) cost of continued service :	
Cost incurred on the branch line	185,511
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading Cost)	43,453
Cost incurred beyond the branch line	92,092
<hr/>	
Total variable (avoidable) cost	321,056
<hr/>	
Net contribution (loss) : total	(209,060)
Average per carload	(624)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 9,600 crossties (an average of 457 crossties per mile). Available data indicates anticipated traffic growth on this line of approximately 700 carloads over the next seven years.

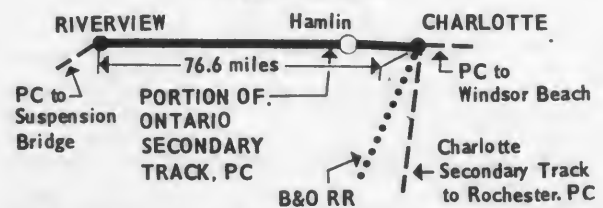
Preliminary Recommendation

It is *not* recommended that this portion of the Ontario Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$209,060 or \$624 per carload. Recovery of costs would require approximately a ten-fold increase in traffic or a 190 percent rate increase over the 1973 levels.

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 and a westerly continuation runs from Riverview to Suspension Bridge (the latter also under study in this Report).

At Charlotte, this line connects with the Charlotte Secondary Track of the PC and with the B&O RR. In August 1972, the PC applied to the ICC for permission to abandon the portions of this line from Hamlin (Milepost 111.0) to Riverview, Docket No. AB-5 (Sub. No. 90). No action has been taken on this application. This line was described as potentially excess in the U.S. DOT Report (see Zones 47 and 49).

Traffic and Operating Information

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

Odenbach	0
Hilton	16
Walker	1
Hamlin	598
Morton	9
Carlton	3
Waterport	24
Ashwood	0
Lyndonville	45
Millers	0
Barker	50
Appleton	2
Burt	1
Wilson	99
Eiberta	8
Ransomville	196
Model City	34

Total carloads generated by the line	1,086
Average carloads per week	20.9
Average carloads per mile	14.0
Average carloads per train	10.4
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	5

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" indicated that Allied Chemical, Duffy-Mott, Seneca Food Corp., and Comstock Foods shipped more than 100 carloads per year.

Information for Line Retention Decision

Revenue received by PC	\$584,330
Average revenue per carload	\$538
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	599,736
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	176,225
Cost incurred beyond the branch line	315,012
Total variable (avoidable) cost	1,090,973
Net contribution (loss): total	(506,643)
Average per carload	(467)

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 492 per mile).

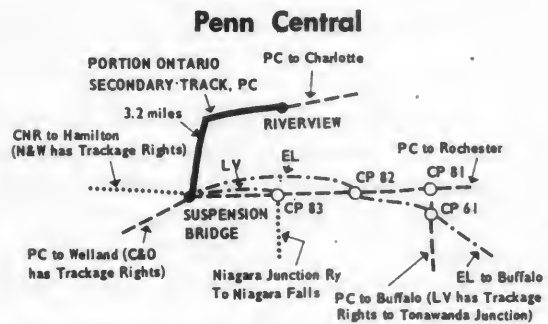
Information was received indicating that Alcoa Aluminum plans to locate a plant in Lewiston, N.Y., which would ship 200 to 600 carloads per year. However, a 190 percent increase in traffic would be required for financial self-sufficiency.

Preliminary Recommendation

It is *not* recommended that this portion of the Ontario Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$506,643 or \$467 per carload.

PORTION OF THE ONTARIO SECONDARY TRACK

USRA Line No. 106



This portion of the Ontario Secondary Track, formerly part of the New York Central RR, extends from Riverview (Milepost 172.2) to Suspension Bridge, N.Y. (Milepost 175.4), a distance of 3.2 miles, in Niagara County, N.Y. From Riverview a continuation of this line runs to Scriba (also under study in this Report). At Suspension Bridge this line connects with the Montrose Branch, Niagara Branch and Falls Road Branch of the PC, the Grand Trunk Ry, the N&W, LV, EL, and C&O. This line was described as potentially excess in the U.S. DOT Report (see Zone 49).

Traffic and Operating Information

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

Niagara Falls	1,305	
Suspension Bridge	3,212	
Total carloads generated by the line		4,517
Average carloads per week	86.9	
Average carloads per mile	1,411.6	
Average carloads per train	18.1	
1973 operating information:		
Number of round trips per year	250	
Estimated time per round trip (hours)	9	
Locomotive horsepower	1,500	
Train crew size	4	

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." Information received by USRA from the State of New York and the Niagara Frontier Transportation Committee indicated that there is considerable interest in working with the railroads to rationalize the urban rail plant.

Information for Line Retention Decision

Revenue received by PC.....	\$2,567,087
Average revenue per carload.....	\$568
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	213,538
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	4,411
Cost incurred beyond the branch line.....	1,210,843
Total variable (avoidable) cost.....	1,428,792
Net contribution (loss): total.....	1,138,245
Average per carload.....	252

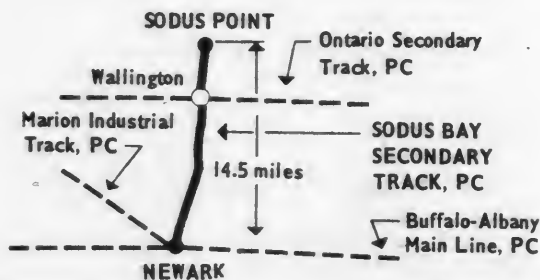
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 100 crossties (an average of 31 crossties per mile).

Recommendation

It is recommended that this portion of the Ontario Secondary Track be included in the ConRail System.

SODUS BAY SECONDARY TRACK

USRA Line No. 108



The Sodus Bay Secondary Track, formerly part of the Pennsylvania RR, extends from Newark (Milepost 18.8) to Sodus Point, N.Y. (Milepost 33.3), a distance

of 14.5 miles, in Wayne County, New York. At Wallington, this line connects with the Ontario Secondary Track of the PC (also under study in this report). At Newark, this line connects with the Marion Industrial Track of the PC (also under study in this report), and with the Buffalo-Albany line of the PC. In October 1972, the PC applied to the ICC for permission to abandon this line. Docket No. AB-5, Sub. 133. No action has been taken on this application. This line was described as potentially excess in the U.S. DOT Report (see Zone 47).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sodus Center.....	11
Wallington	21
Sodus Point.....	47
Total carloads generated by the line.....	79
Average carloads per week.....	1.5
Average carloads per mile.....	5.5
Average carloads per train.....	1.6
1973 operating information:	
Number of round trips per year.....	50
Estimated time per round trip (hours).....	4
Locomotive horsepower.....	600
Train crew size.....	5

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" centered on the traffic potential of this line. In late November 1973, Genesee Brewing at Sodus Point began using rail service much more heavily.

Information for Line Retention Decision

Revenue received by PO.....	\$45,576
Average revenue per carload.....	\$577
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	112,836
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	30,342
Total variable (avoidable) cost.....	143,178
Net contribution (loss): total.....	(97,602)
Average per carload.....	(1,236)

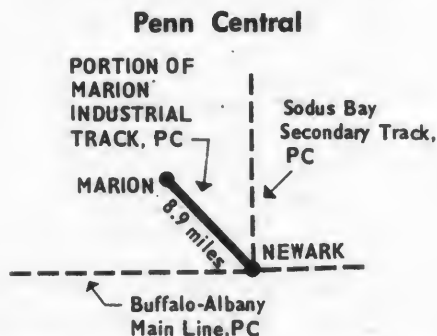
This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Available data indicates that this line has experienced a large increase in traffic in 1974 due to the increased use of rail service by Genesee Brewing Company.

Preliminary Recommendation

Although the preliminary recommendation is that the Sodus Bay Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$97,602 or \$1,236 per carload. Recovery of costs would require approximately a six-fold increase in traffic or a 200 per cent rate increase over the 1973 levels.

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, New York. At Newark, this line connects with the Buffalo-Albany Line and the Sodus Bay Secondary Track of the PC (also under study in this report). This line was described as potentially excess in the U.S. DOT Report (see Zone 47).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Marion	487
Total carloads generated by the line.....	487
Average carloads per week.....	9.4
Average carloads per mile.....	54.7
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.....	5

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" concerned the potential impact on the agricultural community and the extra costs of using motor carrier service.

Information for Line Retention Decision

Revenue received by PC.....	\$197,051
Average revenue per carload.....	\$405
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	105,804
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	53,643
Cost incurred beyond the branch line.....	140,600
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Total variable (avoidable) cost.....	300,047
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Net contribution (loss): total.....	(102,996)
Average per carload.....	(211)

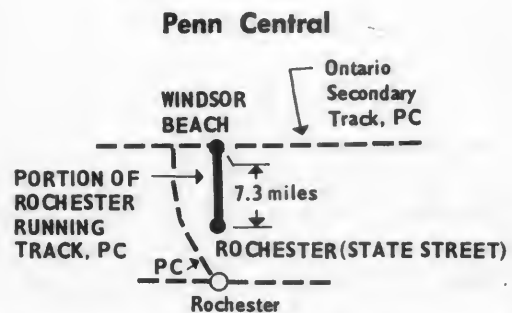
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,340 crossties (an average of 600 crossties per mile).

Preliminary Recommendation

It is *not* recommended that the Marion Industrial Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$102,996 or \$211 per carload. Recovery of costs would require approximately a two-fold increase in traffic or a 50 percent rate increase over the 1973 levels.

ROCHESTER RUNNING TRACK

USRA Line No. 111



The Rochester Running Track, formerly part of the New York Central RR, extends from Windsor Beach (Milepost 0.0) to Rochester, N.Y. (Milepost 7.3), a distance of 7.3 miles, in Monroe County, N.Y. At Wind-

sor Beach this line connects with the Ontario Secondary Track of the PC of which the portion to the east is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 47).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Rochester ¹	404
Total carloads generated by the line.....	404
Average carloads per week.....	7.8
Average carloads per mile.....	55.3
Average carloads per train.....	3.9
1973 operating information:	
Number of round trips per year.....	104
Estimated time per round trip (hours).....	8
Locomotive horsepower.....	3,000
Train crew size.....	5

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." USRA staff has found that the Rochester Gas & Electric power plant at M.P. 7.0 converted five of its six boilers to oil in mid-1973.

Information for Line Retention Decision

Revenue received by PC.....	\$134,010
Average revenue per carload.....	\$332
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	125,652
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	24,719
Cost incurred beyond the branch line..	68,092
Total variable (avoidable) cost.....	218,463
Net contribution (loss): Total.....	(84,453)
Average per carload.....	(209)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has 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 cross-ties (an average of 500 cross-ties per mile).

Preliminary Recommendation

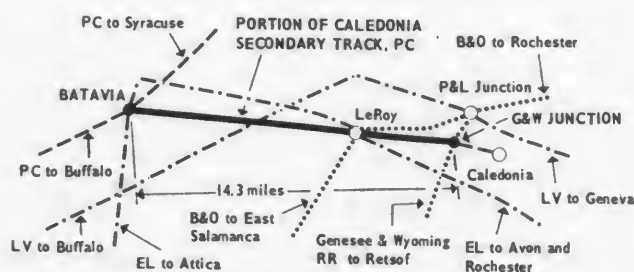
It is *not* recommended that the Rochester Running Track be included in the ConRail System. Continued operation of this line would require a rail service con-

tinuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$84,453 or \$209 per carload. Recovery of costs would require approximately a 130 percent increase in traffic or a 60 percent rate increase over the 1973 levels. The final recommendation for this line requires additional information concerning the long-run use of coal at the Rochester Gas and Electric plant served by this line.

PORTION OF THE CALEDONIA SECONDARY TRACK

USRA Line 112

Penn Central



This portion of the Caledonia Secondary Track, formerly part of the New York Central RR, extends from Caledonia (Milepost 32.7) to Batavia, N.Y. (Milepost 49.0), a distance of 16.3 miles, in Genesee and Livingston Counties, N.Y. At Batavia, this line connects with the Buffalo-Albany Line of the PC, and the Erie Lackawanna Attica Branch. At LeRoy, this line connects with the B&O Railroad and the Erie Lackawanna Attica Branch. At G&W Junction, this line connects with the Genesee & Wyoming Railroad. This line, except for small portions near Batavia and near G&W Junction, was described as potentially excess in the U.S. DOT Report (see Zones 47 and 48).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Caledonia	8,092
Le Roy.....	307
Stafford	10
Total carloads generated by the line.....	8,409
Average carloads per week.....	161.7
Average carloads per mile.....	516
Average carloads per train.....	24.0
1973 operating information:	
Number of round trips per year.....	350
Estimated time per round trip (hours).....	5
Locomotive horsepower.....	1,600
Train crew size.....	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$3, 336, 058
Average revenue per carload.....	\$397
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	301, 205
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	27, 125
Cost incurred beyond the branch line..	2, 331, 117
Total variable (avoidable) cost.....	2, 659, 447
Net contribution (loss) : total.....	676, 611
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 mph). Based on available information, this upgrading would include the replacement of a total of 5,600 crossties (an average of 392 crossties per mile).

Recommendation

It is recommended that this portion of the Caledonia Secondary Track be included in the ConRail System.

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. This line was described as potentially excess in the U.S. DOT Report (see Zone 47).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Rochester ¹	264
Total carloads generated by the line.....	264
Average carloads per week.....	5.1
Average carloads per mile.....	85.2
Average carloads per train.....	2.5
1973 Operating Information:	
Number of round trips per year.....	104
Estimated time per round trip (hours).....	4.0
Locomotive horsepower.....	1, 500
Train crew size.....	5

¹ Includes only traffic on this segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$76, 669
Average revenue per carload.....	\$290
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	53, 480
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line..	55, 872
Total variable (avoidable) cost.....	109, 352
Net Contribution (loss) : Total.....	(32, 683)
Average per carload.....	(124)

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 mph).

Preliminary Recommendation

It is *not* recommended that this portion of the Rochester Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$32,683 or \$124 per carload. Recovery of costs would require approximately a 160 percent increase in traffic or a 45 percent rate increase over the 1973 levels.

WALLKILL VALLEY BRANCH

USRA Line No. 136

Penn Central



The Wallkill Valley Branch, formerly part of the New York Central RR, extends 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. At *Kingston*, this line connects with the River Line and the Catskill Mountain Branch of the PC. The latter is also under study in this report. At *Montgomery*, this line connects with the EL line to Campbell Hall. This line was described as potentially excess in the U.S. DOT Report (see Zone 56).

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" indicated that most products shipped over this line are bulk commodities traveling long distances, therefore requiring rail service. A lumber company located at Walden registered a substantial increase in rail traffic in 1973 over its 1972 shipments. A paper products company, also located at Walden, has indicated plans to open a new plant, contingent on the availability of rail service, which will generate approximately 600 carloads per year.

Information for Line Retention Decision

This line is required for through freight service; therefore, local rail service will be provided to all shippers.

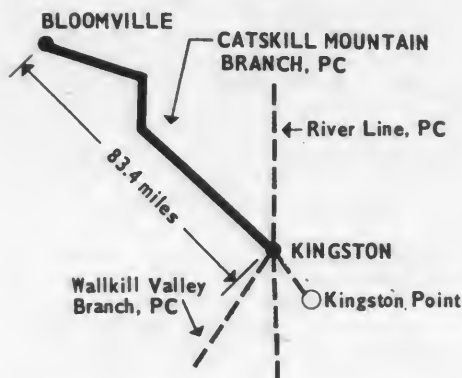
Recommendation

It is recommended that this portion of the Wallkill Valley Branch be included in the ConRail System.

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 86.3), a distance of *83.4 miles*, in Ulster, Delaware and Schoharie Counties, New York. At *Kingston*, this branch connects with the River Line and the Wallkill Valley Branch of the PC. The latter is also under study in this report. In April 1972, the PC applied to the ICC for permission to abandon this branch (Docket No. AB-5, Sub. 10). In August, 1974, the PC applied to the USRA for permission to abandon the branch (Docket No. 75-11). No final action has been taken on either application. This line was described as potentially excess in the U.S. DOT Report (see Zones 54 and 56).

Traffic and Operating Information

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

W. Hurley.....	0
Phoenicia	2
Grand Hotel.....	0
Fleischmanns	42
Arkville	7
Halcottville	1
Roxbury	346
Grand Gorge.....	23
Stamford	330
Hobart	3
South Kortright.....	87
Bloomville	6

Total carloads generated by the line.....	847
Average carloads per week.....	16.3
Average carloads per mile.....	10.1
Average carloads per train.....	4.7

1973 operating information:

Number of round trips per year.....	180
Estimated time per round trip (hours).....	11.5
Locomotive horsepower.....	1,800
Train crew size.....	5

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" indicated that further elimination of rail access might destroy the economic viability of certain key industries, agriculture in particular. Assemblyman George J. Farrell noted that there are several light industrial firms along this route which provide vital jobs and tax income for this economically depressed region. The State of N.Y. DOT reported that this line operated at a loss of \$126,000 on 900 carloads of traffic between Kingston and Stamford. If the line were abandoned, the community loss would be \$91,611 annually, while the property tax loss would amount to \$72,000.

Information for Line Retention Decision

Revenue received by PC.....	\$401, 715
Average revenue per carload.....	\$474
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	672, 481
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	97, 579
Cost incurred beyond the branch line....	326, 107
<hr/>	
Total variable (avoidable) cost.....	1, 096, 117
<hr/>	
Net contribution (loss) : total.....	(694, 402)
Average per carload.....	(819)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 18,000 crossties (an average of 215 crossties per mile).

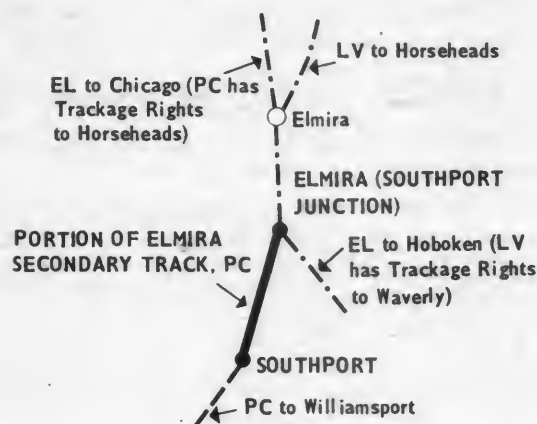
Preliminary Recommendation

It is *not* recommended that the Catskill Mountain Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$694,402 or \$819 per carload. Recovery of costs would require approximately a nine-fold increase in traffic or a 170 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

PORTION OF THE ELMIRA SECONDARY TRACK

USRA Line No. 230a

Penn Central



This portion of the Elmira Secondary Track, formerly part of the Pennsylvania RR, extends from *Southport* (Milepost 74.0) to *Elmira (Southport Junction)*, N.Y. (Milepost 76.5), a distance of 2.5 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. From Southport, this line continues to Williamsport (also under study in this Report). LV also serves Elmira and Horseheads via trackage rights over the EL from Waverly. This line was described as potentially excess in the U.S. DOT Report (see Zone 52).

Traffic and Operating Information

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

Elmira Southport ¹	48
<hr/>	
Total carloads generated by the line.....	48
Average carloads per week.....	0.9
Average carloads per mile.....	19.2
Average carloads per train.....	0.9
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.....	5

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$17,802
Average revenue per carload.....	\$371
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	24,011
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	2,848
Cost incurred beyond the branch line.....	7,897
<hr/>	
Total variable (avoidable) cost.....	34,756
<hr/>	
Net contribution (loss) : total.....	(16,954)
Average per carload.....	(353)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has 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).

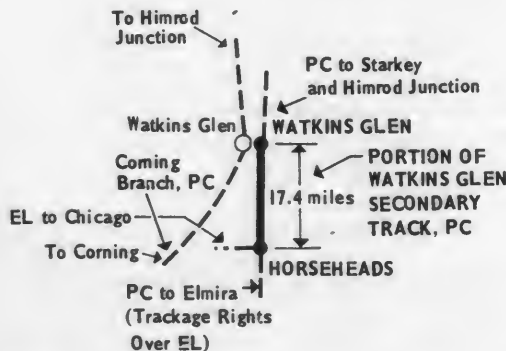
Preliminary Recommendation

It is *not* recommended that this portion of the Elmira Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$16,954 or \$353 per carload. Recovery of costs would require approximately a 170 percent increase in traffic or a 95 percent rate increase over the 1973 levels.

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 0.0) to *Watkins Glen, N.Y.*

(Milepost 17.4), a distance of *17.4 miles*, in Chemung and Schuyler Counties, N.Y. A northerly continuation of this line runs from *Watkins Glen* to *Starkey* (also under study in this Report). This line connects with a PC line which runs from *Horseheads* to *Southport* (*Elmira*), via trackage rights over EL. The line from *Junction* to *Southport* is also under study on this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 52).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Horseheads	880
Millport	1
Montour Falls.....	73
Watkins Glen.....	3,244
Seneca Lake.....	6,358
<hr/>	
Total carloads generated by the line.....	10,556
Average carloads per week.....	203.0
Average carloads per mile.....	606.7
Average carloads per train.....	44.0
1973 operating information:	
Number of round trips per year.....	240
Estimated time per round trip (hours).....	10.5
Locomotive horsepower.....	4,000
Train crew size.....	5

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" indicated that Westinghouse Electric employs over 2,000 persons at the Horseheads plant and plans to build a siding at Elmira. Thatcher Glass claimed it gets excellent service from the Erie Lackawanna, but that Penn Central is not able to provide enough cars on time. The State of New York stated that Horseheads to Himrod Jct. track generated \$683,634 in annual profit.

Information for Line Retention Decision

Revenue received by PC.....	\$3,846,874
Average revenue per carload.....	\$364
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	499,003
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	2,485,824
<hr/>	
Total variable (avoidable) cost.....	2,984,827
<hr/>	
Net contribution (loss) : total.....	862,047
Average per carload.....	82

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's

minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Available data indicates that this line has near term traffic growth potential.

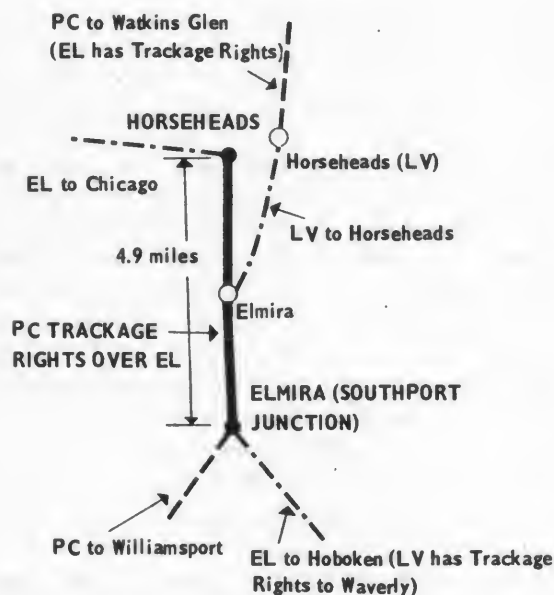
Recommendation

It is recommended that service to this portion of Watkins Glen Secondary Track, be assumed by the successor to the present EL (See Chapter 3). If transfer of this service cannot be accomplished, then ConRail will provide the service.

PORTION OF THE ELMIRA-HORSEHEADS LINE

USRA Line No. 231a

Penn Central



This portion of the Elmira-Horseheads Line, which involves trackage rights over the Erie Lackawanna Ry., Chicago-Jersey City line, extends from *Elmira (Southport Junction)* (Milepost 271.9) to *Horseheads, N.Y.* (Milepost 276.8), a distance of 4.9 miles, in Chemung County, N.Y. At Horseheads, this section of trackage connects with the Watkins Glen Secondary Track of the PC over which EL has trackage rights (also under study in this Report) and with the Chicago-Jersey City line of the Erie Lackawanna Ry. westward. At Elmira (Southport Junction), this line connects with the Elmira Secondary Track of the PC to Williamsport (also under study in this Report) and with the Chicago-Jersey City line of the EL eastward. This line was not described as potentially excess in the U.S. DOT Report (see Zone 52).

Information Provided by RSPO, Shipping, Government Agencies

Information concerning this line was 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."

Information for Line Retention Decision

Trackage rights over this portion of the EL are used to serve USRA Segment 230a. The Preliminary Recommendation for Segment 230a is that it not be included in the ConRail System.

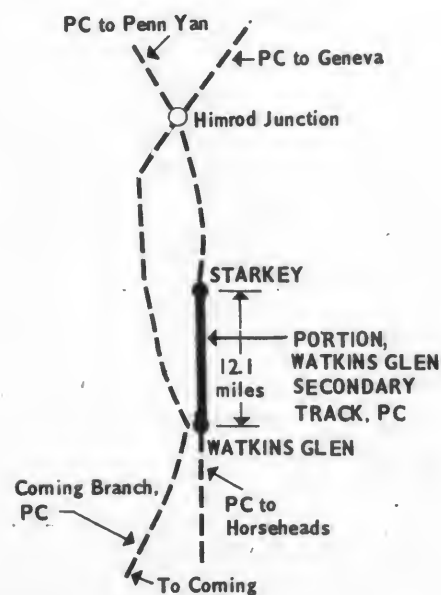
Preliminary Recommendation

It is *not* recommended that trackage rights over this portion of the Erie Lackawanna be included in the ConRail System.

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 *Watkins Glen* (Milepost 17.4) to *Starkey, N.Y.* (Milepost 29.5), a distance of 12.1 miles, in Yates and Schuyler Counties, N.Y. Continuations of this line run from Starkey to Himrod Junction and from Watkins Glen to Horseheads. The latter is also under study in this Report. The Corning Branch of the PC runs through

Watkins Glen, but it does not connect with this portion of the Watkins Glen Secondary Track. This line was described as potentially excess in the U.S. DOT Report (see Zone 52).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

No shippers are served directly by this line. The adjoining segments can be served without using this segment.

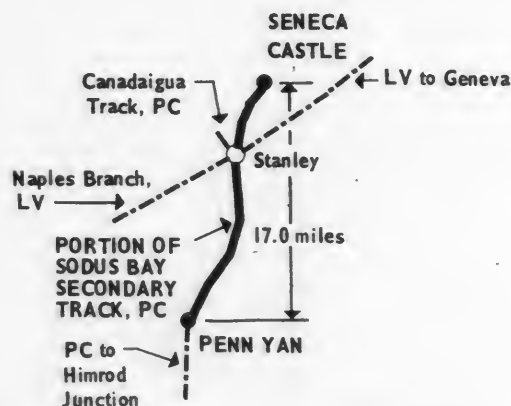
Preliminary Recommendation

It is *not* recommended that this portion of the Watkins Glen Secondary Track be included in the ConRail System.

PORTION OF THE SODUS BAY SECONDARY TRACK

USRA Line No. 233/234

Penn Central



This portion of the Sodus Bay Secondary Track, formerly part of the Pennsylvania RR, extends from Seneca Castle (Milepost 4.9) to Penn Yan, N.Y. (Milepost 40.0), a distance of 17.0 miles, in Yates and Ontario Counties, N.Y. (The mileposts are drawn from two different Milepost series; 17.0 miles is the actual distance.) A continuation of this line runs south from Penn Yan to Himrod Junction. At Stanley, this line connects with the Naples Branch of the LV and the Canandaigua Track of the PC. Both are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 52).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bellona	52
Hall	74
Seneca Castle.....	77
Penn Yan ¹	321
Stanley ¹	37
<hr/>	
Total carloads generated by the line.....	561
Average carloads per week.....	10.8
Average carloads per mile.....	3.3
Average carloads per train.....	5.6
1973 Operating information:	
Number of round trips per year.....	100
Estimated time per round trip (hours).....	5.0
Locomotive horsepower.....	4,000
Train crew size.....	5

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Penn Yan Chamber of Commerce stated 477 area farms use 12,000 tons of lime annually, all of which is brought in by rail. The town of Penn Yan handled 6,000 carloads in 1973. There are eleven businesses located along this line. The Heywood Wakefield Co. purchased property in Penn Yan for manufacturing furniture and is projecting an estimated 140 carloads and employing 70 people. In its analysis of rail lines, the N.Y. DOT reported that the entire 24 miles of track between Seneca Castle and Himrod Jct. (via Penn Yan) generated 745 carloads of traffic and an annual profit of \$52,026. Correspondence addressed to USRA in January 1975, indicates that the State of New York would like USRA to consider a service option between February 26th and the publication of the Final System Plan in late July. Under the State's option, Penn Central (ConRail) would operate the Stanley-Rushville segments of the Lehigh Valley Naples branch. Stanley is located at Milepost 52, 12 miles north of Penn Yan, and 5 miles south of Seneca Castle.

Information for Line Retention Decision

Revenue received by PC.....	\$281,945
Average revenue per carload.....	\$503
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	163,285
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	137,053
<hr/>	
Total variable (avoidable) cost.....	300,338
<hr/>	
Net contribution (loss): total.....	(18,393)
Average per carload.....	(33)

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 the line from Milepost 40.0 to Milepost 40.5 (serving certain shippers at Penn Yan who generated 321 carloads in 1973) would generate \$152,598 in revenue and \$93,453 in costs with a resulting net contribution of \$59,145 or \$184 per carload.

Recommendation

It is recommended that the portion of the Sodus Bay Secondary Track from Milepost 40.0 to Milepost 40.5 be included in the ConRail System.

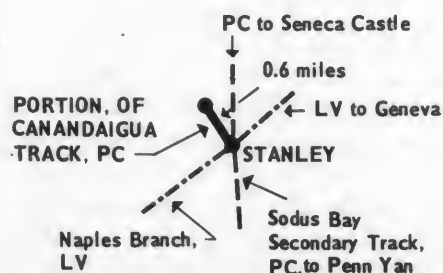
Preliminary Recommendation

It is *not* recommended that the portion of the Sodus Bay Secondary Track from Milepost 40.5 to Milepost 4.9 be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$77,538 or \$323 per carload. Recovery of costs would require approximately a 110 percent increase in traffic or a 60 percent rate increase over the 1973 levels.

PORTION OF THE CANANDAIGUA TRACK

USRA Line No. 238

Penn Central



This portion of the Canandaigua Track, formerly part of the Pennsylvania RR, extends from Milepost 52.2 to Milepost 52.8, a distance of 0.6 mile, at Stanley, Ontario County, N.Y. At Stanley, this line connects with the Sodus Bay Secondary Track of the PC and the Naples Branch of the LV, both of which are also

under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 52).

Traffic and Operating Information

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

Stanley ¹	34
<hr/>	
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.....	4,000
Train crew size.....	5

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

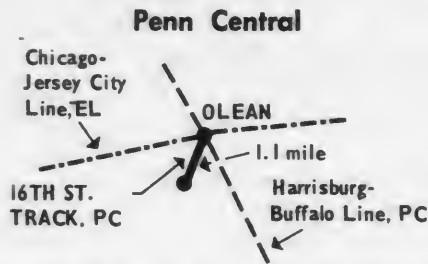
Revenue received by PC.....	\$27,231
Average revenue per carload.....	\$800
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	8,329
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	1,084
Cost incurred beyond the branch line.....	11,745
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Total variable (avoidable) cost.....	21,158
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Net contribution (loss): total.....	6,073
Average per carload.....	178

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 150 crossties (an average of 250 crossties per mile). This line is served via USRA Segment 233 which generated a loss of \$77,538. The Preliminary Recommendation is that Segment 233 not be included in the ConRail System.

Recommendation

It is *not* recommended that this portion of the Canandaigua Track be included in the ConRail System.

16TH STREET TRACK
USRA Line No. 246



The 16th Street Track, formerly part of the Pennsylvania RR, extends for a distance of 1.1 miles at Olean, N.Y. It is located in Cattaraugus County, New York. At Olean it connects with the PC Harrisburg, Buffalo line. In June 1973, the PC applied to the ICC for permission to abandon this line (Docket No. AB-5, Sub. 162). In December 1974, a similar application was made to the U.S. Railway Association. No action has been taken on either application. This line was not described as potentially excess in the U.S. DOT Report (see Zone 50).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Olean ¹	50
Total carloads generated by the line.....	50
Average carloads per week.....	1.0
Average carloads per mile.....	45.5
Average carloads per train.....	1
1973 operating information:	
Number of round trips per year.....	50
Estimated time per round trip (hours).....	0.5
Locomotive horsepower.....	1,200
Train crew size.....	5

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$24,558
Average revenue per carload.....	\$491
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	11,926
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	9,586
Cost incurred beyond the branch line.....	12,152
Total variable (avoidable) cost.....	33,664
Net contribution (loss): total.....	(9,106)
Average per carload.....	(182)

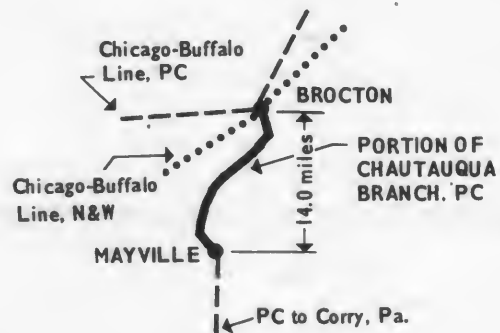
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 100 crossties (an average of 91 crossties per mile).

Preliminary Recommendation

It is *not* recommended that the 16th Street track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$9,106 or \$182 per carload. Recovery of costs would require approximately a 70 percent increase in traffic or a 35 percent rate increase over the 1973 levels.

PORTION OF THE CHAUTAUQUA BRANCH
USRA Line No. 248

Penn Central



This portion of the Chautauqua Branch, formerly part of the Pennsylvania RR, extends from Brocton (Milepost 51.0) to Mayville, N.Y. (Milepost 65.0), a distance of 14.0 miles, in Chautauqua County, New York. At Brocton this line connects with the Chicago-Buffalo lines of the PC and the N&W. A continuation of this line runs south from Mayville to Corry, Pa. (also under study in this Report). In July 1972, the PC applied to the ICC for permission to abandon this line (Docket No. AB-5, Sub. 79). In September 1974, the PC applied to the USRA to abandon this line (USRA Docket No. 75-38). No action has been taken on either application. This line, with the exception of the southernmost portion of the line, was not described as potentially excess in the U.S. DOT Report (see Zone 50).

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.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$5,680
Average revenue per carload.....	\$406
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	96,738
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	1,568
Total variable (avoidable) cost.....	98,306
Net contribution (loss): total.....	(92,626)
Average per carload.....	(6,616)

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.). Roy B. Campbell, director of Southern Tier West, the Regional Planning and Development Board of Allegany, Cattaraugus and Chautauqua Counties, wrote to USRA on November 1, 1974 protesting the abandonment. He said that Niagara-Mohawk Power plans to build a new coal-fired furnace near Dunkirk and that it would be "prudent" to retain rail connections into Corry, Pa. for possible future use.

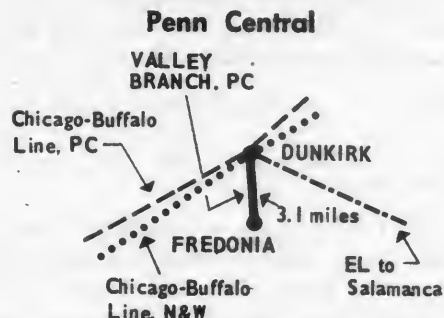
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Chautauqua Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$92,626 or

6,616 per carload. Recovery of costs would require approximately a twenty-three-fold increase in traffic or a 1,630 per cent rate increase over the 1973 levels.

PORTION OF THE VALLEY BRANCH

USRA Line No. 258



This portion of the Valley Branch, formerly part of the New York Central RR, extends from *Dunkirk* (Milepost 0.0) to *Fredonia, N.Y.* (Milepost 3.1), a distance of 3.1 miles, in Chautauqua County, N.Y. At Dunkirk, this line connects with the EL line that runs from Dunkirk to Salamanca and with the Chicago-Buffalo lines of the PC and the N&W. This line was described as potentially excess in the U.S. DOT Report (see Zone 50).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Fredonia	509
Dunkirk ¹	1102
Total carloads generated by the line.....	1,611
Average carloads per week.....	30.9
Average carloads per mile.....	519.7
Average carloads per train.....	10.7
1973 operating information:	
Number of round trips per year.....	150
Estimated time per round trip (hours).....	3.0
Locomotive horsepower.....	1,500
Train crew size.....	4

¹ Includes only traffic on this segment.

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" by Fredonia Mayor Charles St. George indicated that the city could not deal with the volume of trucks that would be required if rail service were abandoned. The Dunkirk Chamber of Commerce said that the Valley Branch is the lifeline of Chautauqua County. The analysis prepared by N.Y. DOT showed 453 carloads in 1973, \$4,775 community loss, \$4,647 local taxes, and \$57,984 for the Valley Branch.

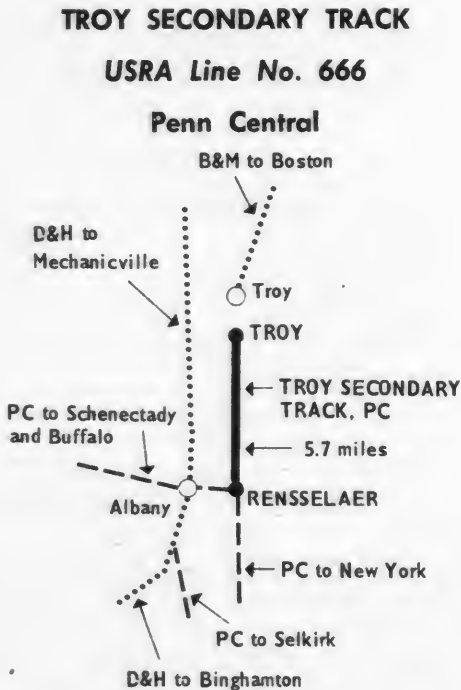
Information for Line Retention Decision

Revenue received by PC.....	\$632, 750
Average revenue per carload.....	<u>\$392</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	82, 867
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost) ..	7, 089
Cost incurred beyond the branch line.....	409, 846
Total variable (avoidable) cost.....	499, 602
Net contribution (loss) : total.....	133, 148
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 1,550 crossties (an average of 500 crossties per mile).

Recommendation

It is recommended that this portion of the Valley Branch be included in the ConRail System.



The Troy Secondary Track, formerly part of the New York Central RR, extends from Rensselaer (Milepost 142.9) to Troy, N.Y. (Milepost 5.7), a distance of 5.0 miles, in Rensselaer County, New York. At Rensselaer, this line connects with the Hudson Line and the Buffalo-Albany Line of the PC. The D&H operates over this line pursuant to a trackage rights agreement

with the PC, in route from Albany. The B&M also enters Troy from the northeast, but the connection through Troy Union Station has been broken. This line was not described as potentially excess in the U.S. DOT Report (see Zone 42).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Troy ¹	1, 131
Total carloads generated by the line.....	1, 131
Average carloads per week.....	21. 8
Average carloads per mile.....	198. 4
Average carloads per train.....	7. 5
1973 operating information:	
Number of round trips per year.....	150
Estimated time per round trip (hours).....	4
Locomotive horsepower	1, 200
Train crew size.....	5

¹ Includes only traffic on this segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." The New York State Department of Transportation submitted a special study indicating that this line segment of 5.7 miles has an annual profit of \$899,248 with a carload count of 1,588. Loss in service would result in an annual community loss of \$18,394.00 and net local property taxes of \$7,159.

Information for Line Retention Decision

Revenue received by PC.....	\$501, 717
Average revenue per carload.....	<u>\$444</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	98, 546
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost) ..	6, 276
Cost incurred beyond the branch line.....	301, 019
Total variable (avoidable) cost.....	405, 841
Net contribution (loss) total.....	95, 876
Average per carload.....	85

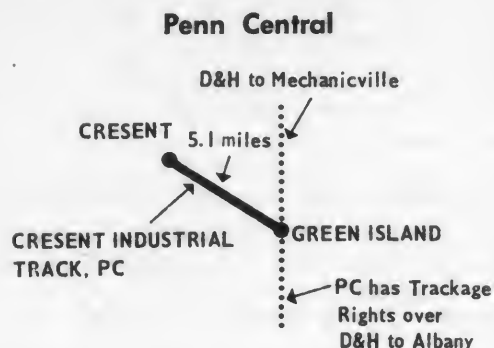
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 950 crossties (an average of 190 crossties per mile).

Recommendation

It is recommended that the Troy Secondary Track be included in the ConRail System.

CRESCENT INDUSTRIAL TRACK

USRA Line No. 666a



The Crescent Industrial Track, formerly part of the New York Central RR, extends from *Crescent* (Milepost 15.4) to *Green Island, NY* (Milepost 20.5), a distance of 5.1 miles, in Albany County, New York. 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. This line was described as potentially excess in the U.S. DOT Report (see Zone 42).

Traffic and Operating Information

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

Cohoes	60
Crescent	223
Troy ¹	119
Green Island ¹	12

Total carloads generated by the line.....	414
Average carloads per week.....	8.0
Average carloads per mile.....	81.1
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.....	5

¹ Includes only traffic on segment.

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" indicates that according to the Industrial and Commercial User Survey, a tractor distribution center along this line would go out of business and cause a loss of 100 jobs if rail service is discontinued on the line. A large industrial park on the line would also be adversely affected.

The NY DOT analysis, using 1973 figures, shows 553 carloads, \$6,838 community loss, \$6,656 net local property taxes, and annual profit of \$25,438.

Information for Line Retention Decision

Revenue received by PC.....	\$120,299
Average revenue per carload.....	\$291

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	81,564
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	93,850

Total variable (avoidable cost)..... 175,414

Net contribution (loss): total.....	(55,115)
Average per carload.....	(133)

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 mph).

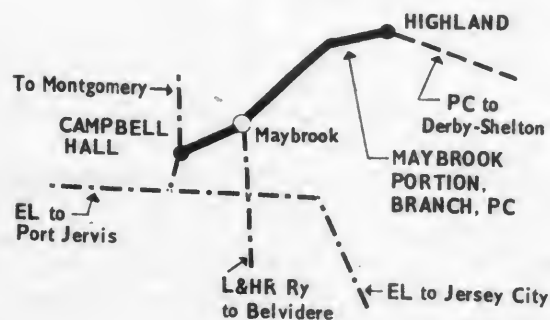
Preliminary Recommendation

Although the preliminary recommendation is that the Crescent Industrial Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$55,115 or \$133 per carload. Recovery of costs would require approximately a twofold increase in traffic or a 45-percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone, will not make the line viable.

PORTION OF THE MAYBROOK BRANCH

USRA Line No. 667

Penn Central



This portion of the Maybrook Branch, formerly part of the New Haven RR, extends from *Campbell Hall* (Milepost 0.0) to *Highland, N.Y.* (Milepost 28.0), a

distance of 28.0 miles, in Ulster and Orange Counties, N.Y. At Campbell Hall, this line connects with the EL Ry. Montgomery Branch. At Maybrook (Milepost 2.8), it connects with the L&HR Ry. A continuation of this line runs from Highland to Derby-Shelton. (Also under study in this Report from Highland to Hopewell Junction.) This line was not described as potentially excess in the U.S. DOT Report (see Zone 56).

Information Provided by RSPO, Shippers, Government Agencies

No specific information was provided for this line 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." For comments on the overall potential of this route as a through line to and from New England, see the discussion under line No. 668.

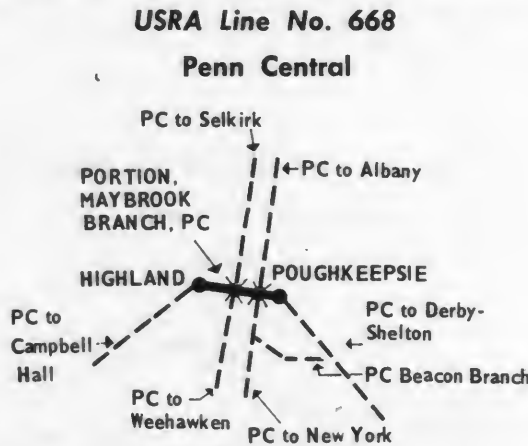
Information for Line Retention Decision

This line is required for through freight service; therefore, local rail service will be provided to all shippers located on the line.

Recommendation

It is recommended that this portion of the Maybrook Branch be included in the ConRail System.

PORTION OF THE MAYBROOK BRANCH



This portion of the Maybrook Branch, formerly part of the New Haven RR, extends from *Highland* (Milepost 28.0) to *Poughkeepsie, N.Y.* (Milepost 29.5), a distance of 1.5 miles, in Ulster and Dutchess Counties, N.Y. Continuations of this line run from Highland to Campbell Hall (also under study in this Report) and from Poughkeepsie to Derby-Shelton. (Under study in this Report from Poughkeepsie to Hopewell Jct.) This line was not described as potentially excess in the U.S. DOT Report (see Zone 56).

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" indicated that the state of New York felt it advisable that the Poughkeepsie Bridge route be retained pending an investigation of the need for competitive rail service to and from New England, as well as to relieve congestion on the Northeast Corridor passenger route. The bridge was damaged by a fire in 1974 and presently is out of service.

Information for Line Retention Decision

This line is required for through freight service; therefore, local rail service will be provided to all shippers located on the line.

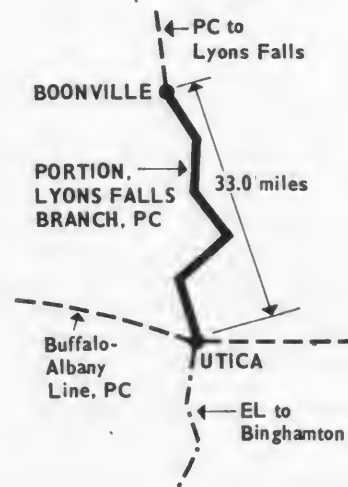
Recommendation

It is recommended that this portion of the Maybrook Branch be included in the ConRail System.

PORTION OF THE LYONS FALLS BRANCH

USRA Line No: 669

Penn Central



This portion of the Lyons Falls Branch, formerly part of the New York Central RR, extends from *Utica* (Milepost 2.0) to *Boonville, N.Y.* (Milepost 35.0), a distance of 33.0 miles, in Oneida County, N.Y. A continuation of this line runs in a northerly direction from Boonville to Lyons Falls (also under study in this Report). At Utica, this line connects with the Buffalo-Albany line of the PC and with the EL Utica Branch to Binghamton. This line was not described as potentially excess in the U.S. DOT Report (see Zone 45).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Marcy	142
Holland Patent	59
Barneveld	2
Remsen	1
Boonville	795
Utica ¹	38
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Total carloads generated by the line.....	1,037
Average carloads per week.....	19.9
Average carloads per mile.....	31.4
Average carloads per train.....	4.2
1973 operating information:	
Number of round trips per year.....	250
Estimated time per round trip (hours).....	7.0
Locomotive horsepower.....	2,000
Train crew size.....	5

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." Studies by the State of New York DOT lead the state to estimate that the 45-mile-long Lyons Falls-Utica segment generates 3,100 carloads and an annual profit of \$291,400. If abandonment were to occur, the N.Y. DOT study indicated an annual community loss of \$58,063 and net local property tax losses of \$56,520. Correspondence received by USRA from Arthur Mengel of the Black River-St. Lawrence Economic Development Commission indicates that the commission is studying the impact of a loss of rail access for Georgia Pacific, Burrows Paper, Latex Fibres, Kraft Foods, AMF, Climax Manufacturing and other facilities located in Lewis County. Analysis of shipper locations by USRA led to the identification of 14 potential patrons on this line segment at Utica (2 patrons) Marcy (1), Holland Patent (1), Barneveld (1), Remsen (2), and Boonville (7). Georgia Pacific is actually located on line segment 79 (Boonville to Lyons Falls).

Information for Line Retention Decision

Revenue received by PC.....	\$271,946
Average revenue per carload.....	\$262
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	339,260
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	23,841
Cost incurred beyond the branch line.....	207,379
<hr/>	
Total variable (avoidable) cost.....	570,480
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Net contribution (loss): total.....	(298,534)
Average per carload.....	(287)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has 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 60 crossties per mile).

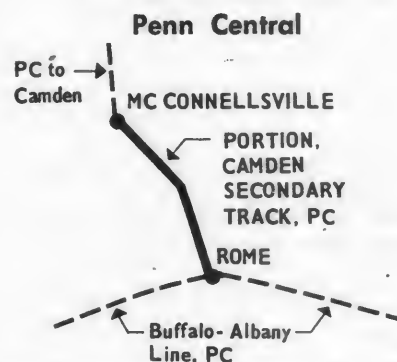
Although this line generates a loss amounting to \$298,534, USRA segment 79, which is served via this line, generates a net contribution of \$224,733. A rate increase of 7 percent above the 1973 levels would enable financial self-sufficiency.

Recommendation

It is recommended that this portion of the Lyons Falls Branch be included in the ConRail System.

PORTION OF THE CAMDEN SECONDARY TRACK

USRA Line No. 670



This portion of the Camden Secondary Track, formerly part of the New York Central RR, extends from *McConnellsville* (Milepost 28.0), to *Rome, N.Y.* (Milepost 39.9), a distance of 11.9 miles, in Oneida County, New York. A continuation of this line runs in a northwesterly direction from McConnellsville to Camden (also under study in this Report). At Rome, this line connects with the Buffalo-Albany Line of the PC. This line was not described as potentially excess in the U.S. DOT Report (see Zone 45).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Humaston	1
McConnellsville	651
<hr/>	
Total carloads generated by the line.....	652
<hr/>	
Average carloads per week.....	12.5
Average carloads per mile.....	54.8
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.....	5

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" indicated that Whitehead Brothers, a firm engaged in producing industrial sand, said that loss of rail service would affect their ability to compete and would lose some customers. Another sand producer, G. W. Bryant Core Sands, said it would use rail more if it could get more cars. Mohawk Valley Wholesale Grocers said abandonment would be "injurious" and could force it to lose business and perhaps relocate.

The NY DOT branch line analysis shows that the whole branch from Rome up through McConnellsville to Camden handled 1007 carloads in 1973, was 21.2 miles long, constituted \$26,624 in net local property taxes, made an annual profit of \$55,385, and the loss to the community would amount to \$27,353.

Information for Line Retention Decision

Revenue received by PC.....	\$245,001
Average revenue per carload.....	\$376

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	133,135
Cost of upgrading branch line to FRA	
Class I (1/10 of total upgrading cost)...	10,866
Cost incurred beyond the branch line.....	132,976

Total variable (avoidable) cost.....	276,977
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Net contribution (loss) : total.....	(31,976)
Average per carload.....	(49)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has 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).

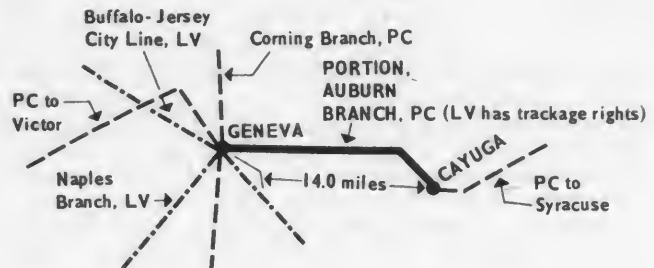
Preliminary Recommendation

It is *not* recommended that this portion of the Camden Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$31,976 or \$49 per carload. Recovery of costs would require approximately a 25 percent increase in traffic or a 13 percent rate increase over the 1973 levels. Costs may also be reduced by a major reduction in frequency, and this may make the line viable. Whether reduced frequency is a possible solution which would *not* result in loss of revenue should be addressed in the RSPO hearings.

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 and from Geneva to Victor (a portion of the latter line is also under study in this Report). At Geneva this line connects with the Naples Branch of the LV (also under study in this Report), with the Corning Branch of the PC and with the Buffalo-Jersey City line of the LV. The last-named line is also under study in this Report from Mehoopany, Pa. to Buffalo.

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	778
Seneca Falls.....	219
Waterloo	372
Geneva ¹	229

¹ Includes only traffic on segment.

Total carloads generated by the line.....	1,593
Average carloads per week.....	30.6
Average carloads per mile.....	11.4
Average carloads per train.....	6.4

1973 operating information:

Number of round trips per year.....	250
Estimated time per round trip.....	6
Locomotive horsepower.....	2,000
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." General information indicates that this area is heavily agricultural and many agricultural supply firms may have to go out of business if abandonment occurs.

Information for Line Retention Decision

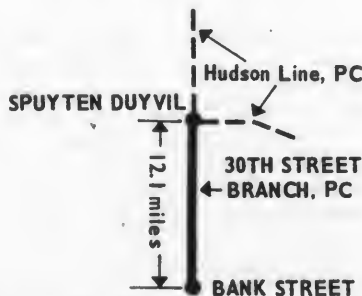
Revenue received by PC.....	\$535,974
Average revenue per carload.....	\$336
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	209,048
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	19,397
Cost incurred beyond the branch line.....	372,591
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Total variable (avoidable) cost.....	601,036
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Net contribution (loss) : total.....	(65,062)
Average per carload.....	(41)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,400 crossties (an average of 100 crossties per mile).

Preliminary Recommendation

It is *not* recommended that this portion of the Auburn Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$65,062 or \$41 per carload. Recovery of costs would require approximately a 40 percent increase in traffic or a 12 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency and this may make the line viable. Whether reduced frequency is a possible solution which would *not* result in a loss of revenue should be addressed in the RSPO hearings.

30TH STREET BRANCH
USRA Line No. 681
Penn Central



The 30th Street Branch, formerly part of the New York Central RR, extends 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 County,

N.Y. At *Spuyten Duyvil*, the line connects with the Hudson Line of the PC. This line was not described as potentially excess in the U.S. DOT Report (zone 58).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

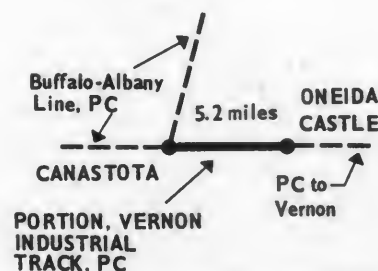
Information for Line Retention Decision

This line was identified for study because of various operational problems, and a reported potential loss of traffic generated by the New York Times facilities which currently use this branch. Correspondence received from the Office of the Mayor of New York, indicates that the relocation of the Times' 60th Street printing press would reduce traffic by 3,500 annual carloads. Penn Central revenue would drop by \$2.3 million. However, according to the City, the remaining traffic would amount to 28,320 cars, and \$11.2 million in revenues. This traffic in turn amounts to 2,340 cars per mile, per year, and approximately \$926,000 in revenue per mile, per year. The average revenue for this retained traffic is approximately \$395 per carload. The City has plans underway to continue the development of the West Side Corridor, and has already committed funds for development on the expectation that the railroad branch will be available. Proposed non-rail redevelopment along this branch will still be possible if developed according to an air-rights concept.

Recommendation

It is recommended that the 30th Street Branch be included in the ConRail System.

PORTION OF THE VERNON INDUSTRIAL TRACK
USRA Line No. 686
Penn Central



This portion of the Vernon Industrial Track, formerly part of the New York Central RR, extends from *Oneida Castle* (Milepost 252.5) to *Canastota*, *N.Y.*

(Milepost 257.7), a distance of 5.2 miles, in Madison and Oneida Counties, N.Y. A continuation of this line runs in an easterly direction to Vernon (also under study in this report). At Canastota, this line connects with the Buffalo-Albany line of the PC. This line (with the exception of the portion from Oneida Castle to the Madison County line), was described as potentially excess in the U.S. DOT Report (see Zones 45 and 46).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Canastota	653
Oneida ¹	24
Oneida Castle ¹	172
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Total carloads generated by the line.....	849
Average carloads per week.....	16.3
Average carloads per mile.....	163.3
Average carloads per train.....	9.4
1973 operating information:	
Number of round trips per year.....	90
Estimated time per round trip (hours).....	4
Locomotive horsepower.....	1,000
Train crew size.....	5
¹ Includes only traffic on segment.	

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" indicated that alternate transportation would be available, but it would increase costs. Tele Con Corporation and Agrico Chemical Corporation pointed to increased costs. Mayor Herbert Brewer of Oneida said that plans for an industrial park would be seriously hampered without rail service. The New York State DOT studied this line in its entirety between Canastota and Vernon (11.5 miles) and concluded that the entire line earned a \$55,292 profit. Community loss from abandonment was estimated at \$14,836 plus a loss of \$14,444 in property taxes.

Information for Line Retention Decision

Revenue received by PC.....	\$348,880
Average revenue per carload.....	\$410
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	77,093
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	5,751
Cost incurred beyond the branch line.....	252,632
<hr/>	
Total variable (avoidable) cost.....	335,476
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Net contribution (loss) : total.....	13,404
Average per carload.....	16

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has

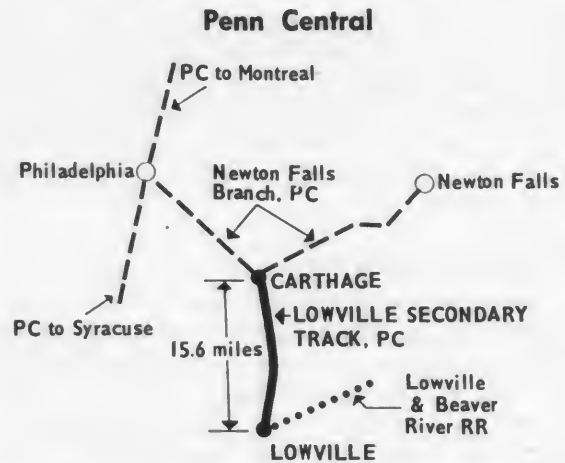
a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 450 crossties (an average of 86.5 crossties per mile).

Recommendation

It is recommended that this portion of the Vernon Industrial Track be included in the ConRail System.

LOWVILLE SECONDARY TRACK

USRA Line No. 687



The Lowville Secondary Track, formerly part of the New York Central RR, extends 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. At Lowville, this line connects with the Lowville & Beaver River RR. At Carthage, this line connects with the Newton Falls Branch of the PC. This line was not described as potentially excess in the U.S. Department of Transportation Report of February 1, 1974.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lowville ¹	1,388
Castorland	317
<hr/>	
Total carloads generated by the line.....	1,705
Average carloads per week.....	32.8
Average carloads per mile.....	109.3
Average carloads per train.....	13.1
1973 operating information:	
Number of round trips per year.....	130
Estimated time per round trip (hours).....	5.5
Locomotive horsepower.....	2,000
Train crew size.....	5
¹ Includes traffic from Lowville & Beaver RR.	

Information Provided by RSPO, Shippers, Government Agencies

No information concerning this line was 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."

This line provides the only access to the Lowville & Beaver River Railroad. Correspondence from the Black River-St. Lawrence Economic Development Commission indicated that most of the agricultural industries in Lewis county would suffer through higher grain delivery costs.

Information for Line Retention Decision

Revenue received by PC.....	\$695,135
Average revenue per carload.....	\$408
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	193,788
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost)...	9,681
Cost incurred beyond the branch line....	477,093
<hr/>	
Total variable (avoidable) cost.....	680,562
<hr/>	
Net contribution (loss): total.....	14,573
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 mph). Based on available information, this upgrading would include the replacement of a total of 1,000 crossties (an average of 64 crossties per mile).

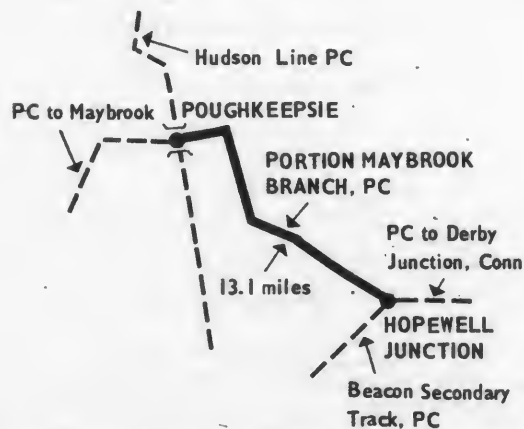
Recommendation

It is recommended that the Lowville Secondary Track be included in the ConRail System.

PORTION OF THE MAYBROOK BRANCH

USRA Line No. 708

Penn Central



This portion of the Maybrook Branch, formerly part of the New Haven RR, extends from Poughkeepsie

(Milepost 29.5) to Hopewell Junction, New York (Milepost 42.6), a distance of 13.1 miles, in Dutchess County, New York. Continuations of this line run from Hopewell Junction to Derby Junction, Conn., and from Poughkeepsie to Maybrook. The latter line is also under study in this Report. At Hopewell Junction, this line connects with the Beacon Secondary Track of the PC. This line was not described as potentially excess in the U.S. DOT Report (see Zone 56).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

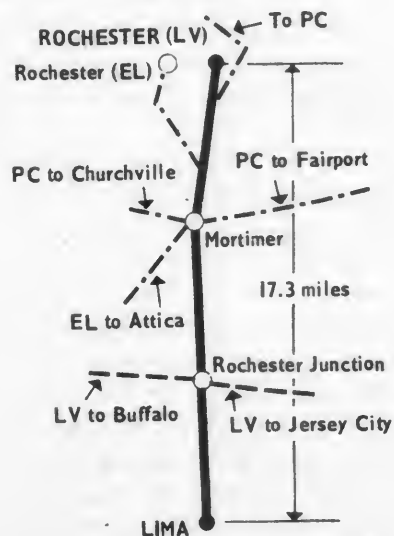
Recommendation

It is recommended that this portion of the Maybrook Branch be included in the ConRail System.

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 dis-

tance of 17.3 miles in Monroe and Livingston Counties, N.Y. At Rochester this line connects with the Buffalo-Albany line of the PC, the Falls Road Branch of the PC, the B&O RR, the Charlotte Secondary track and the Rochester Branch of the PC. The latter named is also under study in this Report. At Rochester Junction this line connects with the Buffalo-Jersey City line of the LV, also under study in this Report. At Mortimer it connects with the West Shore Branch of the PC and the Attica Branch of EL.

This line was described as potentially excess in the U.S. DOT Report (see Zone 47).

Traffic and Operating Information

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

Lima	658
Honeoye Falls	80
Henrietta	294
Rochester	716

Total carloads generated by the line	1,748
Average carloads per week	33.6
Average carloads per mile	101.0
Average carloads per train	6.7

1973 operating information:

Number of round trips per year	260
Estimated time per round trip (hours)	3
Locomotive horsepower	1,200
Train crew size	5

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" indicated that Joslyn Manufacturing and Swift Chemical at Lima are rail dependent industries. Joslyn said its shipping costs would rise 50-150 percent without rail service. Swift was concerned with the damage to its products with additional handling. These two firms contributed 12.3 percent of the tax base of Lima. Both firms would relocate if rail service was withdrawn. The University of Rochester and its hospital projects, increased coal use with its current expansion. A spokesman said that the major stumbling block to Rochester Branch viability is the absence of switching, or interchange in the area. The N.Y. State Commissioner for Agriculture and Markets stated that six fertilizer plants on the line produce 10 percent of the state's requirements and they need rail service since there is no feasible alternative to receive raw materials. The New York DOT analysis uses 1973 figures and sees 1,704 carloads, \$24,126 community tax, \$23,487 in net local property taxes and annual profit of \$32,376.

Information for Line Retention Decision

Revenue received by LV	\$321,244
Average revenue per carload	\$184
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	228,748
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
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Total variable (avoidable) cost	427,288
Net contribution (loss): Total	(106,044)
Average per carload	(61)

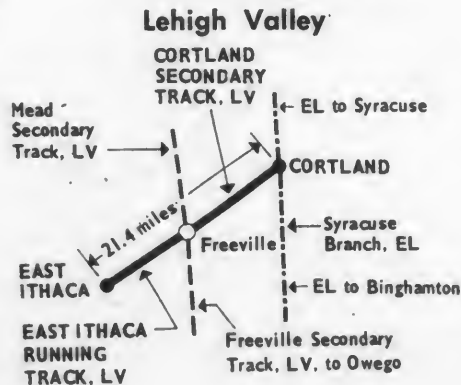
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,000 crossties (an average of 58 crossties per mile).

Preliminary Recommendation

Although the preliminary recommendation is that the Rochester Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing the revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$106,044 or \$61 per carload. Recovery of costs would require approximately a 85 percent increase in traffic or a 30 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable. Regardless of the disposition of the branch, the traffic at Rochester can be handled by ConRail off the present PC mainline.

CORTLAND SECONDARY TRACK AND EAST ITHACA RUNNING TRACK

USRA Line No. 1002



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, both LV. Both lines are also under study in this Report. At Cortland, this line connects with the Syracuse Branch of the EL. This line was described as potentially excess in the U.S. DOT Report (see Zones 52 and 54).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Etna	21
McLean	14
Cortland	193
<hr/>	
Total carloads generated by the line.....	228
Average carloads per week.....	4.38
Average carloads per mile.....	10.7
Average carloads per train.....	4.38
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

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" indicated that N.Y. State Electric Gas Corp. said that 11 of its 45 sidings are on "potentially excess" lines. Rail service is indispensable on this segment at Etna. LV had filed for abandonment but the utility had objected because of the need for heavy equipment. Nineteen carloads were shipped over the line in 1973 and similar amounts in 1974.

Other shippers making statements included Overhead Door Co. (99 carloads), R. H. Miller (157 carloads) and Gutchess Lumber Co. (65 carloads). Miller said abandonment of service would add \$55,000 to its transportation costs without rail service. The N.Y. Christmas Tree Growers Assoc. said that the area's interstate highway system cannot handle Christmas tree shipments as efficiently as rail.

Information for Line Retention 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.....	182,342
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	29,991
Cost incurred beyond the branch line.....	28,048
Total variable (avoidable) cost.....	240,381
Net contribution (loss) : Total.....	(198,816)
Average per carload.....	(872)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 3,000 crossties (an average of 140 crossties per mile).

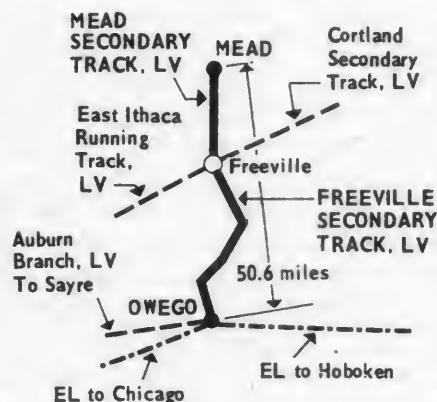
Preliminary Recommendation

It is *not* recommended that the Cortland Secondary Track and the East Ithaca Running Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$198,816 or \$872 per carload. Recovery of costs would require approximately a fourteen-fold increase in traffic or a 480 percent rate increase over the 1973 levels. Traffic at Cortland, however, can be handled by the EL or its successor.

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) to *Mead, N.Y.* (Milepost 339.6), a distance of 50.6 miles, in Cayuga, Tompkins, Cortland, and Tioga Counties, N.Y. At *Freeville* (Milepost 323.1), this line connects with the East Ithaca Running Track and the Cortland Secondary Track. Both are LV lines and both are under study in this Report. At *Owego* this line connects with the Auburn Branch of the LV and the Chicago-Jersey City line of the Erie Lackawanna. This line was described as potentially excess in the U.S. DOT Report (see Zones 52 and 53).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Owego	476
Newark Valley	202
Berkshire	15
Mills	820
Dry Den	100
Freeville	12
Groton	20
Locke	162
Moravia	194
<hr/>	
Total carloads generated by the line.....	2,001
Average carloads per week.....	38.5
Average carloads per mile.....	39.6
Average carloads per train.....	6.7
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

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" indicated that rail service is essential to community efforts toward development of industrial potential. This area is New York's largest milk producing area and service is vital to dairy farmers and the agricultural industry. A lumber company reported that if it had to unload shipments at the next nearest railhead, costs would be increased \$400 per car. Some companies stated that freight costs would rise substantially, with loss of rail service and a honey-butter company stated that loading takes 10 hours, but without rail service loading would take three days. There is fear that without rail service a monopolistic situation would be created for trucking. Tioga Foundry, which shares a siding on the line with Stakmore Inc., receives all of its raw material over this line and shipment is not conducive by truck transport. Ward and Von Scoy shipped 397 carloads of feed over this line in 1973.

The New York Department of Transportation in a special study stated that between Owego and Moravia a carload count of 1,902 over 49.1 miles results in an annual profit of \$76,080. Without service the annual community loss would be \$63,353 and loss of net local property taxes of \$61,670.

Information for Line Retention Decision

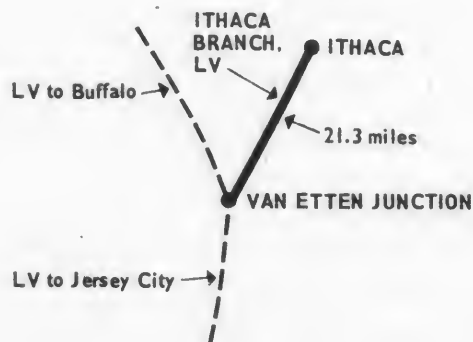
Revenue received by LV.....	\$261,736
Average revenue per carload.....	\$131
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	573,965
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	110,662
Cost incurred beyond the branch line.....	240,952
<hr/>	
Total variable (avoidable) cost.....	925,579
<hr/>	
Net contribution (loss): total.....	(663,843)
Average per carload.....	(332)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 17,500 crossties (an average of 346 crossties per mile).

Preliminary Recommendation.

It is *not* recommended that the Freeville Secondary Track and Mead Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$663,843 or \$332 per carload. Recovery of costs would require approximately a thirty two-fold increase in traffic or a 250 percent rate increase over the 1973 levels.

ITHACA BRANCH
USRA Line No. 1017
Lehigh Valley



The Ithaca Branch extends from *Van Etten Junction* (Milepost 285.8) to *Ithaca, N.Y.* (Milepost 307.1), a distance of *21.3 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, a portion of which is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 52 and 53).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Spencer	61
Ithaca	435
<hr/>	
Total carloads generated by the line.....	496
Average carloads per week.....	9.5
Average carloads per mile.....	23.3
Average carloads per train.....	3.2
1973 Operating Information:	
Number of round trips per year.....	156
Estimated time per round trip (hours).....	10.0
Locomotive horsepower.....	1,800
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by LV.....	\$126,770
Average revenue per carload.....	\$256
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	244,527
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	56,656
<hr/>	
Total variable (avoidable) cost.....	301,183
<hr/>	
Net contribution (loss): total.....	(174,413)
Average per carload.....	(352)

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 mph).

Preliminary Recommendation

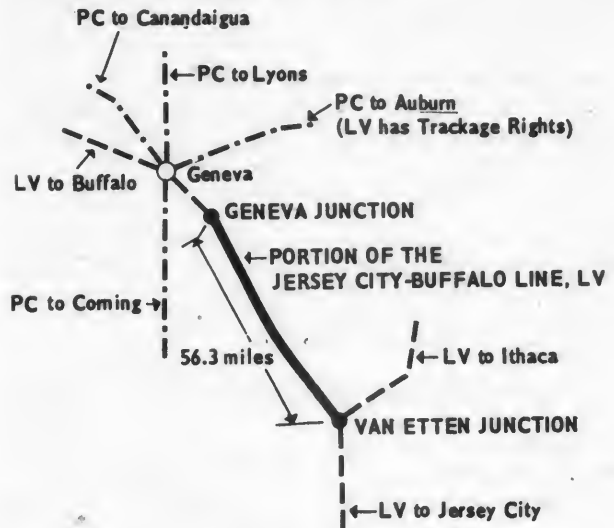
It is *not* recommended that the Ithaca Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$174,413 or \$352 per carload. Recovery of costs would require approximately a 250 percent increase in traffic or a 140 percent rate increase over the 1973 levels.¹

¹ See Errata Sheet on last page of this part.

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. Both of these continuations are also under study in this Report. There is a connection at the Van Etten Junction to the Lehigh Valley Ithaca Branch, which line is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 52).

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
Kendala	1,018
<hr/>	
Total carloads generated by the line.....	1,471
Average carloads per week.....	28.3
Average carloads per mile.....	26.2
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

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by LV.....	\$503, 538
Average revenue per carload.....	\$342
<hr/>	
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
<hr/>	
Total variable (avoidable) cost.....	739, 629
<hr/>	
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 mph).

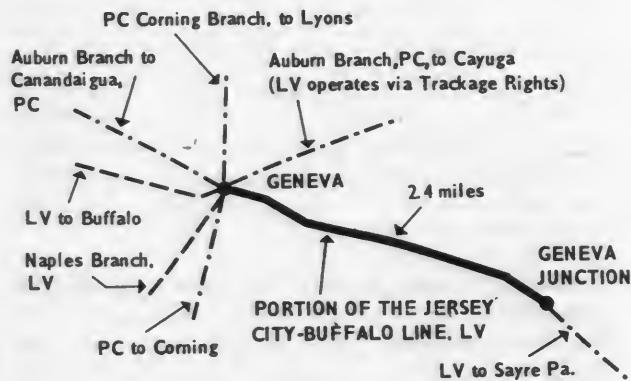
Preliminary Recommendation

It is *not* recommended that this portion of the Jersey City to Buffalo Line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$236,091 or \$160 per carload. Recovery of costs would require approximately a 65 percent increase in traffic or a 45 percent rate over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

PORTION OF JERSEY CITY-BUFFALO LINE

USRA Line No. 1021

Lehigh Valley



This portion of the Jersey City-Buffalo Line of the Lehigh Valley, 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. Both of these continuations are also under study in this Report. Connections with other lines at Geneva are: the Lehigh Valley Naples Branch, the PC Auburn Branch and the PC Corning Branch. The PC Auburn Branch between Geneva and Cayuga and the LV Naples Branch are also under study in this Report. The LV operates over this Auburn Branch segment under a trackage rights agreement. This line was not described as potentially excess in the U.S. DOT Report (see Zone 52).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

This line does not directly serve any shippers but is used to serve USRA Segment Nos. 1020 and 1022. The Preliminary Recommendation for both of these lines is that they not be included in the ConRail system.

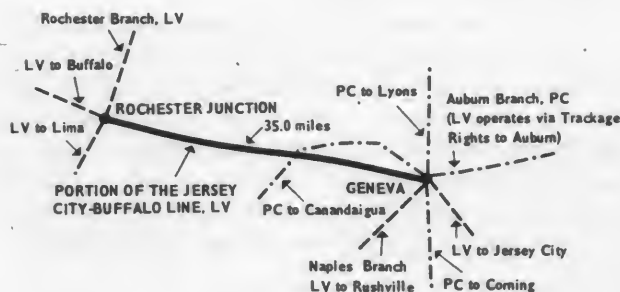
Preliminary Recommendation

It is *not* recommended that this portion of the Jersey City to Buffalo Line be included in the ConRail System.

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 and westward from Rochester Junction. Both of these continuations are also under study in this Report. Connections at Geneva are: the Lehigh Valley Naples Branch and the PC Auburn and Corning Branches (the LV operates via trackage rights over the PC Auburn Branch). This line also connects with the Lehigh Valley Rochester Branch at Rochester Junction. Portions of the aforementioned connections are under study in this Report except for the PC Corning Branch. This line was not described as potentially excess in the U.S. DOT Report (See Zones 47 and 52).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Geneva	2,484
Manchester	335
Farmington	2
Victor	342
<hr/>	
Total carloads generated by the line.....	3,163
Average carloads per week.....	60.8
Average carloads per mile.....	90.4
Average carloads per train.....	12.2
1973 Operating information:	
Number of round trips per year.....	260
Estimated time per round trip (hours).....	9.0
Locomotive horsepower.....	1,200
Train crew size.....	4

Information Provided by RSPO, Shipping, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by LV.....	\$408,853
Average revenue per carload.....	\$128
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	459,386
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)....	0
Cost incurred beyond the branch line.....	312,984
<hr/>	
Total variable (avoidable) cost.....	772,370
<hr/>	
Net contribution (loss): total.....	(\$368,517)
Average per carload.....	(\$117)

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

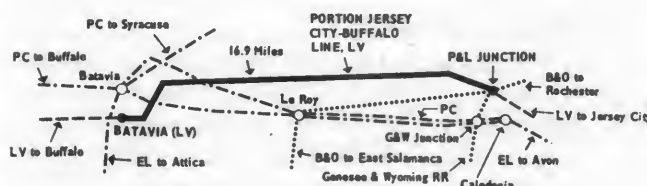
Preliminary Recommendation

It is *not* recommended that this portion of the Jersey City to Buffalo line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$368,517 or \$117 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 90 percent rate increase over the 1973 levels. Traffic at Geneva, however, is recommended for continued service by ConRail.

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. This line was not described as potentially excess in the U.S. DOT Report (see Zone 48).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Caledonia	139
Batavia	312
<hr/>	
Total carloads generated by the line.....	451
Average carloads per week.....	8.7
Average carloads per mile.....	26.7
Average carloads per train.....	3.0
1973 Operating information:	
Number of round trips per year.....	150
Estimated time per round trip (hours).....	7.0
Locomotive horsepower.....	1,500
Train crew size.....	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by LV.....	\$90,805
Average revenue per carload.....	<u>\$201</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	192,061
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	<u>42,238</u>
Total variable (avoidable) cost.....	<u>234,299</u>
Net contribution (loss) : Total.....	(143,494)
Average per carload.....	(318)

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 mph).

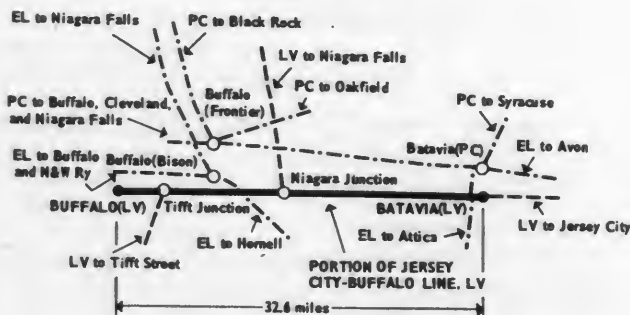
Preliminary Recommendation

It is *not* recommended that this portion of the Jersey City to Buffalo line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$143,494 or \$318 per carload. Recovery of costs would require approximately a three-fold increase in traffic or a 160 percent rate increase over the 1973 levels.

PORTION OF BUFFALO TO JERSEY CITY LINE

USRA Line No. 1024

Lehigh Valley



This portion of the Buffalo to Jersey City Line, extends from Buffalo (Milepost 443.6) to Batavia (Milepost 411.0), a distance of 32.6 miles, in Genesee and Erie Counties, N.Y. There are no industries on this line be-

tween Buffalo and Batavia. Presently this line serves as a segment of the Lehigh Valley Buffalo to Jersey City line. This line was not described as potentially excess in the U.S. DOT Report (see Zones 48 and 49).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Depew	8
Williamsville	288
North Tonawanda	309
Niagara Falls	4,015
Suspension Bridge.....	201
Cheektowaga	15
Buffalo	15,171
Niagara Junction, N.Y.....	<u>3</u>
Total carloads generated by the line.....	19,950
Average carloads per week.....	383.6
Average carloads per mile.....	611.9
Average carloads per train.....	133.0
1973 operating information:	
Number of round trips per year.....	150
Estimated time per round trip (hours).....	10.0
Locomotive horsepower	1,500
Train crew size.....	<u>5</u>

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by LV.....	\$7,208,818.
Average revenue per carload.....	<u>\$300</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	749,053
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	<u>3,640,615</u>
Total variable (avoidable) cost.....	<u>4,389,668</u>
Net contribution (loss) : Total.....	2,819,150
Average per carload.....	141

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 mph).

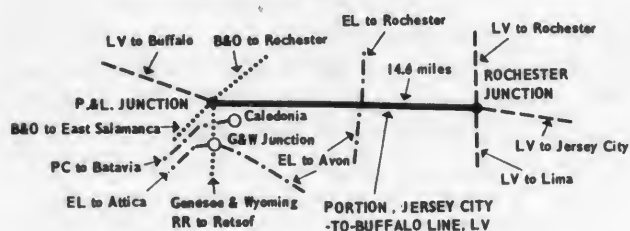
Recommendation

It is recommended that the portion of the Buffalo to Jersey City line serving the industries in the Buffalo area be included in the ConRail System. The remainder of the line will be subject to more detailed analysis.

PORTION OF JERSEY CITY-TO-BUFFALO LINE

USRA Line No. 1025

Lehigh Valley



This portion of the Jersey City-to-Buffalo Line of the Lehigh Valley, extends from *Rochester Junction* (Milepost 379.5) to *P&L Junction, N.Y.* (Milepost 394.1), a distance of *14.6 miles*, in Livingston and Monroe Counties, N.Y. This line continues westward from P&L Junction to Buffalo and eastward from Rochester Junction to Jersey City, N.J., both continuations are under study in this Report. At Rochester Junction the line connects with the Rochester Branch of the LV to Rochester and Lima, also under study in this Report. At P&L Junction the line connects with the B&O line between Ashford and Rochester and with the Genesee & Wyoming RR to Retsof. This line was not described as potentially excess in the U.S. DOT Report (see Zone 47).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

This line does not directly serve any shippers, and is not planned to be used for through service.

Preliminary Recommendation

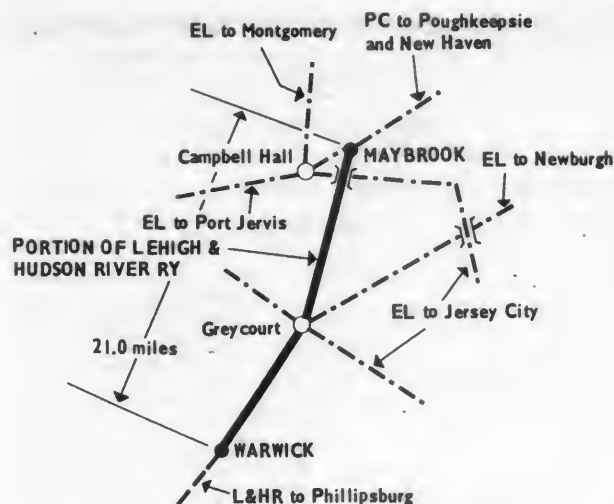
It is *not* recommended that this portion of the Jersey City-to-Buffalo Line be included in the ConRail System.

WARWICK, INCLUSIVE TO MAYBROOK, EXCLUSIVE

USRA Line No. 1700

Lehigh & Hudson River Railway

The Warwick to Maybrook Line extends from *Maybrook* (Milepost 0.0), to *Warwick, N.Y.* (Milepost 21.0), a distance of *21.0 miles*, in Orange County, New



York. A continuation of this line extends southward from Warwick, also under study in this Report. Connections include: the Erie Lackawanna to Port Jervis, Jersey City and Newburgh at Graycourt, the Erie Lackawanna to Port Jervis and Jersey City at Campbell Hall, and at Maybrook, the line connects with the PC to Poughkeepsie. The PC line to Poughkeepsie is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 56).

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" indicated that Georgia Pacific at Warwick, N.Y., handled 276 carloads in 1972; 296 carloads in 1973; and anticipated 310 carloads in 1974. Jones Chemical of Warwick, N.Y., ships liquefied chlorine gas. If rail service were lost, the company would relocate at a cost of \$3 million in lost annual salaries and \$26,000 in school taxes.

Information for Line Retention Decision

The line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

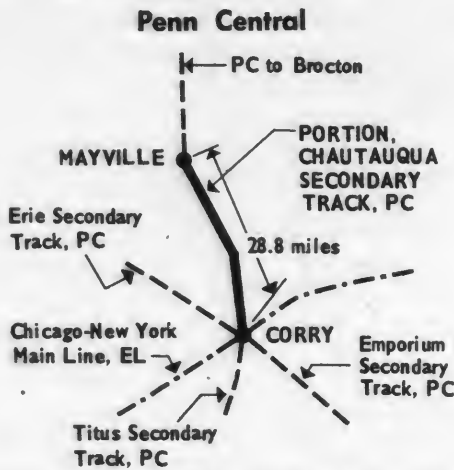
This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Preliminary Recommendation

It is recommended that the Warwick to Maybrook be included in the ConRail System.

PORTION OF THE CHAUTAUQUA SECONDARY TRACK

USRA Line No. 249



This portion of the Chautauqua Secondary Track, formerly part of the Pennsylvania RR, extends from *Mayville, N.Y.* (Milepost 65.0), to *Corry, Pa.* (Milepost 93.8), a distance of 28.8 miles, in Chautauqua County, New York and Erie County, Pennsylvania. A continuation of this line runs from Mayville to Brocton (also under study in this Report). At Corry, this line connects with the Chicago-to-Jersey City line of the EL and with the Erie Secondary Track, the Emporium Secondary Track and the Titus Secondary Track of the PC. The three latter lines are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 50 and 51).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Clymer	165
Panama	43
Sherman	208
Mayville	595
<hr/>	
Total carloads generated by the line.....	1,009
Average carloads per week.....	19.4
Average carloads per mile.....	35.0
Average carloads per train.....	9.2
1973 operating information:	
Number of round trips per year.....	110
Estimated time per round trip (hours).....	8
Locomotive horsepower.....	2,000
Train crew size.....	4

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" stated that

the area around Sherman produced over 500 tons of milk and over 30 tons of meat in 1973. It was stated that some perishable food products cannot be shipped by truck. There is also a furniture company at Mayville which moves 60 percent of its furniture by rail. Two local farm-services indicated that they would close down if this line is abandoned. RSPO indicates that Ethan Allen Inc. shipped 561 cars of household furniture from Mayville, N.Y.; Meyerink Milling Co. (feed, fertilizer) received or shipped 117 cars from Clymer, N.Y. in '73, except 125 carloads in '74; Agway-Sherman (Farmers Mills) in Sherman, N.Y. had 142 carloads in '73, expect about 100 in '74 (grain and feed); and Farmers Mill Coop. (Clymer, N.Y.) shipped 149 cars. The Town of Sherman, N.Y. shipped 253 carloads of grain in '73. Meyerink Milling and Sherman-Agway would close down without rail service. The State of New York, in its special studies, identified this line as losing \$28,924 per year. The annual community loss from abandonment was estimated at \$37,161, plus \$36,173 in net local property taxes. The State of Pennsylvania did not publish its estimate of rail impact for this segment.

Information for Line Retention Decision

Revenue received by PC.....	\$271,870
Average revenue per carload.....	\$269
<hr/>	
Variable (avoidable) cost of continued service	
Cost incurred on the branch line.....	258,082
Cost of upgrading branch line to FRA Class I: (1/10 of Total Upgrading cost)	0
Cost incurred beyond the branch line.....	226,068
<hr/>	
Total variable (avoidable) cost.....	484,150
Net contribution (loss).....	(212,280)
Average per carload.....	(210)

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

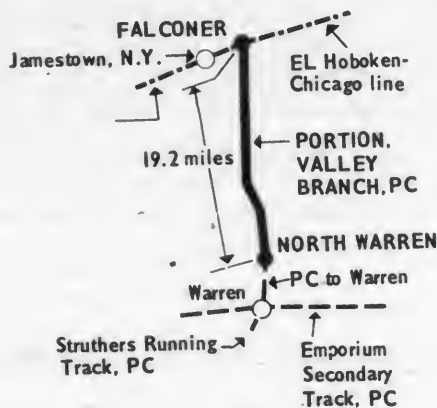
Preliminary Recommendation

It is *not* recommended that this portion of the Chautauqua Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$212,280 or \$210 per carload. Recovery of costs would require approximately a five-fold increase in traffic or an 80 percent rate increase over the 1973 levels.

PORTION OF THE VALLEY BRANCH

USRA Line No. 260

Penn Central



This portion of the Valley Branch, formerly part of the New York Central RR, extends from *Falconer, N.Y.* (Milepost 32.1) to *North Warren, Pa.* (Milepost 51.3), a distance of *19.2 miles*, in Chautauqua County, New York and Warren County, Pa. At Falconer this line connects with the Chicago-to-Jersey City line of the EL. A continuation of this line runs from N. Warren to Warren (Milepost 54.4) where it connects with the Emporium Secondary Track of the PC. Both lines are also under study in this Report. In June 1973, the PC applied to the ICC for permission to abandon this line (Docket No. AB-5, Sub. 163). In September 1974, the PC applied to USRA for permission to abandon this line. No action has been taken on either application. This line, with the exception of the portion in Pennsylvania which was not studied, was described as potentially excess in the U.S. DOT Report (see Zones 50 and 75).

Traffic and Operating Information

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

Falconer	253
Jamestown	19
Frewsburg	54
Akeley	83
Russell	14
<hr/>	
Total carloads generated by the line.....	423
Average carloads per week.....	8.1
Average carloads per mile.....	22.0
Average carloads per train.....	8.4
1973 operating information:	
Number of round trips per year.....	50
Estimated time per round trip (hours).....	12.0
Locomotive horsepower.....	1,500
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" indicated that several companies are opposed to the possible abandonment of this line. A corporation in Frewsburg which purchases, sells and handles various forms of metal alloys indicates that any such action would have a serious adverse effect on their business unless there could be a guarantee of continued service by the EL. The Commissioners of Warren County expressed a strong interest in retaining this line for the numerous businesses located along the line.

Information for Line Retention Decision

Revenue received by PC.....	\$135,105
Average revenue per carload.....	\$320
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	174,941
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost) ..	34,848
Cost incurred beyond the branch line.....	92,093
<hr/>	
Total variable (avoidable) cost.....	301,882
<hr/>	
Net contribution (loss): total.....	(166,777)
Average per carload.....	(396)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 7,000 cross-ties (an average of 365 cross-ties per mile).

Preliminary Recommendation

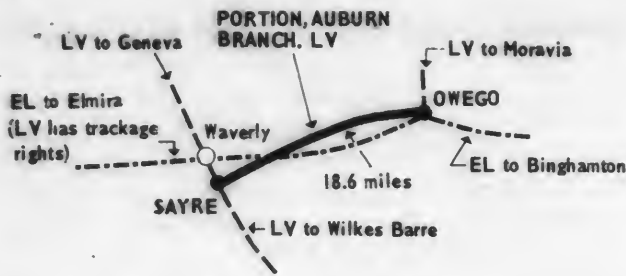
It is *not* recommended that this portion of the Valley Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$166,777 or \$396 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 125 per cent rate increase over the 1973 levels.

PORTION OF THE AUBURN BRANCH

USRA Line No. 1015

Lehigh Valley

This portion of the Auburn Branch, extends from *Sayre, Pa.* (Milepost 271.0) to *Owego, N.Y.* (Milepost 289.6), a distance of *18.6 miles*, in Bradford County, Pa.



and Tioga County, N.Y. This line continues northward from Owego, a portion of which is also under study in this Report. Also at Owego the line connects with the Erie Lackawanna Jersey City-Chicago line. Connections at Sayre, include the Lehigh Valley Waverly-Elmira Branch (via trackage rights over the EL); and the Lehigh Valley Jersey City-Buffalo line, a line which is also under study in this Report between Mehoopany, Pa. and Buffalo. This line was not described as potentially excess in the U.S. DOT Report (see Zones 53 and 73).

Traffic and Operating Information

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

Smithboro	180
Total carloads generated by the lines..... 180	
Average carloads per week.....	3.5
Average carloads per mile.....	9.7
Average carloads per train.....	3.5
1973 Operating Information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	12.0
Locomotive horsepower.....	600
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." N.Y. State DOT indicated that this line generated 200 carloads and produced a profit of \$49,400.

Information for Line Retention Decision

Revenue received by LV.....	\$35,882
Average revenue per carload.....	\$199
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	169,166
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line....	21,662
Total variable (avoidable) cost.....	190,828
Net contribution (loss): Total.....	(154,946)
Average per carload.....	(861)

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 mph).

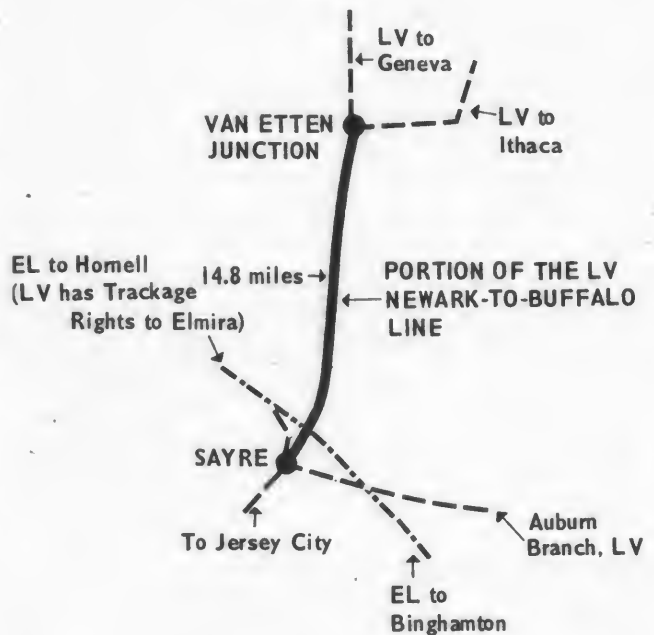
Preliminary Recommendation

It is *not* recommended that this portion of the Auburn Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$154,946 or \$861 per carload. Recovery of costs would require approximately an eleven fold increase in traffic or a 430 per cent rate increase over the 1973 levels.

PORTION OF THE JERSEY CITY-TO-BUFFALO LINE

USRA Line No. 1016

Lehigh Valley



This portion of the Jersey City-to-Buffalo Line, extends from Sayre, Pa. (Milepost 271.0), to Van Etten Junction, N.Y. (Milepost 285.8) a distance of 14.8 miles, in Bradford County, Pennsylvania, and Tioga and Chemung Counties, N.Y. Continuations of this line extend northward from Van Etten Junction and southward from Sayre. Both continuations are also under study in this Report. Connections with other lines include: the Lehigh Valley Auburn Branch at Sayre and the Lehigh Valley Ithaca Branch at Van Etten Junction. Both branches are also under study in this Report.

Additionally, this line connects with the Lehigh Valley Waverly-Elmira Branch at Sayre. This line was not described as potentially excess in the U.S. DOT Report (see Zones 52, 53 and 73).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sayre	334
Waverly	533
<hr/>	
Total carloads generated by the line.....	867
Average carloads per week.....	16.7
Average carloads per mile.....	53.6
Average carloads per train.....	2.8
1973 operating information:	
Number of round trips per year.....	312
Estimated time per round trip (hours).....	10.0
Train crew size.....	4

Information Provided by RSPO, Shipping, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by LV.....	\$177,980
Average revenue per carload.....	\$205
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	286,388
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line..	106,330
<hr/>	
Total variable (avoidable) cost.....	392,718
<hr/>	
Net contribution (loss) : total.....	(214,738)
Average per carload.....	(248)

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

Preliminary Recommendation

It is recommended that the portion of the LV traffic at Sayre and Waverly be handled by ConRail or the EL or its successor (see Chapter 3). The line north of Waverly is *not* recommended for inclusion in the ConRail System nor to the EL or its successor.¹

¹ See Errata Sheet on last page of this part.

OHIO

Intrastate

PC

USRA line number	Terminals
365	North Benton to Alliance
367	Alliance to Mount Union
371	Magnolia to Minerva
372a	Dover to New Philadelphia
373	Dover to Newcomerstown
374	Newcomerstown to Cambridge
375/376/377	Marietta to Cambridge
387/388	Elyria to Bellevue
477	Lilly Chapel to Miami Xing
477a	Columbus Union Station
478	Holmesville to Howard
478a	Howard to Mount Vernon
480	Columbus to Mount Vernon
481/482	Luckey to Berwick
483	Berwick to Kenton
485	Berwick to Spore
485a	Spore to Bucyrus
487	Edison to Johnstown
488	Granville to Heath
490	Glass Rock to Thurston
491	Truro to East Columbus
493	Truro to Bremen
494	Athens to Armitage
496/496a	Bremen to Circleville
496c	New Lexington to Crooksville
497/498/498a	Morrow to Circleville
499a	Delaware to Scioto
500	Sims Station to Worthington
500a	Columbus to Marion
500b	Bucyrus to Marion
501	Paget to Jones
502/503/504	Bellefontaine to St. Marys,
505/506	Belle Centre to Bellefontaine
507	Clyde to Green Springs
513/513a	New Lexington to Corning
514	Corning to Hobson
515	Xenia to Spring Valley
516	Spring Valley to Waynesville
516b	Milford to Clare
516c	Milford to South Lebanon
516d	South Lebanon to Morrow
517	New Paris to Bradford
518	Old River Junction to New River Junction
519/520	New River Junction to Eaton
525	Lebanon to Hageman
527/528	Lytile to Hempstead
529	Hempstead to Clement
531/531a/532	Bryan to Van Wert
533/534/534a/	Van Wert to Ansonia
535	

USRA line number	Terminals
536/537	Springfield to Yellow Springs
538	Ansonia to Meekers
539/540/553a	Meekers to West Manchester
541	West Manchester to Carlisle Junction
549	Troy to Cold Springs
551	Troy to Arcanum
558	Eggleston Ave to Avondale
560	Oxford State Street to Union Village
561	Columbus to Xenia
562	Dayton to New Paris
639	Dayton to Xenia
640	Breman to New Lexington
641	Minerva to Bergholz
641a	Bergholz to Pan
642	Warwick to Massillon
643	Millbury Junction to Fremont
643a	Fremont to Clyde
644	Trinway to Zanesville
644a	Zanesville to Crooksville
692	Glass Rock to Spangler
706	Thurston Secondary Track at Heath
714	Warren to Ashtabula

Interstate

Ohio to Michigan (these lines are discussed under Michigan)

393	Vulcan, Ohio to N&W Xing East of Adrian
437	Alexis, Ohio to Carleton, Mich. (C&O Trackage Rights)
530	Bryan, Ohio to Hudson, Mich.

Ohio to West Virginia

353	Martin's Ferry, Ohio to Benwood, W. Va.
514a	Hobson, Ohio to Nitro, W. Va.

Ohio to Indiana (these lines are discussed under Indiana)

520a	Eaton, Ohio to Richmond, Ind.
554	Glen Karn, Ohio to Hunter, Ind.
571a	Cedar Grove, Ohio to Valley Junction, Ind.
638	New Paris, Ohio to Richmond, Ind.

PORTION OF THE MINERVA BRANCH

USRA Line No. 365

Penn Central

This portion of the Minerva Branch, formerly part of the New York Central RR, extends from *North Benton* (Milepost 18.5) to *Alliance, Ohio* (Milepost 22.9), a distance of 4.4 miles, in Mahoning, Portage and Stark

Counties, Ohio. This line is in Zones 93, 95, and 96 in the U.S. Department of Transportation Report, "Rail Service in the Midwest and Northeast Region," dated Feb-



ruary 1, 1974. The northerly continuation of this line, from North Benton to the B&O at Newton Falls, is also under study in this report. At Alliance, PC lines to Cleveland, Chicago and Pittsburgh intersect as do local lines to Bayard and Mount Union, both also under study.

Traffic and Operating Information

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

North Benton.....	37
<hr/>	
Total carloads generated by the line.....	37
Average carloads per week.....	0.7
Average carloads per mile.....	8.4
Average carloads per train.....	0.8

1973 Operating information:

Number of round trips per year.....	45
Estimated time per round trip (hours).....	1.5
Locomotive horsepower.....	1,750
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No information was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$15,385
Average revenue per carload.....	<u>\$416</u>
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	32,314
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	11,641
Cost incurred beyond the branch line.....	8,569
<hr/>	
Total variable (avoidable) cost.....	52,524
<hr/>	
Net contribution (loss) total.....	(37,139)
Average per carload.....	(1,004)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a

maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,300 crossties (an average of 295 crossties per mile).

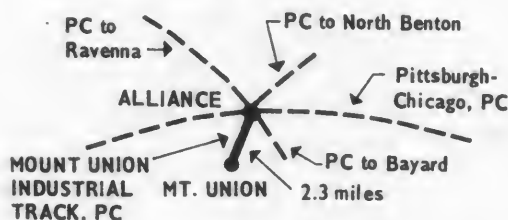
Preliminary Recommendation

It is *not* recommended that this portion of the Minerva Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$37,139 or \$1,004 per carload. Recovery of costs would require approximately a five-fold increase in traffic or a 241 percent rate increase over the 1973 levels.

MT. UNION INDUSTRIAL TRACK

USRA Line No. 367

Penn Central



The Mount Union Industrial Track, formerly part of the New York Central RR, extends from Alliance (Milepost 25.6) to Mt. Union, Ohio (Milepost 26.9), a distance of 2.3 miles, in Stark County, Ohio. This line connects at Alliance with Penn Central's line to Ravenna and Cleveland and with Penn Central's line between Pittsburgh and Chicago. The three other Penn Central lines at Alliance are the branches to Bayard, Newton Falls, and Niles. The first two are under study in this report. Penn Central filed to abandon this line (Docket No. AB-5 Sub. 179). This line was not described as potentially excess in the U.S. DOT Report (see Zone 96).

Traffic and Operating Information

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

Alliance ¹	11
<hr/>	
Total carloads generated by the line.....	11
Average carloads per week.....	0.2
Average carloads per mile.....	4.3
Average carloads per train.....	0.5

1973 operating information:

Number of round trips per year.....	22
Estimated time per round trip (hours).....	2.0
Locomotive horsepower.....	1,750
Train crew size.....	4

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....		\$2, 102
Average revenue per carload.....	\$191	
<hr/>		
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line.....	23, 433	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	14, 626	
Cost incurred beyond the branch line.....	2, 240	
<hr/>		
Total variable (avoidable) cost.....	40, 309	
<hr/>		
Net contribution (loss) : total.....	(38, 207)	
Average per carload.....	(9, 473)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 300 crossties (an average of 130 crossties per mile).

Preliminary Recommendation

It is *not* recommended that the Mount Union Industrial Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$38,207 or \$9,473 per carload. Recovery of costs would require both an increase in traffic and a rate increase over the 1973 levels.

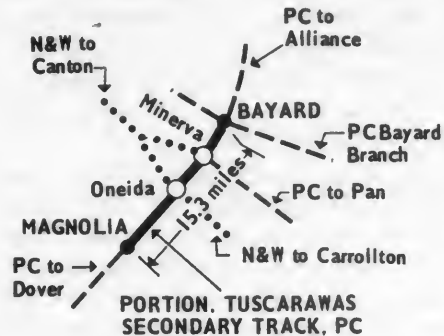
PORTION OF TUSCARAWAS SECONDARY TRACK

USRA Line No. 371

Penn Central

This portion of the Tuscarawas Secondary Track, formerly part of the Pennsylvania RR, extends from *Minerva* (Milepost 2.9) to *Magnolia, Ohio* (Milepost 15.3), a distance of 12.4 miles, in Stark, Carroll and Columbiana Counties, Ohio. This line continues south to *Dover*, which is also under study in this Report. At *Oneida* (Milepost 5.7) and *Minerva* (Milepost 2.6) it connects with branches of the N&W Ry. At *Bayard* it connects with the PC's Bayard Branch, and with

the Mahoning Secondary Track to Alliance. At *Minerva* it also connects with the Alliance Branch of the PC



to Pan. This line, except between Bayard and Minerva, was described as potentially excess in the U.S. DOT Report (see Zones 96 and 97).

Traffic and Operating Information

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

Minerva ¹	175
Malvern	10
Waynesburg	617
Magnolia	189

¹ Includes only traffic on segment.

Total carloads generated by the line.....	991
Average carloads per week.....	19.0
Average carloads per mile.....	14.7
Average carloads per train.....	6.6
1973 operating information:	
Number of round trips per year.....	150
Estimated time per round trip.....	4
Locomotive horsepower.....	1, 750
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" indicated that the Tuscarawas Chamber of Commerce said the line generates 109 carloads per mile.

Information for Line Retention Decision

Revenue received by PC.....		\$338, 241
Average revenue per carload.....	\$342	
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Variable (avoidable) cost of continued service:		
Cost incurred on the branch line.....	152, 105	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	0	
Cost incurred beyond the branch line.....	236, 350	
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Total variable (avoidable) cost.....	388, 455	
<hr/>		
Net contribution (loss) : Total.....	(50, 214)	
Average per carload.....	(51)	

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

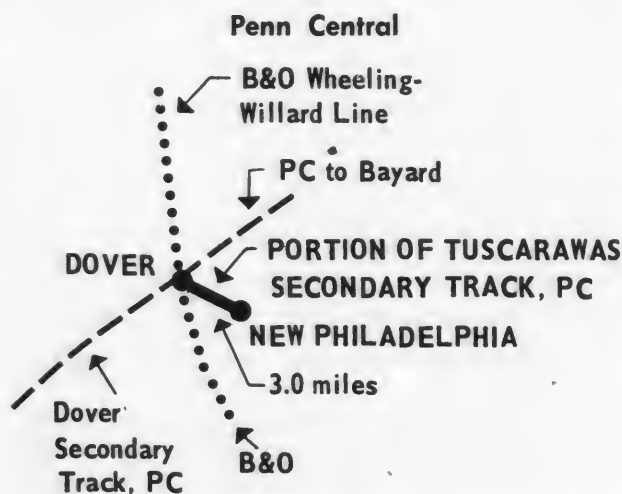
An evaluation of coal reserves by USRA staff indicates there may be reserves adjacent to this line.

Preliminary Recommendation

It is *not* recommended that this portion of the Tuscarawas Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$50,214 or \$51 per carload. Recovery of costs would require approximately a 50 percent increase in traffic or a 15 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will *not* make the line viable.

PORTION OF TUSCARAWAS SECONDARY TRACK

USRA Line No. 372a



This portion of the Tuscarawas Secondary Track, formerly part of the Pennsylvania RR, extends from Dover (Milepost 28.8), to New Philadelphia, Ohio (Milepost 31.8), a distance of 3.0 miles, in Tuscarawas County, Ohio. This line connects at Dover with the PC Dover Secondary Track and the northerly continuation of the Tuscarawas Secondary Track, both under study in this Report. The B&O line from Wheeling also serves Dover. This line was not described as potentially excess in the U.S. DOT Report (see Zone 97).

Traffic and Operating Information

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

Dover ¹	752
Total carloads generated by the line.....	752

Average carloads per week.....	14.5
Average carloads per mile.....	250.7
Average carloads per train.....	10.0
1973 operating information:	
Number of round trips per year.....	75
Estimated time per round trip (hours).....	1.5
Locomotive horsepower.....	1,750
Train crew size.....	4

¹ Includes only traffic on segment.

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," indicates that the Ohio Power Company at New Philadelphia uses this line to move ammonium nitrate, which is used to extract coal from mines.

Information for Line Retention Decision

Revenue received by PC.....	\$222,924
Average revenue per carload.....	\$296
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	54,341
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	4,348
Cost incurred beyond the branch line.....	150,415
Total variable (avoidable) cost.....	209,104
Net contribution (loss): total.....	13,820
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 mph). Based on available information, this upgrading would include the replacement of a total of 750 crossties (an average of 250 crossties per mile).

An evaluation of coal reserves by USRA staff indicates that there may be coal reserves adjacent to this line.

Recommendation

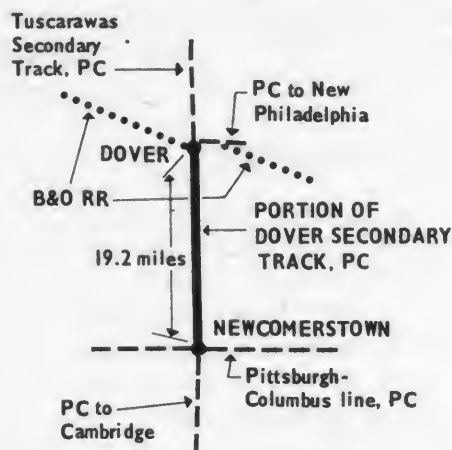
It is recommended that if possible, Chessie assume service to this line. If such an agreement cannot be reached, this portion of the Tuscarawas Secondary Track will be included in the ConRail System.

Transfer of this line to Chessie will not materially impair the profitability of ConRail or other carriers in the Region under the provisions of Section 206(d)(3).

PORTION OF DOVER SECONDARY TRACK

USRA Line No. 373

Penn Central



This portion of the Dover Secondary Track, formerly part of the Pennsylvania RR, extends from *Newcomerstown* (Milepost 84.1) to *Dover, Oh.* (Milepost 103.3), a distance of 19.2 miles, in Tuscarawas County, Ohio. A continuation of this line extends southward from Newcomerstown to Cambridge (also under study in this Report). At Dover, this line connects with the Tuscarawas Secondary Track, PC (and with a PC line to New Philadelphia, both also under study in this Report). Also at Dover, this line connects with the Baltimore & Ohio Railroad. At Newcomerstown, this line connects with the Pittsburgh-Columbus Line of the PC. This line was described as potentially excess in the U.S. DOT Report (see Zone 97).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Dover ¹	780
Stone Creek	414
Total carloads generated by the line	1,194
Average carloads per week	23.0
Average carloads per mile	62.2
Average carloads per train	6.0
1973 Operating Information:	
Number of round trips per year	200
Estimated time per round trip, hours	7
Locomotive horsepower	1,500
Train crew size	5

¹ Includes only traffic on segment.

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" indicated that

the Tuscarawas Chamber of Commerce estimated 109 cars per mile. Dover Chemical estimated that shipments from Houston, Texas via truck would be \$4.34 per cwt compared to a rail rate of \$1.25 and \$1.75 per cwt. Stone Creek Brick at Stone Creek shipped 433 carloads in 1973 according to the testimony. Trucking is not an alternative because of weight and length factors.

Information for Line Retention Decision

Revenue received by	\$440,887
Average revenue per carload	\$369
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	230,925
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	267,788
Total variable (avoidable) cost	498,713
Net contribution (loss): total	(57,826)
Average per carload	(48)

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 mph). An evaluation of coal reserves by USRA staff indicates that there may be recoverable reserves adjacent to this line.

Preliminary Recommendation

It is *not* recommended that this portion of the Dover Secondary Track be included in the ConRail System unless this line is required to provide service from USRA Line segment No. 372a. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$57,826 or \$48 per carload. Recovery of costs would require approximately a 35 percent increase in traffic or a 13 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will *not* make the line viable.

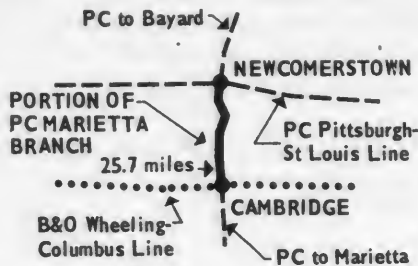
PORTION OF MARIETTA BRANCH/DOVER SECONDARY TRACK

USRA Line No. 374

Penn Central

This portion of the Marietta Branch and the Dover Secondary Track, formerly part of the Pennsylvania RR, extends from *Cambridge* (Milepost 58.8) to *Newcomerstown, Ohio* (Milepost 84.5), a distance of 20.4 miles, in Guernsey and Tuscarawas Counties, Ohio. The southern section of the Marietta Branch, which runs

from Marietta to Cambridge and the line's northern connection, the PC Dover Secondary Track, are both under study in this Report. The Penn Central line from



Pittsburgh to St. Louis connects with this line at Newcomerstown; the B&O Columbus-Wheeling line connects at Cambridge. This line was described as potentially excess in the U.S. DOT Report (see Zones 97 and 102).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cambridge	407
Oldham	0
<hr/>	
Total carloads generated by the line	407
Average carloads per week	7.8
Average carloads per mile	20.0
Average carloads per train	2.9
1973 Operating information:	
Number of round trips per year	140
Estimated time per round trip (hours)	10
Locomotive horsepower	1,500
Train crew size	5

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" indicated that the Cambridge Area Chamber of Commerce said PC maintenance has curtailed usage and line abandonment would boost transportation costs and unemployment. Termination of Penn Central service would not be opposed if alternative service could be provided over C&O/B&O.

Information for Line Retention Decision

Revenue received by PC	\$186,568
Average revenue per carload	\$458
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	223,062
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost) ..	0
Cost incurred beyond the branch line	104,999
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Total variable (avoidable) cost	327,961
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Net contribution (loss) : Total	(141,393)
Average per carload	(347)

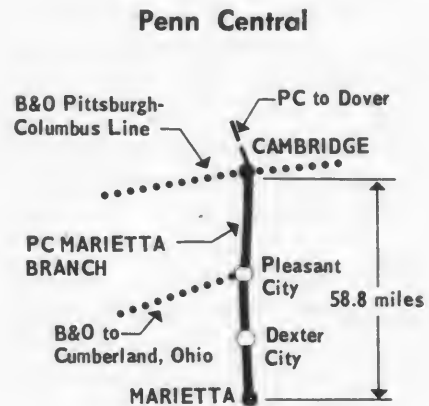
This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). An evaluation of coal reserves by USRA staff indicates there may be reserves adjacent to this line, but the size of the reserves and the potential for economical mining is unknown at this time.

Preliminary Recommendation

It is *not* recommended that this portion of the Marietta Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$141,393 or \$347 per carload. Recovery of costs would require approximately a 165 percent increase in traffic or a 75 percent rate increase over the 1973 levels.

PORTION OF MARIETTA BRANCH

USRA Line No. 375/376/377



This portion of the Marietta Branch, formerly part of the Pennsylvania RR, extends from *Marietta* (Milepost 0.0) to *Cambridge, Ohio* (Milepost 58.8), a distance of 58.8 miles, in Washington, Noble and Guernsey Counties, Ohio. This line continues north as the Dover Secondary Track to Dover. It connects with the B&O (Pittsburgh-Columbus line) at Cambridge and with a B&O branch to Cumberland, Ohio at Pleasant City. In August 1972, Penn Central petitioned to abandon the portion of this line south of Dexter City (Milepost 27.0), ICC Docket No. AB-5, Sub. 92. No action has been taken. This line was described as potentially excess in the U.S. DOT Report (see Zones 102 and 104).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Vanadis	141
Byesville	82
Pleasant City.....	2
Ava	24
Belle Valley.....	1
Caldwell	137
Dexter City.....	57
Macksburg	0
Marietta	459
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Total carloads generated by the line.....	903
Average carloads per week.....	17.4
Average carloads per mile.....	15.4
Average carloads per train.....	20.1
1973 operating information:	
Number of round trips per year.....	45
Estimated time per round trip (hours).....	12
Locomotive horsepower.....	1,500
Train crew size.....	5

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" indicated that the Marietta Chamber of Commerce stated that Dexter City (Zone 102) and Newcomerstown (97) cannot be reached from the other direction because the railroad bridge crossing the Muskingum River (owned by B&O) is no longer in service. Testimony submitted by Allen K. Penttila, Evans Products Co., states the B&O also serves Marietta but cannot service their plant because the B&O has no physical connection with the PC. USRA staff reports the Public Utilities Commission and Ohio DOT indicated that the B&O has a standing petition to abandon the B&O line from Marietta to *or* in the direction of Zanesville via Waterford and, McConnellsville. USRA staff confirmed that the bridge at Marietta is out of service and PC no longer connects with the B&O.

Information for Line Retention Decision

Revenue received by PC.....	\$331,793
Average revenue per carload.....	\$367
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	459,397
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) ..	72,563
Cost incurred beyond the branch line.....	195,588
<hr/>	
Total variable (avoidable) cost.....	727,548
<hr/>	
Net contribution (loss): total.....	(395,755)
Average per carload.....	(438)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a

maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 14,400 crossties (an average of 245 crossties per mile).

An evaluation of coal reserves by USRA staff indicates there may be reserves adjacent to this line, but coal reserves are of unknown quantity and quality.

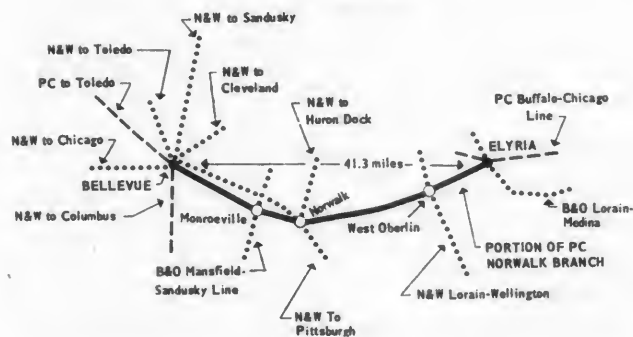
Preliminary Recommendation

It is *not* recommended that the Marietta Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$395,755 or \$438 per carload. Recovery of costs would require approximately a three-fold increase in traffic or a 120 percent rate increase over the 1973 levels.

PORTION OF NORWALK BRANCH

USRA Line No. 387/388

Penn Central



This portion of the Norwalk Branch, formerly part of the New York Central RR, extends from Elyria (Milepost 209.4), to Bellevue (Milepost 250.7); a distance of 41.3 miles, in Lorain and Huron Counties, Ohio. This line continues west to Toledo; the adjacent section from Bellevue to Clyde is under study in this Report. At Elyria connection is made with the PC Buffalo-Chicago line and with the B&O Lorain-Medina line. At Bellevue, N&W lines to Columbus, Sandusky, Chicago, Cleveland and Pittsburgh intersect. Two other N&W lines cross this branch; the Huron Dock line at Norwalk and the Lorain-Wellington line at West Oberlin. Two B&O branches also cross this portion of the Norwalk Secondary Track; the Mansfield-Sandusky line at Monroeville and the Lorain-Medina line at Elyria. In December 1972, the Penn Central filed to abandon this line (ICC Docket No. AB-5, Sub 132). No action has been taken. The portion of this line between Elyria and Norwalk was described as potentially excess in the U.S. DOT Report (see Zones 91 and 100).

Traffic and Operating Information

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

Oberlin	65
Kipton	72
Wakeman	14
Collins	8
Norwalk	124
Monroeville	4
Bellevue	675

Total carloads generated by the line.....	962
Average carloads per week.....	18.5
Average carloads per mile.....	23.3
Average carloads per train.....	4.8
1973 operating information:	
Number of round trips per year.....	200
Estimated time per round trip (hours).....	12
Locomotive horsepower.....	1,500
Train crew size.....	5

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" indicated that abandonment will hamper potential for industrial growth, according to NOACA. The group claims lack of PC cars requires shippers to move two-thirds of their grain by truck at higher cost.

Information for Line Retention Decision

Revenue received by PC.....	\$435,120
Average revenue per carload.....	\$452
Variable (avoidable) cost of continued service:	
Cost incurred beyond the branch line.....	427,139
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	72,608
Cost incurred beyond the branch line.....	269,168
Total variable (avoidable) cost.....	768,915
Net contribution (loss): total.....	(333,795)
Average per carload.....	(347)

This line would require upgrading to meet the requirement of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 10,000 crossties (an average of 242 crossties per mile).

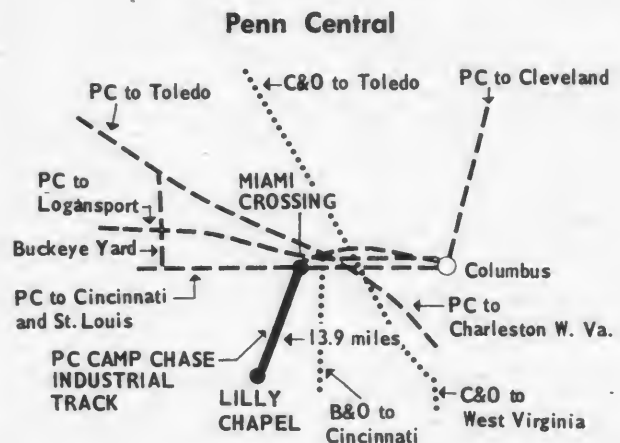
Preliminary Recommendation

It is *not* recommended that this portion of the Norwalk Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$333,795 or \$347 per car-

load. Recovery of costs would require approximately a two-fold increase in traffic or a 75 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will *not* make the line viable.

CAMP CHASE INDUSTRIAL TRACK

USRA Line No. 477



The Camp Chase Industrial Track, formerly part of the New York Central Railroad, extends from *Miami Crossing* (Milepost 141.5) to *Lilly Chapel, Ohio* (Milepost 155.4), a distance of *13.9 miles*, in Franklin and Madison Counties, Ohio. The Camp Chase Secondary Track leaves the PC Indianapolis-Columbus Main Line at Miami Crossing. The extension of this line, which parallels the PC main into Columbus is also under study in this report. This line was described as potentially excess in the U.S. DOT Report (see Zones 103 and 110).

Traffic and Operating Information

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

Galloway	0
Lilly Chapel.....	60
Columbus ¹	3,243
Total carloads generated by the line.....	3,303
Average carloads per week.....	63.5
Average carloads per mile.....	237.6
Average carloads per train.....	13.2

1973 operating information:

Number of round trips per year.....	250
Estimated time per round trip, hours.....	8.5
Locomotive horsepower.....	1,200
Train crew size.....	.5

¹ Includes only traffic on segment.

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," indicated that the Pillsbury Company is negotiating with Penn Central to operate a 100-car unit train for its Lilly Chapel Plant and it anticipates a need for 675 more cars by 1978.

Information for Line Retention Decision

Revenue received by PC.....	\$1,331,663
Average revenue per carload.....	<u>\$403</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	277,179
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	<u>518,718</u>
Total variable (avoidable) cost.....	<u>795,897</u>
Net contribution (loss): Total.....	535,766
Average per carload.....	162

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 mph).

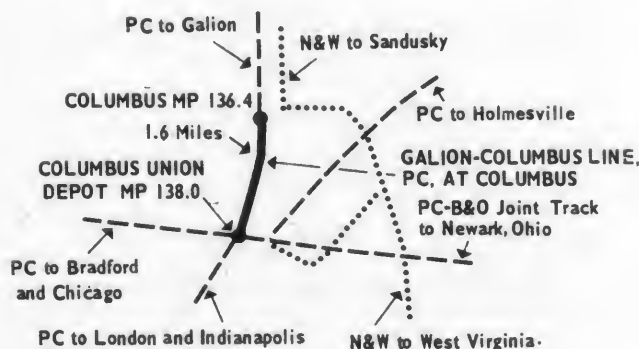
Recommendation

It is recommended that the Camp Chase Industrial Track be included in the ConRail System.

COLUMBUS UNION STATION

USRA Line No. 477a

Penn Central



The Columbus Union Station extends from Milepost 136.4 to 138.0, a distance of 1.6 miles, in Franklin County, Ohio. This line provides access to the Columbus Union Station. This line was not described as potentially excess in the U.S. DOT Report (see Zone 103).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Columbus ¹	71
Total carloads generated by the line.....	71
Average carloads per week.....	1.4
Average carloads per mile.....	44.3
Average carloads per train.....	1.4
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.....	5

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$20,856
Average revenue per carload.....	<u>\$294</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	24,200
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	<u>13,263</u>
Total variable (avoidable) cost.....	<u>37,463</u>
Net contribution (loss): total.....	(16,607)
Average per carload.....	(234)

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 mph).

Preliminary Recommendation

It is *not* recommended that this line at Columbus Union Station be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$16,607 or \$234 per carload. Recovery of costs would require approximately a 220 percent increase in traffic or an 80 percent rate increase over the 1973 levels.

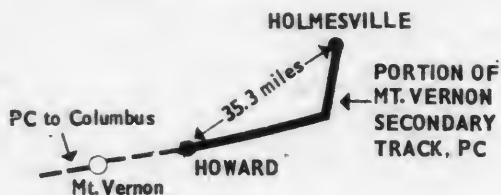
PORTION OF MOUNT VERNON SECONDARY TRACK

USRA Line No. 478

Penn Central

This portion of the Mt. Vernon Secondary Track, formerly part of the Pennsylvania RR, extends from

Holmesville (Milepost 54.6), to Howard, Ohio, (Milepost 89.9), a distance of 35.3 miles, in Knox and Holmes Counties, Ohio. The continuation of this line from



Howard to Mount Vernon and Columbus is also under study in this Report. In August, 1972, Penn Central filed a petition to abandon this line (ICC Docket No. AB-5, Sub. 93). On September 25th, 1974, PC applied to the U.S. Railway Association for similar action (Docket No. 75-45). No final action has been taken in either case. This line was described as potentially excess in the U.S. DOT Report (see Zone 97).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line :	
Holmesville	344
Millersburg	329
Killbuck	91
Glenmont	54
Brink Haven.....	5
Danville.....	44
<hr/>	
Total carloads generated by the line.....	867
Average carloads per week.....	16.7
Average carloads per mile.....	24.6
Average carloads per train.....	5.8
1973 operating information :	
Number of round trips per year.....	150
Estimated time per round trip (hours).....	4.0
Locomotive horsepower.....	1,200
Train crew size.....	5

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" indicated considerable concern about the increased transportation costs which would result from the loss of rail service. Data was provided by eleven shippers on the line which indicated that they planned to increase their use of rail service.

According to PC staff, historically, the line has been subject to devastating floods on a 19-year cycle. The last one in 1969 caused \$1.5 million in rehabilitation work for bridges, culverts, subgrade and track damage.

Information for Line Retention Decision

Revenue received by PC.....	\$234,210
Average revenue per carload.....	\$270
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	316,968
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	160,445
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Total variable (avoidable) cost.....	477,413
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Net contribution (loss) : total.....	(243,203)
Average per carload.....	(281)

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 mph).

The potential for near-term increases in traffic volume appears to depend on Patrick Industries, which projected a 75- to 100-carload increase in 1974 over 1973, and Pampered Beef Exports which began production in 1974 but provided no estimate of traffic potential.

Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Mt. Vernon Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$243,203 or \$281 per carload. Recovery of costs would require approximately a three-fold increase in traffic or a 105 percent rate increase over the 1973 levels.

PORTION OF MOUNT VERNON SECONDARY TRACK

USRA Line No. 478a

Penn Central



This portion of the Mt. Vernon Secondary Track, formerly part of the Pennsylvania RR, extends from *Howard* (Milepost 89.9) to *Mt. Vernon* (Milepost 100.0), a distance of 10.1 miles, in Knox County, Ohio. The eastern and western continuations of this track are both also under study in this Report. The Baltimore & Ohio line between Newark and Willard crosses this line at Mt. Vernon. This line was not described as potentially excess in the U.S. DOT Report (see Zone 97).

Traffic and Operating Information

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

Howard	1,881
Gambier	0
Mt. Vernon ¹	179

Total carloads generated by the line.....	2,060
Average carloads per week.....	39.6
Average carloads per mile.....	204.0
Average carloads per train.....	8.2
1973 operating information:	
Number of round trips per year.....	250
Estimated time per round trips (hours).....	12
Locomotive horsepower.....	1,200
Train crew size.....	5

¹ Includes only traffic on segment.

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" indicated that Millwood Sand shipped 2,143 cars in 1973 and projected 2,335 cars in 1974.

Information for Line Retention Decision

Revenue received by PC.....	\$420,755
Average revenue per carload.....	\$204
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	286,066
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	186,162
Total variable (avoidable) cost.....	472,228
Net contribution (loss): total.....	(51,473)
Average per carload.....	(25)

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 mph).

Preliminary Recommendation

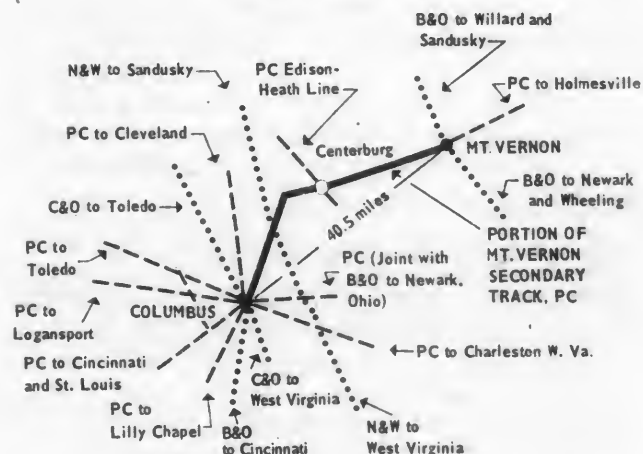
Although the preliminary recommendation is that this portion of the Mt. Vernon Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$51,473 or \$25 per carload. Recovery of costs would require approximately a 20 per cent increase in traffic or a 12 percent rate increase over the 1973 levels.

A reduction in frequency must be explored; this could make the line self-sustaining if no revenue were lost.

PORTION OF MT. VERNON SECONDARY TRACK

USRA Line No. 480

Penn Central



This portion of the Mt. Vernon Secondary Track, formerly part of the Pennsylvania RR, extends from *Mt. Vernon* (Milepost 100.0), to *Columbus* (Milepost 140.5), a distance of 40.5 miles, in Franklin, Delaware and Knox Counties, Ohio. This line continues eastward to *Holmesville*; its eastern segments are also under study in this Report. At Columbus, ten routes converge (2 B&O, 2 C&O, 2 N&W, the remainder are Penn Central). Two local PC routes, also under study in this Report, are accessible via Columbus—the Western Branch toward Charleston, W. Va. and the Camp Chase Secondary Track to Lilly Chapel. At Centerburg, this line intersects the PC Thurston Secondary Track, which is also under study in this Report. This line except for a short portion near Columbus was described as potentially excess in the U.S. DOT Report (see Zones 97 and 103).

Traffic and Operating Information

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

Mt. Vernon ¹	1,782
Bangs.....	13
Centerburg.....	10
Condit.....	190
Sunbury.....	448
Galena.....	83
Westerville.....	215
Columbus ¹	277

Total carloads generated by the line.....	3,018
Average carloads per week.....	58.0
Average carloads per mile.....	74.5
Average carloads per train.....	10.1
1973 operating information:	
Number of round trips per year.....	300
Estimated time per round trip (hours).....	7
Locomotive horsepower.....	2,400
Train crew size.....	5

¹ Includes only traffic on segment.

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" indicated that Cellar Lumber felt that a switch to truck would close or curtail their business. PPG said trucking could not substitute for rail in hauling raw materials. Inbound sand to PPG is received from Howard, Ohio on Line No. 478a.

Information for Line Retention Decision

Revenue received by PC.....	\$838,122
Average revenue per carload.....	\$278
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	498,167
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	414,643
Total variable (avoidable) cost.....	912,810
Net contribution (loss): total.....	(74,688)
Average per carload.....	(25)

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 generates a loss, a 17 percent increase in traffic or a 9 percent rate increase above 1973 levels would enable financial self-sufficiency.

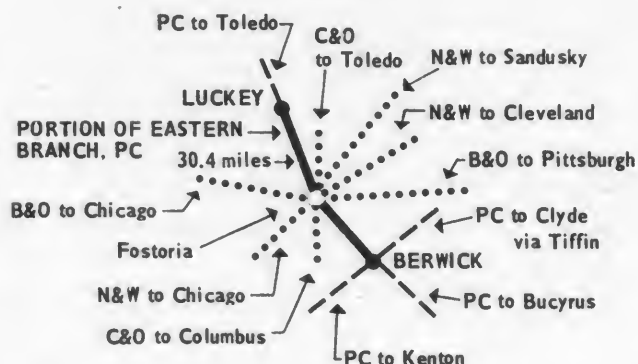
Recommendation

It is recommended that this portion of the Mt. Vernon Secondary Track be included in the ConRail System.

PORTION OF EASTERN BRANCH

USRA Line No. 481/482

Penn Central



This portion of the Eastern Branch, formerly part of the New York Central Railroad, extends from *Luckey* (Milepost 15.8), to *Berwick, Ohio* (Milepost 46.2), a distance of *30.4 miles*, in Wood and Seneca Counties, Ohio. This line continues northward to Toledo and southward to Kenton. The southern continuation, the Thurston Secondary Track (to Bucyrus) and the Sandusky Secondary Track (to Clyde), which intersect the line at Berwick, are all under study in this Report. At Fostoria, the N&W Chicago-Cleveland, B&O Chicago-Pittsburgh and the C&O Columbus-Toledo lines meet. This line was described as potentially excess in the U.S. DOT Report (See Zones 100 and 113).

Traffic and Operating Information

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

Pemberville.....	11
Wayne.....	16
Fostoria.....	758
New Riegel.....	0
Berwick.....	1

Total carloads generated by the line.....	786
Average carloads per week.....	15.1
Average carloads per mile.....	25.9
Average carloads per train.....	5.2
1973 operating information:	
Number of round trips per year.....	150
Estimated time per round trip (hours).....	6
Locomotive horsepower.....	1,750
Train crew size (people).....	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" indicated that American Oil is located at Berwick. Pemberville Elevator no longer uses the PC, but has an elevator on the Chessie.

Information for Line Retention Decision

Revenue received by Penn Central.....	\$312, 658
Average revenue per carload.....	\$398
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	259, 741
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	166, 737
<hr/>	
Total variable (avoidable) cost.....	426, 478
<hr/>	
Net contribution (loss) : total.....	(113, 820)
Average per carload.....	(145)

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

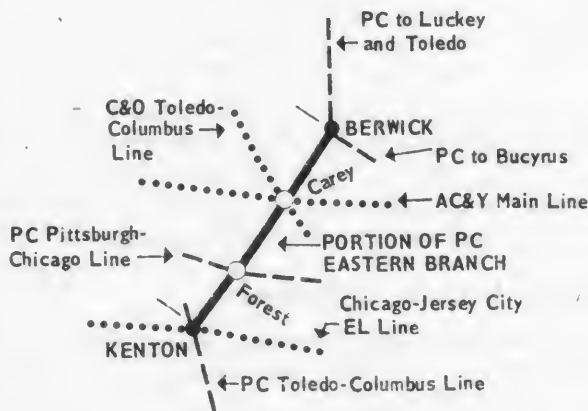
Preliminary Recommendation

It is *not* recommended that this portion of the Eastern Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$113,820 or \$145 per carload. Recovery of costs would require approximately a 75 percent increase in traffic or a 35 percent rate increase over the 1973 levels.

PORTION OF EASTERN BRANCH

USRA Line No. 483

Penn Central



This portion of the Eastern Branch, formerly part of the New York Central RR, extends from *Berwick* (Milepost 46.2) to *Kenton, Ohio*, (Milepost 74.1), a distance of 27.9 miles, in Seneca, Wyandot and Hardin Counties, Ohio. At *Kenton*, this line intersects the Main Line of the Erie Lackawanna Ry. and the Western

Branch of the PC. At *Forest*, the PC Pittsburgh-Chicago Line crosses. At *Carey* the C&O Toledo-Columbus line and the AC&Y RR Main Line intersect. At *Berwick* the line continues northward to *Luckey* (a line also under study in this Report) and also connects with the PC Sandusky Secondary Track to *Clyde* and the PC Thurston Secondary Track to *Bucyrus*, both also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 110 and 112).

Traffic and Operating Information

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

Carey	5, 327
Wharton	4
Forest	3
Patterson	22
McVittys	848
Grants	41

Total carloads generated by the line.....	6, 245
Average carloads per week.....	120.1
Average carloads per mile.....	223.8
Average carloads per train.....	20.8
1973 operating information:	
Number of round trips per year.....	300
Estimated time per round trip (hours).....	8.0
Locomotive horsepower.....	2, 250
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" indicated that M. A. Hogan Elevator, Inc., estimated 51 carloads and projected 155-205 carloads. This company's rail use declined in 1973 due to poor weather conditions and poor rail service (PC staff also reported outbound traffic would increase if cars were available). The Boich Lime and Coal Company at *McVittys* (not on patron list) operates a high quality Dolomite limestone quarry which has a life expectancy of 50 years.

Information for Line Retention Decision

Revenue received by PC.....	\$1, 837, 160
Average revenue per carload.....	\$294
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	412, 478
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	45, 612
Cost incurred beyond the branch line.....	1, 087, 274
<hr/>	
Total variable (avoidable) cost.....	1, 545, 364
<hr/>	
Net contribution (loss) : Total.....	291, 796
Average per carload.....	47

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 6,400 crossties (an average of 229 crossties per mile).

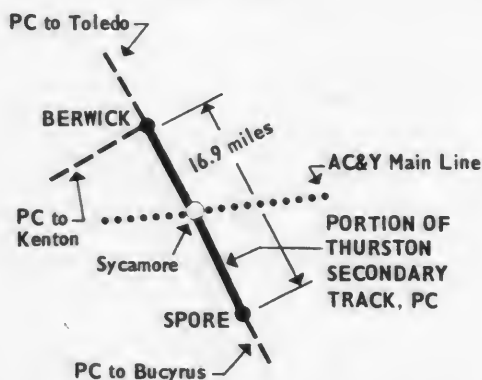
Recommendation

It is recommended that this portion of the Eastern Branch be included in the ConRail System.

PORTION OF THURSTON SECONDARY TRACK

USRA Line No. 485

Penn Central



This portion of the Thurston Secondary Track, formerly part of the New York Central RR, extends from *Berwick* (Milepost 46.0), to *Spore, Ohio* (Milepost 62.9), a distance of 16.9 miles, in Crawford, Wyandot and Seneca Counties, Ohio. All three Penn Central connections at Berwick to Kenton, Clyde and Toledo are under study in this Report, as is this line's southern extension from Spore to Bucyrus. Penn Central applied to abandon this line (ICC Docket # AB-5 Sub. 41). This application was approved in June, 1973; however, tracks will not be removed until a connection is constructed at Bucyrus linking the lower portion of the Thurston Secondary Track to the PC Pittsburgh-Chicago line. This line was not shown in the U.S. DOT Report (see Zones 100 and 112).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

This line is only used to serve the traffic generated on USRA Line Segment 485a. The construction of a connection at Bucyrus will eliminate the need for this line.

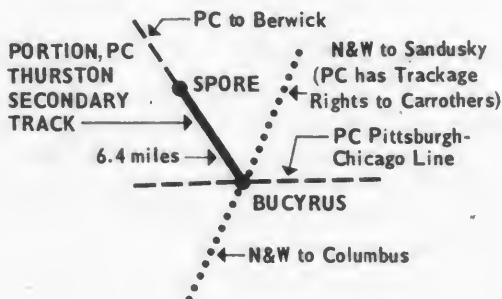
Preliminary Recommendation

It is *not* recommended that this portion of the Thurston Secondary Track be included in the ConRail System.

PORTION, THURSTON SECONDARY TRACK

USRA Line No. 485a

Penn Central



This portion of the Thurston Secondary Track, formerly part of the New York Central RR, extends from *Spore* (Milepost 62.9) to *Bucyrus, Ohio* (Milepost 69.3), a distance of 6.4 miles, in Crawford County, Ohio. The northern extension of this line, from Spore to Berwick is also under study in this report. At Bucyrus the N&W Columbus-Sandusky line (over which the PC has trackage rights to Carrothers) and Penn Central's line between Pittsburgh and Chicago meet. PC has applied to abandon the Spore-Berwick line (ICC Docket No. AB-5 Sub. 41). This application was approved in June 1973; however, tracks will not be removed until a connection is constructed at Bucyrus to the PC Pittsburgh-Chicago line. This line was not described as potentially excess in the U.S. DOT Report (see Zone 112).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line: Spore.....	4,598
Total carloads generated by the line.....	4,598
Average carloads per week.....	88.4
Average carloads per mile.....	718.4
Average carloads per train.....	15.3
1973 operating information:	
Number of round trips per year.....	300
Estimated time per round trip (hours).....	2.0
Locomotive horsepower.....	1,750
Train crew size.....	5

Information Provided by RSPO, Shippers, Government Agencies

No information was provided at the hearings conducted by the Rail Service Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report".

Information for Line Retention Decision

Revenue received by PC.....	\$1,194,068
Average revenue per carload.....	\$260
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	140,636
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	748,459
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Total variable (avoidable) cost.....	889,095
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Net contribution (loss): total.....	304,973
Average per carload.....	66

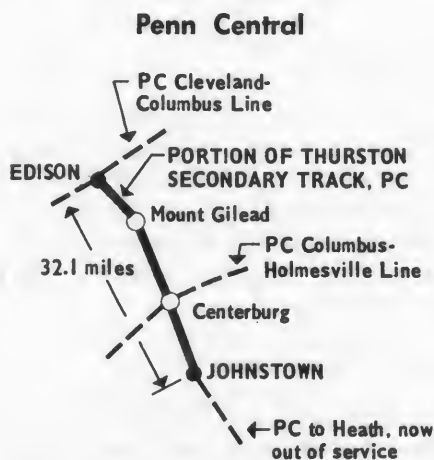
This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Recommendation

It is recommended that this portion of the Thurston Secondary Track be included in the ConRail System.

PORTION OF THE THURSTON SECONDARY TRACK

USRA Line No. 487



This portion of the Thurston Secondary Track formerly part of the New York Central RR, extends from Edison (Milepost 87.2) to Johnstown, Ohio (Milepost 119.3), a distance of 32.1 miles, in Morrow, Knox, and Licking Counties, Ohio. At Edison this route connects with the PC Cleveland-Columbus-Main Line, and at

Centerburg, this line crosses the PC Mount Vernon Secondary Track, which is also under study in this Report. Penn Central filed to abandon the entire stretch of the Thurston Secondary Track between Mt. Gilead and Heath (ICC Docket No. AB-5, Sub. 62). In August 1974 PC applied to the U.S. Railway Association for the same (Docket No. 75-14). No action has been taken on either request. This line was described as potentially excess in the U.S. DOT Report (see Zones 97, 102 and 112).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mount Gilead	86
Fulton	63
Marengo	0
Croton	7
Johnstown	76
<hr/>	
Total carloads generated by the lines.....	232
Average carloads per week.....	4.5
Average carloads per mile.....	7.2
Average carloads per train.....	2.3
1973 operating information:	
Number of round trips per year.....	100
Estimated time per round trip (hours).....	7.0
Locomotive horsepower	1,750
Train crew size.....	5

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" indicated that the track has been out of service south of Johnstown since 1971 due to a culvert washout. The Fulton Elevator Co. projected 5 to 15 cars of business. Snyder Milling Service of Marengo cited 69 cars of grain business in 1973 and projected 100 carloads. Hydraulic Press Mfg. Co. at Mt. Gilead cited their need for rail service in order to move 150 ton shipments of heavy machines. They cited 23 carloads of business in 1973, but projected no growth. Snyder's Milling Service claimed that rail cars ordered from PC on February 13, 1973, were not received at its siding until June 18, 1973.

Information for Line Retention Decision

Revenue received by PC.....	\$122,428
Average revenue per carload.....	\$528
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	266,863
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	37,384
Cost incurred beyond the branch line.....	52,667
<hr/>	
Total variable (avoidable) cost.....	356,914
<hr/>	
Net contribution (loss): total.....	(234,486)
Average per carload.....	(1,011)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,388 crossties (an average of 137 crossties per mile).

Recommendation

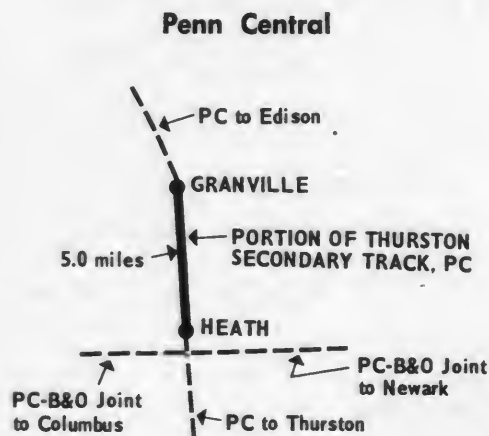
It is recommended that the portion of the Thurston Secondary Track from Milepost 87.2 to Milepost 89.0 be included in the ConRail System.

Preliminary Recommendation

It is *not* recommended that the portion of the Thurston Secondary Track from Milepost 89.0 to Milepost 119.3 be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$234,486 or \$1,011 per carload. Recovery of costs would require approximately a 335 percent increase in traffic or a 190 percent rate increase over the 1973 levels.

PORTION OF THURSTON SECONDARY TRACK

USRA - Line No. 488



This portion of the Thurston Secondary Track, formerly part of the New York Central RR, extends from near Granville (Milepost 128.0) to Heath, Ohio (Milepost 133.0), a distance of 5.0 miles, in Licking County, Ohio. The joint line of the Penn Central and the B&O running between Columbus and Newark passes through Heath. The Thurston Secondary Track continues south from Heath, which line is also under study in this report. In July 1972, the Penn Central filed to abandon the entire stretch of the Thurston Secondary Track between Mt. Gilead and Heath (ICC Docket No. AB-5, Sub. 62). The PC has also applied to the U.S.

Railway Association for permission to abandon this line (Docket No. 75-9). No final action has been taken on either application. This line was described as potentially excess in the U.S. DOT Report (see Zone 102).

Traffic and Operating Information

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

Granville	72
<hr/>	
Total carloads generated by the line.....	72
Average carloads per week.....	1.4
Average carloads per mile.....	14.4
Average carloads per train.....	1.8
1973 operating information:	
Number of round trips per year.....	40
Estimated time per round trip (hours).....	2.5
Locomotive horsepower.....	1,200
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No information was 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"

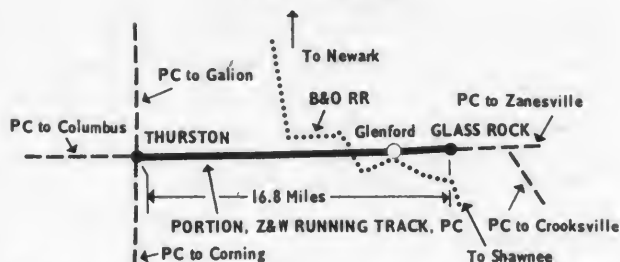
Information for Line Retention Decision

Revenue received by PC.....	\$20,086
Average revenue per carload.....	\$279
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	41,084
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	4,342
Cost incurred beyond the branch line.....	10,550
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Total variable (avoidable) cost.....	55,976
<hr/>	
Net contribution (loss): total.....	(35,890)
Average per carload.....	(499)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 684 crossties (an average of 137 crossties per mile).

Preliminary Recommendation

It is not recommended that this portion of the Thurston Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under the 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$35,890 or \$499 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 280 percent rate increase over the 1973 level.

Z&W RUNNING TRACK**USRA Line No. 490****Penn Central**

This portion of the Z&W Running Track, formerly part of the New York Central RR, extends from *Glass Rock* (Milepost 45.6) to *Thurston* (Milepost 28.8), a distance of *16.8 miles*, in Perry and Fairfield Counties, Ohio. At Thurston, Ohio this line connects with PC lines, all under study, to Corning, to Columbus, and Galion; at Glass Rock with PC line under study to Fultonham and thence to Zanesville and Crooksville, Ohio (all under study). The B&O crosses this line at Walser. This line was described as potentially excess in the U.S. DOT Report (see Zone 102).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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".

Information for Line Retention Decision

This line does not directly serve any shippers. It is used as an overhead line between segments 493 and 692. The preliminary recommendation for both of these lines is that they *not* be included in the ConRail System.

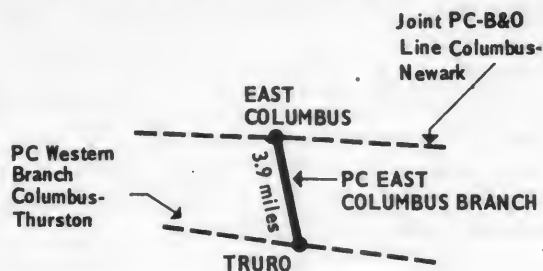
Preliminary Recommendation

It is *not* recommended that this portion of the Z&W Running Track be included in the ConRail System.

EAST COLUMBUS BRANCH**USRA Line No. 491****Penn Central**

The East Columbus Branch, formerly part of the New York Central RR, extends from *Truro* (Milepost 0.1) to *East Columbus, Ohio* (Milepost 4.0) a distance of *3.9 miles*, in Franklin County, Ohio. At Truro this line joins the PC Western Branch, which is also under study in this Report from Truro eastward. At East

Columbus, the joint B&O/Penn Central line from Columbus to Newark, Ohio crosses at grade. This line was



described as potentially excess in the U. S. DOT Report (see Zone 103).

Traffic and Operating Information

Stations (with their 1973 carloads served by this line:	
Columbus ¹	180
Total carloads generated by the line..... 180	
Average carloads per week.....	3.5
Average carloads per mile.....	46.2
Average carloads per train.....	3.5
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	4.0
Locomotive horsepower.....	1,200
Train crew size.....	5

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenues received by PC.....	\$49,043
Average revenue per carload.....	\$272

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	47,686
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) ..	4,253
Cost incurred beyond the branch line.....	32,922

Total variable (avoidable) cost..... 84,861

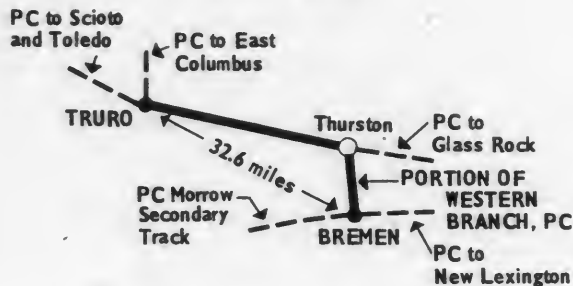
Net contribution (loss): total.....	(35,818)
Average per carload.....	(199)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 526 crossties (an average of 135 crossties per mile).

Preliminary Recommendation

It is *not* recommended that this portion of the East Columbus Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generated an annual excess financial burden amounting to \$35,818 or \$199 per carload. Recovery of costs would require approximately a 220 percent increase in traffic or a 73 percent rate increase over the 1973 levels.

WESTERN BRANCH USRA Line No. 493 Penn Central



This portion of the Western Branch, formerly part of the New York Central RR, extends from *Truro* (Milepost 141.2) to *Bremen* (Milepost 173.8), a distance of *32.6 miles*, in Franklin and Fairfield Counties, Ohio. This line connects with PC's East Columbus-Truro Branch at Truro (E. Columbus Branch) and the Thurston Secondary Track and Z&W Running Tracks at Thurston, and the Morrow Secondary Track at Bremen. From Truro, the Western Branch extends to Columbus and Toledo. From Bremen it extends to New Lexington and Hobson. The line was described as potentially excess in the U.S. DOT Report (see Zones 102 & 103).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Columbus ¹	481
Brice	7
Pickerington	1
Baltimore	1,405
Thurston	29
Bremen	35
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Total carloads generated by the line.....	1,958
Average carloads per week.....	37.7
Average carloads per mile.....	60.1
Average carloads per train.....	8.5
1973 operating information:	
Number of round trips per year.....	230
Estimated time per round trip (hours).....	9
Locomotive horsepower	1,200
Train crew size.....	5

¹ Includes only traffic on segment.

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" indicated that Crown Zellerbach at Baltimore shipped 1414 cars in 1972. They estimate they would lose one-third of their business if this line were abandoned.

Information for Line Retention Decision

Revenue received by PC.....	\$561,519
Average revenue per carload.....	\$287
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	401,040
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	335,236
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Total variable (avoidable) cost.....	736,276
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Net contribution (loss): total.....	(174,757)
Average per carload.....	(89)

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 mph).

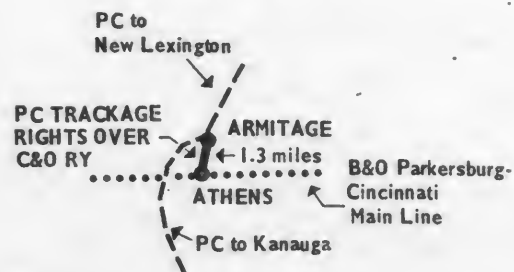
Preliminary Recommendation

It is *not* recommended that this portion of the Western Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$174,757 or \$89 per carload. Recovery of costs would require approximately a 75 percent increase in traffic or a 30 percent rate increase over the 1973 levels.

ARMITAGE-ATHENS

USRA Line No. 494

Penn Central



These trackage rights over the Chesapeake & Ohio Ry, extend from *Armitage* (Milepost 74.7), to *Athens*,

Ohio (Milepost 76.0), a distance of 1.3 miles, in Athens County, Ohio. This line links upper segments of the old New York Central line from Central Ohio to West Virginia with the city of Athens. Both segments of the Penn Central line, north from Armitage and south to Kanauga and Charleston, West Virginia are also under study in this Report. The main line of the B&O passes through Athens. The C&O Branch of which this segment was originally a part, was torn up some years ago. The ICC has approved C&O's application to abandon but track removal awaits the approval of a Penn Central abandonment petition. This line was not described as potentially excess in the U.S. DOT Report (see Zone 104).

Information for Line Retention Decision

This line is only PC trackage rights over a C&O line which has been approved for abandonment.

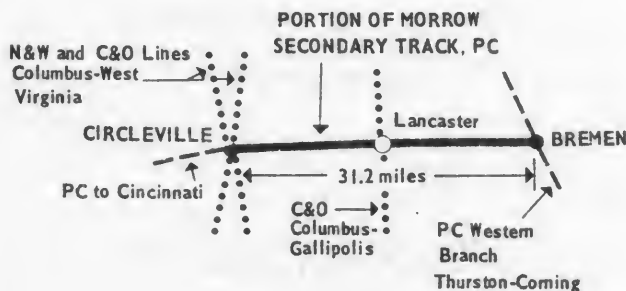
Preliminary Recommendation

It is *not* recommended that trackage rights over this portion of the C&O be included in the ConRail System.

PORTION OF MORROW SECONDARY TRACK

USRA Line No. 496/496A

Penn Central



This portion of the Morrow Secondary Track, formerly part of the Pennsylvania RR, extends from Bremen (Milepost 49.9) to Circleville, Ohio (Milepost 81.1) a distance of 31.2 miles, in Pickaway and Fairfield Counties, Ohio. This line crosses the N&W at Circleville, and the C&O at Lancaster. The Penn Central connections are under consideration in this Report. These include the Western extension of this line toward Cincinnati, and the Western Branch from Bremen north to Thurston and south to Corning. This line, except for the portion from Bremen to Circleville, was not described as potentially excess in the U.S. DOT Report (see Zones 102 and 103).

Traffic and Operating Information

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

Lancaster	933
Amanda	30
Stoutsville	24
Circleville	5,336
Bremen ¹	55

Total carloads generated by the line	6,378
Average carloads per week	123
Average carloads per mile	204
Average carloads per train	23.2
1973 operating information:	
Number of round trips per year	275
Estimated time per round trip (hours)	12
Locomotive horsepower	3,500
Train crew size	5

¹ Includes only traffic on segment.

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" by the Lancaster Chamber of Commerce indicated that 33 percent of the total jobs in Baltimore, Ohio, would be eliminated if rail service is terminated. Columbia Cement claimed 2,200 outbound shipments of cars with estimated revenue to PC at \$1.1 million westbound to Thurston and south to Nitro, West Virginia.

Information for Line Retention Decision

Revenue received by PC	\$1,644,524
Average revenue per carload	\$258
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	589,211
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	34,037
Cost incurred beyond the branch line	1,360,948
Total variable (avoidable) cost	1,784,196
Net contribution (loss): total	(139,672)
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 4,212 cross-ties (an average of 135 cross-ties per mile).

Service to this line must be provided via Segment 640 which would increase the loss.

Preliminary Recommendation

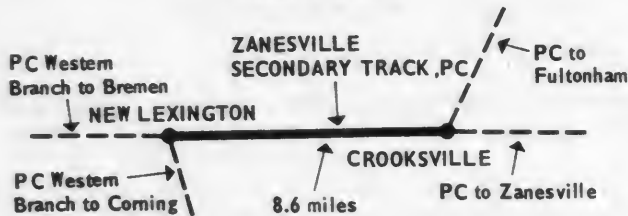
It is *not* recommended that this portion of the Morrow Secondary Track be included in the ConRail System.

The heavy traffic on the line indicates that the possibilities for increased rates to achieve viability should be explored before preparation of the final recommendation.

PORTION OF ZANESVILLE SECONDARY TRACK

USRA Line No. 496c

Penn Central



This portion of the Zanesville Secondary Track, formerly part of the Pennsylvania RR, extends from Crooksville (Milepost 29.0) to New Lexington (Milepost 38.3), a distance of 9.3 miles, in Perry County, Ohio. This line connects with PC's Western Branch at New Lexington and the Crooksville Running Track at Crooksville, both of which are under study in this Report. This line continues from Crooksville to Zanesville. This line was not described as potentially excess in the U.S. DOT Report (see Zone 102).

Traffic and Operating Information

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

New Lexington.....	409
Crooksville	228
Goston	0

Total carloads generated by the line.....	637
Average carloads per week.....	12.3
Average carloads per mile.....	74.1
Average carloads per train.....	2.7

1973 operating information:

Number of round trips per year.....	240
Estimated time per round trip (hours).....	6
Locomotive horsepower.....	3,500
Train crew size.....	5

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" indicated that the Monsanto Company estimated 85 to 115 carloads in 1973. Mayor James Cannon stated plans for a Crooksville Industrial Park could bring additional tonnage to this line. Hull Pottery Co. estimated 111 carloads in 1973 and Elliot Lumber estimated 12 carloads in 1973.

Information for Line Retention Decision

Revenue received by PC.....	\$191,104
Average revenue per carload.....	\$300
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	182,433
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	18,132
Cost incurred beyond the branch line.....	144,956
<hr/>	
Total variable (avoidable) cost.....	345,521
<hr/>	
Net contribution (loss) : Total.....	(154,417)
Average per carload.....	(242)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 3,314 crossies (an average of 356 crossies per mile).

Although this line generates a loss, it is required to serve USRA Segment 513/513a which generated a net contribution of \$211,650.

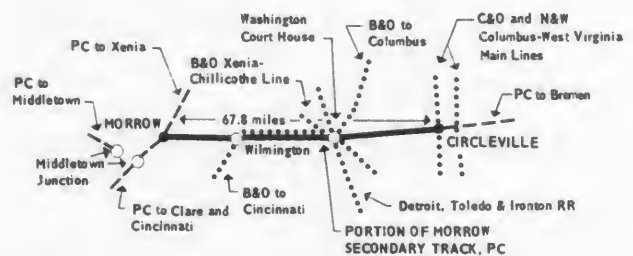
Recommendation

It is recommended that this portion of the Zanesville Secondary Track be included in the ConRail System.

PORTION OF MORROW SECONDARY TRACK

USRA Line No. 497/498/498a

Penn Central



This portion of the Morrow Secondary Track, formerly part of the Pennsylvania RR, extends from Circleville (Milepost 81.1) to Morrow, Ohio (Milepost 148.9), a distance of 67.8 miles, in Pickaway, Warren, Clinton, and Fayette Counties, Ohio. This line's eastern extension, to Bremen, is also under study in this Report. Between Washington Court House and Wilmington (19.3 miles) the Penn Central has trackage rights over the B&O Columbus-Cincinnati line; at Morrow, Penn Central lines from Cincinnati to Xenia, also under study in this Report, converge. At Washington Court House, a B&O line from Xenia to Chillicothe and the

DT&I Main Line cross. At Circleville, the N&W line running from Columbus to West Virginia points connect. In August 1972, Penn Central filed a petition to abandon the part of this line between Wilmington and Clarksville and to abandon Penn Central service over B&O trackage rights between Wilmington and Washington Court House. (ICC Docket No. AB-5, Sub. 80.) In August 1974, the PC made similar application to the U.S. Railway Association (Docket No. 75-35). This line was described as potentially excess in the U.S. DOT Report (see Zones 103 and 105).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Williamsport	60
Atlanta	70
New Holland.....	10
Washington Court House.....	441
Sabina	114
Melvin	3
Wilmington	96
Clarksville	1,015
<hr/>	
Total carloads generated by the line.....	1,809
Average carloads per week.....	34.8
Average carloads per mile.....	37.3
Average carloads per train.....	6.0
1973 operating information:	
Number of round trips per year.....	300
Estimated time per round trip (hours).....	11.5
Locomotive horsepower.....	1,750
Train crew size.....	5

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" indicated that the Washington Court House area Chamber of Commerce testified. PC, they say, serves four businesses that generated 209 carloads in 1973. Wilmington Iron and Metal Company says buyers of its products will not accept trucked shipments. Champion Bridge claims characteristics of their shipments (70 to 90 feet) preclude shipping by truck.

Information for Line Retention Decision

Revenue received by PC.....	\$527,406
Average revenue per carload.....	\$292
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	592,660
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	50,253
Cost incurred beyond the branch line.....	287,045
<hr/>	
Total variable (avoidable) cost.....	879,958
Net contribution (loss): total.....	(352,552)
Average per carload.....	(195)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,347 crossties (an average of 131 crossties per mile).

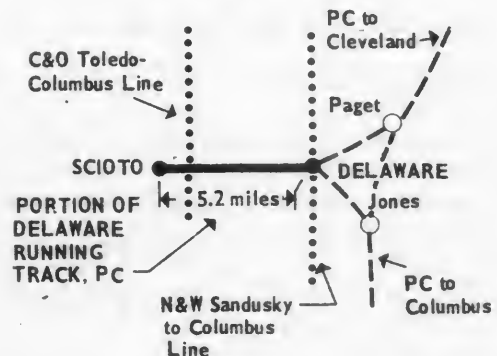
Preliminary Recommendation

It is *not* recommended that this portion of the Morrow Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$352,552 or \$195 per carload. Recovery of costs would require approximately a 120 percent increase in traffic or a 65 percent rate increase over the 1973 levels.

DELAWARE RUNNING TRACK

USRA Line No. 499a

Penn Central



This portion of the Delaware Running Track, formerly part of the New York Central RR, extends from Delaware (Milepost 114.0) to Scioto, Ohio (Milepost 119.2), a distance of 5.2 miles, in Delaware County, Ohio. The main lines of the Chesapeake & Ohio and the Norfolk & Western cross this branch with the C&O crossing east of Scioto and the N&W crossing at Delaware. At Delaware, the Penn Central Cleveland to Cincinnati main line crosses, this portion of which is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 103).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Delaware	1,129
Scioto	318
<hr/>	
Total carloads generated by the line.....	1,447

Average carloads per week.....	27.8
Average carloads per mile.....	278.3
Average carloads per train.....	5.3
1973 operating information:	
Number of round trips per year.....	275
Estimated time per round trip (hours).....	4.5
Locomotive horsepower.....	1,750
Train crew size.....	5

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" indicated that the Delaware County Regional Planning Commission was in favor of Chessie assuming service over this line if it is not included in the ConRail System.

Information for Line Retention Decision

Revenue received by PC.....	\$486,928
Average revenue per carload.....	\$337

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	207,009
Cost of upgrading branch line to FRA	
Class I (1/10 of total upgrading cost).....	10,351
Cost incurred beyond the branch line.....	278,699
Total variable (avoidable) cost.....	496,059

Net contribution (loss) total.....	(9,131)
Average per carload.....	(6)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,539 crossties (an average of 296 crossties per mile).

Available information indicates that new industries on this line may generate an additional 2,500 carloads per year.

Although this line generates a loss, a 4 percent increase in traffic or a 2 percent rate increase will enable financial self-sufficiency.

Recommendation

It is recommended that this portion of the Delaware Running Track be included in the ConRail System.

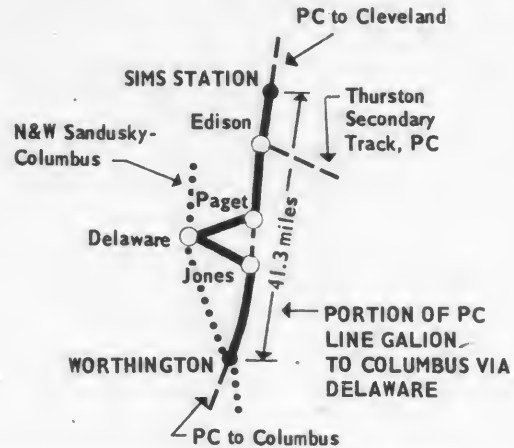
PORTION OF GALION-COLUMBUS LINE

USRA Line No. 500

Penn Central

This portion of the Galion-Columbus Line, formerly part of the New York Central RR, extends from *Sims Station* (Milepost 87.2) to *Worthington, Ohio* (Mile-

post 128.5), a distance of *41.3 miles*, in Franklin, Delaware and Morrow Counties, Ohio. This line is the former Cleveland-Cincinnati main line. The line runs via



Paget, Delaware and Jones; there is a direct PC track from Paget to Jones known as the Delaware Cut-Off, which is under study separately. At Edison, the PC Thurston Secondary Track connects, and the N&W Sandusky-Columbus line crosses at Delaware and Worthington. This line was described as potentially excess in the U.S. Department of Transportation Report (see Zones 103 and 112).

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" indicated that this line has potential as a passenger train route between Cleveland, Columbus and Cincinnati. The Delaware Farmers Exchange Association indicated that the loss of rail service could make a million dollars worth of plant facilities worthless.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

Recommendation

It is recommended that this portion of the Galion to Columbus line be included in the ConRail System.

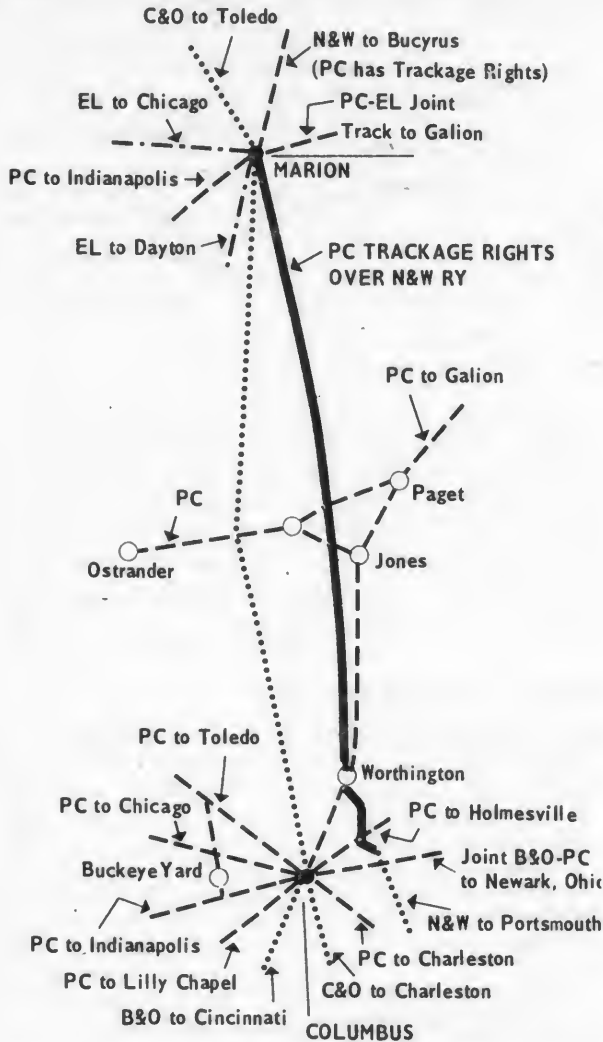
PC TRACKAGE RIGHTS OVER N&W

USRA Line No. 500a

Columbus-Marion

These trackage rights over the N&W Ry extend from *Marion* (Milepost 66.5) to *Columbus, Ohio* (Milepost

112.7) a distance of 46.2 miles, in Franklin, Delaware and Marion Counties, Ohio. This line is part of Norfolk & Western's through route from Sandusky to Colum-



bus; PC also has trackage rights from Marion to Bucyrus. There are six lines radiating from Marion and twelve lines serving Columbus in addition to this N&W line. This line was not shown in the U.S. DOT Report (see Zones 103 and 112).

Information for Line Retention Decision

The shippers on this line are served by the N&W. PC has trackage rights which allow it to use the line as an "overhead" route for through traffic.

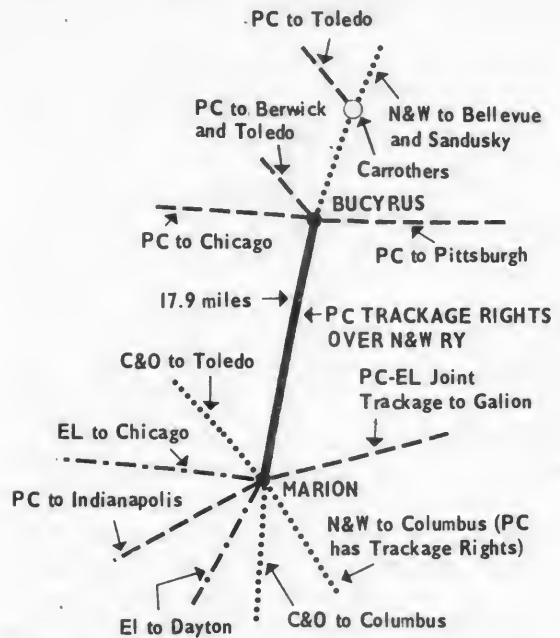
Recommendation

It is recommended that the trackage rights over this portion of the N&W be retained by the ConRail System.

PENN CENTRAL TRACKAGE RIGHTS OVER N&W RY.

USRA Line No. 500b

Bucyrus to Marion



This portion of the Norfolk & Western Ry., over which the former Pennsylvania RR had trackage rights, extends from Bucyrus (Milepost 48.6) to Marion, Ohio (Milepost 66.5), a distance of 17.9 miles, in Crawford and Marion Counties, Ohio. This is a portion of the through Norfolk & Western Line between Sandusky and Columbus. PC also has trackage rights from Marion to Columbus. At Marion, three railroad lines cross; the Erie Lackawanna from Dayton and Chicago to Youngstown, the Chesapeake & Ohio from Toledo to Columbus, and the Penn Central St. Louis-to-Cleveland line. At Bucyrus the Penn Central Pittsburgh-Chicago line connects as does a branch to Berwick and Toledo which is also under study in this report. This line was not shown in the U.S. DOT Report (see Zone 112).

Information for Line Retention Decision

The shippers on this line are served by the N&W. PC has trackage rights which allow it to use the line as an "overhead" route.

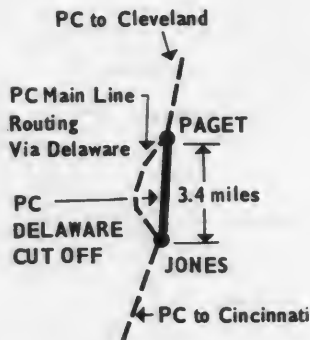
Recommendation

It is recommended that the trackage rights over this section of the N&W be retained by the ConRail System.

DELAWARE CUT-OFF

USRA Line No. 501

Penn Central



The Delaware Cut-Off, formerly part of the New York Central RR, extends from *Paget* (Milepost 111.1), to *Jones, Ohio* (Milepost 117.1), a distance of *3.4 miles*, in Delaware County, Ohio. The Penn Central's Cleveland-to-Cincinnati line uses the routing from *Paget* to *Jones* which runs around Delaware, Ohio. This branch is known as the Delaware Cut-off, and serves as a bypass route for through trains not servicing shippers in Delaware. This line was described as potentially excess in the U.S. DOT Report (see Zone 103).

Information Provided by RSPO, Shippers, Government Agencies

No specific information for this line was 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."

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

Recommendation

It is recommended that the Delaware Cut-Off be included in the ConRail System.

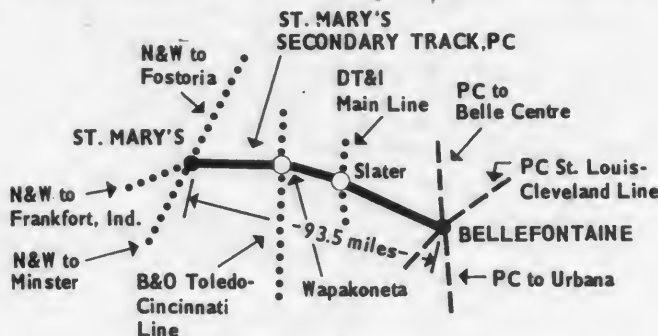
ST. MARY'S SECONDARY TRACK

USRA Line No. 502/503/504

Penn Central

The St. Mary's Secondary Track, formerly part of the New York Central RR, extends from *Bellefontaine* (Milepost 54.7), to *St. Mary's* (Milepost 93.5), a dis-

tance of *38.8 miles*, in Logan and Auglaize Counties, Ohio. This line branches off the Penn Central's St. Louis-Cleveland Main Line at Bellefontaine where it also connects with a PC branch to Belle Centre, which



also is under study in this report, and with the PC line to Urbana and Springfield. Three other railroads cross this line; the Detroit-Toledo & Ironton at Slater, the Baltimore & Ohio at Wapakoneta and the Norfolk & Western at St. Mary's. This line was described as potentially excess in the U.S. DOT Report (see Zone 110). The PC has filed a petition to abandon this line (ICC Docket No. AB-5, Sub. 68; USRA Docket No. 75-23).

Traffic and Operating Information

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

Russells Point	2
Lake View	5
Santa Fe	132
Wapakoneta	223
Moulton	18
St. Mary's	63
Lewistown	0
Gutman	0

Total carloads generated by the line	443
Average carloads per week	8.5
Average carloads per mile	11.4
Average carloads per train	5.5

1973 operating information:

Number of round trips per year	80
Estimated time per round trip (hours)	12.0
Locomotive horsepower	1,750
Train crew size	5

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" indicated that Ametek Westchester Plastics Company at Wapakoneta recently completed a \$1.3 million plant expansion. Testimony indicated that Ametek shipped 720 carloads in 1973 although USRA shipper files indicate only 5 carloads moved via PC. It appears that the remainder of this traffic moved by the B&O.

Information for Line Retention Decision

Revenue received by PC.....	\$116, 128
Average revenue per carload.....	\$262
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	319, 789
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	57, 787
Cost incurred beyond the branch line.....	76, 979
<hr/>	
Total variable (avoidable) cost.....	454, 555
<hr/>	
Net contribution (loss) : total.....	(388, 427)
Average per carload.....	(764)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 6,000 crossties (an average of 155 crossties per mile).

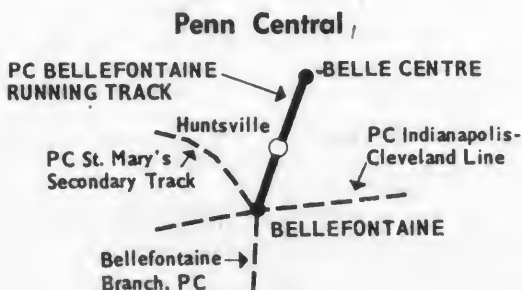
Discussions will be held with the B&O concerning their assumption of all service at Wapakoneta.

Preliminary Recommendation

It is *not* recommended that the St. Mary's Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$338,427 or \$764 per carload. Recovery of costs would require approximately a nine-fold increase in traffic or a 300 percent rate increase over the 1973 levels.

BELLEFONTAINE RUNNING TRACK

USRA Line No. 505/506



The Bellefontaine Running Track, formerly part of the New York Central RR, extends from Belle Centre (Milepost 85.9) to Bellefontaine, Ohio (Milepost 94.0), a distance of 8.1 miles, in Logan County, Ohio. This line is a spur off the Penn Central's Indianapolis-Cleveland line which passes through Bellefontaine. Also serving Bellefontaine are the St. Mary's Secondary

Track which is also under study in this Report, and the Bellefontaine Branch, both PC. In July, 1972, the Penn Central filed a petition with the ICC to abandon the segment of this branch north of Huntsville (ICC Docket No. AB-5, Sub. 76). No action has been taken on this application. This line was described as potentially excess in the U.S. DOT Report (see Zone 110).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Belle Centre.....	29
Huntsville.....	27
<hr/>	
Total carloads generated by the line.....	56
Average carloads per week.....	1.1
Average carloads per mile.....	6.9
Average carloads per train.....	1.4
1973 Operating Information:	
Number of round trips per year.....	40
Estimate time per round trip, hours.....	2.5
Locomotive horsepower.....	1, 750
Train crew size.....	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Service Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC.....	\$16, 827
Average revenue per carload.....	\$300
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	58, 121
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	13, 726
Cost incurred beyond the branch line.....	7, 714
<hr/>	
Total variable (avoidable) cost.....	79, 561
<hr/>	
Net contribution (loss) : total.....	(62,734)
Average per carload.....	(1, 120)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 3,300 crossties (an average of 407 crossties per mile).

Preliminary Recommendation

It is *not* recommended that this portion of the Bellefontaine Running Track be included in the ConRail System. Continued operation of this line would require a rail continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$62,734 or \$1,120 per

carload. Recovery of costs would require approximately a seven-fold increase in traffic or a 370 percent rate increase over the 1973 levels.

PORTION OF SANDUSKY SECONDARY TRACK



This portion of the Sandusky Secondary Track, formerly part of the New York Central RR, extends from *Clyde* (Milepost 17.3) to *Green Springs, Ohio*, (Milepost 22.7), a distance of 5.4 miles, in Seneca and Sandusky Counties, Ohio. This segment is the upper portion of the PC's Sandusky Secondary Track; the lower segments (below Green Springs) are also under study in this report. At Clyde, the Penn Central's Norwalk Branch, also under study, and the N&W's Bellevue-Toledo lines cross and at Green Springs, the N&W's Buffalo-Chicago Main Line is met. The Penn Central has filed a petition to abandon this line (ICC Finance Docket No. 26810). The ICC tentatively approved the abandonment, but stayed the order owing to protests until December 9, 1974. The line was abandoned as of December 9, 1974. This line was described as potentially excess in the U.S. DOT Report (see Zone 100).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Green Springs.....	65
<hr/>	
Total carloads generated by the line.....	65
Average carloads per week.....	1.3
Average carloads per mile.....	12.0
Average carloads per train.....	2.2
1973 operating information:	
Number of round trips per year.....	30
Estimated time per round trip (hours).....	2.0
Locomotive horsepower.....	1,750
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No information was 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".

Information for Line Retention Decision

Revenue received by PC.....	\$13,238
Average revenue per carload.....	\$204
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	38,817
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	14,952
Cost incurred beyond the branch line.....	9,445
<hr/>	
Total variable (avoidable) cost.....	63,214
<hr/>	
Net contribution (loss) total.....	(\$49,976)
Average per carload.....	(\$769)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,622 crossties (an average of 486 crossties per mile).

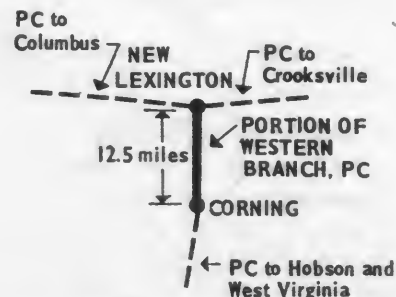
Preliminary Recommendation

It is *not* recommended that this portion of the Sandusky Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$49,976 or \$769 per carload. Recovery of costs would require approximately a thirteen-fold increase in traffic or a 380-percent rate increase over the 1973 levels.

PORTION OF WESTERN BRANCH

USRA Line No. 513/513a

Penn Central



This portion of the Western Branch, formerly part of the New York Central RR, extends from *New Lexington* (Milepost 185.0) to *Corning, Ohio* (Milepost 197.5), a distance of 12.5 miles, in Perry County, Ohio.

This line is a middle segment of the Columbus-Charleston, West Virginia, Western Branch, which is under study in this report. The PC Zanesville Secondary Track running east from New Lexington to Crooksville and Zanesville is also under study. The portion of this line from New Lexington to near Moxahala was not described as potentially excess in the U.S. DOT Report (see Zone 104).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sunnyhill	3, 019
Total carloads generated by the line..... 3, 019	
Average carloads per week.....	58. 1
Average carloads per mile.....	241. 5
Average carloads per train.....	20. 3
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.....	5

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" reflected concern that this entire line to West Virginia be retained to connect the coal fields in southeastern Ohio and southwest West Virginia.

Information for Line Retention Decision

Revenue received by PC.....	\$854, 962
Average revenue per carload.....	\$283
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	233, 076
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	410, 236
Total variable (avoidable) cost.....	643, 312
Net contribution (loss): total.....	211, 650
Average per carload.....	70

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 mph). An evaluation of coal reserves by USRA staff has confirmed the existence of a large active mine at Sunnyhill.

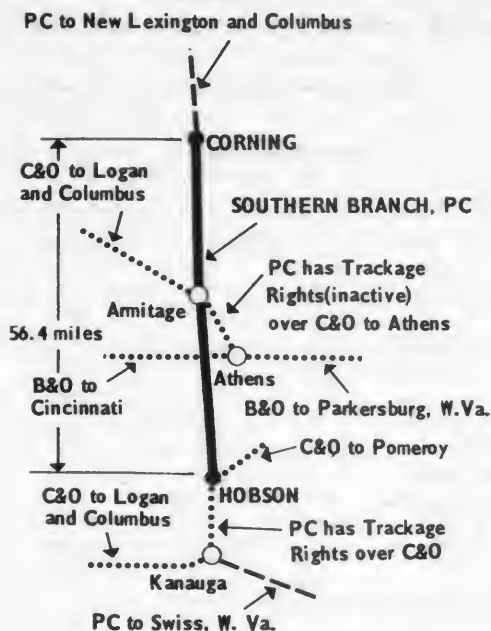
Recommendation

It is recommended that this portion of the Western Branch be included in the ConRail System.

SOUTHERN BRANCH

USRA Line No. 514

Penn Central



The Southern Branch, formerly part of the New York Central RR, extends from *Corning* (Milepost 0.0) to *Hobson, Ohio* (Milepost 56.4), a distance of 56.4 miles, in Perry, Athens, and Meigs Counties, Ohio. A continuation of this line extends southeastward from Hobson (a portion of this, Hobson to Kanauga, is owned by the Chesapeake & Ohio and PC operates via trackage rights). Connections are: the aforementioned Chesapeake & Ohio line at Hobson and at Armitage; the Baltimore & Ohio at Grosvenor; and the PC Western Branch at Corning. The continued portion and the PC Western Branch are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 102 and 104).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Gloucester	7
Chancey	15
Armitage	4
Athens	6
Grosvenor	0
Albany	7
Hobson	11
Total carloads generated by the line..... 50	
Average carloads per week.....	1. 0
Average carloads per mile.....	0. 9
Average carloads per train.....	1. 0
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	6
Locomotive horsepower.....	6, 750
Train crew size.....	5

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" indicated that the Columbus and Southern Electric Company and the Columbia Cement Corporation are opposed to the abandonment of service on this line. Union Carbide Corp. emphasized its concern about the inability of the Charleston or Gauley Bridge connections to absorb the increased flow of rail cars and the questionable ability to receive adequate service if service is curtailed.

Information for Line Retention Decision

Revenue received by PC.....		\$12,460
Average revenue per carload.....	\$249	
<hr/>		
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line.....	384,155	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost).....	42,837	
Cost incurred beyond the branch line.....	9,308	
<hr/>		
Total variable (avoidable) cost.....	436,300	
<hr/>		
Net contribution (loss): total.....	(423,840)	
Average per carload.....	(8,477)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph.). Based on available information, this upgrading would include the replacement of a total of 2,810 crossties (an average of 50 crossties per mile).

USRA staff have been unable to establish the presence of coal reserves capable of being mined adjacent to this line.

Preliminary Recommendation

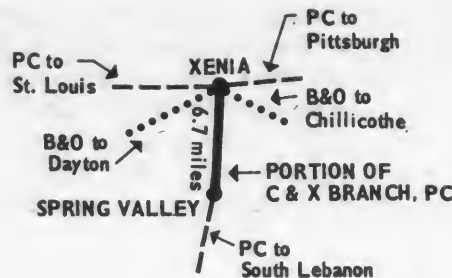
It is *not* recommended that the Southern Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$423,840 or \$8,477 per carload. Recovery of costs would require approximately a one hundred-fold increase in traffic or a 3,400 per cent rate increase over the 1973 levels.

PORTION OF C&X BRANCH

USRA Line No. 515

Penn Central

This portion of the C&X Branch, formerly part of the Pennsylvania RR, extends from Xenia (Milepost



54.7) to *Spring Valley* (Milepost 61.4), a distance of 6.7 miles, in Greene County, Ohio. This line is the northern segment of the Penn Central's C&X branch. Its lower portions are also under study in this Report. At Xenia the Penn Central Pittsburgh-St. Louis Main Line and the Baltimore & Ohio Dayton-Chillicothe lines cross. This line was described as potentially excess in the U.S. DOT Report (see Zone 108).

Traffic and Operating Information

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

Xenia ¹	1,208
<hr/>	
Total carloads generated by the line.....	1,208
Average carloads per week.....	23.2
Average carloads per mile.....	180.3
Average carloads per train.....	12.1
1973 operating information:	
Number of round trips per year.....	100
Estimated time per round trip (hours).....	5
Locomotive horsepower.....	1,500
Train crew size.....	5

¹ Includes only traffic on segment.

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" indicated that the Green Landmark Corporation stated that if rail service were eliminated, grain shipments might increase in cost about 5 to 10 cents per bushel. Super Valu Stores have projected 875 carloads in 1974 and handled 844 carloads in 1973.

Information for Line Retention Decision

Revenue received by PC.....		\$294,169
Average revenue per carload.....	\$244	
<hr/>		
Variable (avoidable) cost of continued services:		
Cost incurred on the branch line.....	114,686	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line.....	187,142	
<hr/>		
Total variable (avoidable) cost.....	301,828	
<hr/>		
Net contribution (loss).....	(7,659)	
Average per carload.....	(6)	

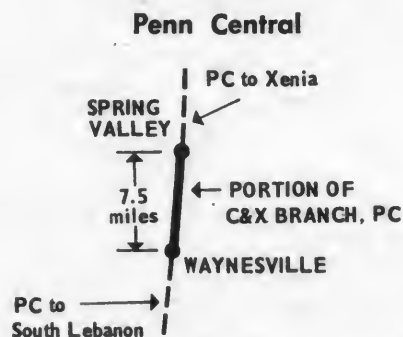
This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Although service to the entire line generates a loss, a 7 percent growth in traffic or a 2 percent rate increase would make this portion of the line financially self-sufficient.

Recommendation

It is recommended that this portion of the C&X Branch be included in the ConRail System.

PORTION OF C&X BRANCH

USRA Line No. 516



This portion of the C&X Branch, formerly part of the Pennsylvania RR, extends from *Spring Valley* (Milepost 61.4) to *Waynesville, Ohio* (Milepost 68.9), a distance of 7.5 miles, in Warren and Greene Counties, Ohio. This line is a middle segment of the Penn Central's C&X branch; both the northern and southern connecting segments are also under study in this report. This line was described as potentially excess in the U.S. DOT Report (see Zones 106 and 108).

Traffic and Operating Information

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

Spring Valley.....	23
Roxanna.....	58
Waynesville.....	27

Total carloads generated by the line.....	106
Average carloads per week.....	2.0
Average carloads per mile.....	14.1
Average carloads per train.....	2.1

1973 operating information:

Number of round trips per year.....	50
Estimated time per round trip (hours).....	4.0
Locomotive horsepower.....	1,500
Train crew size.....	5

Information Provided by RSPO, Shippers, Government Agencies

No information was 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." Correspondence from the Waynesville Lumber & Supply Company at Waynesville indicates that car shortages, poor condition of cars, and improper handling of cars contributed to the low volume of traffic handled on the line.

Information for Line Retention Decision

Revenue received by PC.....	\$31,687
Average revenue per carload.....	\$299

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	66,966
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	5,465
Cost incurred beyond the branch line.....	15,384

Total variable (avoidable) cost..... 87,815

Net contribution (loss): total.....	(56,128)
Average per carload.....	(530)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 288 crossties (an average of 38 crossties per mile).

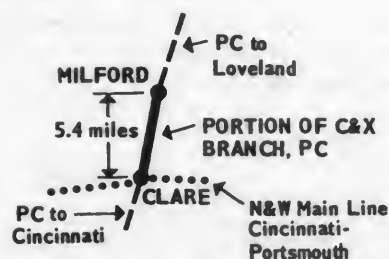
Preliminary Recommendation

It is *not* recommended that this portion of the C&X branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$56,128 or \$530 per carload. Recovery of costs would require approximately a threefold increase in traffic or a 180 percent rate increase over the 1973 levels.

PORTION OF C&X BRANCH

USRA Line No. 516b

Penn Central



This portion of the C&X Branch, formerly part of the Pennsylvania RR, extends from *Milford* (Milepost

105.6) to *Clare, Ohio* (Milepost 111.0), a distance of 5.4 miles, in Hamilton County, Ohio. The northern part of this branch, from *Milford* to *Loveland* and *Xenia* is also under study in this report. Below *Clare*, this line runs into *Undercliff Yard* in *Cincinnati*. At *Clare* the Main Line of the *Norfolk & Western* crosses. This line was not described as potentially excess in the U.S. DOT Report (see Zone 106).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Milford	118
Terrace Park	0
<hr/>	
Total carloads generated by the line.....	118
Average carloads per week.....	2.3
Average carloads per mile.....	46.3
Average carloads per train.....	2.3
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	5
Locomotive horsepower.....	1,500
Train crew size.....	5

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" indicates that *Cle. mont Lumber* generated 103 carloads in 1973.

Information for Line Retention Decision

Revenue received by PC.....	\$27,899
Average revenue per carload.....	\$236
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	58,376
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost) ..	3,863
Cost incurred beyond the branch line.....	18,376
<hr/>	
Total variable (avoidable) cost.....	80,615
<hr/>	
Net contribution (loss): total.....	(52,716)
Average per carload.....	(447)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 192 crossties (an average of 35 crossties per mile).

Preliminary Recommendation

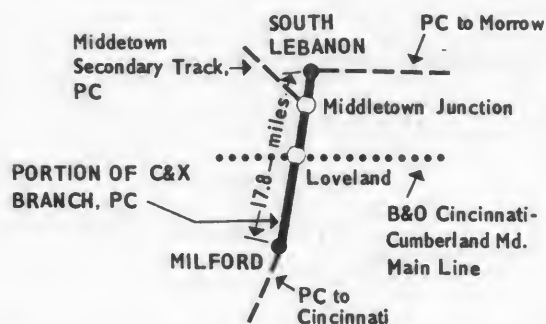
It is *not* recommended that this portion of the C&X Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost

levels, this line generates an annual excess financial burden amounting to \$52,716 or \$447 per carload. Recovery of costs would require approximately a six-fold increase in traffic or a 190-percent rate increase over the 1973 levels.

PORTION OF C&X BRANCH

USRA Line No. 516c

Penn Central



This portion of the C&X Branch, formerly part of the Pennsylvania RR, extends from *South Lebanon* (Milepost 87.8) to *Milford, Ohio* (Milepost 105.6), a distance of 17.8 miles, in Hamilton, Clermont and Warren Counties, Ohio. The northern and southern continuations of this branch (to *Morrow* and *Cincinnati*, respectively) are also under study in this report. At *Middletown Junction* the PC *Middletown Secondary Track* connects and at *Loveland* the *Cincinnati-Cumberland, Maryland Main Line* of the *Baltimore & Ohio RR* crosses. This line was not described as potentially excess in the U.S. DOT Report (see Zone 106).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
S. Lebanon.....	12
Loveland	27
<hr/>	
Total carloads generated by the line.....	39
Average carloads per week.....	0.8
Average carloads per mile.....	2.2
Average carloads per train.....	0.8
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	3.0
Locomotive horsepower.....	1,500
Train crew size.....	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

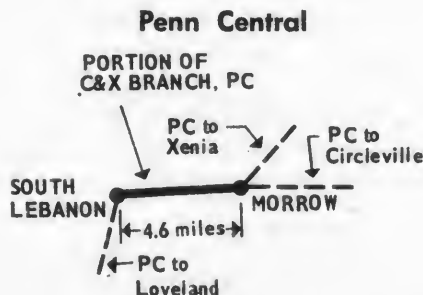
Information for Line Retention Decision

Revenue received by PC.....		\$11, 889
Average revenue per carload.....	\$305	
<hr/>		
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line.....	126, 373	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost) -	11, 442	
Cost incurred beyond the branch line..	6, 834	
Total variable (avoidable) cost.....	144, 649	
Net contribution (loss): total.....	(132, 760)	
Average per carload.....	(3, 404)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 645 crossties (an average of 36 crossties per mile).

Preliminary Recommendation

It is *not* recommended that this portion of the C&X Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$132,760 or \$3,404 per carload. Recovery of costs would require approximately a twenty-six-fold increase in traffic or a 1,120 percent rate increase over the 1973 levels.

PORTION OF C&X BRANCH**USRA Line No. 516d**

This portion of the C&X Branch, formerly part of the Pennsylvania RR, extends from Morrow (Milepost 83.2) to South Lebanon, Ohio (Milepost 87.8), a distance of 4.6 miles, in Warren County, Ohio. This line is a central link in Penn Central's C&X Branch. At Morrow, two lines, both under study, radiate to Xenia and Circleville. At South Lebanon, the southern portion of the C&X branch continues to Loveland. All

lines connecting with this one are also under study in this report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 106).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Morrow	38
Total carloads generated by the line.....	38
Average carloads per week.....	0.7
Average carloads per mile.....	8.3
Average carloads per train.....	1.5
1973 operating information:	
Number of round trips per year.....	25
Estimated time per round trip (hours).....	2.0
Locomotive horsepower.....	1, 500
Train crew size.....	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$6, 132
Average revenue per carload.....	\$161
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	39, 351
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	2, 639
Cost incurred beyond the branch line.....	5, 348
Total variable (avoidable) cost.....	47, 338
Net contribution (loss): total.....	(41, 206)
Average per carload.....	(1, 084)

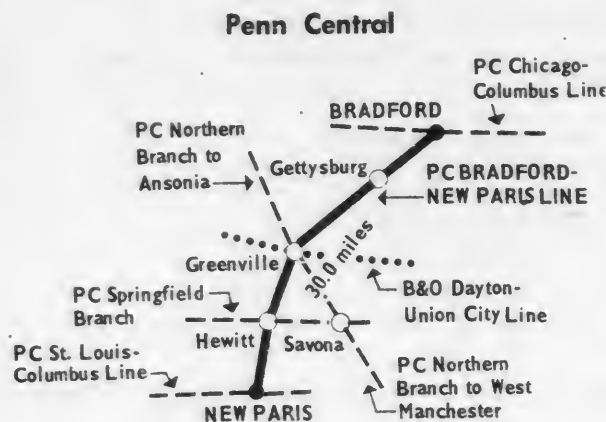
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 171 crossties (an average of 37 crossties per mile).

Preliminary Recommendation

It is *not* recommended that this portion of the C&X Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$41,206 or \$1,084 per carload. Recovery of costs would require approximately a fifty-two-fold increase in traffic or a 670 percent rate increase over the 1973 levels.

BRADFORD-NEW PARIS LINE

USRA Line No. 517



The Bradford-New Paris Line, formerly part of the Pennsylvania RR, extends from *Bradford* (Milepost 83.5) to *New Paris, Ohio* (Milepost 113.5), a distance of 30.0 miles, in Darke and Preble Counties, Ohio. This line connects the PC Chicago-Columbus line at Bradford with the St. Louis-Columbus line at New Paris. This line is also crossed by the PC Springfield Branch at Hewitt and the PC Northern Branch at Greenville, both of which are also under study in this Report, and by the B&O Indianapolis-to-Dayton line at Greenville. In July 1972, the PC applied to the ICC for permission to abandon this line (except for 4 miles near Greenville); Docket No. AB-5, Sub. 64-65. No final action has been taken on this application. This line was not described as potentially excess in the U.S. DOT Report (see Zones 108 and 110).

Traffic and Operating Information

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

Gettysburg	7
Greenville ¹	1,006
New Madison	35
<hr/>	
Total carloads generated by the line	1,048
Average carloads per week	20.2
Average carloads per mile	34.9
Average carloads per train	4.2
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	7.0
Locomotive horsepower	1,750
Train crew size	5

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC	\$309,088
Average revenue per carload	\$295
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	317,733
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	24,067
Cost incurred beyond the branch line	165,201
<hr/>	
Total variable (avoidable) cost	507,001
<hr/>	
Net contribution (loss): total	(197,913)
Average per carload	(189)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 2,000 crossties (an average of 66 crossties per mile).

The PC Industrial Development Department has notified USRA staff that there are negotiations underway for a new plastics plant in Greenville, Ohio. No commitments have been made for this plant as of January 1975. The plant would generate 24 carloads a year.

Although service to the entire line generates a loss, service to the line from Milepost 83.5 to Milepost 94.6 (serving shippers at Greenville and Gettysburg who generated 1,013 carloads in 1973) would generate \$299,900 in revenue and \$294,573 in costs with a resulting net contribution of \$5,327 or \$5 per carload.

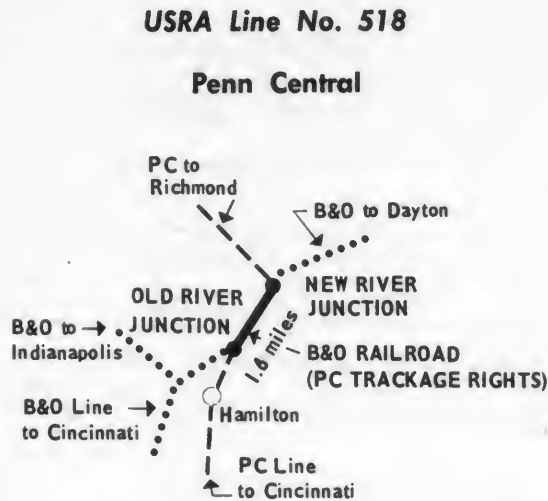
Recommendation

It is recommended that the portion of the Bradford to New Paris line from Milepost 83.5 to Milepost 94.6 be included in the ConRail System.

Preliminary Recommendation

It is *not* recommended that the portion of the Bradford to New Paris line from Milepost 94.6 to Milepost 113.5 be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$143,155 or \$4,090 per carload. Recovery of costs would require approximately a 34-fold increase in traffic or a 1,555 percent rate increase over the 1973 levels.

**TRACKAGE RIGHTS OVER B&O OLD RIVER JCT-
NEW RIVER JCT**



These PC trackage rights over the Baltimore & Ohio extend from *Old River Junction* (Milepost 31.5), to *New River Junction, Ohio* (Milepost 33.1), a distance of 1.6 miles, in Butler County, Ohio. This stretch of B&O tracks forms a part of PC's Cincinnati-Richmond line. The PC-owned portion north of New River Junction to Eaton is also under study in this Report. This trackage is part of the B&O's Dayton-Cincinnati line, which diverges from the Richmond branch at both ends of this segment. In July 1973, the PC filed to abandon operation over this line (ICC Docket No. AB-5, Sub. 186). No final action has been taken. This line was not described as potentially excess in the U.S. DOT Report (see Zone 107).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

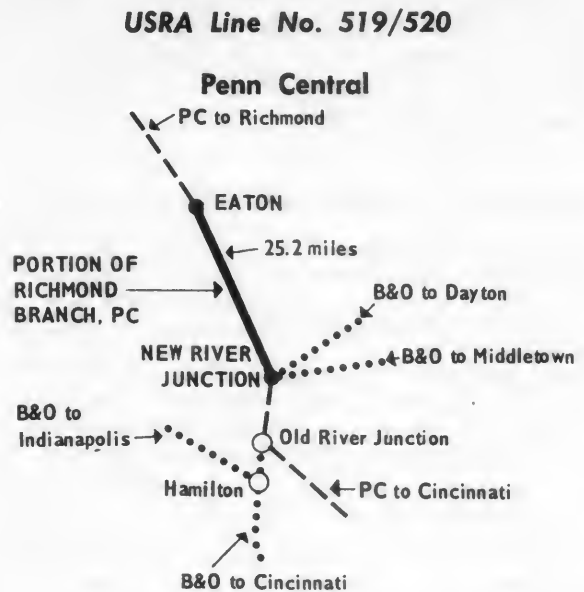
Information for Line Retention Decision

PC trackage rights over this line are used to serve USRA line segments Nos. 519 and 520. The preliminary recommendation for these segments is that they *not* be included in the ConRail System. Therefore, these trackage rights over the B&O are not required.

Preliminary Recommendation

It is *not* recommended that trackage rights over this portion of the B&O be included in the ConRail System.

PORTION OF RICHMOND BRANCH



This portion of the Richmond Branch, formerly part of the Pennsylvania RR, extends from *New River Junction* (Milepost 33.1) to *Eaton, Ohio* (Milepost 58.3), a distance of 25.2 miles, in Butler and Preble Counties, Ohio. This segment was part of PC's line from Cincinnati to Richmond, Logansport and Chicago. The 1.6 miles south of New River Junction (where PC runs over B&O via trackage rights) are also under study in this report. The connecting line at New River Junction is the B&O's Dayton-Cincinnati line. In July 1973, the PC filed with the ICC for permission to abandon the portion of this line between New River Junction and Camden (Docket AB-5, Sub. 186). This line was described as potentially excess in the U.S. DOT Report (see Zones 107 and 108).

Traffic and Operating Information

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

Seven Mile.....	62
Somerville	20
Camden	202
<hr/>	
Total carloads generated by the line.....	284
Average carloads per week.....	5.5
Average carloads per mile.....	11.4
Average carloads per train.....	2.7
1973 operating information:	
Number of round trips per year.....	104
Estimated time per round trip (hours).....	4
Locomotive horsepower.....	1,500
Train crew size.....	5

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" indicated that trucks would not be a feasible alternative to rail service as a limited number of trucks are available in an agricultural area. Butler Farm Bureau at Seven Mile has recently purchased a 1,000 ton fertilizer warehouse and expects rail traffic to increase.

Information for Line Retention Decision

Revenue received by PC.....	\$98,131
Average revenue per carload.....	\$345

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	192,076
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost) ..	20,729
Cost incurred beyond the branch line.....	55,319

Total variable (avoidable) cost.....	268,124
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Net contribution (loss): total.....	(169,993)
Average per carload.....	(600)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 800 crossties (an average of 32 crossties per mile).

Preliminary Recommendation

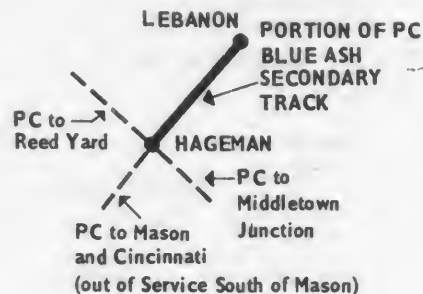
It is *not* recommended that this portion of the Richmond Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$169,993 or \$600 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 175 percent rate increase over the 1973 levels.

PORTION OF BLUE ASH SECONDARY TRACK

USRA Line No. 525

Penn Central

This portion of the Blue Ash Secondary Track, formerly part of the Pennsylvania RR, extends from *Lebanon* (Milepost 26.6) to *Hageman, Ohio* (Milepost 31.4), a distance of 4.8 miles, in Warren County, Ohio. This line is the northern end of the Blue Ash Secondary Track which runs south to *Mason and Cincinnati* (out of service south of Mason). It connects at *Hageman* with the *Middletown Secondary Track*. This line was described as potentially excess in the U.S. DOT Report (See Zone 106).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lebanon	311
Total carloads generated by the line.....	311
Average carloads per week.....	6.0
Average carloads per mile.....	64.8
Average carloads per train.....	3.1
1973 operating information:	
Number of round trips per year.....	100
Estimated time per round trip (hours).....	2.5
Locomotive horsepower.....	1,500
Train crew size.....	5

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" indicated that unemployment would result if service were discontinued. "Lack of rail service would mean the loss of 160 jobs at Valley Kitchens, Inc., and 12 to 15 jobs at the Lebanon Lumber Company." Dave Steel stated that trucks could not handle its 40- to 60-foot structural steel shipments. Agri-Urban Corporation would have to discontinue receiving fertilizer from Florida and New Mexico. Testimony also indicates that there is some possibility for traffic growth on this line.

Information for Line Retention Decision

Revenue received by PC.....	\$80,565
Average revenue per carload.....	\$259

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	60,810
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost) ..	17,476
Cost incurred beyond the branch line.....	50,909

Total variable (avoidable) cost.....	129,195
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Net contribution (loss) total.....	(48,630)
Average per carload.....	(156)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 2,592 crossties (an average of 540 crossties per mile).

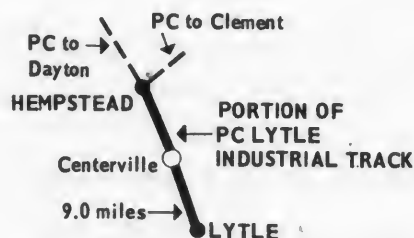
Preliminary Recommendation

It is *not* recommended that this portion of the Blue Ash Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$48,630 or \$156 per carload. Recovery of costs would require approximately a 150 percent increase in traffic or a 60 percent rate increase over the 1973 levels.

PORTION OF LYTLE INDUSTRIAL TRACK

USRA Line No. 527/528

Penn Central



This portion of the Lytle Industrial Track, formerly part of the Pennsylvania RR, extends from *Hempstead* (Milepost 7.0) to *Lytile, Ohio* (Milepost 16.0), a distance of 9.0 miles, in Montgomery and Warner Counties, Ohio. This is an industrial line which runs southwest from Dayton. Its connections, the Lytle Running track to Clement and the northern extension of the Industrial track to Dayton are both under study in this Report. Penn Central has filed a petition to abandon the segment of this line between Centerville (Milepost 11.0) and Lytle. No action has been taken on the application. This line was described as potentially excess in the U.S. DOT Report (see Zones 106 and 108).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lytile	89
Centerville	659
Total carloads generated by the line.....	748

Average carloads per week.....	14.4
Average carloads per mile.....	83.1
Average carloads per train.....	7.5
1973 operating information:	
Number of round trips per year.....	100
Estimate time per round trip (hours).....	3
Locomotive horsepower.....	1,500
Train crew size.....	5

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" indicated that the largest employer in the city of Centerville, Ohio, McMillan-Bloedel, Inc., depended on the Penn Central for the shipment of raw materials. This firm received over 600 carload shipments in 1973. This company projects a rail service increase to 920 cars. Smokey Lumber Co. and Snyder Concrete Products Co. state that shipping their commodities by truck would not be feasible. Additional tonnage on this line is expected because of the expansion of the Smokey Lumber Co.

Information for Line Retention Decision

Revenue received by Pc.....	\$160,972
Average revenue per carload.....	\$215
Variable (avoidable cost of continued service):	
Cost incurred on the branch line.....	98,070
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost) ..	20,868
Cost incurred beyond the branch line.....	104,164
Total variable (avoidable) cost.....	223,102
Net contribution (loss) : total.....	(62,130)
Average per carload.....	(83)

This line would require upgrading to meet the requirement of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum of operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 4,500 crossties (an average of 500 crossties per mile). A representative of Centerville stated that 400 acres have been set aside for a new industrial complex which will generate approximately 24,000 carloads per year.

Preliminary Recommendation

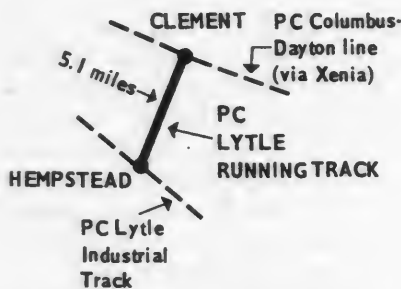
Although the preliminary recommendation is that this portion of the Lytle Industrial Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy.

Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$62,130 or \$83 per carload. Recovery of costs would require approximately a 110 per cent increase in traffic or a 40 per cent rate increase over the 1973 levels.

LYTLE RUNNING TRACK

USRA Line No. 529

Penn Central



The Lytle Running Track, formerly part of the Pennsylvania RR, extends from *Clement* (Milepost 0.0) to *Hempstead, Ohio* (Milepost 5.1), a distance of 5.1 miles, in Montgomery County, Ohio. This line connects with the PC Columbus-Dayton line at Clement. It connects with the PC Lytle Industry Track at Hempstead, also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 108).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Clement	0
Hempstead	0
Shaker Crossing	1,398
Dayton ¹	58

Total Carloads Generated by the Line:.....	1,456
Average carloads per week.....	28.0
Average carloads per mile.....	28.5
Average carloads per train.....	5.8

1973 operating information:	
Number of round trips per year.....	250
Estimated time per round trip, hours.....	4
Locomotive horsepower.....	1,750
Train crew size.....	5

¹ Includes only traffic on this segment.

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" indicated that Top Value Company would have to alter their dock facility to handle additional trucks. They also re-

ported that this particular line has recently been modernized by the PC. Traffic profile shows that Delco Products shipped and received 1,431 carloads in 1973.

Information for Line Retention Decision

Revenue received by PC.....	\$901,679
Average revenue per carload.....	\$619
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	149,220
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	12,658
Cost Incurred Beyond the Branch Line.....	405,918
<hr/>	
Total Variable (Avoidable) Cost.....	587,796
<hr/>	
Net contribution (loss): total.....	333,883
Average per carload.....	229

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 2,752 crossties (an average of 540 crossties per mile).

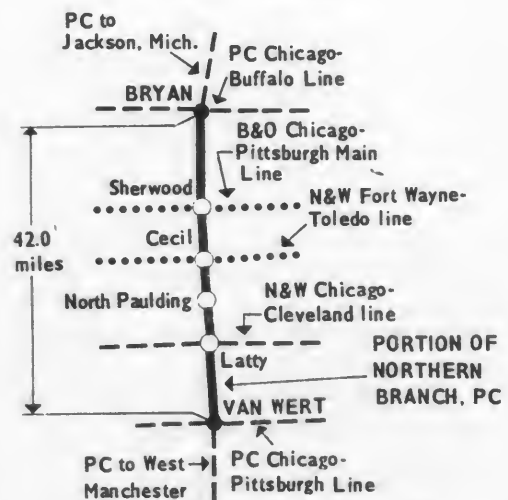
Recommendation

It is recommended that the Lytle Running Track be included in the ConRail System.

PORTION OF NORTHERN BRANCH

USRA Line No. 531/531a/532

Penn Central



This portion of the Northern Branch, formerly part of the New York Central RR, extends from *Bryan* (Milepost 60.0) to *Van Wert, Ohio* (Milepost 102.0),

a distance of 42.0 miles, in Williams, Defiance, Paulding and Van Wert Counties, Ohio. This line is part of PC's through line between West Manchester, Ohio and Jackson, Mich.; both the northern and southern continuations of this line are under study in this Report. Three lines cross this segment of the Northern Branch. The PC Chicago-Buffalo Line at Bryan, the B&O Chicago-Pittsburgh Main Line at Sherwood, the N&W Fort Wayne-Toledo Line at Cecil and their Chicago-Cleveland Line at Latty, and the PC Chicago-Pittsburgh Line at Van Wert. Penn Central has filed a petition to abandon the segment of this line between north Paulding and Bryan, ICC Docket AB-5, Sub 112, 113, USRA Docket 75-34. Parts of this line were described as potentially excess in the U.S. DOT Report (see Zones 111 and 114).

Traffic and Operating Information

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

Ney	35
N. Paulding	739
Sherwood	98
Cecil	2
Paulding	373
Latty	0
Haviland	35
Scott	145
Cavett	2
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Total carloads generated by the line.....	1,429
Average carloads per week.....	27.5
Average carloads per mile.....	34.0
Average carloads per train.....	4.8

1973 operating information:

Number of round trips per year.....	300
Estimated time per round trip (hours).....	11.0
Locomotive horsepower.....	1,750
Train crew size.....	5

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" indicated that the Scott Equity Exchange Company testified it was unable to secure the desired number of rail cars and that it had to wait two months to receive some cars. This company also reported that 2,395 cars have been moving northbound over the past three years from Van Wert to Bryan. Defiance Landmark, Inc. (letter from R. L. Cline) stated that the poor service rendered by Penn Central forced them to use motor carriers, thus raising the grain prices. General Portland, Inc., a Delaware Corporation (cement manufacturers), anticipated 350 carloads for 1974 over the trackage between Bryan and North Paulding. This company was scheduled to receive 1,250 carloads per year (letter from W. W. Marten).

Information for Line Retention Decision

Revenue received by PC.....	\$568,192
Average revenue per carload.....	\$398
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	526,541
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost)	52,695
Cost incurred beyond the branch line.....	285,433
<hr/>	
Total variable (avoidable) cost.....	864,669
<hr/>	
Net contribution (loss): total.....	(296,477)
Average per carload.....	(207)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 6,480 crossties (an average of 154 crossties per mile).

Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Northern Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$296,477 or \$207 per carload. Recovery of costs would require approximately a 105 percent increase in traffic or a 50 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will *not* make the line viable.

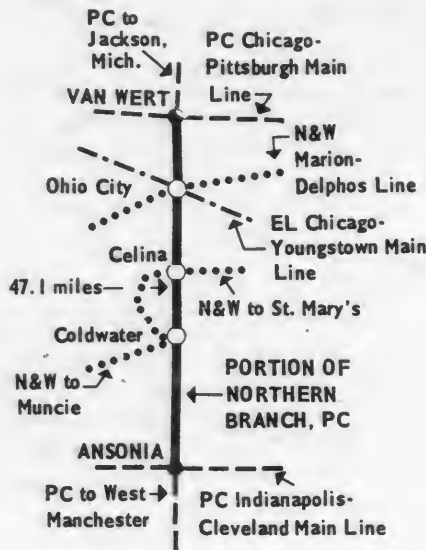
PORTION OF NORTHERN BRANCH

USRA Line No. 533/534/534A/535

Penn Central

This portion of the Northern Branch, formerly part of the New York Central RR, extends from Van Wert (Milepost 104.2) to Ansonia, Ohio (Milepost 151.3), a distance of 47.1 miles, in Van Wert, Mercer and Darke Counties, Ohio. Five east-west lines cross this portion of the Northern Branch. They are the PC Chicago-Pittsburgh line at Van Wert, the N&W Marion-Delphos line and the EL main line at Ohio City, the N&W Muncie-St. Mary's line, which runs along the Northern Branch between Celina and Coldwater, and at Ansonia the PC Indianapolis-Cleveland main line. Both the

southern extension of this line (to West Manchester) and the northern extension (to Jackson, Mich.) are also under study in this Report. This line, except that por-



tion between Coldwater and Celina, was described as potentially excess in the U.S. DOT Report (see Zones 111 and 110).

Traffic and Operating Information

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

Ohio City.....	55
Rockford.....	202
Tama.....	0
Celina.....	893
Coldwater.....	137
St. Henry.....	479
Gilberts.....	13
New Weston.....	9
Rosburg.....	9
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Total carloads generated by the line.....	1,797
Average carloads per week.....	34.6
Average carloads per mile.....	38.2
Average carloads per train.....	6.0
1973 operating information:	
Number of round trips per year.....	300
Estimated time per round trip, hours.....	10
Locomotive horsepower.....	1,750
Train crew size.....	5

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" indicated that St. Henry Tile Co. estimated 420 carloads in 1973 and stated if rail service is lost, the firm will be forced to

close. Pet, Inc., estimated 380 carloads in 1973. Mercer Landmark, located in Rockford, estimated 180 carloads in 1973 and stated a switch to motor carrier would increase its transportation cost between \$100,000 and \$200,000.

Information for Line Retention Decision

Revenue received by PC.....	\$419,842
Average revenue per carload.....	\$234
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Variable (Avoidable) Cost of Continued Service:	
Cost Incurred on the Branch Line.....	547,842
Cost of Upgrading Branch Line to FRA Class I: (1/10 of Total Upgrading Cost).....	99,874
Cost Incurred Beyond the Branch Line.....	243,200
<hr/>	
Total Variable (Avoidable) Cost.....	890,916
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Net contribution (loss): total.....	(471,074)
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 mph). Based on available information, this upgrading would include the replacement of a total of 17,904 crossties (an average of 380 crossties per mile).

Preliminary Recommendation

It is *not* recommended that this portion of the Northern Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$471,074 or \$262 per carload. Recovery of costs would require approximately a 265 per cent increase in traffic or a 110 per cent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

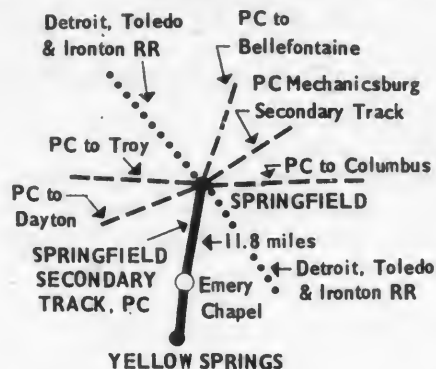
SPRINGFIELD SECONDARY TRACK

USRA Line No. 536/537

Penn Central

The Springfield Secondary Track, formerly part of the Pennsylvania RR, extends from *Yellow Springs* (Milepost 7.5) to *Springfield* (Milepost 19.3), a distance of 11.8 miles, in Clark and Greene Counties, Ohio. At Springfield, this line has connection possibilities with seven lines; the PC to Dayton and Troy (the

latter also under study in this Report), the Detroit, Toledo & Ironton RR Main Line north or south, the PC line to Detroit, the PC Mechanicsburg Secondary Track and the PC line to Columbus (also under study in this Report). Penn Central has filed a petition to abandon the segment of this line between Emery Chapel



(Milepost 14.7) and Yellow Springs, ICC Docket No. AB-5, Sub. 153.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Yellow Springs.....	294
Emery Chapel.....	182
Springfield ¹	15
<hr/>	
Total carloads generated by the line.....	491
Average carloads per week.....	9.4
Average carloads per mile.....	41.6
Average carloads per train.....	2.2
1973 operating information:	
Number of round trips per year.....	220
Estimated time per round trip (hours).....	5
Locomotive horsepower.....	1,000
Train crew size.....	5

¹ Includes only traffic on segment.

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," indicates that abandonment of this line would not only have adverse effect on the whole area, but would also be detrimental to the proposed construction of a multimillion dollar cargo facility at Springfield airport. P. K. Yellow Springs, Inc. states that changing to motor carriers would triple its freight bill. Morris Bean & Company states that it would have to terminate 465 jobs as a result of abandonment. The Devine Seed Company would have shipped two to three times as many carloads as it did in 1973, if service were acceptable.

Information for Line Retention Decision

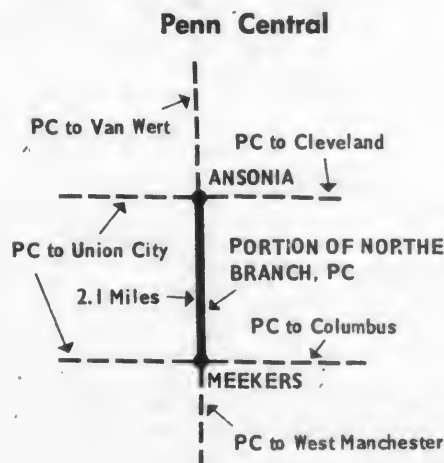
Revenue received by PC.....	\$122,069
Average revenue per carload.....	\$249
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	153,497
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	29,060
Cost incurred beyond the branch line.....	74,875
Total variable (avoidable) cost.....	257,432
<hr/>	
Net contribution (loss): total.....	(135,363)
Average per carload.....	(276)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 5,283 cross-ties (an average of 448 cross-ties per mile).

Preliminary Recommendation

It is *not* recommended that the Springfield Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$135,363 or \$276 per carload. Recovery of costs would require approximately a three-fold increase in traffic or a 110 percent rate increase over the 1973 levels. While costs may be lowered by reducing frequency, this alone will not make the line viable.

PORTION OF THE NORTHERN BRANCH USRA Line No. 538



This portion of the Northern Branch, formerly part of the Pennsylvania RR, extends from Ansonia (Mile-

post 152.0) to *Meekers, Ohio* (Milepost 154.1), a distance of 2.1 miles, in Darke County, Ohio. A continuation of this line extends northward from Ansonia to Van Wert and southward from Meekers to West Manchester, both of which are under study in this Report. This line connects with the Penn Central line Indianapolis-Cleveland at Ansonia. It also connects with the Penn Central Chicago-Columbia line at West Manchester. A portion of this line was described as potentially excess in the U.S. DOT Report (see Zone 110).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

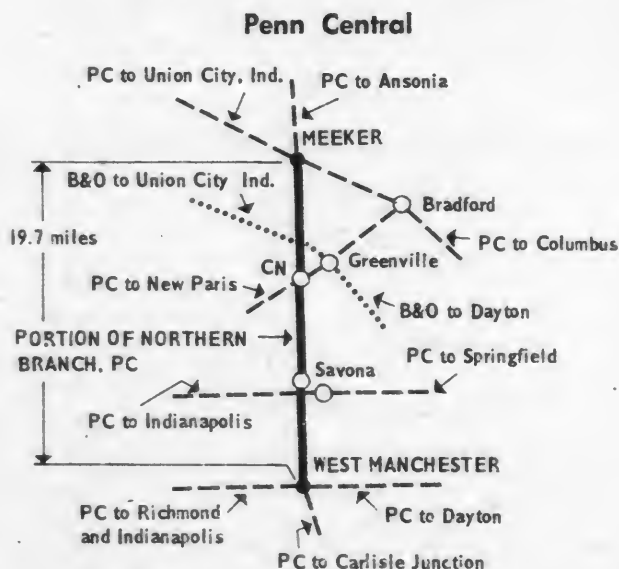
This line does not directly serve any shippers.

Preliminary Recommendation

It is *not* recommended that this portion of the Northern Branch be included in the ConRail System.

PORTION OF THE NORTHERN BRANCH

USRA Line No. 539/540/553a



This portion of the Northern Branch, formerly part of the Pennsylvania RR, extends from *Meekers* (Milepost 154.1) to *West Manchester, Ohio* (Milepost 173.8), a distance of 19.7 miles, in Darke and Preble Counties, Ohio. A continuation of this line extends northward to Ansonia and southward to Carlisle, both of which are

also under study in this Report. This line connects with the PC line Chicago-Columbus at Meekers and with the B&O Main Line Indianapolis-Dayton at Greenville. It also connects with the PC to New Paris at Greenville and with the PC St. Louis-Pittsburgh line at West Manchester, both of which are under study in this Report. Portions of this line were described as potentially excess in the U.S. DOT Report (see Zones 108 and 110).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Service Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

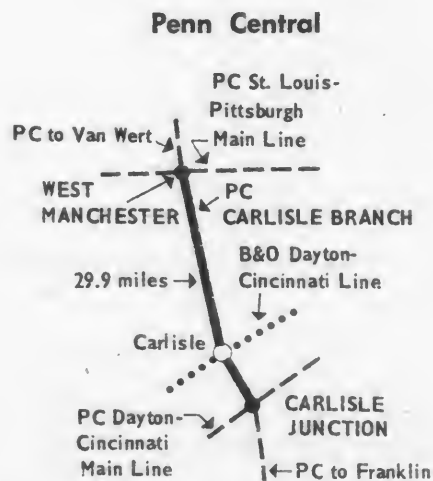
This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

Recommendation

It is recommended that this portion of the Northern Branch be included in the ConRail System.

CARLISLE BRANCH

USRA Line No. 541



The Carlisle Branch, formerly part of the New York Central RR, extends from *West Manchester* (Milepost 174.0) to *Carlisle Junction, Ohio* (Milepost 203.9), a distance of 29.9 miles, in Preble, Montgomery and Warren Counties, Ohio. This line connects PC's St. Louis-Pittsburgh Line at West Manchester and with its Dayton-Cincinnati Line and a spur to Franklin at Carlisle Junction. It is an extension of the Penn Central Northern Branch which runs from West Manchester north

to Van Wert and Jackson, Mich. The Northern Branch is also under study in this report. The B&O Dayton-Cincinnati Line crosses at Carlisle. Except for a small portion near Carlisle Junction, this line was described as potentially excess in the U.S. DOT Report (see Zones 108 and 106).

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" indicated that expansions by several plants might increase rail service on this line. Lewisburg Container Corp. (M.P. 179.5) expects to expand its plant so that carloads will climb to 1,095 in future years versus 1973 traffic of 104 carloads. In Germantown, the Duppes Company expects its heavy machine shipments to climb from 29 in 1973 to 80 carloads in future years. Without rail service, the Duppe facility may close, resulting in the termination of 200 jobs, and the loss of \$2.2 million in personal income and \$205,000 in tax revenues. The Ohio Underground Warehouse Corp. was planning to open a cold-storage facility at Lewisburg in September of 1974. According to their testimony, they project future shipments of 1,200 to 6,000 carloads per year. USRA staff has learned that the proposed underground warehouse is a project proposed by C. Schaefer. The project would use a 400-plus acre limestone quarry as the warehouse structure in a manner similar to one developed on the Burlington Northern near Quincy, Ill. The project has not been started yet and is complicated by the existence of a 2.5 per cent grade and 15 degree curve near the entrance to the quarry. Penn Central has suggested that Mr. Schaefer purchase a small switch engine and bring his cars two miles back to Lewisburg. No activity is under way at this time for development of the project.

Information for Line Retention Decision

This line is required for through freight service; therefore, local rail service will be provided to all shippers located on the line.

Recommendation

It is recommended that the Carlisle Branch be included in the ConRail System.

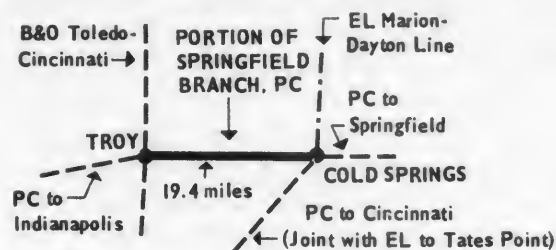
PORTION OF SPRINGFIELD BRANCH

USRA Line No. 549

Penn Central

This portion of the Springfield Branch, formerly part of the New York Central RR, extends from *Cold Springs* (Milepost 5.9) to *Troy, Ohio* (Milepost 25.3), a distance of 19.4 miles, in Miami and Clark Counties,

Ohio. This line is part of the old New York Central Line between Springfield and Indianapolis, which is under study in this Report west of Cold Springs. This



segment is crossed at Troy by the B&O's Toledo-Cincinnati line. At Cold Springs, it connects with the EL's Marion-Dayton line and the PC Cleveland-to-Cincinnati line. This line was described as potentially excess in the U.S. DOT Report (see Zones 108 and 109).

Traffic and Operating Information

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

Donnsville	0
New Carlisle.....	110
Brown	0
Grayson	28
Miami Siding.....	0
Troy ¹	114
Total carloads generated by the line.....	252
Average carloads per week.....	4.8
Average carloads per mile.....	13.0
Average carloads per train.....	2.4

1973 Operating Information:

Number of round trips per year.....	104
Estimated time per round trip, hours.....	8.0
Locomotive horsepower.....	1500
Train crew size.....	5

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$83,187
Average revenue per carload.....	\$330

Variable (avoidable) cost of continued Service:

Cost incurred on the branch line.....	178,074
Cost of upgrading branch line to FRA	
Class I (1/10 of total Upgrading cost)...	48,807
Cost incurred beyond the branch line...	55,650

Total variable (avoidable) cost..... 282,531

Net contribution (loss): total.....	(199,344)
Average per carload.....	(791)

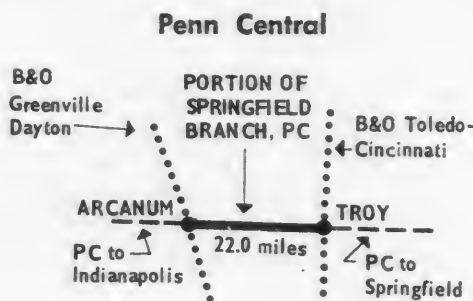
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 10,476 crossties (an average of 540 crossties per mile). Penn Central Industrial Development Dept. has informed USRA that discussions have been held with a firm for a new 58 acre facility at Troy, Ohio. However, there are no commitments and no estimates of future traffic.

Preliminary Recommendation

It is *not* recommended that this portion of the Springfield Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$199,344 or \$791 per carload. Recovery of costs would require approximately a seven-fold increase in traffic or a 315 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

PORTION OF SPRINGFIELD BRANCH

USRA Line No. 551



This portion of the Springfield Branch, formerly part of the New York Central RR, extends from Troy (Milepost 25.3), to Arcanum (Milepost 47.3) a distance of 22.0 miles, in Miami and Darke Counties, Ohio. This line is a segment of the old New York Central line from Springfield to Indianapolis, which is under study in this Report. B&O lines cross this segment at its end-points; the Indianapolis-Dayton line at Arcanum and the Toledo-Cincinnati line at Troy. This line was described as potentially excess in the U.S. DOT Report (see Zones 108 and 110).

Traffic and Operating Information

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

Troy ¹	1,607
Kessler	1
Ludlow Falls	24
Laura	2
Pittsburg	60
Arcanum	480
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Total carloads generated by the line	2,174
Average carloads per week	41.8
Average carloads per mile	98.8
Average carloads per train	9.1
1973 operating information:	
Number of round trips per year	240
Estimated time per round trip, hours	4.0
Locomotive horsepower	1,500
Train crew size	5

¹ Includes only traffic on segment.

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" indicated that the Troy Industrial Park Development depends upon Rail service according to its developer, Forrest Archer. Huntsman Container Corp., also of Troy, which handled 132 cars in 1973 said that loss of rail service would close their plant and 290 jobs would be lost. They plan a 50 percent expansion which will involve more rail service (amount not specified).

Information for Line Retention Decision

Revenue received by PC	\$920,545
Average revenue per carload	\$423
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	261,933
Cost of upgrading branch line to FRA class	
I: (1/10 of total upgrading cost)	58,202
Cost incurred beyond the branch line	537,617
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Total variable (avoidable) cost	857,752
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Net contribution (loss): total	62,793
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 mph). Based on available information, this upgrading would include the replacement of a total of 12,300 crossties (an average of 559 crossties per mile).

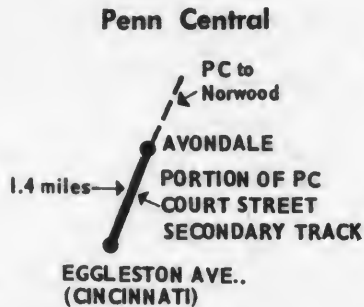
Although this line generated a net contribution, it is served via USRA Segment 549 which generated a loss amounting to \$199,344.

Preliminary Recommendation

It is *not* recommended that this portion of the Springfield Branch be included in the ConRail System.

PORTION OF COURT STREET SECONDARY TRACK

USRA Line No. 558



This portion of the Court Street Secondary Track, formerly part of the Pennsylvania RR, extends from *Avondale* (Milepost 54.3), to *Eggleston Ave.* (Cincinnati), Ohio (Milepost 55.7), a distance of *1.4 miles*, in Hamilton County, Ohio. This line is an industrial track serving part of the east side of the city of Cincinnati. The track ends at Eggleston Avenue; northward the line continues to PC's McCullough Yard. This line was not described as potentially excess in the U.S. DOT Report (see Zone 106).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cincinnati ¹	257
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Total carloads generated by the line	257
Average carloads per week	4.9
Average carloads per mile	183.6
Average carloads per train	2.5
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	1.5
Locomotive horsepower	1,200
Train crew size	5

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning the line was 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." Information received by USRA is that Elsinore Warehouse on this line receives 400 carloads per year and leases its building from the

Penn Central. The railroad receives \$30,000 a year in rent in addition to freight charges.

Information for Line Retention Decision

Revenue received by PC	\$103,577
Average revenue per carload	\$403
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	27,287
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	4,021
Cost incurred beyond the branch line	62,705
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Total variable (avoidable) cost	93,993
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Net contribution (loss) total	9,584
Average per carload	37

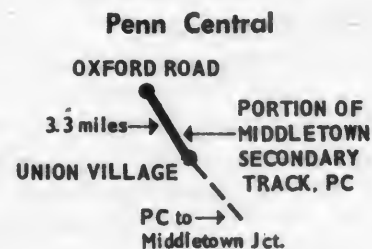
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 700 crossties (an average of 500 crossties per mile).

Recommendation

It is recommended that service to shippers on this portion of the Court Street Secondary Track be provided by the ConRail System.

PORTION OF MIDDLETOWN SECONDARY TRACK

USRA Line No. 560



This portion of the Middletown Secondary Track, formerly part of the Pennsylvania RR, extends from *Oxford State Street* (Milepost 3.7), to *Union Village, Ohio* (Milepost 7.0), a distance of *3.3 miles*, in Butler and Warren Counties, Ohio. This segment is the remaining stub end of the old PRR line to Middletown; it continues southeastward to Hageman and Middletown Junction. The Oxford Street-Middletown portion has been abandoned. This line was not described as potentially excess in the U.S. DOT Report (see Zones 106 and 107).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Union Village.....	5
Monroe.....	283
<hr/>	
Total carloads generated by the line.....	288
Average carloads per week.....	5.5
Average carloads per mile.....	87.3
Average carloads per train.....	2.8
1973 operating information:	
Number of round trips per year.....	104
Estimated time per round trip (hours).....	8.0
Locomotive horsepower.....	1,500
Train crew size.....	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

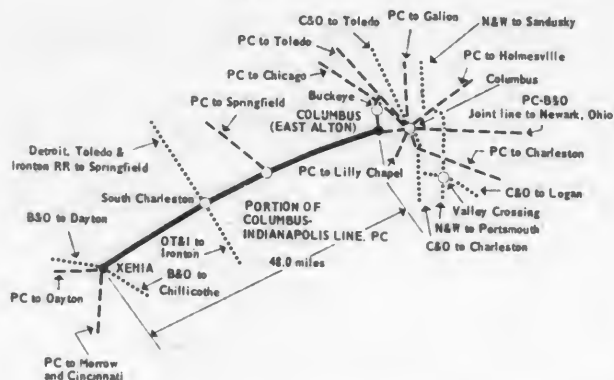
Information for Line Retention Decision

Revenue received by PC.....	\$68,988
<hr/>	
Average revenue per carload.....	\$240
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	81,290
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	15,264
Cost incurred beyond the branch line.....	49,581
<hr/>	
Total variable (avoidable) cost.....	146,135
<hr/>	
Net contribution (loss): Total.....	(77,147)
Average per carload.....	(268)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,980 crossties (an average of 600 crossties per mile).

Preliminary Recommendation

It is *not* recommended that this portion of the Middletown Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$77,147 or \$268 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 110 percent rate increase over the 1973 levels.

PORTION OF COLUMBUS-INDIANAPOLIS LINE**USRA Line No. 561****Penn Central**

This portion of the Columbus-Indianapolis line, formerly part of the Pennsylvania RR, extends from Columbus (Milepost 6.7), to Xenia, Ohio (Milepost 54.7), a distance of 48.0 miles, in Franklin, Madison, Greene and Clark Counties, Ohio. This line connects with the PC line to Dayton and the Dayton & Chillicothe Branch of the B&O at Xenia. It also connects with the DT&I Main Line from Detroit to Ironton. At Columbus this line connects with the B&O's Columbus-Athens Branch, the B&O Columbus-Pomeroy Branch and the B&O Pittsburgh-Cincinnati Line. Parts of this line were described as potentially excess in the U.S. DOT Report (see Zones 103, 108, 109, and 110).

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" indicated that the Greene Landmark firm, located in Xenia would suffer a 5¢ to 10¢ per bushel increase in transport costs. The Purex Corp. of London, would have to receive its rail service via a circuitous 56 mile re-route. Alpha Omega Corp. of London indicated that abandonment would affect their industrial park program. Clark Landmark reported plans for a \$300,000 expansion program at S. Charleston. Purex Corp. said that they were planning to triple their current capabilities.

USRA staff received correspondence from William Wilson of Landmark, Inc., describing Clark Landmark's expansion plans for S. Charleston, Ohio. The firm will increase its rail traffic by at least 500 cars per year.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

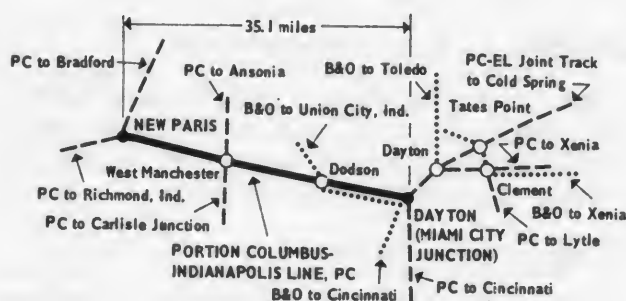
Recommendation

It is recommended that this portion of the Columbus to Indianapolis line be included in the ConRail System.

PORTION OF COLUMBUS-INDIANAPOLIS LINE

USRA Line No. 562

Penn Central



This portion of the Columbus-Indianapolis Line, formerly part of the Pennsylvania RR, extends from Dayton (Milepost 16.6) to New Paris, Ohio (Milepost 51.7), a distance of 35.1 miles, in Montgomery and Preble Counties, Ohio. This line segment is part of the through line between Columbus and Indianapolis. It connects with the Penn Central Richmond Branch and Newman Secondary at New Paris and the Northern and Carlisle Branches at West Manchester, all of which are also under study. This line was described as potentially excess in the U.S. DOT Report (see Zone 108).

Traffic and Operating Information

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

Trotwood	9
Brookville	264
Dodson	0
Eldorado	27
Dayton ¹	2,178
Total carloads generated by the line	2,478
Average carloads per week	47.7
Average carloads per mile	70.6
Average carloads per train	12.4
1973 operating information:	
Number of round trips per year	200
Estimated time per round trip (hours)	10
Locomotive horsepower	1,750
Train crew size	5

¹ Includes only traffic on segment.

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" indicated that a shipper claimed its freight bill would go up 300 to 400 percent if trucks were used. This would represent a \$100,000 increase. A tire company anticipates a 52 percent increase in the switch from rail freight to truck freight. A lumber firm anticipates costs increasing from \$42.25 to \$64.10 per thousand-board-feet because of additional transportation costs. Industrial expansion has developed in the area and part of the reason for this growth is attributed to the availability of rail service.

Information for Line Retention Decision

Revenue received by PC	\$768,478
Average revenue per carload	\$310
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	401,101
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	206,455
Total variable (avoidable) cost	697,556
Net contribution (loss): Total	70,922
Average per carload	29

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.).

Recommendation

It is recommended that this portion of the Columbus to Indianapolis line be included in the ConRail System.

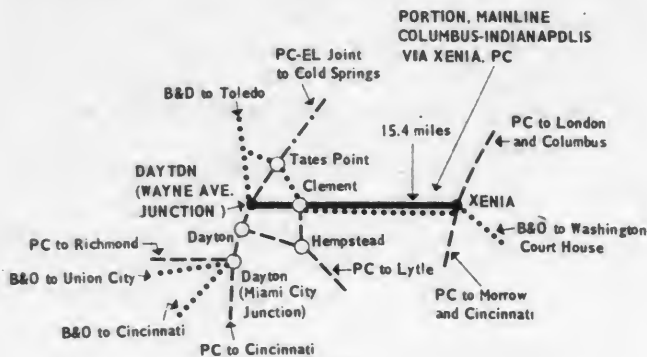
PORTION OF COLUMBUS TO INDIANAPOLIS LINE

USRA Line No. 639

Penn Central

This portion of the Columbus to Indianapolis line, formerly part of the Pennsylvania RR, extends from Xenia (Milepost 0.0) to Dayton (Milepost 15.4), a distance of 15.4 miles, in Greene and Montgomery Counties, Ohio. This line, Columbus to Indianapolis via Xenia, connects with the PC line, Xenia to Cincinnati, at Xenia, and the PC Cincinnati-Columbus line via Dayton at Dayton. It connects with the B&O at Dayton and Xenia. It connects with the Lytle Branch of PC,

under study in this Report. It also connects at Dayton with the EL line to Springfield. This line was not described as potentially excess in the U.S. DOT Report (see Zone 108).



Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

Recommendation

It is recommended that this portion of the Columbus to Indianapolis line be included in the ConRail System.

Ohio. This portion of the Western Branch is used primarily for overhead traffic between Columbus and Charleston, W. Va. There are connections to other PC lines as illustrated, but the physical connection to the B&O at Junction City has been removed. This line was described as potentially excess in the US DOT Report (see Zone 102).

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" by Peabody Coal indicated that circuitous routing and higher costs would result if this line was abandoned.

Information for Line Retention Decision

This line serves no shippers directly but is used to serve segments 496/496a. The preliminary recommendation for both of these segments is that they not be included in the ConRail System.

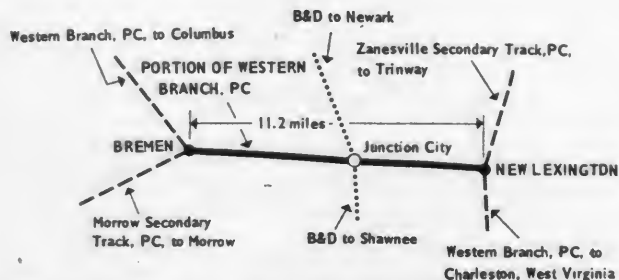
Preliminary Recommendation

It is *not* recommended that this portion of the Western Branch be included in the ConRail System.

WESTERN BRANCH

USRA Line No. 640

Penn Central

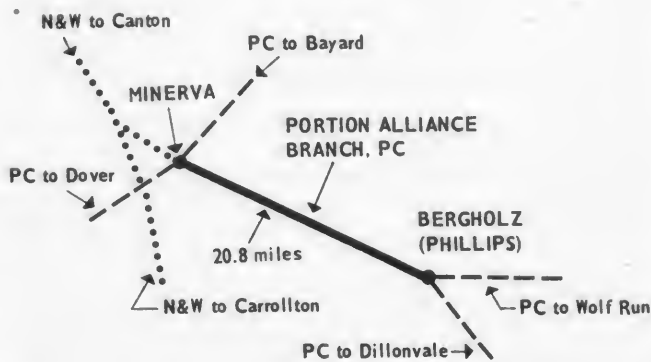


This portion of the Western Branch, formerly part of the Pennsylvania RR, extends from Bremen (Milepost 173.8) to New Lexington (Milepost 185.0), a distance of 11.2 miles, in Fairfield and Perry Counties,

PORTION OF ALLIANCE BRANCH

USRA Line No. 641

Penn Central



This portion of the Alliance Branch, formerly part of the New York Central RR, extends from Minerva (Milepost 41.7) to Bergholz (Milepost 62.5), a distance of 20.8 miles, in Carroll and Jefferson Counties, Ohio. This portion of the Alliance Branch connects with the Tuscarawas Secondary Track at Minerva. The line continues beyond Bergholz to cross the Columbus-Pitts-

burgh line at Unionport. The line continues on down to Piney Fork. There is also a connection at Minerva with the Norfolk & Western. This line was described as potentially excess in the U.S. DOT Report (see Zones 96, 97, and 98).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Jensie	7,405
Messmer	0
Mechanicatown	0
Bergholz	342

Total carloads generated by the line.....	7,747
Average carloads per week.....	149.0
Average carloads per mile.....	372.5
Average carloads per train.....	15.5

1978 operating information:

Number of round trips per year.....	500
Estimated time per round trip (hours).....	9
Locomotive horsepower.....	3,000
Train crew size.....	5

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" indicated heavy coal concentration along this line. Closure of mines would result in 1.5-2 million tons of lost production. The U.S. Appalachia Regional Commission has a \$25 million commitment to this area.

Information for Line Retention Decision

Revenue received by PC.....	\$1,499,888
Average revenue per carload.....	\$194

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	581,661
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	526,951

Total variable (avoidable) cost..... 1,108,612

Net contribution (loss): total.....	391,276
Average per carload.....	51

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). An evaluation of coal reserves by USRA staff confirms there is an active loading facility on this line. This line is also

currently used as a high volume through-route for coal shipments.

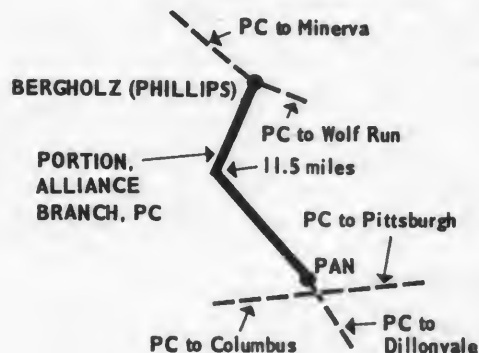
Recommendation

It is recommended that this portion of the Alliance Branch be included in the ConRail System.

PORTION OF THE ALLIANCE BRANCH

USRA Line No. 641a

Penn Central



This portion of the Alliance Branch, formerly part of the New York Central RR, extends from *Bergholz* (Milepost 62.5) to *Pan* (Milepost 74.0), a distance of 11.5 miles, in Jefferson and Harrison Counties, Ohio. The line extends north from Bergholz and south from Pan. This line was described as potentially excess in the U.S. DOT Report (see Zones 97 and 98).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Amsterdam	16
Total carloads generated by the line.....	16
Average carloads per week.....	0.3
Average carloads per mile.....	1.4
Average carloads per train.....	0.5
1973 operating information:	
Number of round trips per year.....	32
Estimated time per round trip (hours).....	2
Locomotive horsepower.....	1,500
Train crew size.....	5

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" indicates that the Amsterdam Supply Co. estimated it shipped 25 carloads in 1973.

Information for Line Retention Decision

Revenue received by PC.....	\$4,190
Average revenue per carload.....	\$262
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	77,805
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	3,357
<hr/>	
Total variable (avoidance) cost.....	81,162
<hr/>	
Net contribution (loss): total.....	(76,963)
Average per carload.....	(4,810)

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 mph). An evaluation of coal reserves by USRA and PC staff indicates that this line is currently used as a through-route for coal shipments which have no alternative route. All shippers served by this line will continue to have service.

Recommendation

It is recommended that this portion of the Alliance Branch be included in the ConRail System.

is operated as paired track with the Baltimore & Ohio Railroad. PC owns the Northbound track and B&O the Southbound, with expenses divided on a per car basis. The operation is under B&O rules and regulations. This line was not described as potentially excess in the U.S. DOT Report. (See Zones 95 and 96.)

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

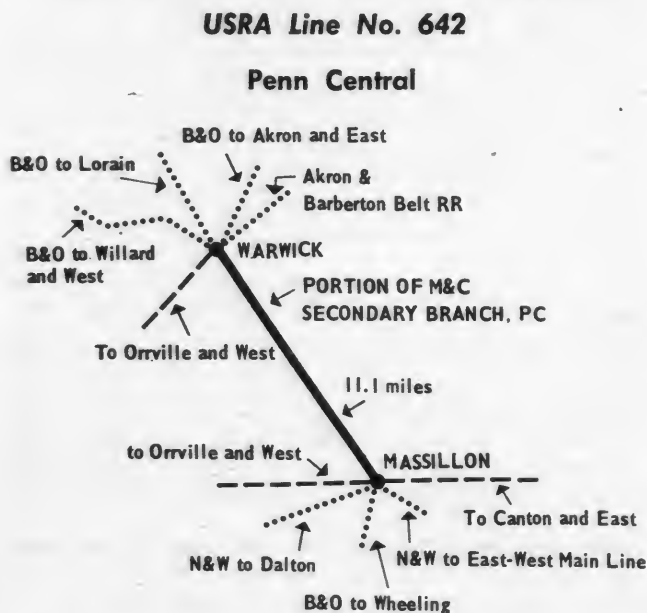
Information for Line Retention Decision

This line is used for through coal traffic.

Recommendation

It is recommended that the M&C Secondary Track be included in the ConRail System.

M&C SECONDARY TRACK, M&C BRANCH



The M&C Secondary Track, formerly part of the Pennsylvania RR, extends from Massillon (Milepost 0.0), to Warwick (Milepost 11.1), a distance of 11.1 miles, in Summit and Stark Counties, Ohio. From East Gravel (2 miles from Massillon) to Warwick, this line

PORTION OF NORWALK BRANCH

USRA Line No. 643



This portion of the Norwalk Branch, formerly part of the New York Central RR, extends from Fremont Milepost 269.0) to Millbury Junction, Ohio. (Milepost 287.3), a distance of 18.3 miles, in Sandusky, Ottawa and Wood Counties, Ohio. Continuations of this line extend westward from Millbury Junction and eastward from Fremont. A portion of the latter extension is also under study in this Report. Connections include: the Norfolk & Western to Lima at Fremont and at Millbury Junction the PC Chicago-to-Buffalo line. This line, except for the portion from Genoa to Millbury Junction, was described as potentially excess in the U.S. DOT Report (see Zones 100 and 113).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lindsey	183
Elmore	116
Genoa	3,087
<hr/>	
Total carloads generated by the line.....	3,366
Average carloads per week.....	64.7
Average carloads per mile.....	183.9
Average carloads per train.....	13.0
1973 operating information:	
Number of round trips per year.....	260
Estimated time per round trip (hours).....	11.5
Locomotive horsepower.....	1,500
Train crew size.....	4

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" indicated that Farmer's Mercantile Elevator Company estimated 246 carloads in 1973. This company, located in Lindsey, reported that 3,500 and 4,000 carloads pass through Fremont yearly.

Information for Line Retention Decision

Revenue received by PC.....	\$926,466
Average revenue per carload.....	\$275
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	345,834
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	52,228
Cost incurred beyond the branch line.....	676,085
<hr/>	
Total variable (avoidable) cost.....	\$1,074,147
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Net contribution (loss): total.....	(147,681)
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 mph). Based on available information, this upgrading would include the replacement of a total of 9,910 crossties (an average of 541 crossties per mile).

Preliminary Recommendation

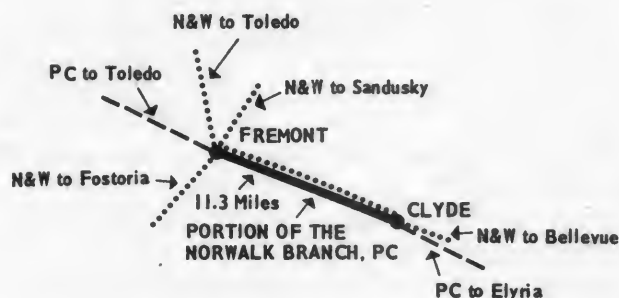
Although the preliminary recommendation is that this portion of the Norwalk Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would

require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$147,681 or \$44 per carload. Recovery of costs would require approximately a 59 percent increase in traffic or a 16 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

PORTION OF NORWALK BRANCH

USRA Line No. 643a

Penn Central



This portion of the Norwalk Branch, formerly part of the Pennsylvania RR, extends from *Clyde* (Milepost 257.7) to *Fremont, Ohio* (Milepost 269.0), a distance of 11.3 miles, in Sandusky County, Ohio. Continuations of this line extend westward from Fremont and eastward from Clyde. A portion of the former is also under study in this Report. Connections include: the Norfolk & Western to Sandusky at Fremont and the PC line to Sandusky at Clyde. This line was not described as potentially excess in the U.S. DOT Report (see Zone 100).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Clyde	1,200
Fremont	2,016
<hr/>	
Total carloads generated by the line.....	3,216
Average carloads per week.....	62
Average carloads per mile.....	285
Average carloads per train.....	10.7
1973 operating information:	
Number of round trips per year.....	300
Estimated time per round trip (hours).....	12
Locomotive horsepower.....	1,500
Train crew size.....	5

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" indicated that Woodall Industries estimated 401 carloads in 1973 and project 500 carloads. Rural Services Inc., located in Clyde, operates a 475,000 bushel grain storage facility. They state it is impossible to inspect, load, and ship such quantities of grain by any other transportation mode than rail.

Information for Line Retention Decision

Revenue received by PC.....	\$887, 616
Average revenue per carload.....	\$270

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	357, 242
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	35, 327
Cost incurred beyond the branch line.....	509, 778

Total variable (avoidable) cost..... 902, 347

Net contribution (loss) : total.....	(34, 731)
Average per carload.....	(11)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 6,074 crossties (an average of 538 crossties per mile).

This line is reached via USRA Segment 643 which generated a loss amounting to \$147,681.

Preliminary Recommendation

It is *not* recommended that this portion of the Norwalk Branch be included in the ConRail System. However, service may be provided by the Norfolk and Western.

PORTION OF TRINWAY SECONDARY TRACK

USRA Line No. 644

Penn Central

This portion of the Trinway Secondary Track, formerly part of the Pennsylvania Railroad, extends from *Trinway* (Milepost 0.3) to *Zanesville, Ohio* (Milepost 16.0), a distance of 15.7 miles, in Muskingum and Perry Counties, Ohio. This line connects with Penn Central's line (Columbus-Pittsburgh) at Trinway. It connects with other Penn Central lines under study at Crooksville (to Cincinnati and to Columbus), and at Zanesville (to Columbus). It also connects at Zanesville with the B&O line to Columbus and Wheeling, and with the N&W line to Canton. This line was described as potentially excess in the U.S. DOT Report (see Zone 103).



Traffic and Operating Information

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

Trinway	38
Dresden	0
Ellis	0
Boich Mine No. 2.....	0
Zanesville ¹	47

Total carloads generated by the line.....	85
Average carloads per week.....	1.6
Average carloads per mile.....	5.4
Average carloads per train.....	1.6
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	11.0
Locomotive horsepower.....	1, 500
Train crew size.....	5

¹ Includes only traffic on segment.

Information Provided by RSPO, Shipping, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$26, 362
Average revenue per carload.....	\$310

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	155, 465
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	29, 400
Cost incurred beyond the branch line.....	11, 023

Total variable (avoidable) cost..... 195, 888

Net contribution (loss) : Total.....	(169, 526)
Average per carload.....	(1, 994)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,595 cross-ties (an average of 356 cross-ties per mile). Although this line generates a loss, it is required to serve USRA segments 644a, 496c and 513/513a. Also, there is potential for new coal production on the line.

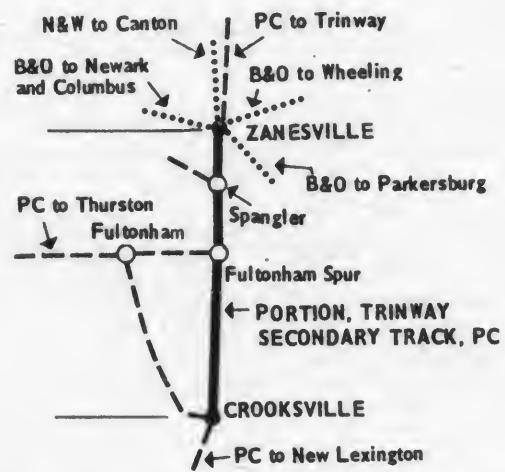
Recommendation

It is recommended that this portion of the Trinway Secondary Track be included in the ConRail System.

PORTION OF TRINWAY SECONDARY TRACK

USRA Line No. 644a

Penn Central



This portion of the Trinway Secondary Track, formerly part of the Pennsylvania RR, extends from Zanesville (Milepost 16.0) to Crooksville, Ohio (Milepost 29.0), a distance of 13.0 miles, in Muskingum and Perry Counties, Ohio. This line connects at Zanesville with Penn Central lines under study, to Trinway and to Columbus, with N&W to Canton, and B&O line to Columbus and Wheeling, W. Va. At Crooksville, this line connects with PC branches to Columbus and Cincinnati, both under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 103).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Zanesville ¹	1,389
Spangler	0
S. Zanesville.....	100
Roseville	231
<hr/>	
Total carloads generated by the line:.....	1,720
Average carloads per week.....	33.1

Average carloads per mile.....	132.3
Average carloads per train.....	11.5
1973 Operating Information:	
Number of round trips per year.....	150
Estimate time per round trip (hours).....	8
Locomotive horsepower.....	3,500
Train crew size.....	5

¹ Includes only traffic on segment.

Information Provided by RSPO, Shipping, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$606,843
Average revenue per carload.....	\$353
<hr/>	
Variable (avoidable) cost of continued services:	
Cost incurred on the branch line.....	247,605
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	23,859
Cost incurred beyond the branch line.....	318,532
<hr/>	
Total variable (avoidable) cost.....	589,996
<hr/>	
Net contribution (loss): total.....	10,847
Average per carload.....	1

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 4,633 cross-ties (an average of 356 cross-ties per mile).

Recommendation

It is recommended that this portion of the Trinway Secondary Track be included in the ConRail System.

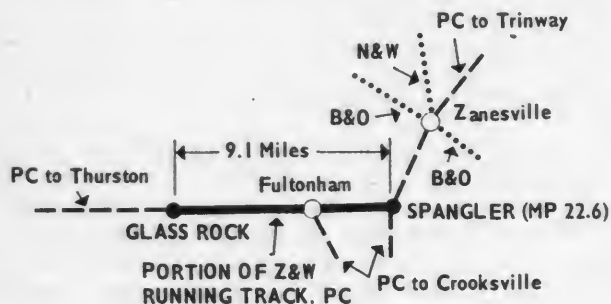
PORTION OF Z&W RUNNING TRACK

USRA Line No. 692

Penn Central

This portion of the Z&W Running Track, formerly part of the Pennsylvania RR, extends from Glass Rock (Milepost 45.6) to Spangler, Ohio (Milepost 50.2), a distance of 4.6 miles in Muskingum and Perry Counties, Ohio. This line continues to Thurston from Glass Rock and to Trinway from Spangler. It connects with the Crooksville Running Track at Fultonham and the

Zanesville Secondary Track at Milepost 22.62. It connects with the B&O at Zanesville.



Traffic and Operating Information

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

Glass Rock	1,107
Fultonham	390
<hr/>	
Total carloads generated by the line.....	1,497
Average carloads per week.....	28.8
Average carloads per mile.....	325.4
Average carloads per train.....	6.2
1973 operation information:	
Number of round trips per year.....	240
Estimated time per round trip (hours).....	8
Locomotive horsepower	3,500
Train crew size.....	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC.....	\$307,235
Average revenue per carload.....	\$205
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	205,071
Cost of upgrading branch line to FRA class	
I (1/10 of total upgrading cost).....	8,573
Cost incurred beyond the branch line.....	148,438
<hr/>	
Total variable (avoidable) cost.....	362,082
<hr/>	
Net contribution (loss): total.....	(54,847)
Average per carload.....	(37)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,672 cross-ties (an average of 363 cross-ties per mile).

Preliminary Recommendation

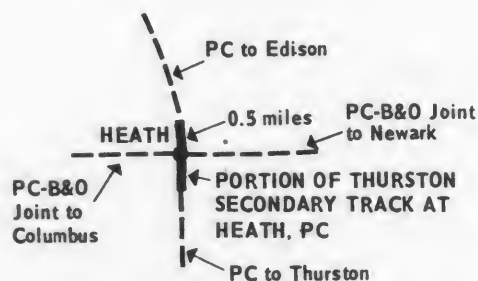
It is *not* recommended that this portion of the Z & W Running Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$54,847 or \$37 per carload. Recovery of costs would require approximately a 35 percent increase in traffic or an 18 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

Special consideration should be given to rate increases as the volume traffic density is high but the revenue per car low.

PORTION OF THURSTON SECONDARY TRACK

USRA Line No. 706

Penn Central



This portion of the Thurston Secondary Track, formerly part of the Pennsylvania RR, extends from (Milepost 133.0) to (Milepost 133.5), at Heath, Ohio, a distance of 0.5 mile, in Licking County, Ohio. A continuation of this line extends southward to Hebron from Heath, also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 102).

Traffic and Operating Information

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

Heath ¹	33
<hr/>	
Total carloads generated by the line.....	33
Average carloads per week.....	0.6
Average carloads per mile.....	66.0
Average carloads per train.....	1.3
1973 operating information:	
Number of round trips per year.....	25
Estimated time per round trip (hours).....	1.5
Locomotive horsepower.....	1,200
Train crew size.....	4

¹ Includes only traffic on segment.

Information Provided by RSPO, Shipping, Government Agencies

No specification information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$13,140
Average revenue per carload.....	\$898
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	7,303
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	1,691
Cost incurred beyond the branch line.....	4,983
<hr/>	
Total variable (avoidable) cost.....	13,977
<hr/>	
Net contribution (loss): total.....	(837)
Average per carload.....	(25)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 175 crossties (an average of 350 crossties per mile).

Although service to the entire line generates a loss, a 10 percent growth in traffic or a 6 percent rate increase would make this portion of the line financially self-sufficient.

Recommendation

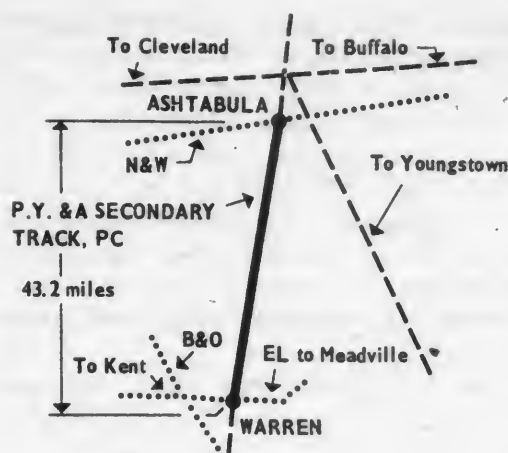
It is recommended that this portion of the Thurston Secondary Track be included in the ConRail System.

P.Y. & A SECONDARY TRACK

USRA Line No. 714

Penn Central

The P.Y. & A Secondary Track, formerly part of the Pennsylvania RR, extends from *Ashtabula* (Milepost 124.3) to *Warren, Ohio* (Milepost 81.1), a distance of 43.2 miles, in Ashtabula & Warren Counties, Ohio. Before the merger, it carried coal and ore traffic to and from Ashtabula Harbor; the traffic is now moving on the Youngstown Branch. This line was not described as potentially excess in the U.S. DOT Report (see Zone 92).



Traffic and Operating Information

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

Champion	25
Bristolville	53
Lockwood	22
E. Orwell.....	13
New Lyme.....	0
Rome	22
Rock Creek.....	90
Austinburg.....	97
Ashtabula ¹	111

Total carloads generated by the line.....	433
Average carloads per week.....	8.3
Average carloads per mile.....	10.0
Average carloads per train.....	2.9

1973 Operating information:

Number of round trips per year.....	150
Estimated time per round trip (hours).....	11.0
Locomotive horsepower.....	3,500
Train crew size.....	5

¹ Includes only traffic on segment.

Information Provided by RSPO, Shipping, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$113,199
Average revenue per carload.....	\$261
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	417,690
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	73,947
<hr/>	
Total variable (avoidable) cost.....	491,637
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Net contribution (loss): total.....	(378,438)
Average per carload.....	(874)

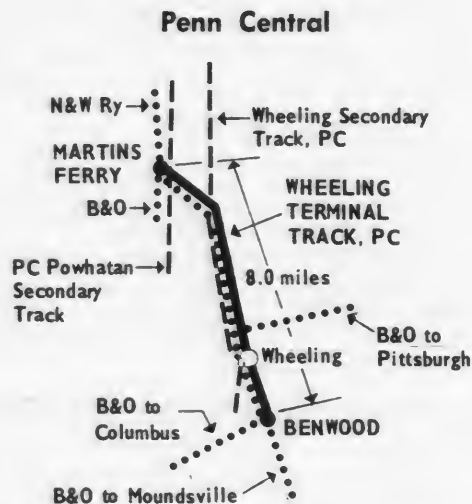
This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Preliminary Recommendation

It is *not* recommended that the P.Y.&A. Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$378,438 or \$874 per carload. Recovery of costs would require approximately a 10-fold increase in traffic or a 335 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

WHEELING TERMINAL TRACK

USRA Line No. 353



The Wheeling Terminal Track, formerly part of the Pennsylvania RR, extends from *Martin's Ferry, Ohio* (Milepost U.S. 1 & 44) to *Benwood, W. Va.* (Milepost U.S. 421 & 61), a distance of 8.0 miles, in Belmont County, Ohio and Marshall County, West Virginia. At Benwood and Wheeling, this line connects with the PC Wheeling Secondary Track, the Norfolk & Western line to Mingo Junction, Ohio, and the Baltimore & Ohio. Additionally, at Benwood it connects with the PC LaBelle Branch, and at Wheeling with the Baltimore & Ohio line running east. At Martin's Ferry, this line connects with the PC Powhatan Secondary Track; a Baltimore & Ohio Branch and the Norfolk & Western line running to Mingo Junction. The LaBelle Branch is also under study in this Report. In October 1972, the PC applied for permission to abandon this line,

Docket No. AB-5, Sub. 114 & 115. No final action has been taken by the ICC on this application. This line was not described as potentially excess in the U.S. DOT Report (see Zone 99).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Wheeling ¹	879
Benwood	2,681
<hr/>	
Total carloads generated by the line.....	3,560
Average carloads per week.....	68.5
Average carloads per mile.....	445.0
Average carloads per train.....	14.2
1973 operating information:	
Number of round trips per year.....	250
Estimated time per round trip (hours).....	2
Locomotive horsepower.....	600
Train crew size.....	5

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$772,952
Average revenue per carload.....	\$217
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	154,844
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost) ..	0
Cost incurred beyond the branch line	468,829
<hr/>	
Total variable (avoidable) cost	623,673
<hr/>	
Net contribution (loss): total	149,279
Average per carload	42

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.).

Recommendation

It is recommended that the Wheeling Terminal Track be included in the ConRail System.

PORTION OF KANAWHA SECONDARY TRACK

USRA Line No. 514a

Penn Central

This portion of the Kanawha Secondary Track, formerly part of the New York Central RR, extends

from *Hobson, Ohio* (Milepost 56.4), to *Nitro, W. Va.*, (Milepost 109.0), a distance of *52.6 miles*, in Meigs and Gallia Counties, Ohio, and Mason and Putnam Coun-



ties, W. Va. Continuations of this line extend south-eastward from Nitro and northwestward from Hobson. Connections are: the Baltimore & Ohio Huntington-Wheeling line at Point Pleasant and the Chesapeake & Ohio Columbus-to-Pomeroy line at Kanauga (from this point to Hobson Junction, the C&O owns the line and PC operates via trackage rights). Both of the continued portions are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 104, 198 and 199).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Port Pleasant.....	138
Arbuckle	6
Robertson	0
Buffalo	7
Rumer	0
Redhouse	785
McGill	1
Courtney	2
Bancroft	7
Total carloads generated by the line.....	946
Average carloads per week.....	18.2
Average carloads per mile.....	18.0
Average carloads per train.....	4.7
1973 operating information:	
Number of round trips per year.....	200
Estimated time per round trip (hours).....	12.0
Locomotive horsepower.....	2000
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Service Planning Office as reflected in their reports entitled "The Public Response to the Secretary

of Transportation's Rail Service Report" stated that Congressman Slack predicts an increase in coal production in this area. The Motor Freight Lines (238 carloads in 1973), the Putnam Fabricating Company (171 in 1973), Kanawha Manufacturing Co. and Mobay Co., all protest the abandonment of this line. Georgia Pacific, which currently receives 480 carloads, states that they expect an increase to 709 carloads in 1974. The State of West Virginia has indicated the possibility of substantial industrial development on the line.

Information for Line Retention Decision

Revenue received by PC.....	\$121,591
Average revenue per carload.....	\$129
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	439,181
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	24,377
Cost incurred beyond the branch line.....	136,086
Total variable (avoidable) cost.....	599,644
Net contribution (loss): total.....	(478,053)
Average per carload.....	(505)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 2,165 crossties (an average of 50 crossties per mile).

An evaluation of coal reserves by USRA staff has been unable to identify the existence of coal reserves capable of being mined.

Preliminary Recommendation

It is *not* recommended that this portion of the Kanawha Secondary Track be included in the ConRail System.

The large rehabilitation costs and the possibilities for alternative routings mean that such reroutings must be explored. If trackage rights cannot be obtained to serve the Charleston area, this line may be included in the ConRail System.

If USRA receives more definitive information on possible major new traffic on this line segment because of industrial development, this preliminary decision will be reviewed. "Rail banking" the line may be possible solution.

PENNSYLVANIA

Intrastate			
USRA line number	Terminals		
133	North Philadelphia to Queen Lane	355	Scottdale to Mount Pleasant
133a	Queen Lane to Allen Lane	356	New Castle to Mercer
133b	Allen Lane to Chestnut Hill	360	Jamestown to Linesville
135	Fort Washington Branch at Philadelphia	361	Coverts to Walford
143	West Chester Branch at West Chester	646	Erie to Corry
173a	Phoenixville to Devault	646a	Corry to Warren
175/176	Honey Brook to New Holland	647	Red Bank to Emlenton
177	Pomeroy to Doe Run	647a	Emlenton to Oil City
180	Cornwall to Lebanon	648	Red Bank to Schenley
181	East Lebanon Branch at Lebanon	649	Titusville to Oil City
185/186	Paxtonville to Selinsgrove	650	Kiskiminetas Junction to Logans Ferry
192/192a/192b	Sunbury to Wilkes-Barre	650a	Pittsburgh to Logans Ferry
192c	Hudson to Buttonwood	651	Falls Creek to Brockway
194	Court Street Secondary Track at Reading	653	Cresson to Glasgow
196	Hamburg to Schuylkill Haven	655	Ebensburg Junction to Black Lick
197	Norristown to Pottstown	655a	Black Lick to Blairsville
197a	Pottstown to Reading	656	Brooke's Mills to Hollidaysburg
197b	Reading to Hamburg	657	Martinsburg to Brooke's Mills
201	Mifflinburg to Lewisburg	658	Lewistown to Yeagertown
202	York to Hellam	659	Sunbury to Thompson
203	Mechanicsburg to Dillsburg	659a	Thompson to Mount Carmel
204	New Kingston to Chambersburg	660	Watsontown to Berwick
206	Marion to Mercersburg	661	Columbia to Lancaster
208	Yeagertown to Reedsville	662	Lancaster to New Holland
209	Lewistown to Maitland	663	Fairehance to Connellsville
210	Fairbrook Branch at Tyrone	664	Houston to Washington
212/212a	Petersburg to Williamsburg	691	Parquesburg to Lancaster
214	Martinsburg Junction to Curry	691a	Lancaster to Conewago
216	Bedford to Brookes Mills	691b	Conewago to Royalton
218	Creek to Mount Dallas	691c	At Lancaster
229	Middle Canal Branch at Williamsport	712	Sharon to Jamestown
243a	Mill Hall to Lock Haven		
250	Corry to Titusville	903	
252	Warren to Ridgway	904	
253	Emporium to St. Marys	905	
253a	St. Marys to Ridgway	906	
254	Oil City to Tidioute	908	
256	Polk Junction to Reno	909	
257	Brookville Track at Brookville	910	
260a	North Warren to Warren	912	
295	McGees Secondary Track Near McGees	914	
312	Fort Wayne Bridge at Pittsburgh	915	
313	Pittsburgh to Chicago Line at Pittsburgh	916	
314	Pittsburgh to St. Louis Line at Pittsburgh	917	
315	Allegheny Branch at Pittsburgh	918	
326	Black Lick Junction to Indiana	919	
331	Hempfield Junction to Herminie	920	
335	Coal Lick Run near Uniontown	920a	
344	Bridgeville to Sygan	921	
345a	Westland Industrial Track	922	
348b	Langeloth Junction to Langeloth	923	
348c	Burgettstown to Atlasburg	924	
352	Shippingport to Kobuta	925	
		926	
		929	
		930	
		931	
			RDG
			Chestnut Hill to Wayne Junction
			Cheltenham Junction to Newtown
			Lansdale to Doylestown
			Perkiomen Junction to Emmaus Junction
			Elverson to Warwick
			Eshbach to Pottstown
			Kutztown to Topton
			Gettysburg to Carlisle Junction
			Rex to Lebanon
			Suedburg to Lebanon
			Manheim to White Oak
			Columbia to Lancaster Junction
			Manheim to Lancaster Junction
			Lancaster Junction to Lancaster
			Manheim to Lititz
			Lititz to Sinking Spring
			St. Clair to Bear Run Junction
			Trevorton to Herndon
			Lofty to Rupert
			Rupert to West Milton
			Tremont to Pine Grove
			Tremont to Good Spring
			Westwood to Tremont
			Swatara Junction to Terminus
			Silverton to West Junction

USRA line number	Terminals
932	West Junction to Terminus
933	Frankford to Frankford Junction
934	Newberry Junction to West Milton
935	Norristown to Lansdale
946	Muncie to Terminus
947	Good Spring to Terminus

LV

1007	Laurel Junction to Rock
1008	Delano to Raven Run
1009	Nesquehoning Junction to Tamanend
1012	Franklin Branch at Wilkes-Barre
1013	Mehoopany to Towanda
1014	Towanda to Sayre

Interstate

PC

Pennsylvania to New York (these lines are discussed under New York)

249	Corry, Pa. to Mayville, N. Y.
260	North Warren, Pa. to Falconer, N. Y.

LV

1015	Sayre, Pa. to Owego, N. Y.
1016	Sayre, Pa. to Van Etten Junction, Pa.

PC

Pennsylvania to Maryland (these lines are discussed under Maryland)

198	Spring Grove, Pa. to North of Frederick, Md.
204a	Chambersburg, Pa. to Hagerstown, Md.

RDG

Pennsylvania to Delaware (this line is discussed under Delaware)

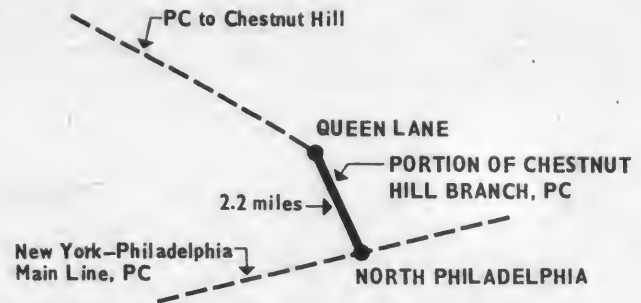
907/939	Elverson, Pa. to Elsmere Junction, Del.
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PORTION OF CHESTNUT HILL BRANCH

USRA Line No. 133

Penn Central

This portion of the Chestnut Hill Branch, formerly part of the Pennsylvania RR, extends from *North Philadelphia* (Milepost 0.0) to *Queen Lane, Pa.* (Milepost 2.2), a distance of *2.2 miles*, in Philadelphia County, Pa. The continuation of this line extends northward from Queen Lane to Chestnut Hill (also under study in this Report). It also connects with the New York-Philadelphia line of the PC at North Philadelphia. This line was described as potentially excess in the U.S. DOT Report (see Zone 66).



Traffic and Operating Information

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

Philadelphia ¹	12,317
Total carloads generated by the line	12,317
Average carloads per week	237
Average carloads per mile	5,599
Average carloads per train	41.1
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	3.5
Locomotive horsepower	660
Train crew size	4

¹ Includes only traffic on segment.

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" indicated that there are 16 industries served by this line. The Budd Co., auto parts manufacturer, reported 10,946 carloads for 1973 and employs 4,500 people. This line is also a part of SEPTA's intercity passenger and rail commuter system who reported 2.7 million passengers per year. The Reading Railroad's Chestnut Hill Branch runs parallel with this line. Correspondence submitted to USRA states that the Reading Line is a different grade and cannot serve as an alternate route. Pennsylvania's response indicates a steel producer would shut down leaving 938 workers unemployed.

Information for Line Retention Decision

Revenue received by PC	\$5,340,410
Average revenue per carload	\$434
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	459,388
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	3,519,172
Total variable (avoidable) cost	3,978,560
Net contribution (loss): total	1,361,850
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.).

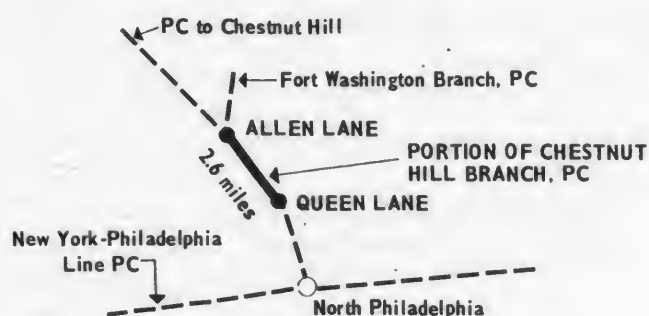
Recommendation

It is recommended that this portion of the Chestnut Hill Branch be included in the ConRail System.

PORTION OF CHESTNUT HILL BRANCH

USRA Line No. 133a

Penn Central



This portion of the Chestnut Hill Branch, formerly part of the Pennsylvania Railroad, extends from *Queen Lane* (Milepost 2.2), to *Allen Lane*, Pennsylvania (Milepost 4.8), a distance of 2.6 miles, in Philadelphia County, Pennsylvania. Continuations of this line extends northwestward from Allen Lane to Chestnut Hill, and southeastward from Queen Lane to North Philadelphia. (Both lines are also under study in this Report). The line also connects with the Fort Washington Branch of the PC at Allen Lane, also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 66).
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" indicated that this branch, a part of SEPTA's suburban rail service, has about 10,000 daily riders. It was suggested at the hearings that local officials would prefer to preserve the right-of-way for possible future use and for SEPTA to maintain its current suburban service.

All of the testimony relating to patrons of this line was directed to the first 2 miles of track on Segment 133. There are no active shippers on this segment.

USRA's staff has had several meetings with SEPTA representatives in order to lay the groundwork for a detailed inventory of SEPTA's required passenger fa-

ilities. Both staffs are continuing to discuss ways in which SEPTA may wish to acquire portions of this line for passenger service, as provided in the Regional Rail Reorganization Act.

Information for Line Retention Decision

This line is primarily used for passenger service although it is used as an overhead line to serve freight shippers on USRA Segment No. 135. The Preliminary Recommendation for line Segment No. 135 is that freight service not be provided by the ConRail System. Therefore, this segment is not required for freight service.

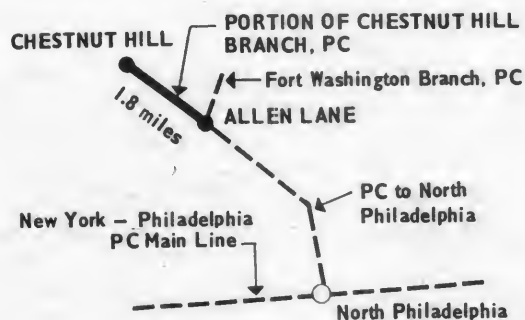
Preliminary Recommendations

It is *not* recommended that *freight service* be provided over this portion of the Chestnut Hill Branch in the ConRail System.

PORTION OF CHESTNUT HILL BRANCH

USRA Line No. 133b

Penn Central



This portion of the Chestnut Hill Branch, formerly part of the Pennsylvania RR, extends from *Allen Lane* (Milepost 4.8) to *Chestnut Hill, Pa.* (Milepost 6.6), a distance of 1.8 miles, in Philadelphia County, Pennsylvania. The continuation of this line extends southeastward to North Philadelphia (also under study in this Report). The line connects at Allen Lane with the Fort Washington Branch of the PC, also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 66).

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" indicated that this branch is a part of SEPTA's suburban rail service, with about 10,000 daily riders. It was suggested at the hearings that local officials would prefer to preserve the

right-of-way for possible future use and to allow SEPTA to maintain its current suburban service.

All of the testimony relating to portions on this line was directed to the first 2 miles of track on segment 133. There are no active shippers on this segment.

Information for Line Retention Decision

USRA Staff has had several meetings with SEPTA representatives in order to lay the groundwork for a detailed inventory of SEPTA's required passenger facilities. Both staffs are continuing to discuss ways in which SEPTA may wish to acquire portions of this line for passenger service, as provided in the Regional Rail Reorganization Act.

Preliminary Recommendation

It is *not* recommended that *freight service* be provided over this portion of the Chestnut Hill Branch by the ConRail System.



The Fort Washington Branch, formerly part of the Pennsylvania RR, extends from *Allen Lane* (Milepost 0.0) to *East Lane, Pa.* (Milepost 1.4), a distance of 1.4 miles, in Philadelphia County, Pa. This line connects with the Chestnut Hill Branch of the PC at Allen Lane (also under study in this Report). This line was not shown in the U.S. DOT Report (see Zone 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Philadelphia ¹	26
Total carloads generated by the line.....	26
Average carloads per week.....	0.5
Average carloads per mile.....	18.6
Average carloads per train.....	0.9
1973 operating information:	
Number of round trips per year.....	30
Estimated time per round trip (hours).....	0.5
Locomotive horsepower.....	660
Train crew size.....	4

¹ Includes only traffic on segment.

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" indicated that the majority of comments were made with specific reference to the 5-mile-long Chestnut Hill to North Philadelphia Junction branch. USRA staff has identified A. Z. Bogert, National Crucible Co. and Met Lab as the three affected shippers on the Fort Washington Branch. There is no specific reference in the RSPO report on comments from these three firms. No information about this branch was provided in Pennsylvania's response to the original DOT report.

Information for Line Retention Decision

Revenue received by PC.....	\$7,806
Average revenue per carload.....	\$300
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	12,489
Cost of upgrading branch line to FRA Class I (1/3 of total upgrade cost).....	1,116
Cost incurred beyond the branch line.....	7,771
Total variable (avoidable) cost.....	21,376
Net contribution (loss): total.....	(13,570)
Average per carload.....	(522)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 300 crossties (an average of 214 crossties per mile).

Preliminary Recommendation

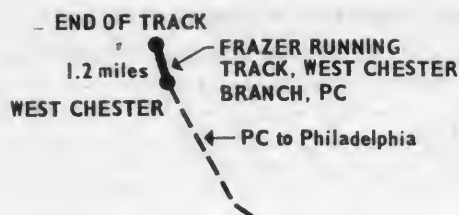
It is *not* recommended that the Fort Washington Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$13,570 or \$522 per carload. Recovery of costs would require approximately a two hundred-fold increase in traffic or a 175-percent rate increase over the 1973 levels.

**WEST CHESTER BRANCH
(FRAZER RUNNING TRACK)**

USRA Line No. 143

Penn Central

The Frazer Running Track, at *West Chester*, formerly part of the Pennsylvania RR, extends from



Milepost 29.5 to Milepost 30.7, a distance of 1.2 miles, in West Chester and Chester County, Pa. This line is a continuation of the West Chester Branch at West Chester. This line was not shown in the U.S. DOT Report (see Zone 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
West Chester ¹	12
Total carloads generated by the line.....	12
Average carloads per week.....	0.2
Average carloads per mile.....	10
Average carloads per train.....	0.5
1973 Operating information:	
Number of round trips per year.....	24
Estimated time per round trip (hours).....	1.5
Locomotive horsepower.....	1,200
Train crew size.....	4

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line 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."

Information for Line Retention Decision

Revenue received by PC.....	\$2,089
Average revenue per carload.....	\$170
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	17,381
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost).....	5,257
Cost incurred beyond the branch line.....	2,009
Total variable (avoidable) cost.....	24,647
Net contribution (loss) : total.....	(22,608)
Average per carload.....	(1,884)

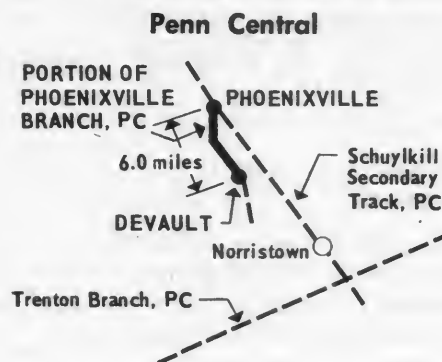
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 900 crossties (an average of 474 crossties per mile).

Preliminary Recommendation

It is *not* recommended that the Frazer Running Track, West Chester Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$22,608 or \$1,884 per carload. Recovery of costs would require approximately a one hundred and ten-fold increase in traffic or a 1,108 percent rate increase over the 1973 levels.

PORTION OF PHOENIXVILLE BRANCH

USRA Line No. 173a



This portion of the Phoenixville Branch formerly part of the Pennsylvania RR, extends from *Phoenixville* (Milepost 0.0) to *Devault, Pa.* (Milepost 6.0), a distance of 6.0 miles, in Chester County, Pa.

At Devault, a continuation of this line extends southward for a short distance, and is also under study in this report. This line also connects with the PC Schuylkill Secondary Track at Phoenixville, also under study in this report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Devault.....	4,498
Total carloads generated by the line.....	4,498
Average carloads per week.....	86.5
Average carloads per mile.....	749.7
Average carloads per train.....	18.7
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

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Correspondence from Edward E. Chaney, Martin Marietta Corp., indicates they have a firm contract to supply Harbison and Walker Refractories Co. with approximately 30,000 tons of stone per month and that they shipped 1,813 carloads in 1974. There are a total of five businesses located on this line.

Information for Line Retention Decision

Revenue received by PC.....	\$904, 841
Average revenue per carload.....	\$215
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	168, 843
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	625, 918
<hr/>	
Total variable (avoidable) cost.....	794, 761
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Net contribution (loss): total.....	170, 080
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.).

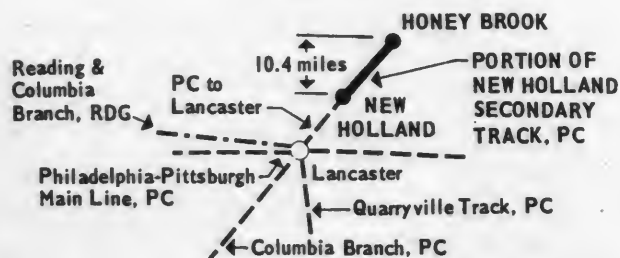
Recommendation

It is recommended that this portion of the Phoenixville Branch be included in the ConRail System.

PORTION OF NEW HOLLAND SECONDARY TRACK

USRA Line No. 175-176

Penn Central



This portion of the New Holland Secondary Track, formerly part of the Pennsylvania RR, extends from Honey Brook (Milepost 17.6) to New Holland, Pa. (Milepost 28.0), a distance of 10.4 miles, in Chester and Lancaster Counties, Pa. A continuation of this line, also under study, extends southwestward from New Holland to Lancaster. This line was described as potentially excess in the U.S. DOT Report (see Zones 66 and 67).

Traffic and Operating Information

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

Honey Brook.....	94
Narvon.....	356
Cedar Lane.....	140
East Earl.....	62
New Holland ¹	408

Total carloads generated by the line.....	1, 000
Average carloads per week.....	20. 4
Average carloads per mile.....	101. 9
Average carloads per train.....	10. 6
1973 operating information:	
Number of round trips per year.....	100
Estimated time per round trip (hours).....	4. 0
Locomotive horsepower.....	1, 750
Train crew size.....	4

¹ Includes only traffic on segment.

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" indicated that there are 19 businesses located on this line. Narvon Mines and Chemical, manufacturer of aluminum silicates used in pipeline enamels and water pollution control equipment, stated they shipped an estimated 384 carloads in 1973 and project future carloads to be 490. They stated operation would cease without rail service as did Redman Mobile Homes and D. G. Shelter Products. Redman shipped an estimated 80 carloads in 1973 and are projecting 320 carloads. D. G. Shelter projects 300-600 carloads. Robert Krause of the Mississippi Valley Implement Dealers Association, submitted correspondence to USRA and Penn Central stating they ship farm machines 11 feet wide and 12 feet long that are impossible to ship by truck.

Information for Line Retention Decision

Revenue received by PC.....	\$415, 376
Average revenue per carload.....	\$391
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the Branch Line.....	126, 778
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	11, 438
Cost incurred beyond the branch line.....	263, 558
<hr/>	
Total variable (avoidable) cost.....	401, 774
<hr/>	
Net contribution (loss): total.....	13, 602
Average per carload.....	13

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 880 crossties (an average of 85

crossties per mile). There is ample evidence of future traffic growth by firms on this line.

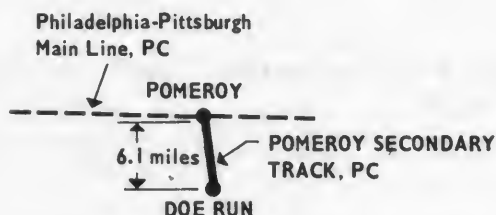
Recommendation

It is recommended that this portion of the New Holland Secondary Track be included in the ConRail System.

POMEROY SECONDARY TRACK

USRA Line No. 177

Penn Central



The Pomeroy Secondary Track, formerly part of the Pennsylvania RR, extends from *Pomeroy* (Milepost 0.0) to *Doe Run, Pa.* (Milepost 6.1), a distance of *6.1 miles*, in Chester County, Pa. This line connects with the Philadelphia-Pittsburgh Line at Pomeroy. This line was not shown in the U.S. DOT Report (see Zone 66).

Traffic and Operating Information

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

Doe Run	238
Buck Run	278
Pomeroy ²	20

Total carloads generated by the line.....	536
Average carloads per week.....	10.3
Average carloads per mile.....	87.9
Average carloads per train.....	3.6

1973 operating information:

Number of round trips per year.....	150
Estimated time per round trip (hours).....	2.5
Locomotive horsepower	1,750
Train crew size.....	4

² Includes only shippers on this segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." The USRA identified one shipper at Pomeroy, one shipper at Buck Run and five shippers at Doe Run.

Information for Line Retention Decision

Revenue received by PC.....	\$153,506
Average Revenue per carload.....	\$286
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	73,098
Cost of upgrading branch line to FRA Class I (1/10 of total upgrade cost).....	15,646
Cost incurred beyond the branch line.....	123,225
<hr/>	
Total variable (avoidable) cost.....	211,969
<hr/>	
Net contribution (loss): total.....	(58,463)
Average per carload.....	(109)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,100 crossties (an average of 344 crossties per mile).

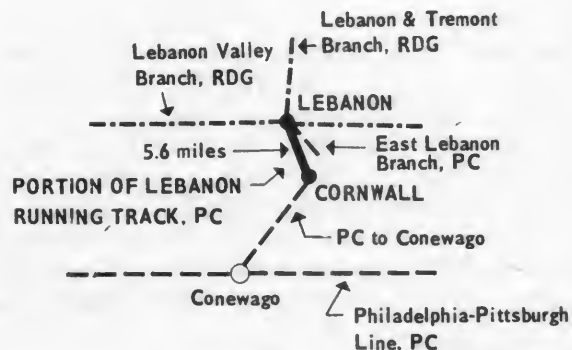
Preliminary Recommendation

It is *not* recommended that the Pomeroy Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$58,463 or \$109 per carload. Recovery of costs would require approximately a two-fold increase in traffic or a 40 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone, will *not* make the line viable.

PORTION OF LEBANON RUNNING TRACK

USRA Line No. 180

Penn Central



This portion of the Lebanon Running Track, formerly part of the Pennsylvania RR, extends from *Cornwall* (Milepost 16.1), to *Lebanon, Pa.* (Milepost 21.7), a distance of *5.6 miles* in Lebanon County, Pa.

This line is in Zone 82 in the U.S. Department of Transportation Report, "Rail Service in the Midwest and Northwest Region," dated February 1, 1974. A continuation of this line extends southwestward from Cornwall to Conewago (also under study in this Report). This line connects with the Reading Company's Lebanon Valley Branch at Lebanon and with the Lebanon & Tremont Branch at Lebanon (also under study). This line also connects with the East Lebanon Branch of the PC at Lebanon (also under study as potentially excess). This PC line is out of service because of flood damage in June 1972; service is being provided by the Reading Company. This line was not described as potentially excess in the U.S. DOT Report (see Zone 82).

Information for Line Retention Decision

At this time, PC cannot serve the shipper on this line owing to flood damage. The shippers are receiving and will continue to receive service from the Reading.

Recommendation

It is *not* recommended that this portion of the Lebanon Running Track be included in the ConRail System.

EAST LEBANON BRANCH

USRA Line No. 181

Penn Central



The East Lebanon Branch, formerly part of the Pennsylvania RR, extends from *Lebanon* (Milepost 0.0), to *East Lebanon, Pa.* (Milepost 1.4), a distance of 1.4 miles, in Lebanon County, Pa. This line connects with the PC Lebanon Running Track near Lebanon (also under study in this Report). It also connects with the Reading Company's Lebanon Valley Branch and Lebanon & Tremont Branch of the Reading at Lebanon, the latter also under study in this Report. This line was not shown in the U.S. DOT Report (see Zone 82).

Information for Line Retention Decision

At this time, the shippers on this line are being served by the Reading. Flood damage prevents PC service. The shippers will continue to receive service from the Reading.

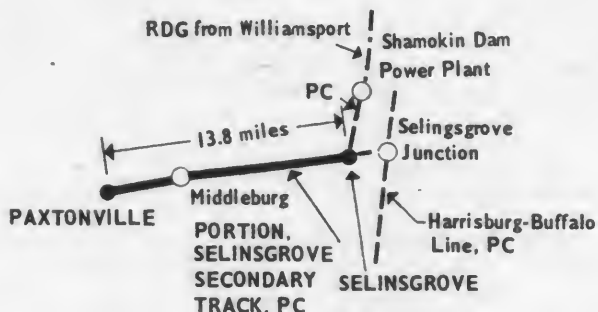
Recommendation

It is *not* recommended that the East Lebanon Branch be included in the ConRail System.

PORTION OF SELINGSGROVE SECONDARY

USRA Line No. 185/186

Penn Central



This portion of the Selingsgrove Secondary Track, formerly part of the Pennsylvania RR, extends from *Paxtonville* (Milepost 30.1) to *Selingsgrove, Pa.* (Milepost 43.9), a distance of 13.8 miles, in Snyder County, Pa. A continuation of this line extends eastward to Selingsgrove Junction where it connects with the PC Harrisburg-Buffalo line. The PC applied in June, 1973 for permission to abandon the portion of this line from Paxtonville to Middleburg (ICC Docket AB-5, Sub 166). No action has been taken on this application. This line was described as potentially excess in the U.S. DOT Report (see Zone 82).

Traffic and Operating Information

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

Selingsgrove ¹	216
Clifford	5
Kreamer	218
Middleburg	263
Paxtonville	31
<hr/>	
Total carloads generated by the line.....	733
Average carloads per week.....	14.1
Average carloads per mile.....	50.6
Average carloads per train.....	2.5
1973 operating information:	
Number of round trips per year.....	296
Estimated time per round trip (hours).....	12.0
Locomotive horsepower.....	2,000
Train crew size.....	4

¹ Includes only shippers on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." Pennsylvania's response to the DOT report estimated that truck service would cost area shippers an additional \$200,000 per year. The Central Susquehanna Valley Chamber of Commerce claimed 570 carloads in 1973 and project a future need for 750 rail cars. Kreamer Feed Store has recently built a \$400,000 addition. Local unemployment would rise 25% with loss of rail service. USRA staff reports two industrial sites with a total of 195 acres are available along this line.

Information for Line Retention Decision

Revenue received by PC.....	\$348, 236
Average revenue per carload.....	\$475
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Variable (Avoidable) Cost of Continued Service:	
Cost incurred on the branch line.....	298, 025
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	45, 671
Cost incurred beyond the branch line.....	243, 360
Net contribution (loss): Total.....	587, 056
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Net contribution (loss): Total.....	(238,820)
Average per carload.....	(326)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5250 crossties (an average of 362 crossties per mile).

Information received from Penn Central indicates an active coal consumer on this line.

Although service to the entire line generates a loss, service to the line from Milepost 43.9 to Milepost 37.0 (serving shippers at Selinsgrove, Clifford and Kreamer generated 439 carloads in 1973) would generate \$174,738 in revenue and \$170,950 in costs with a resulting net contribution of \$3,788 or \$9 per carload.

Recommendation

It is recommended that the portion of the Selinsgrove Secondary Track from milepost 43.9 to milepost 37.0 be included in the ConRail System.

Preliminary Recommendation

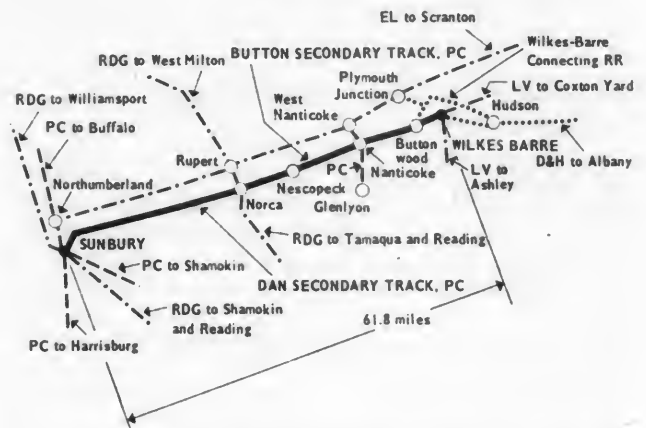
It is *not* recommended that the portion of the Selinsgrove Secondary Track from milepost 37.0 to milepost 30.1 be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$242,608 or \$823 per carload.

Recovery of costs would require approximately a five-fold increase in traffic or a 140 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone, will *not* make the line viable.

BUTTON AND DAN SECONDARY TRACKS

USRA Line No. 192/192a/192b

Penn Central



The Button and Dan Secondary Tracks, (sometimes called the Buttonwood Line) formerly part of the Pennsylvania RR, extend from Sunbury (Milepost 1.0) to Wilkes-Barre, Pa. (Milepost 62.8), a distance of 61.8 miles, in Northumberland, Montour, Columbia and Luzerne Counties, Pa. This line connects at Sunbury with the Harrisburg-Buffalo line and the Shamokin Secondary Track of the PC. The Shamokin Secondary Track is also under study in this Report. At Norca, this line is intersected by the Catawissa Branch of the Reading to West Milton and Tamaqua, which is also under study in this Report. At Nanticoke, the line connects with the Glenlyon Branch of the PC, also under study in this Report. At Wilkes-Barre the line connects with the LV line to Coxtan, and with the Wilkes-Barre Connecting Railroad (jointly owned by the PC and D&H). The Wilkes-Barre Connecting Railroad is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zones 72 and 82).

Traffic and Operating Information

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

S. Danville.....	820
Catawissa Junction.....	0
Catawissa	7
East Bloomsburg.....	0
Creasy	0

Nescopeck	35
Wapwallopen	2
Retreat	2
Honey Pot	0
Nanticoke	1
Buttonwood	0
Wilkes-Barre	137
Total carloads generated by the line	1,004
Average carloads per week	19.3
Average carloads per mile	1.8
Average carloads per train	3.5
1973 operating information:	
Number of round trips per year	290
Estimate time per round trip (hours)	12
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC	\$614,446
Average revenue per carload	\$612
Variable (avoidable) cost of continued service:	
Cost incurred on branch line	610,538
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	303,689
Total variable (avoidable) cost	914,227
Net contribution (loss): total	(290,781)
Average per carload	(290)

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.). An evaluation of coal reserves by USRA staff indicates this line is currently used as a through route for coal shipments.

Recommendation

Although service to this entire line generates a loss, service between Milepost 1.0 to Milepost 10.2 (serving shippers at South Danville) would generate \$545,155 and \$339,931 costs with a resulting net contribution of \$206,124.

It is recommended that the portion of the Button and Dan Secondary Tracks from Milepost 1.0 to 10.2 be included in the ConRail System.

Preliminary Recommendation

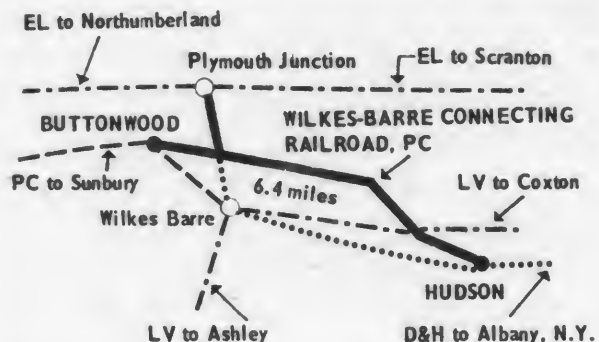
It is not recommended that the portion of the Button and Dan Secondary Tracks between 10.2 and 61.8 be included in the ConRail System. Through service is rec-

ommended via the present Lehigh Valley line to Allentown with D&H being granted trackage rights to Allentown (see Chap. 3).

WILKES-BARRE CONNECTING RAILROAD

USRA Line No. 192c

Penn Central (and Delaware & Hudson)



The Wilkes-Barre Connecting Railroad extends from *Buttonwood* (Milepost 0.0) to *Hudson, Pa.* (Milepost 6.4), a distance of 6.4 miles, in Luzerne County, Pennsylvania. The Wilkes-Barre Connecting Railroad is jointly owned by the Penn Central and Delaware & Hudson Railroads on a 50-50 basis. It provides a "bridge" for interchange between the two railroads. At Buttonwood this line connects with the Button Secondary Track of the PC, which is also under study in this Report. At Hudson, the line connects with the Delaware & Hudson RR to Scranton. This line was not described as potentially excess in the U.S. DOT Report (see Zone 72).

Information Provided by RSPO, Shippers, Government Agencies

No information was 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."

Information for Line Retention Decision

This track is not necessary for ConRail's operation. Local shippers can still be served by the D&H. Interchange between the D&H and ConRail can still take place at Wilkes-Barre with freight then moving via the Lehigh Valley route to Allentown, and the Reading route to Harrisburg.

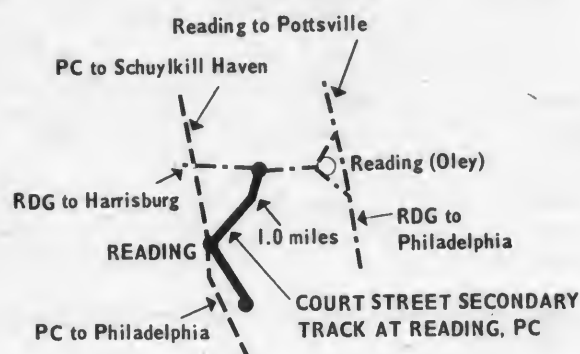
Preliminary Recommendation

It is *not* recommended that the Wilkes-Barre Connecting Railroad be included in the ConRail System.

COURT STREET SECONDARY TRACK

USRA Line No. 194

Penn Central



The Court Street Secondary Track, formerly part of the Pennsylvania RR, extends from Milepost 0.0 to Milepost 1.0, a distance of 1.0 miles, at Reading in Berks County, Pa. This line has been used as an interchange track with the Reading RR. It connects with the Schuylkill Secondary Track of the Penn Central at Reading (also under study in this Report). This line was not described as potentially excess in the U.S. DOT Report (see Zone 68).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

This line does not directly serve any shippers. It is used to interchange traffic with the Reading.

Preliminary Recommendation

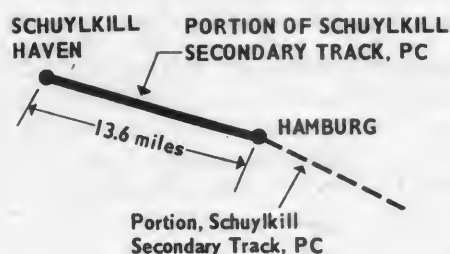
It is *not* recommended that the Court Street Secondary Track be included in the ConRail System.

PORTION OF SCHUYLKILL SECONDARY TRACK

USRA Line No. 196

Penn Central

This portion of the Schuylkill Secondary Track, formerly part of the Pennsylvania RR, extends from Hamburg (Milepost 76.9) to Schuylkill Haven (Milepost 90.5), a distance of 13.6 miles, in Schuylkill and Berks Counties, Pennsylvania. This line continues southeastward from Hamburg (which sector is also



under study in this report). This line was not described as potentially excess in the U.S. DOT Report. (See Zones 68 and 82).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Auburn	94
Schuylkill Haven	92
Total carloads generated by the line	
Average carloads per week	3.6
Average carloads per mile	13.7
Average carloads per train	1.8
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	6
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC	\$98,163
Average revenue per carload	\$528
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	126,021
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	6,791
Cost incurred beyond the branch line	71,485
Total variable (avoidable) cost	204,297
Net contribution (loss): total	(106,134)
Average per carload	(571)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,000 crossties (an average of 74 crossties per mile).

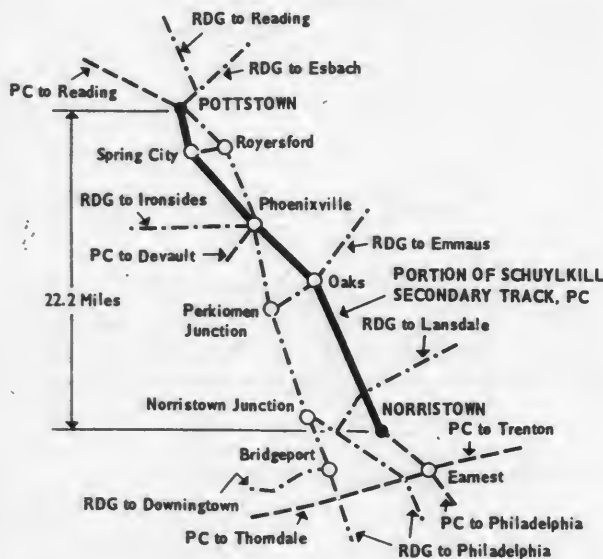
Preliminary Recommendation

It is *not* recommended that this portion of the Schuylkill Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$106,134 or \$571 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 110 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone, will *not* make the line viable.

PORTION OF THE SCHUYLKILL SECONDARY TRACK

USRA Line No. 197

Penn Central



This portion of the Schuylkill Secondary Track, formerly part of the Pennsylvania RR, extends from Norristown (Milepost 18.1) to Pottstown, Pa. (Milepost 40.3), a distance of 22.2 miles, in Chester and Montgomery Counties, Pennsylvania. A continuation of this line extends northwestward from Pottstown, which is also under study in this Report. Connections include: the Reading Perkiomen Branch at Oaks and the PC Phoenixville Branch at Phoenixville. This line was not described as potentially excess in the U.S. DOT Report (see Zone 66).

Traffic and Operating Information

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

Betzwood	83
Oaks	464
Port Providence	631

Phoenixville	3,350
Cromby	241
Royersford-Spring City	302
Pennhurst	0
Parker Ford	183
Linfield	1
Pottstown	7,057

Total carloads generated by the line	12,312
Average carloads per week	232.5
Average carloads per mile	544.5
Average carloads per train	21.6
1973 Operating Information:	
Number of round trips per year	560
Estimated time per round trip (hours)	10.5
Locomotive horsepower	2,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." Mr. C. C. Cory, Firestone, wrote to the ICC stating that Firestone generated 6,569 carloads to and from their Pottstown facility.

Information for Line Retention Decision

Revenue received by PC	\$5,732,337
Average revenue per carload	\$474
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	775,536
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	47,728
Cost incurred beyond the branch line	3,235,681
Total variable (avoidable) cost	4,058,945
Net contribution (loss): total	1,673,392
Average per carload	138

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,840 crossties (an average of 308 crossties per mile).

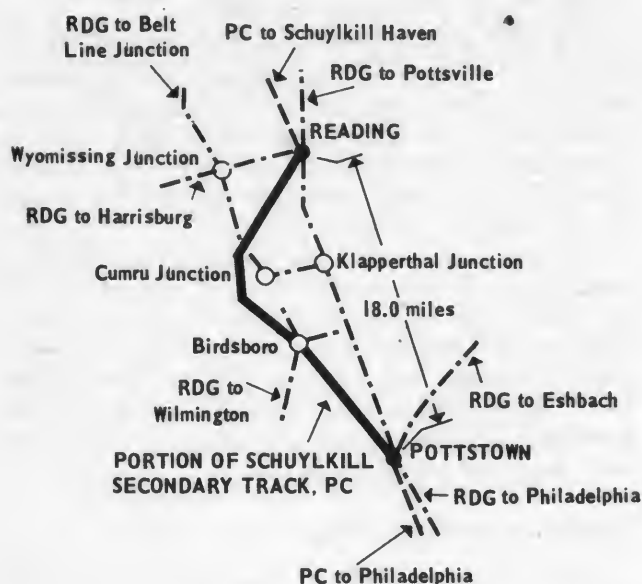
Recommendation

It is recommended that service to shippers on this portion of the Schuylkill Secondary Track be included in the ConRail System. While ConRail will provide service to the stations and industries on this line segment, there is a parallel line (the RDG). Segments of this line not required to serve customers may be removed.

PORTION OF THE SCHUYLKILL SECONDARY TRACK

USRA Line No. 197a

Penn Central



This portion of the Schuylkill Secondary Track, formerly part of the Pennsylvania RR, extends from Pottstown (Milepost 40.3), to Reading, Pa. (Milepost 58.3), a distance of 18.0 miles, in Berks and Montgomery Counties, Pennsylvania. A continuation of this line extends northwestward from Reading and southeastward from Pottstown; which are also under study in this Report. Connections include: the Reading Wilmington & Northern Branch at Birdsboro, and the Reading Lebanon Valley Branch, East Pennsylvania Branch, and Philadelphia-Pottsville line at Reading. This line was not described as potentially excess in the U.S. DOT Report (see Zones 66 and 68).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line :	
Stowe	20
Monocacy	7
Birdsboro	683
Reading	3,499
<hr/>	
Total carloads generated by the line.....	4,209
Average carloads per week.....	80.9
Average carloads per mile.....	233.8
Average carloads per train.....	16.2
1973 operating information :	
Number of round trips per year.....	260
Estimated time per round trip (hours).....	10.5
Locomotive horsepower.....	4,000
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$2,169,091
Average revenue per carload.....	\$515
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line..	460,441
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	38,359
Cost incurred beyond the branch line..	1,159,900
<hr/>	
Total variable (avoidable) cost.....	1,658,700
<hr/>	
Net Contribution (loss) : total.....	510,391
Average per carload.....	121

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total 5,580 crossties (an average of 310 crossties per mile).

Recommendation

It is recommended that service to shippers on this portion of the Schuylkill Secondary Track be included in the ConRail System. While ConRail will provide service to the stations and industries on this line segment, there is a parallel line (the RDG). Segments of this line not required to serve customers may be removed.

PORTION OF THE SCHUYLKILL SECONDARY TRACK

USRA Line No. 197b

Penn Central

This portion of the Schuylkill Secondary Track, formerly part of the Pennsylvania RR, extends from Reading (Milepost 58.3), to Hamburg, Pa. (Milepost 76.9), a distance of 18.6 miles, in Berks County, Pennsylvania. A continuation of this line extends northwestward from Hamburg and southeastward from Reading, which are also under study in this Report. Connections include: The Reading, East Pennsylvania Branch, Lebanon Valley Branch and Philadelphia-Pottsville line at Reading. A portion of this line was



described as potentially excess in the U.S. DOT Report (see Zone 68).

Traffic and Operating Information

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

Temple	207
Leesport	209
Shoemakersville	192
Hamburg	40
Total carloads generated by the line.....	1,048
Average carloads per week.....	19.4
Average carloads per mile.....	54.2
Average carloads per train.....	11.2
1973 operating information:	
Number of round trips per year.....	90
Estimated time per round trip (hours).....	9.0
Locomotive horsepower.....	1,200
Train crew size.....	4

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" indicated that Agway, Inc., projected 40-50 carloads; Hustings Pavement Co. estimated 204 carloads in 1973; Glen-Gery Corp. estimated 175 carloads in 1973 and projects 350 carloads. Pennsylvania's response indicates a producer of copper and brass tubing (Reading Metals Refining) has shipped and received an average of 60 carloads per month and projects 105-150 carloads per month due to increased demand for these products.

Information for Line Retention Decision

Revenue received by PC.....	\$411,652
Average revenue per carload.....	\$408
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	189,183

Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	44,523
Cost incurred beyond the branch line..	340,851
Total variable (avoidable) cost.....	574,557

Net contribution (loss): total.....	(162,905)
Average per carload.....	(162)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,580 crossties (an average of 300 crossties per mile).

The Glen-Gery Corp. has proposed that Reading customers, who are located close to Temple, be served by a short line railroad and that through service to Hamburg be maintained on the PC track. Algonquin Chemical agreed with this proposal. Glen-Gery Corp. and General Battery Corp. are planning, or have undertaken, expansion programs which will increase their rail usage and employment.

Preliminary Recommendation

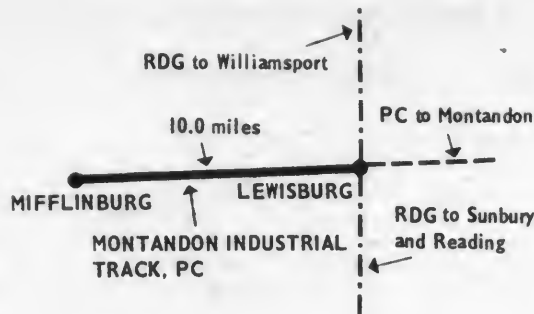
Although the preliminary recommendation is that this portion of the Schuylkill Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$162,905 or \$162 per carload. Recovery of costs would require approximately a 233 percent increase in traffic or a 40 percent rate increase over the 1973 levels. Also ConRail may provide service to some stations and industries on this line segments from a parallel line (the RDG).

MONTANDON INDUSTRIAL TRACK

USRA Line No. 201

Penn Central

The Montandon Industrial Track, formerly part of the Pennsylvania RR, extends from *Lewisburg* (Milepost 1.6), to *Mifflinburg, Pa.* (Milepost 11.6), a distance of 10.0 miles, in Union County, Pennsylvania. The Montandon Industrial Track continues eastward to Montandon. At Lewisburg, the line is intersected by the Shamokin, Sunbury & Lewisburg Branch of the Reading. This line was described as potentially excess in the U.S. DOT Report (see Zone 82).



Traffic and Operating Information

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

Lewisburg ¹	417
Vicksburg	1
Mifflinburg	449
<hr/>	
Total carloads generated by the line.....	867
Average carloads per week.....	16.6
Average carloads per mile.....	86.4
Average carloads per train.....	8.3
1973 operating information:	
Number of round trips per year.....	104
Estimated time per round trip (hours).....	8.0
Locomotive horsepower.....	1,200
Train crew size.....	4

¹ Includes only traffic on segment.

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" indicated that Penn DOT showed this line generated 1,682 rail cars per year. Yorktowne Kitchens estimated 291 carloads in 1973 and projected 725. They have begun construction of a \$750,000 improvement to this plant. Mifflinburg Farmers Exchange estimated 50 carloads in 1973 and projected 60 carloads. Pa.'s response indicates Yorktowne Kitchens is also preparing a new rail siding which will cost \$30,000. Wickes Homes indicated loss of 150 jobs with loss of rail service.

Information for Line Retention Decision

Revenue received by PC.....	\$338,926
Average revenue per carload.....	\$392
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	143,151
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	15,218
Cost incurred beyond the branch line.....	214,171
<hr/>	
Total variable (avoidable) cost.....	372,540
<hr/>	
Net contributions (loss): total.....	(33,614)
Average per carload.....	(39)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's

minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 900 crossties (an average of 90 crossties per mile).

Although this entire line generates a loss, a 25 percent increase in traffic or a 10 percent rate increase over 1973 levels would enable financial self-sufficiency.

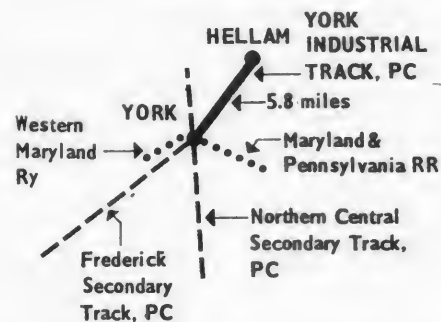
Recommendation

It is recommended that the Montandon Industrial Track be included in the ConRail System.

YORK INDUSTRIAL TRACK

USRA Line No. 202

Penn Central



The York Industrial Track, formerly part of the Pennsylvania RR, extends from York (Milepost 7.0) to Hellam, Pa. (Milepost 12.8), a distance of 5.8 miles, in York County, Pa. This line connects with the Penn Central Northern Central Secondary Track at York (also under study in this Report). It also connects with the Penn Central Frederick Secondary Track at York, and the Maryland & Pennsylvania Railroad at York. This line was described as potentially excess in the U.S. DOT Report (see Zone 83).

Traffic and Operating Information

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

York ¹	985
<hr/>	
Total carloads generated by the line.....	985
Average carloads per week.....	18.9
Average carloads per mile.....	169.8
Average carloads per train.....	6.6
1973 Operating Information:	
Number of round trips per year.....	150
Estimated time per round trip (hours).....	4.0
Locomotive horsepower.....	1,000
Train crew size.....	4

¹ Includes only traffic on segment.

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" indicated that York-Shipley Company manufactures machinery weighing over 30 tons and has no alternative to shipping by rail. Correspondence submitted to USRA from Dennis E. Willman of York Container states that this company receives approximately 32 carloads of material per month. There is extensive industrial development along the line.

Information for Line Retention Decision

Revenue received by PC.....	\$308, 557
Average revenue per carload.....	\$313
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	112, 933
Cost of upgrading branch line to FRA	
Class I (1/10 of total upgrading cost) ..	10, 314
Cost incurred beyond the branch line....	244, 762
<hr/>	
Total variable (avoidable) cost.....	368, 009
<hr/>	
Net contribution (loss) : total.....	(59, 452)
Average per carload.....	(60)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,840 crossties (an average of 317 crossties per mile).

Available information indicates that development of an industrial park along this line may greatly increase the traffic on this line in the near future.

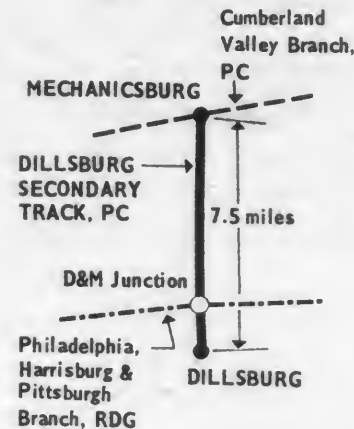
Preliminary Recommendation

Although the preliminary recommendation is that the York Industrial Track be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenues, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$59,452 or \$60 per carload. Recovery of costs would require approximately a 90 percent increase in traffic or a 20 percent rate increase over the 1973 levels.

DILLSBURG SECONDARY TRACK

USRA Line No. 203

Penn Central



The Dillsburg Secondary Track, formerly part of the Pennsylvania RR, extends from *Mechanicsburg* (Milepost 8.9) to *Dillsburg, Pa.* (Milepost 16.4), a distance of 7.5 miles, in Cumberland and York Counties, Pa. This line connects with the Penn Central Cumberland Valley Branch at Mechanicsburg. This line was described as potentially excess in the U.S. DOT Report (see Zones 81 and 83).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Dillsburg	220
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Total carloads generated by the line.....	220
Average carloads per week.....	4.2
Average carloads per mile.....	29.3
Average carloads per train.....	2.1
1973 operating information:	
Number of round trips per year.....	104
Estimated time per round trip (hours).....	6
Locomotive horsepower.....	1, 750
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" indicates that this line primarily serves agricultural products and lumber. Allied Mills (grain) and J. H. Rearick Co. (lumber) projected future growth of 300 carloads. Testimony also indicated that abandonment of this line might cause two businesses to shut down with a resulting loss of 29 jobs.

Information for Line Retention Decision

Revenue received by PC.....	\$95,612
Average revenue per carload.....	\$435
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	92,464
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	68,283
<hr/>	
Total variable (avoidable) cost.....	160,747
<hr/>	
Net contribution (loss) : Total.....	(65,135)
Average per carload.....	(341)

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.).

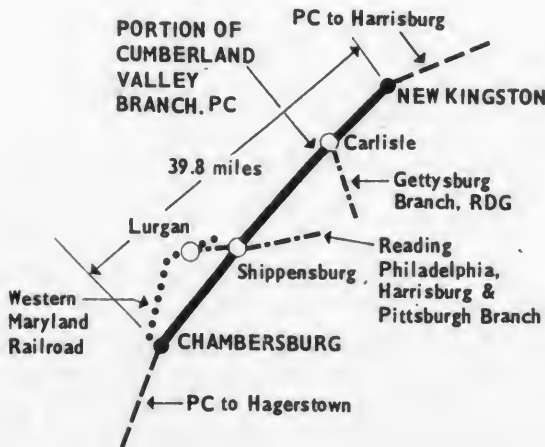
Preliminary Recommendation

It is *not* recommended that the Dillsburg Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$65,135 or \$341 per carload. Recovery of costs would require approximately a 240 percent increase in traffic or an 80 percent rate increase over the 1973 levels.

PORTION OF CUMBERLAND VALLEY BRANCH

USRA Line No. 204

Penn Central



This portion of the Cumberland Valley Branch, formerly part of the Pennsylvania RR, extends from *New*

Kingston (Milepost 11.8) to *Chambersburg, Pa.* (Milepost 51.6), a distance of *39.8 miles*, in Franklin and Cumberland Counties, Pennsylvania. At *New Kingston*, this line continues eastward to *Harrisburg*, at *Chambersburg* it continues southward to *Hagerstown, Maryland* which is also under study in this Report. This line connects with the *Western Maryland Railroad* at *Chambersburg*. It also connects with the *Western Maryland Railroad* and the *Reading's Philadelphia, Harrisburg & Pittsburgh Branch* at *Shippensburg*. This line connects with the *Gettysburg Branch* of the *Reading* at *Carlisle*, a line also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 80 and 81).

Traffic and Operating Information

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

New Kingston ¹	608
Middlesex	28
Gettysburg Junction	0
Carlisle	2,394
Greason	0
Newville	0
Shippensburg	172
Mt. Holly Springs.....	97
Chambersburg ¹	645

Total carloads generated by the line.....	3,944
Average carloads per week.....	75.8
Average carloads per mile.....	99.1
Average carloads per train.....	13.1

1973 operating information :

Number of Round trips per year.....	300
Estimated time per round trip (hours).....	6
Locomotive horsepower	6,000
Train crew size.....	4

¹ Includes only traffic on segment.

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" indicated that the Pennsylvania Public Utilities Commission reported that the line generated an annual volume of 125 cars per mile. Pet, Inc. (frozen foods) shipped an estimated 105 carloads in 1973 and is projecting 120 in the future; Cumberland Valley Cooperative (grain, feed) estimated 200 carloads and is projecting 400 carloads; Newville Builders (lumber) shipped 2 carloads in 1973 and project 52 carloads; C. H. Masland & Sons (jute and polyethylene) estimated 1,435 in 1973 and is the county's largest employer. If rail service is lost, this company will eliminate 1,100 jobs. Pa.'s response indicates Cumberland Valley Coop. is presently constructing a \$1½ million new facility near Shippensburg.

Information for Line Retention Decision

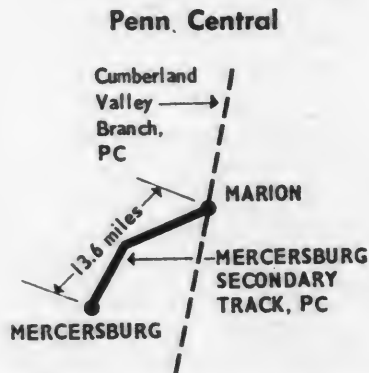
Revenue received by PC.....	\$1,399,300
Average revenue per carload.....	\$356
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line....	601,899
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	1,006,960
<hr/>	
Total variable (avoidable) cost.....	1,608,854
<hr/>	
Net contribution (loss): total.....	(209,554)
Average per carload.....	(53)

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 mph). An evaluation of coal reserves by USRA Staff indicates that this line is currently used as a high volume through-route for coal shipments. A possibility for an alternate route would be the Reading between Shippensburg and Harrisburg.

Although this line generated a loss of \$209,554, it is required to serve segment 204a which generated a net contribution of \$1,584,571.

Recommendation

It is recommended that service to shippers on this portion of the Cumberland Valley Branch be included in the ConRail System. While all of the industries will continue to be served, some portions of the line may be removed and traffic served from the parallel Reading line.

MERCERSBURG SECONDARY TRACK**USRA Line No. 206**

The Mercersburg Secondary Track, formerly part of the Pennsylvania RR, extends from *Marion* (Milepost 59.1) to *Mercersburg, Pa.* (Milepost 72.7), a distance of 13.6 miles, in Franklin County, Pa. This line connects

with the Cumberland Valley Branch of the Penn Central at Marion (S. Penn Jct.) also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 80).

Traffic and Operating Information

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

Williamson	97
Lehmasters	30
Mercersburg	160
Marion	0

Total carloads generated by the line.....	287
Average carloads per week.....	5.5
Average carloads per mile.....	21.1
Average carloads per train.....	3.8
1973 operating information:	
Number of round trips per year.....	75
Estimated time per round trip (hours).....	5.0
Locomotive horsepower.....	2,000
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" indicates that the Penn DOT reported the line generated 91 rail cars per mile per year, but PUC estimated it generated only 42 cars per mile. Several companies are planning on expansions: Huntington Creek Corp., PBS Coal, Shirley-Ayr Farms, and Loewengart Co. Many of Loewengart's suppliers ship only by rail and the company would be unable to obtain raw materials without rail service.

Information for Line Retention Decision

Revenue received by PC.....	\$139,733
Average revenue per carload.....	\$487
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	126,951
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	95,634
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Total variable (avoidable) cost.....	222,585
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Net contribution (loss): total.....	(82,852)
Average per carload.....	(289)

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.).

An evaluation of coal reserves by USRA and Penn Central staff indicates there are broken coal seams in the area which are not economical to process.

Preliminary Recommendation

It is *not* recommended that the Mercersburg Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$82,852 or \$289 per carload. Recovery of costs would require approximately a two-fold increase in traffic or a 60 percent rate increase over the 1973 levels.

PORTION OF MILROY SECONDARY TRACK

USRA Line No. 208

Penn Central



This portion of the Milroy Secondary Track, formerly part of the Pennsylvania RR, extends from *Yeagertown* (Milepost 3.9) to *Reedsville, Pa.* (Milepost 5.8), a distance of 1.9 miles, in Mifflin County, Pa. A continuation of this line extends southward to *Lewistown* and northward to *Milroy* (both of which are also under study in this Report). This line was described as potentially excess in the U.S. DOT Report (see Zone 80).

Traffic and Operating Information

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

Reedsville	7
Milroy	0
<hr/>	
Total carloads generated by the line.....	7
Average carloads per week.....	0.1
Average carloads per mile.....	3.7
Average carloads per train.....	0.5
1973 Operating information:	
Number of round trips per year.....	14
Estimated time per round trip (hours).....	1.5
Locomotive horsepower.....	1,750
Train crew size.....	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$2,181
Average revenue per carload.....	\$312
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	3,933
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	2,727
Cost incurred beyond the branch line.....	1,551
<hr/>	
Total variable (avoidable) cost.....	8,211
<hr/>	
Net contribution (loss): total.....	(6,030)
Average per carload.....	(861)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,200 cross ties (an average of 600 cross ties per mile).

Preliminary Recommendation

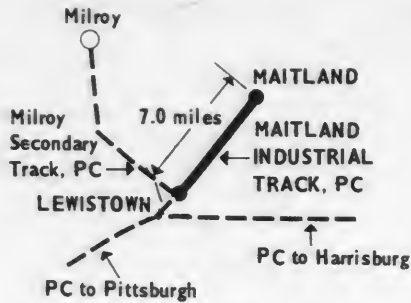
It is *not* recommended that this portion of the Milroy Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$6,030 or \$861 per carload. Recovery of costs would require approximately a ten-fold increase in traffic or 275 percent rate increase over the 1973 levels.

MAITLAND INDUSTRIAL TRACK

USRA Line No. 209

Penn Central

The Maitland Industrial Track, formerly part of the Pennsylvania RR, extends from *Lewistown* (Milepost 0.0) to *Maitland, Pa.* (Milepost 7.0), a distance of 7.0 miles, in Mifflin County, Pa. This line connects with the Penn Central Milroy Secondary Track at *Lewistown* (also under study in this Report) and with the PC's Philadelphia-Pittsburgh line, on the south side of the Juniata River. This line was described as potentially excess in the U.S. DOT Report (see Zone 80).



Traffic and Operating Information

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

Maitland	390
<hr/>	
Total carloads generated by the line.....	390
Average carloads per week.....	7.5
Average carloads per mile.....	55.7
Average carloads per train.....	5.6
1973 operating information:	
Number of round trips per year.....	70
Estimated time per round trip (hours).....	2.5
Locomotive horsepower.....	1,200
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" indicated that Sitken Industries, a smelting company, is expanding and uses rail freight for some of its shipments.

Information for Line Retention Decision

Revenue received by PC.....	\$205,743
Average revenue per carload.....	\$528
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	67,342
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost) ..	34,372
Cost incurred beyond the branch line..	94,828
Total variable (avoidable) cost.....	196,542
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Net contribution (loss): total.....	9,201
Average per carload.....	24

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,200 crossties (an average of 600 crossties per mile).

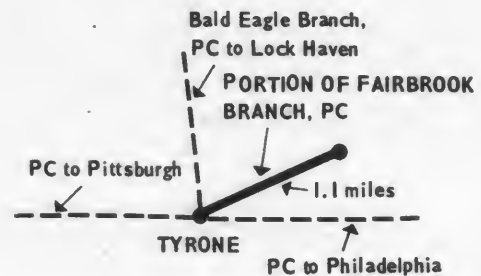
Recommendation

It is recommended that the Maitland Industrial Track be included in the ConRail System.

PORTION OF FAIRBROOK BRANCH

USRA Line No. 210

Penn Central



This portion of the Fairbrook Branch, formerly part of the Pennsylvania RR, extends from Milepost 0.0 to Milepost 1.1, at Tyrone, Pa., a distance of 1.1 miles in Blair County, Pa. This small segment is the last portion of the Fairbrook Branch, as all but 1,175 feet have been removed. At Tyrone, this line connects with the PC Philadelphia-Pittsburgh line and the PC Bald Eagle Branch, both of which are under study in this Report. The Trustees of the Penn Central Transportation Company have filed for abandonment on Docket No. AB-5 Sub. 158 with the ICC. This line was not shown in the U.S. DOT Report (see Zone 79).

Traffic and Operating Information

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

Tyrone ¹	40
<hr/>	
Total carloads generated by the line.....	40
Average carloads per week.....	0.8
Average carloads per mile.....	200.0
Average carloads per train.....	1.7
1973 Operating information:	
Number of round trips per year.....	24
Estimated time per round trip (hours).....	0.5
Locomotive horsepower.....	1,200
Train crew size.....	4

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." Information from PC staff indicates all but 1,175 feet of this track has been removed and the switch leading to the line relocated. At present there is nothing more than a siding being used by one patron, Tyrone Milling Co. Penn DOT is presently doing extensive highway work in the area which will require removal of a bridge and relocation of the patron at no expense to the patron. Also, the Corp of Army Engineers is planning on relocating Juniata River and

in so doing will take land from PC where Branch is presently located.

Information for Line Retention Decision

Revenue received by PC.....	\$9,398
Average revenue per carload.....	\$234

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	4,468
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	9,466
Cost incurred beyond the branch line.....	1,801
Total variable (avoidable) cost.....	15,735
Net contribution (loss): total.....	(6,342)
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 mph). Based on available information, this upgrading would include the replacement of a total of 550 crossties (an average of 500 crossties per mile).

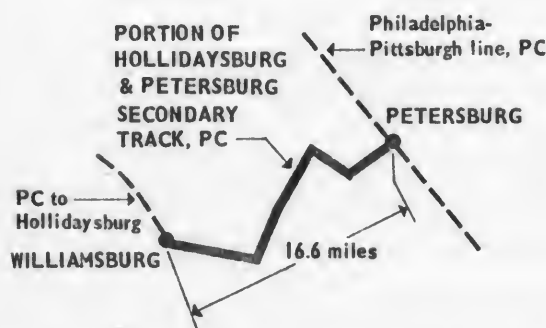
Preliminary Recommendation

It is *not* recommended that the Fairbrook Branch at Tyrone be included in the ConRail System.

PORTION OF HOLLIDAYSBURG AND PETERSBURG SECONDARY TRACK.

USRA Line No. 212/212a

Penn Central



This portion of the Hollidaysburg and Petersburg Secondary Track, formerly part of the Pennsylvania RR, extends from Petersburg (Milepost 0.5) to Williamsburg, Pa. (Milepost 17.1) a distance of 16.6 miles, in Blair and Huntingdon Counties, Pennsylvania. A continuation of this line extends westward from Williamsburg to Hollidaysburg. This line also connects with the Penn Central line at Petersburg. An application for abandonment of the portion of the line between Alexandria and Williamsburg has been filed with the

ICC (Docket AB-5 Sub. 43). This line, except for the portion from the Huntingdon County line to Williamsburg, was described as potentially excess in the U.S. DOT Report (see Zones 79 and 80).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Alexandria	362
Horrell	0
Total carloads generated by the line.....	362
Average carloads per week.....	7.0
Average carloads per mile.....	21.8
Average carloads per train.....	3.5
1973 operating information:	
Number of round trips per year.....	104
Estimated time per round trip (hours).....	3.5
Locomotive horsepower.....	1,200
Train crew size.....	4

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" indicated that Westab-Blair Co. estimated 319 carloads in 1973 and projected 467 carloads, and Maryland Refractories Co. projected 150 carloads. Pa.'s response indicates one of the largest shippers on this line (Westab) receives 400 carloads annually and indicates if rail service is discontinued they will be forced to relocate. The line from Blair County line to Petersburg serves as an alternate route over the mountains when the mainline is out of service. Joseph S. Dewey testified on behalf of Moss-American Co., stating this company produces crossties for the railroads at Alexandria and relocation or closing of the yard would increase costs of doing business with the railroads. Robert A. Halloran, Southern Alleghenies Planning & Dev. Comm., testified that abandonment of Petersburg Branch would result in the loss of access to 90 million tons of basalt trap rock.

Information for Line Retention Decision

Revenue received by PC.....	\$109,608
Average revenue per carload.....	\$303

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	134,878
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	12,494
Cost incurred beyond the branch line.....	68,325
Total variable (avoidable) cost.....	215,697
Net contribution (loss): total.....	(106,089)
Average per carload.....	(293)

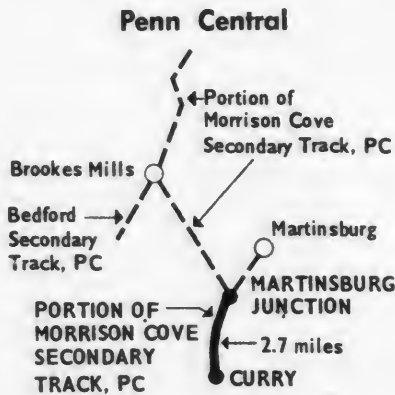
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,500 crossties (an average of 151 crossties per mile).

Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Hollidaysburg and Petersburg Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$106,089 or \$293 per carload. Recovery of costs would require approximately a 255 percent increase in traffic or a 95 percent rate increase over the 1973 levels.

PORTION OF MORRISON COVE SECONDARY TRACK

USRA Line No. 214



This portion of the Morrison Cove Secondary Track, formerly part of the Pennsylvania RR, extends from *Martinsburg Junction* (Milepost 21.5) to *Curry, Pa.* (Milepost 24.2), a distance of 2.7 miles, in Blair County, Pennsylvania. Continuations of this line extend northward to *Martinsburg*, *Brookes Mills* and *Hollidaysburg* (also under study in this Report). This line was not shown in the U.S. DOT Report (see Zone 79).

Traffic and Operating Information

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

Martinsburg Jct.....	0
Curry	157
<hr/>	
Total carloads generated by the line.....	157
Average carloads per week.....	3.0

Average carloads per mile.....	58.2
Average carloads per train.....	2.2
1973 operating information:	
Number of round trips per year.....	70
Estimated time per round trip (hours).....	1
Locomotive horsepower.....	1,200
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" indicated that Agway Inc. (feed, fertilizer) shipped an estimated 158 carloads. Correspondence submitted to USRA staff by Keith Black, Agway Inc. at the Altoona hearings indicated they received 14,247 tons of feed, seed, and fertilizer from July 1972 to June 1973 with freight charges of \$194,081. Mr. Black states "In the year 1972, 5 of the top 20 cows in the world were in Morrison's Cove or Curryville Area."

Information for Line Retention Decision

Revenue received by PC.....	\$71,720
Average revenue per carload.....	\$457
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	28,027
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	4,250
Cost incurred beyond the branch line.....	45,106
<hr/>	
Total variable (avoidable) cost.....	77,383
<hr/>	
Net contribution (loss): total.....	(5,663)
Average per carload.....	(36)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 729 crossties (an average of 270 crossties per mile).

Recommendation

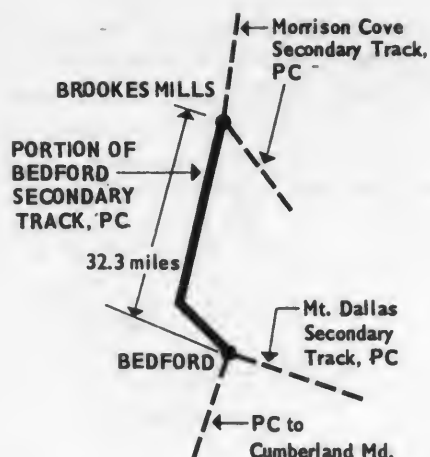
It is recommended that this portion of the Morrison Cove Secondary Track be included in the ConRail System.

PORTION OF BEDFORD SECONDARY TRACK

USRA Line No. 216

Penn Central

This portion of the Bedford Secondary Track, formerly part of the Pennsylvania RR, extends from



Brookes Mills (Milepost 14.2) to *Bedford, Pa.* (Milepost 46.5), a distance of *32.3 miles*, in Bedford and Blair Counties, Pa. This line connects with the Morrison Cove Secondary Track, of the Penn Central at Brookes Mills and with the Penn Central Mt. Dallas Secondary Track at Bedford. Both of these lines are under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zones 79 and 80).

Traffic and Operating Information

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

E. Freedom	16
Claysburg	402
Sproul	746
Queen	1
Osterberg	0
Fishertown	2
Bedford	1,194
Total carloads generated by the line	2,361
Average carloads per week	45.4
Average carloads per mile	73.1
Average carloads per train	9.4
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	9
Locomotive horsepower	1,500
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," indicated that Agway Inc. estimated 36 carloads in 1973 and project 72 carloads. Hedstrom Co. estimated 471 carloads in 1973 and project 600 carloads. They state they'll close without rail service (employ 325 people). Mr. E. L. Tennyson, Penn DOT, states in correspondence there are 100 cars per mile per year and surveys project 5,000 cars per year in the future. Donald C. Gallagher, president, Bedford Development Council, states 837 carloads were received or shipped in Bedford in 1973. Also states

they're in the process of developing two industrial sites at a cost of \$200,000. Ellwood H. Spencer, General Refractories, stated at Altoona that they originated or terminated 955 carloads and loss of rail service would close their plant (425 employees). Daniel Stultz, Standard Register Co., stated at Pittsburgh hearings they shipped or received 358 cars in 1973.

Information for Line Retention Decision

Revenue received by PC	\$894,579
Average revenue per carload	\$379
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	400,346
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	576,522
Total variable (avoidable) cost	976,868
Net contribution (loss): total	(82,289)
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.). Although this line lost \$82,289 or \$35 per car in 1973, a 25 percent increase in traffic or a 9 percent rate increase would enable financial self sufficiency.

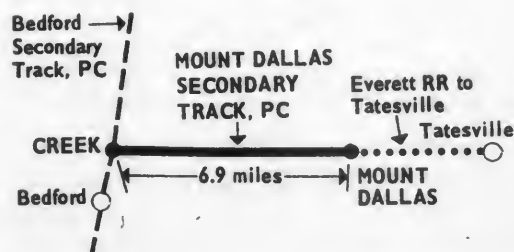
Recommendation

It is recommended that this portion of the Bedford Secondary Track be included in the ConRail System.

MOUNT DALLAS SECONDARY TRACK

USRA Line No. 218

Penn Central



The Mount Dallas Secondary Track, formerly part of the Pennsylvania RR, extends from *Creek* (Milepost 0.0) to *Mount Dallas, Pa.* (Milepost 6.9), a distance of *6.9 miles*, in Bedford County, Penn. At Bedford, this line connects with the Penn Central Bedford Secondary Track (also under study in this report). This line also connects with the Everett Railroad at Mount Dallas. This line was described as potentially excess in the U.S. DOT Report (see Zone 80).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ashcom	5
Mount Dallas ¹	322
<hr/>	
Total carloads generated by the line.....	327
Average carloads per week.....	6.3
Average carloads per mile.....	47.4
Average carloads per train.....	3.6
1973 operating information:	
Number of round trips per year.....	90
Estimated time per round trip (hours).....	2.0
Locomotive horsepower.....	1,500
Train crew size.....	4

¹ Includes carloads interchanged with the Everett Railroad.

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" indicated the Pennsylvania PUC finds 75 cars-generated per mile per year along this branch. Pennsylvania DOT says that 10 firms are served by the branch. USRA found that the Everett RR, a privately-owned switching railroad running from Mount Dallas to Tatesville, serves 3 firms: Everite Door Co., Central Chemical Co., and Van Hessen Co. This traffic is billed at Mount Dallas, Penn.

Information for Line Retention Decision

Revenue received by PC.....	\$107,964
Average revenue per carload.....	\$330
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	61,228
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	84,242
<hr/>	
Total variable (avoidable) cost.....	145,470
<hr/>	
Net contribution (loss): total.....	(37,506)
Average per carload.....	(115)

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 mph).

USRA and Penn Central staff found that this branch once served the Huntingdon & Broad Top coal fields. Because these coal seams are broken, the resulting coal mining costs make this region unlikely as a significant future coal mining area.

Preliminary Recommendation

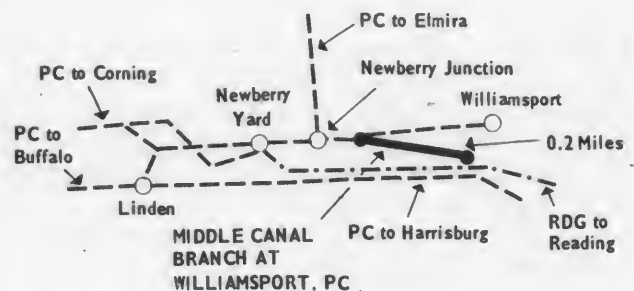
It is *not* recommended that the Mount Dallas Secondary Track be included in the ConRail System. Con-

tinued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$37,506 or \$115 per carload. Recovery of costs would require approximately a 160 percent increase in traffic or a 35 percent rate increase over the 1973 levels.

MIDDLE CANAL BRANCH

USRA Line No. 229

Penn Central



The Middle Canal Branch formerly part of the Pennsylvania RR, is at *Williamsport, Pa.* (VS 7+17) to (VS 15+36), a distance of *0.2 miles*, in Lycoming County, Pa. This line is being considered for sale to a shipper on the line so that they may relocate it to serve their facilities in a more efficient manner. No patrons other than the shipper will be affected. This line was not described as potentially excess in the U.S. DOT Report (see Zone 73).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Williamsport ¹	83
<hr/>	
Total carloads generated by the line.....	83
Average carloads per week.....	1.6
Average carloads per mile.....	415.0
Average carloads per train.....	4.2
1973 operating information:	
Number of round trips per year.....	20
Estimated time per round trip (hours).....	0.3
Locomotive horsepower.....	600
Train crew size.....	5

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transporta-

tion's Rail Service Report." PC staff indicates this portion of the line is to be sold to the one shipper on this line so they may relocate it to serve their facilities in a more efficient manner.

Information for Line Retention Decision

Revenue received by PC.....	\$55,798
Average revenue per carload.....	\$672
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	5,299
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	1,507
Cost incurred beyond the branch line.....	18,081
<hr/>	
Total variable (avoidable) cost.....	24,887
<hr/>	
Net contribution (loss): Total.....	30,911
Average per carload.....	372

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 250 crossties (an average of 313 crossties per mile).

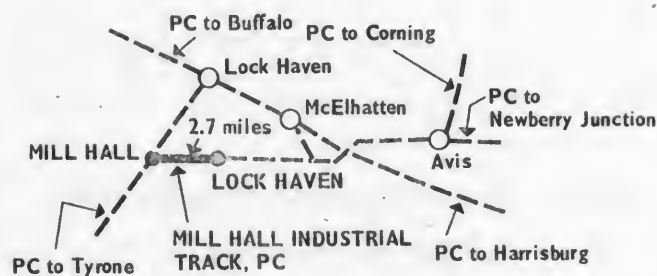
Recommendation

It is recommended that the Middle Canal Branch be included in the ConRail System.

MILL HALL INDUSTRIAL TRACK

USRA Line No. 243a

Penn Central



The Mill Hall Industrial Track, formerly part of the Pennsylvania RR, extends from *Lock Haven* (Milepost 11.3), to *Mill Hall, Pa.* (Milepost 14.0), a distance of 2.7 miles, in Clinton County, Pennsylvania. At Lock Haven this line connects with the PC Buffalo-Harris-

burg line. Additionally, this line connects with the PC Bald Eagle Branch to Tyrone at Mill Hall. This line was not described as potentially excess in the U.S. DOT Report (see Zone 74).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mill Hall ¹	178
Lock Haven ¹	192
<hr/>	
Total carloads generated by the line.....	370
Average carloads per week.....	7.1
Average carloads per mile.....	137.0
Average carloads per train.....	3.6
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.....	5

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$105,639
Average revenue per carload.....	\$286
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	43,148
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	72,998
<hr/>	
Total variable (avoidable) cost.....	116,146
<hr/>	
Net contribution (loss): total.....	(10,507)
Average per carload.....	(28)

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 mph).

Evaluation of coal reserves by USRA Staff indicates that there are no significant reserves or potential loading points along this line.

Although this line generates a loss, a 30 percent increase in traffic or a 10 percent rate increase over 1973 levels, would enable financial self-sufficiency.

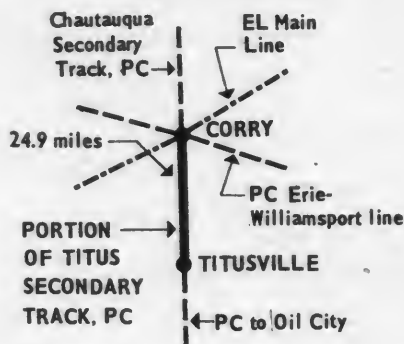
Recommendation

It is recommended that the Mill Hall Industrial Track be included in the ConRail System.

PORTION OF TITUS SECONDARY TRACK

USRA Line No. 250

Penn Central



This portion of the Titus Secondary Track, formerly part of the Pennsylvania RR, extends from *Corry* (Milepost 95.0) to *Titusville, Pa.* (Milepost 119.9), a distance of 24.9 miles, in Crawford and Erie Counties, Pennsylvania. This line was part of a through line between Buffalo and Oil City; both the northern (Chautauqua Secondary Track) and southern extensions of this line are also under study in this Report. At Corry, this line also connects with the PC's Erie and Emporium Secondary Tracks, (also under study in this report) and the Chicago-to-Jersey City line of the EL. Penn Central has filed petitions to abandon this line, (ICC Docket No. AB-5, Sub. 168 and USRA Docket No. 75-52). This line was not described as potentially excess in the U.S. DOT Report (see Zones 51 and 75).

Traffic and Operating Information

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

Hydetown	2
Centerville	51
Spartansburg	76
Total carloads generated by the line.....	129
Average carloads per week.....	2.5
Average carloads per mile.....	5.2
Average carloads per train.....	2.5
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	4.0
Locomotive horsepower.....	2,000
Train crew size.....	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." Correspondence from Lawrence Snapp, Platt's Mill, to USRA states it would be almost impossible to continue his feed manufacturing

business without rail service. Charles A. Poux, President of Oil Creek Plastics, wrote USRA about their erecting new silos for incoming raw materials. A. W. Carlson (VP Trans-Penn Wax Corp.), stated this company is dependent on rail service to bring in tank cars of raw wax (20,000 gallons). Earl E. Statler, Baillie Lumber Company, stated they have invested \$300,000 in this plant and believed they loaded 20 cars in 1973. Mr. James B. Stevenson, Publisher of Titusville Herald, states the abandonment may cause a major company, Jones & Laughlin Steel, to change their plans to move to this location.

Information for Line Retention Decision

Revenue received by PC.....		\$23,108
Average revenue per carload.....	\$179	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line.....	186,108	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	31,803	
Total variable (loss) : Total.....	217,911	
Net contribution (loss) : Total.....	(194,803)	
Average per carload.....	(1,510)	

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.). An evaluation of coal reserves by USRA indicates no significant reserves or potential loading points along this line.

Preliminary Recommendation

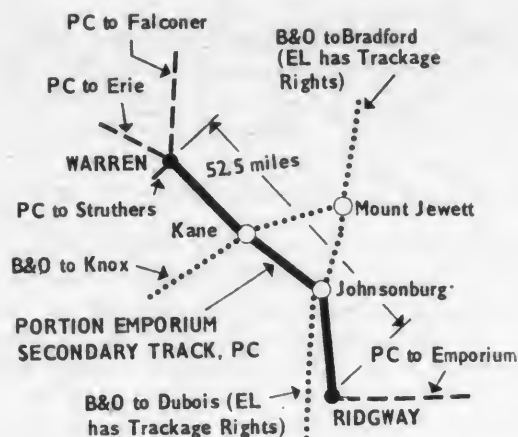
It is *not* recommended that this portion of the Titus Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$194,803 or \$1,510 per carload. Recovery of costs would require both an increase in traffic and a rate increase over the 1973 levels.

PORTION OF EMPORIUM SECONDARY TRACK

USRA Line No. 252

Penn Central

This portion of the Emporium Secondary Track, formerly part of the Pennsylvania RR, extends from *Warren* (Milepost 66.5) to *Ridgway, Pa.* (Milepost 119.0), a distance of 52.5 miles, in Warren, McKean, and Elk Counties, Pa. Continuations of this line extend westward to Erie from Warren and eastward to Emporium



from Ridgway (both of which are also under study in this Report). At Warren, the line connects with the Valley Branch of the PC to North Warren and Falconer. At Kane it connects with the B&O. It is paralleled by the B&O Pittsburgh-Buffalo line between Johnsonburg and Ridgway over which the EL also operates. This line, except for the portion in Warren County, which was not studied, and the portion from Ridgway to north of Johnsonburg, was described as potentially excess in the U.S. DOT Report (see Zones 74 and 75).

Traffic and Operating Information

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

Ridgway	58
Johnsonburg	618
Sergeant	46
Kane	1,178
Ludlow	0
Sheffield	83
Tiona	117
Clarendon	65
Stoneham	0
Warren ¹	29
Roystone	0
Total carloads generated by the line	2,194
Average carloads per week	42.2
Average carloads per mile	41.8
Average carloads per train	7.3
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	10
Locomotive horsepower	2,500
Train operating crew	4

¹ Includes only traffic on segment.

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" indicated that Stackpole Carbon estimated 962 carloads in 1973. In a statement to Penn DOT, Hammermill Paper stated they are expanding their Erie pulp mill to 740 tons

per day in 1974. Hammermill ships from Erie to Lock Haven through Corry, Warren, Ridgway (all under study). Their Erie pulp mill ships an average of 3.7 cars per day a distance of 283 miles over PC lines to Lock Haven and return.

In testimony at Pittsburgh, Roger Yaple, Penntick Paper Co., stated Johnsonburg generated 2,568 carloads in 1973 (145,000 tons) and they are concerned about elimination of north-south trackage (B&O-EL).

Information for Line Retention Decision

Revenue received by PC	\$717,139
Average revenue per carload	\$327

Variable (avoidable) cost of continued service:

Cost incurred on the branch line	627,635
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	321,146

Total variable (avoidable) cost 948,781

Net contribution (loss): total	(231,651)
Average per carload	(106)

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.). Kane Hardwood is building a new plant and estimates 690 carloads. An evaluation of coal reserves by USRA staff indicates no significant reserves or potential loading points along this line.

Although service to the entire line generates a loss, service to the line from milepost 93.8 to milepost 119.0 (serving shippers at Ridgway, Johnsonburg, Sergeant and Kane who generated 1,900 carloads in 1973) would generate \$640,436 in revenue and \$659,417 in costs with a resulting loss of \$18,981 or \$10 per carload. A 10 percent growth in traffic or a 3 percent rate increase would make this portion of the line financially self-sufficient.

Recommendation

It is recommended that the portion of the Emporium Secondary Track from Milepost 93.8 to Milepost 119.0 be included in the ConRail System.

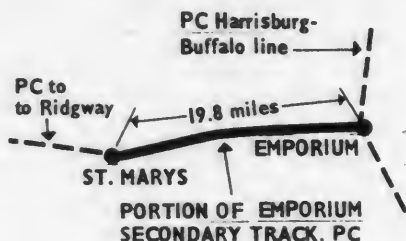
Preliminary Recommendation

It is *not* recommended that the portion of the Emporium Secondary Track from Milepost 93.8 to Milepost 66.5 be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$231,651 or \$106 per carload. Recovery of costs would require approximately a 50 percent increase in traffic or a 30 percent rate increase over the 1973 levels.

PORTION OF EMPORIUM SECONDARY TRACK

USRA Line No. 253

Penn Central



This portion of the Emporium Secondary Track, formerly part of the Pennsylvania RR, extends from *St. Mary's* (Milepost 130.0) to *Emporium, Pa.* (Milepost 149.8), a distance of 19.8 miles, in Elk and Cameron Counties, Pa. A continuation of this line extends westward to Ridgway from St. Mary's (also under study in this Report). At Emporium, the line meets the PC Harrisburg-Buffalo line. This line was described as potentially excess in the U.S. DOT Report (see Zone 74).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Howard	58
St. Mary's.....	3, 284
Rolfe	4
<hr/>	
Total carloads generated by the line.....	3, 346
Average carloads per week.....	64. 3
Average carloads per mile.....	169. 0
Average carloads per train.....	11. 2
1973 Operating Information:	
Number of round trips per year.....	300
Estimated time per round trip (hours).....	10
Locomotive horsepower	5, 000
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided by 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." Correspondence from Stackpole Carbon Company states that annual volume for St. Mary's exceeds 3,000 carloads.

Information for Line Retention Decision

Revenue received by PC	\$1, 508, 163
Average revenue per carload.....	\$451
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	394, 971

Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost) ..	0
Cost incurred beyond the branch line.....	976, 071

Total variable (avoidable) cost..... 1, 371, 042

Net contribution (loss) : total 137, 121
Average per carload..... 41

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Pennsylvania's Response to the Department of Transportation's Report stated that abandonment of this line would affect the development of a 15-acre industrial site. An evaluation of coal reserves by USRA staff indicates there are no significant reserves or loading points on this line.

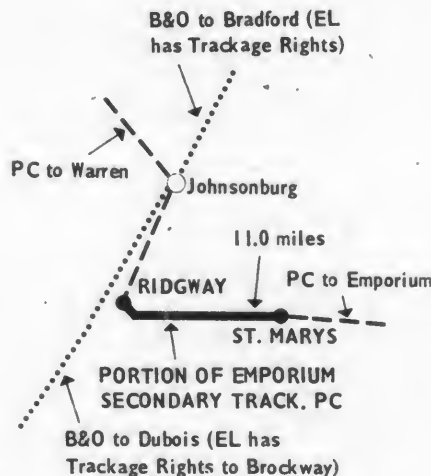
Recommendation

It is recommended that this portion of the Emporium Secondary Track be included in the ConRail System.

PORTION OF EMPORIUM SECONDARY TRACK

USRA Line No. 253a

Penn Central



This portion of the Emporium Secondary Track, formerly part of the Pennsylvania RR, extends from *Ridgway* (Milepost 119.0) to *St. Mary's, Pa.* (Milepost 130.0), a distance of 11.0 miles, in Elk County, Pa. A continuation of this line extends eastward to Emporium from St. Mary's and northwestward to Warren from Ridgway (both of which are also under study in this Report). This line also connects with the Baltimore and Ohio RR, over which the Erie Lackawanna Ry. has trackage rights, at Ridgway.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

This line does not directly serve any shippers but is used to serve USRA Segments 253 and 252a. The recommendation for these lines is that they be included in the ConRail System.

Recommendation

It is recommended that this portion of the Emporium Secondary Track be included in the ConRail System.

SALAMANCA BRANCH

USRA Line No. 254

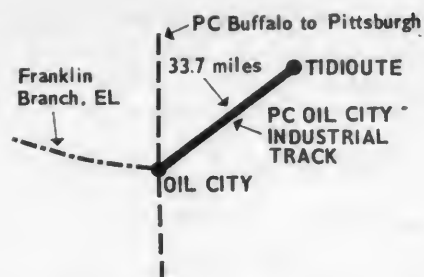
Penn Central

The Salamanca Branch, formerly part of the Pennsylvania RR, extends from *Oil City* (Milepost 1.9), to *Tidioute, Pa.* (Milepost 35.6), a distance of *33.7 miles*, in Venango, Forest and Warren Counties, Pennsylvania. This line is a branch off the Penn Central's old Buffalo to Pittsburgh route via Corry, Titusville and Kiskiminetas Junction. At Oil City this line connects with the Oil City and Titus Secondary Tracks, both of which are also under study in this Report. At Oil City, the line also connects with the Franklin Branch of the Erie Lackawanna Ry. The use of EL Tracks allows access to the PC Reno Industrial Track at Polk Junction. This line was approved for abandonment several years ago (ICC Docket Number 26571) but the ICC subsequently stayed its order. The PC also applied to the USRA for permission to abandon this line (USRA Docket No. 75-48). No final action has been taken on this request. This line was not studied in the U.S. DOT Report (see Zone 75).

Traffic and Operating Information

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

Tidioute	20
W. Hickory	102
Tionesta	0
Total carloads generated by the line	131
Average carloads per week	2.5
Average carloads per mile	3.9
Average carloads per train	2.9
1973 operating information:	
Number of round trips per year	45
Estimated time per round trip (hours)	5.0
Locomotive horsepower	2,000
Train crew size	5



Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." In response to one of the abandonment petitions, USRA received one comment from a shipper on the branch. The Hammermill Paper Co., located at West Hickory, Pa., opposed the abandonment saying that production at their plant was curtailed during 1974 due to fire damage; but that they expect normal shipments to resume in 1975 to the 1972 level of 110 cars a year. West Hickory is 25.6 miles from Oil City. King Lumber Co. in Tidioute is the only other shipper of record.

Information for Line Retention Decision

Revenue received by PC	\$43,171
Average revenue per carload	\$329
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	224,648
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	38,464
Total variable (avoidable) cost	263,112
Net contribution (loss): Total	(219,941)
Average per carload	(1,678)

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.).

An evaluation of coal reserves by USRA and Penn Central staff indicates that there are no significant reserves or potential loading points along this line.

Preliminary Recommendation

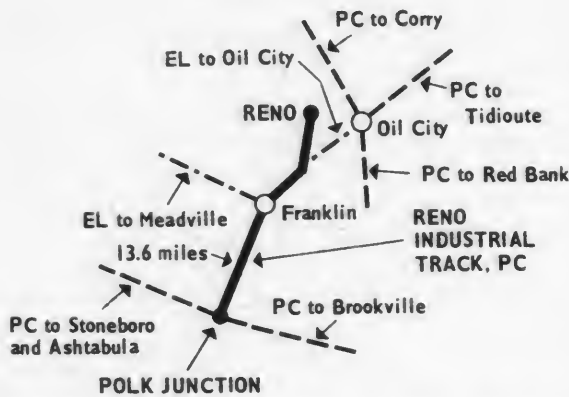
It is *not* recommended that the Oil City Industrial Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$219,941 or \$1,678 per carload.

Recovery of costs would require approximately a 46-fold increase in traffic or a 500 percent rate increase over the 1973 levels.

RENO INDUSTRIAL TRACK

USRA Line No. 256

Penn Central



The Reno Industrial Track, formerly part of the New York Central RR, extends from *Polk Junction* (Milepost 68.3), to *Reno, Pa.* (Milepost 81.9), a distance of 13.6 miles, in Venango County, Pennsylvania. This line extends from the JF&C Branch at Polk Junction to Franklin, where Erie Lackawanna trackage right are used for 1.1 miles and then continues to Reno. The connecting EL line is the Franklin Branch from Oil City to the EL Chicago-Jersey City line at Meadville. The Penn Central has filed a petition to abandon this line, including 1.1 miles of Erie Lackawanna trackage rights; ICC Docket No. AB-5, Sub. 173. This line was not studied in the U.S. DOT Report (see Zone 75).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Franklin	719
Polk Junction	0
Reno	181
<hr/>	
Total carloads generated by the line	900
Average carloads per week	17.3
Average carloads per mile	72.0
Average carloads per train	9.0
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	4
Locomotive horsepower	2,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC	\$381,430
Average revenue per carload	\$423
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	124,820
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost) ..	36,173
Cost incurred beyond the branch line	193,683
<hr/>	
Total variable (avoidable) cost	354,676
<hr/>	
Net contribution (loss): total	26,754
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 3,000 crossties (an average of 240 crossties per mile).

An evaluation of coal reserves by USRA staff indicates no reserves or potential loading points along this line.

That portion of the line from Milepost 77.6 to Milepost 88.9, serving shippers at Reno, generates a loss amounting to \$28,080 or \$155 per car.

Recommendation

It is recommended that the portion of the Reno Industrial Track from *Milepost 68.3 to Milepost 77.6* be included in the ConRail system.

Preliminary Recommendation

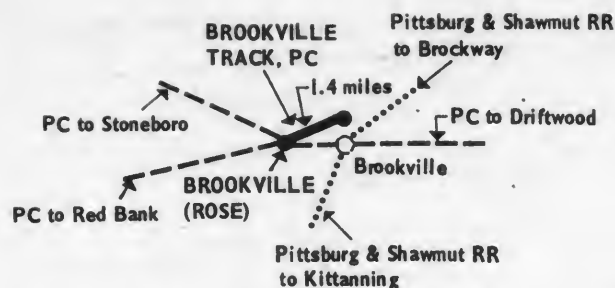
It is *not* recommended that the portion of the Reno Industrial Track from *Milepost 77.6 to Milepost 88.9* be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$28,080 or \$155 per carload. Recovery of costs would require approximately a 120 percent increase in traffic or a 40 percent rate increase over the 1973 levels.

BROOKVILLE TRACK

USRA Line No. 257

Penn Central

The Brookville Track, formerly part of the Pennsylvania RR, extends from Milepost 0.0 to Milepost 1.4, at *Brookville, Pa.* a distance of 1.4 miles, in Jefferson County, Pennsylvania. This line connects with the PC



Low Grade Secondary Track at Brookville and with the Pittsburg & Shawmut RR Brockway-Freeport Junction line at Brookville. A petition for abandonment of this line was filed with the I.C.C. (Finance Docket Number 26569-Sub. 4), but the order was stayed due to protests. This line was not described as potentially excess in the U.S. DOT Report (see Zone 74).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Brookville ¹	42
Total carloads generated by the line	42
Average carloads per week	0.8
Average carloads per mile	30
Average carloads per train	1.7
1973 operating information:	
Number of round trips per year	25
Estimated time per round trip (hours)	1.0
Locomotive horsepower	2,000
Train crew size	4

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC	\$14,017
Average revenue per carload	\$333
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	13,958
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost)	9,166
Cost incurred beyond the branch line	9,210
Total variable (avoidable) cost	32,334
Net contribution (loss): total	(18,317)
Average per carload	(436)

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

the replacement of a total of 1,200 crossties (an average of 857 crossties per mile).

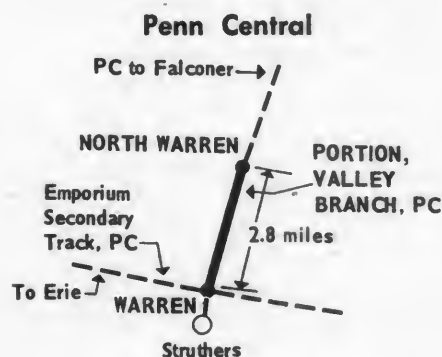
An evaluation of coal reserves by USRA staff indicates there are no significant coal reserves or potential loading points along this line.

Preliminary Recommendation

It is *not* recommended that the Brookville Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$18,317 or \$436 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 130 percent rate increase over the 1973 levels.

PORTION OF VALLEY BRANCH

USRA Line No. 260a



This portion of the Valley Branch, formerly part of the New York Central RR, extends from *N. Warren* (Milepost 51.3) to *Warren, Pa.* (Milepost 54.1), a distance of 2.8 miles, in Warren County, Pa. A continuation of this line extends northward from North Warren (also under study in this Report). At Warren, this line connects with the Emporium Secondary Track, PC, extending northwest to Corry and southeast to Ridgway, with the Struthers Running Track, PC, (all of which are also under study in this Report). This line was not studied in the U.S. DOT Report (see Zone 75).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
North Warren	125
Warren ¹	20
Total carloads generated by the line	145
Average carloads per week	2.8
Average carloads per mile	51.8
Average carloads per train	2.9
1973 Operating information:	
Number of round trips per year	50
Estimated time per round trip	2
Locomotive horsepower	1,500
Train crew size	4

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." Ernest C. Miller, West Penn Oil Co., writes that their 14-car railroad siding was in constant use and in 1973 over 50 percent of their product arrives in 20,000- to 24,000-gallon tank cars. He stated they shipped 160 cars in 1973.

Information for Line Retention Decision

Revenue received by PC.....	\$60,764
Average revenue per carload.....	\$419
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	28,161
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	17,868
Cost incurred beyond the branch line.....	41,088
<hr/>	
Total variable (avoidable) cost.....	87,117
<hr/>	
Net contribution (loss) : total.....	(26,353)
Average per carload.....	(182)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,400 crossties (an average of 500 crossties per mile).

Preliminary Recommendation

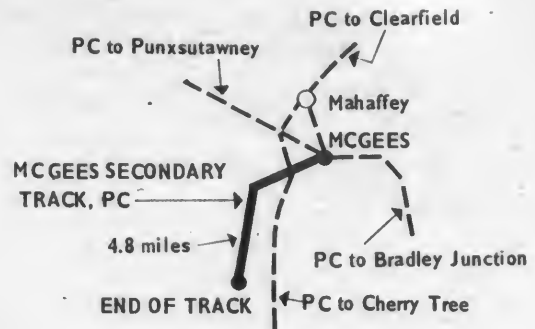
It is *not* recommended that this portion of the Valley Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$26,353 or \$182 per carload. Recovery of costs would require approximately a 135 percent increase in traffic or a 40 percent rate increase over the 1973 levels.

McGEES SECONDARY TRACK

USRA Line No. 295

Penn Central

The McGees Secondary Track, formerly part of the Pennsylvania RR, extends from near *McGees* (Milepost 44.0) to *end of track* (Milepost 48.8), a distance of 4.8 miles, in Clearfield and Indiana Counties, Pa. This line connects with the Cresson Secondary Track and the Cherry Tree Branch at McGees. This line was not described as potentially excess in the U.S. DOT Report (see Zone 74).



Traffic and Operating Information

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

McGees	4
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Total carloads generated by the line.....	4
Average carloads per week.....	0.1
Average carloads per mile.....	0.8
Average carloads per train.....	0.5
1973 operating information:	
Number of round trips per year.....	8
Estimated time per round trip (hours).....	1.5
Locomotive horsepower.....	4,000
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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"

Information for Line Retention Decision

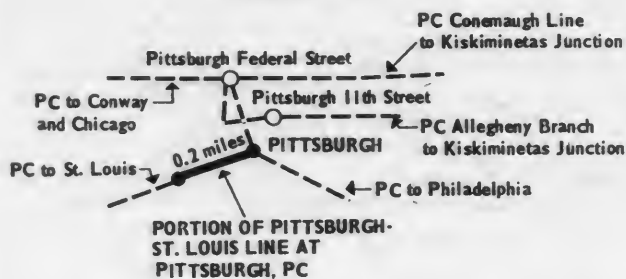
Revenue received by PC.....	\$1,869
Average revenue per carload.....	\$467
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	31,562
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	11,820
Cost incurred beyond the branch line.....	891
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Total variable (avoidable) cost.....	44,273
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Net contribution (loss) : total.....	(42,404)
Average per carload.....	(10,601)

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 3,000 crossties (an average of 625 crossties per mile). An evaluation of coal reserves by USRA and PC staff indicates there are substantial proven coal reserves adjacent to this line. The line should be held for future coal prospects.

PORTION OF PITTSBURGH-ST. LOUIS LINE

USRA Line No. 314

Penn Central



This portion of the Pittsburgh-St. Louis Line, formerly part of the Pennsylvania RR, extends from Milepost 0.0 to Milepost 0.2 at *Pittsburgh Pennsylvania*, a distance of *0.2 miles*, in Allegheny County, Pa. A continuation of this line extends westward to St. Louis from Pittsburgh. This line connects with the B&O lines from New York-Chicago and St. Louis. This line also connects with the PC line to Chicago, also under study in this Report. A petition for the abandonment of this line was filed with the ICC (Docket Number AB-5, Sub. 3). This line was not described as potentially excess in the U.S. DOT Report (see Zone 76).

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" indicates that the State of Pennsylvania and the Port of Authority of Allegheny County have UMTA approval to use this segment as part of the area's new rapid transit system. This line is presently used only for Amtrak service. USRA Staff has confirmed this testimony through meetings and correspondence with the Port of Authority of Allegheny Counties. No shippers are dependent upon this line for freight service.

Information for Line Retention Decision

This segment of right-of-way has been sold to the State of Pennsylvania for use in constructing a highway.

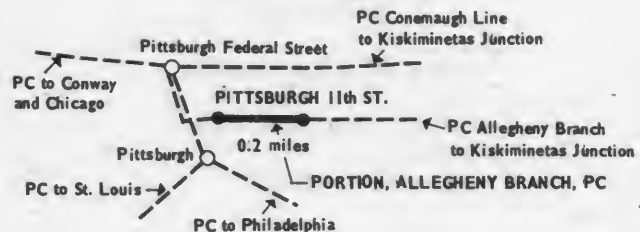
Recommendation

It is *not* recommended that this portion of the Pittsburgh to St. Louis line be included in the ConRail System.

ALLEGHENY BRANCH

USRA Line No. 315

Penn Central



This portion of the Allegheny Branch, formerly part of the Pennsylvania RR, at *Pittsburgh*, extends a distance of *0.2 miles*, in Allegheny County, Pa. A continuation of this line extends northeastward from Pittsburgh. This line connects with the following PC lines at Fort Wayne Bridge: the Pittsburgh to Philadelphia line and the Pittsburgh to Chicago line. An abandonment application for this line was approved by the ICC on April 18, 1972, Finance Docket 26942. This line was not described as potentially excess in the U.S. DOT Report (see Zone 76).

Information Provided by RSPO, Shippers, Government Agencies

USRA staff have discussed with the Port Authority of Allegheny County, the proposed Urban Renewal projects affecting this line.

Information for Line Retention Decision

This line is already authorized for abandonment as part of a local Urban Renewal project. No local shippers are directly served by this line.

Preliminary Recommendation

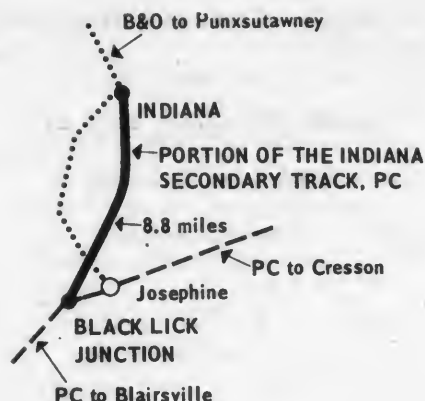
It is *not* recommended that this 0.2-mile portion of the Allegheny Branch be included in the ConRail System.

PORTION OF THE INDIANA SECONDARY TRACK

USRA Line No. 326

Penn Central

This portion of the Indiana Secondary Track, formerly part of the Pennsylvania RR, extends from *Black Lick Junction* (Milepost 8.5) to *Indiana, Pa.* (Milepost 17.3), a distance of *8.8 miles*, in Indiana County, Pennsylvania. This line connects with the Baltimore & Ohio to Creekside at Indiana, and PC's Black Lick Secondary at Black Lick Junction. This line was not described as potentially excess in the U.S. DOT Report (see Zone 74).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Graceton	0
Homer City	18
Indiana, Pa.	287
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Total carloads generated by the line	305
Average carloads per week	5.9
Average carloads per mile	34.7
Average carloads per train	7.6
1973 operating information:	
Number of round trips per year	40
Estimated time per round trip (hours)	3.0
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." PC staff reports the Blairsville & Indiana Railroad is leasing this line (agreement signed 5/7/74). Awaiting ICC approval of operating authority.

Information for Line Retention Decision

Revenue received by PC	\$123,045
Average revenue per carload	\$403
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	73,993
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) ..	23,184
Cost incurred beyond the branch line	67,258
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Total variable (avoidable) cost	164,435
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Net contribution (loss) : total	(41,390)
Average per carload	(136)

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

the replacement of a total of 3,564 crossties (an average of 405 crossties per mile). An evaluation of coal reserves by USRA staff indicates there are no significant reserves or potential loading points on this line. Reserves in adjacent areas can be served from adjacent line (No. 327 Homer City-Terminus).

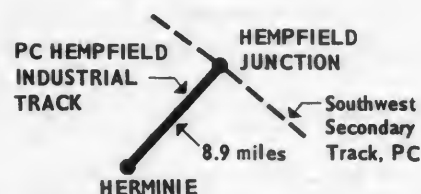
Preliminary Recommendation

It is *not* recommended that this portion of the Indiana Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$41,390 or \$136 per carload. Recovery of costs would require approximately a 75 percent increase in traffic or a 34 percent rate increase over the 1973 levels.

HEMPFIELD INDUSTRIAL TRACK

USRA Line No. 331

Penn Central



The Hempfield Industrial Track, formerly part of the Pennsylvania RR, extends from *Hempfield Junction* (Milepost 0.0), to *Herminie, Pa.* (Milepost 8.9), a distance of 8.9 miles, in Westmoreland County, Pennsylvania. This line connects at Hempfield Junction with the Southwest Secondary Track of the PC. This line was described as potentially excess in the U.S. DOT Report (see Zone 76)

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Eisaman	74
Madison	18
Herminie	104
Hempfield Br	0
Sinclair	0
Cribb	0
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Total carloads generated by the line	196
Average carloads per week	3.8
Average carloads per mile	22.0
Average carloads per train	3.9
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,500
Train crew size	5

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" indicated that Shuster's Building Components and Wickes Corp. generated 122 and 78 carloads, respectively, in 1973. Both of these companies would be forced to shut down. The Pennsylvania DOT reported an annual average of 31 carloads per mile on this line. Pennsylvania DOT estimated unemployment would be 165. Also affected would be the development of 5 industrial sites. One of these, the Hempfield Industrial Park, serves industries that provide 1,200 jobs and has space for future industrial expansion.

Information for Line Retention Decision

Revenue received by PC.....	\$60,612
Average revenue per carload.....	\$309

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	70,874
Cost of upgrading branch line to FRA class	
I: (1/10 of total upgrading cost).....	17,568
Cost incurred beyond the branch line.....	48,578

Total variable (avoidable) cost..... 137,020

Net contribution (loss): total.....	(76,408)
Average per carload.....	(390)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 3,484 crossties (an average of 391 crossties per mile).

Available information indicates that this line may have some traffic growth potential although no specific data has been provided. An evaluation of the coal reserves by USRA and Penn Central staff indicates that there are no significant reserves or potential loading points along this line. Coal reserves in adjacent areas can be served by other rail lines.

Preliminary Recommendation

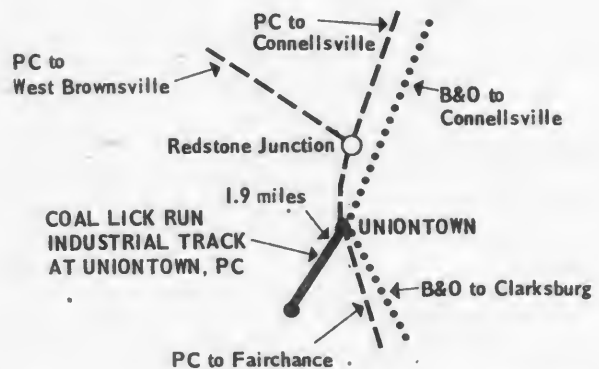
Although the preliminary recommendation is that the Hempfield Industrial Track not be included in the Con-Rail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$76,408 or \$390 per carload. Recovery of costs would require approximately a

six-fold increase in traffic or a 125 percent rate increase over the 1973 levels.

PORTION OF COAL LICK RUN

USRA Line No. 335

Penn Central



This portion of the Coal Lick Run, formerly part of the Pennsylvania RR, extends from Milepost 0.0 to Milepost 1.9 at Uniontown, Pa., a distance of 1.9 miles, in Fayette County, Pennsylvania. This segment connects with the PC line to Brownsville Junction and the PC line to Connellsville at Uniontown; both of which are under study in this Report. This line also connects with the B&O line to Dickerson Run and the Western Maryland to Greene Junction. A petition was filed with the ICC for abandonment of this line (Docket No. AB-5 Sub. 70), but it was withdrawn. This line was not shown as excess in the U.S. DOT Report (see Zone 77).

Traffic and Operating Information

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

Uniontown ¹	86
Total carloads generated by the line.....	86
Average carloads per week.....	1.7
Average carloads per mile.....	45.3
Average carloads per train.....	1.7
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	1
Locomotive horsepower.....	3,000
Train crew size.....	5

¹ Includes only shippers on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

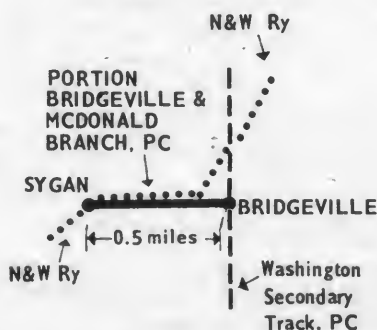
Revenue received by PC.....	\$36,925
Average revenue per carload.....	\$429
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	17,340
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	5,118
Cost incurred beyond the branch line.....	21,986
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Total variable (avoidable) cost.....	44,444
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Net Contribution (loss): total.....	(7,519)
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 mph). Based on available information, this upgrading would include the replacement of a total of 360 crossties (an average of 189 crossties per mile).

An evaluation of coal reserves by USRA staff indicates there are no significant coal reserves or potential loading points on this line.

Preliminary Recommendation

It is *not* recommended that this portion of the Coal Lick Run Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$7,519 or \$87 per carload. Recovery of costs would require approximately a 50 per cent increase in traffic or a 20 per cent rate increase over the 1973 levels.

PORTION OF BRIDGEVILLE & McDONALD BRANCH**USRA Line No. 344****Penn Central**

This portion of the Bridgeville & McDonald Branch, formerly part of the Pennsylvania RR, extends from Bridgeville (Milepost 0.9), to Sygan, Pa. (Milepost 1.4), a distance of 0.5 miles, in Allegheny County, Pennsylvania. At Bridgeville, this line connects with

the Washington Secondary Track, PC. Both Sygan and Bridgeville are also served by the Norfolk & Western Ry. This line was not shown in the U.S. DOT Report (see Zone 76).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bridgeville ¹	7
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Total carloads generated by the line.....	7
Average carloads per train.....	1.5
Average carloads per mile.....	14.0
Average carloads per train.....	0.5
1973 operating information:	
Number of round trips per year.....	14
Estimated time per round trip (hours).....	0.5
Locomotive horsepower.....	2,000
Train crew size.....	5

¹ Includes only shippers on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." The Pennsylvania Southwest Association recommended this portion of the line be abandoned; provided traffic could be transferred to the Chessie.

Information for Line Retention Decision

Revenue received by PC.....	\$1,823
Average revenue per carload.....	\$260
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	5,490
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost).....	1,239
Cost incurred beyond the branch line.....	1,130
<hr/>	
Total variable (avoidable) cost.....	7,859
<hr/>	
Net contribution (loss): total.....	(6,036)
Average per carload.....	(862)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 201 crossties (an average of 402 crossties per mile).

Preliminary Recommendation

It is *not* recommended that this portion of the Bridgeville & McDonald Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$6,036 or \$862 per carload. Recovery of costs would require ap-

proximately a 9-fold increase in traffic or a 330 percent rate increase over the 1973 levels.

WESTLAND INDUSTRIAL TRACK

USRA Line No. 345a

Penn Central



The Westland Industrial Track, formerly part of the Pennsylvania RR, extends from the *Junction with Washington Secondary Track* (Milepost 0.0), to *Westland, Pa.*, (Milepost 3.0), a distance of 3.0 miles, in Washington County, Pa. This line is a branch off the PC Washington Secondary Track, formerly known as the Charters Branch. The Washington Secondary Track is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 76).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Available information indicates that there are no shippers served by this line.

Preliminary Recommendation

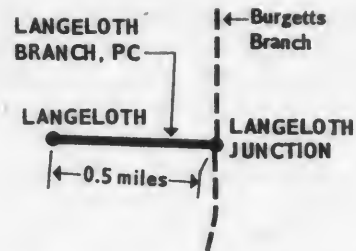
It is *not* recommended that the Westland Industrial Track be included in the ConRail System.

LANGELOTH BRANCH

USRA Line No. 348b

Penn Central

The Langeloth Branch, formerly part of the Pennsylvania RR, extends from *Langeloth Junction* (Milepost 0.0) to *Langeloth, Pa.*, (Milepost 0.5), a distance of 0.5 miles, in Washington County, Pa. At Langeloth Junction this line connects with the Burgetts Branch, PC, also under study in this Report. This line was de-



scribed as potentially excess in the U.S. DOT Report (see Zone 76).

Traffic and Operating Information

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

Burgettstown ¹	498
Total carloads generated by the line..... 498	
Average carloads per week.....	9.6
Average carloads per mile.....	996.0
Average carloads per train.....	2.5
1973 operating information:	
Number of round trips per year.....	200
Estimated time per round trip (hours).....	1.0
Locomotive horsepower.....	1,500
Train crew size.....	5

¹ Includes only traffic on segment.

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" indicated that two patrons are on this line. American Metal Climax (AMAX) Company is the world's largest molybdenum processing plant and received molybdenum from Colorado in 100-ton hopper cars. They generated 504 carloads in 1973. Mr. John Ollweiler, (Asst. Gen. Mg. AMAX), wrote to RSPO that his plant employed 229 full-time people, and replacement cost of plant property and equipment is \$19,000,000. He states they plan to invest well over half again that much in modernization and expansion over the next 3 years. According to Penn's response the Bologna Mining Co. expects to ship 20,000 tons per month. This Company has leased the line beyond Milepost 0.5 and are rehabilitating same.

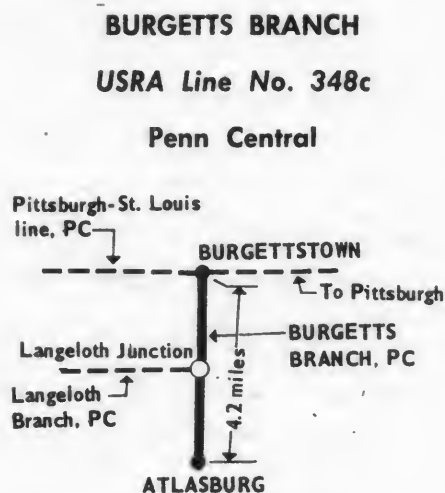
Information for Line Retention Decision

Revenue received by PC.....	\$426,588
Average revenue per carload.....	\$857
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	25,098
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	1,670
Cost incurred beyond the branch line.....	124,231
Total variable (avoidable) cost.....	150,999
Net contribution (loss): total.....	275,589
Average per carload.....	553

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has 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 1000 crossties per mile). An evaluation of coal reserves by USRA staff confirms an active loading facility upon which traffic may increase.

Recommendation

It is recommended that the Langeloth Branch be included in the ConRail System.



The Burgetts Branch, formerly part of the Pennsylvania RR extends from *Burgettstown* (Milepost 0.0) to *Atlasburg, Pa.* (Milepost 4.2), a distance of 4.2 miles, in Washington County, Pennsylvania. This line connects with the Pittsburgh-St. Louis line, PC, at Burgettstown and with the Langeloth Branch at Langeloth Junction (also under study in this Report). This line was described as potentially excess in the U.S. DOT Report (see Zone 76).

Traffic and Operating Information

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

Atlasburg	150
Burgettstown ¹	7
<hr/>	
Total carloads generated by the line.....	157
Average carloads per week.....	3.0
Average carloads per mile.....	37.4
Average carloads per train.....	3.0
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	2.0
Locomotive horsepower.....	1,500
Train crew size.....	5

¹ Includes only traffic on segment.

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" indicated that Z and L Lumber generated 164 carloads in 1972, and if service terminated, 290 people would lose their jobs. The Pennsylvania Public Utilities Commission stated that Burgettstown generated 760 carloads at the main line junction, and Atlasburg generated 105 carloads. By combining the main line traffic with Atlasburg's traffic, the PUC derived a 201 carloads-per-mile traffic index for the branch.

Information for Line Retention Decision

Revenue received by PC.....	\$47,816
Average revenue per carload.....	\$304
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	39,134
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) ..	9,150
Cost incurred beyond the branch line.....	37,187
<hr/>	
Total variable (avoidable) cost.....	85,471
<hr/>	
Net contribution (loss): total.....	(37,655)
Average per carload.....	(239)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has 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 285 crossties per mile). An evaluation of coal reserves by USRA and Penn Central staff indicates there may be reserves adjacent to this line. Bologna Mining Co. is located at Langeloth on the Langeloth Branch which connects to this branch.

Although this line generates a loss, it is required to serve USRA segment 348b which generated a net contribution amounting to \$275,589.

Preliminary Recommendation

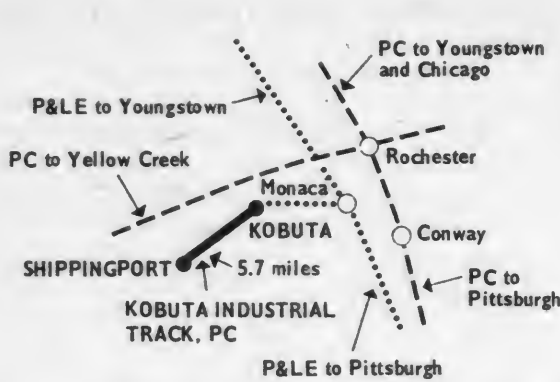
It is recommended that the Burgetts Branch be included in the ConRail System.

KOBUTA INDUSTRIAL TRACK

USRA Line No. 352

Penn Central

The Kobuta Industrial Track, formerly part of the Pennsylvania RR, extends from *Shippingport* (Milepost 28.7), to *Kobuta, Pa.* (Milepost 34.4), a distance of 5.7 miles, in Beaver County, Pennsylvania. This line



was not described as potentially excess in the U.S. DOT Report (see Zone 76).

Information Provided by RSPO, Shippers, Government Agencies

Information provided by the Pennsylvania PUC 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 stressed the need for this line because of the valuable coal reserves in the area, and the line serves a nuclear power plant, one under construction, one planned for development, and three coal fired utility plants. All are operated by the Duquesne Power and Light Co.

Information for Line Retention Decision

The PC does not serve this line. The Duquesne Light Co. has leased 4.75 miles of this line and rail service is being provided by the P&LE via its own lines and trackage rights over 0.95 miles of the PC. Service can be continued under the current arrangement or by the assumption of less than one mile of track by the Duquesne Light Co. or by the P&LE. An evaluation of coal reserves by USRA staff indicated that there are no significant reserves adjacent to this line.

Preliminary Recommendation

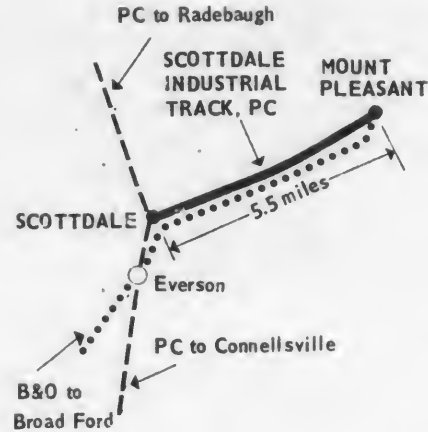
It is *not* recommended that the Kobuta Industrial Track be included in the ConRail System.

SCOTTDALE INDUSTRIAL TRACK

USRA Line No. 355

Penn Central

The Scottdale Industrial Track, formerly part of the Pennsylvania RR, extends from *Scottdale* (Milepost 0.0), to *Mount Pleasant, Pa.* (Milepost 5.5), a distance of 5.5 miles, in Westmoreland County, Pennsylvania. At Scottdale, this line connects with the South-



west Secondary Track, PC. The Baltimore & Ohio Railroad also serves Scottdale and Mount Pleasant. This line was not shown in the U.S. DOT Report (see Zone 76).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mount Pleasant.....	193
Total carloads generated by the line.....	193
Average carloads per week.....	3.7
Average carloads per mile.....	35.1
Average carloads per train.....	2.6
1973 operating information:	
Number of round trips per year.....	75
Estimated time per round trip (hours).....	2.5
Locomotive horsepower.....	1,500
Train crew size.....	5

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" indicated that Pittsburgh Screw and Bolt Co. (Modulx Corp.) projects 250 to 300 carloads annually. Pennsylvania DOT reported that this line generates 36 carloads per mile.

Information for Line Retention Decision

Revenue received by PC.....	\$64,921
Average revenue per carload.....	\$336
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	55,357
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	10,463
Cost incurred beyond the branch line.....	37,662
<hr/>	
Total variable (avoidable) cost.....	103,482
<hr/>	
Net contribution (loss): total.....	(38,561)
Average per carload.....	(193)

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

available information, this upgrading would include the replacement of a total of 2,227 crossties (an average of 405 crossties per mile).

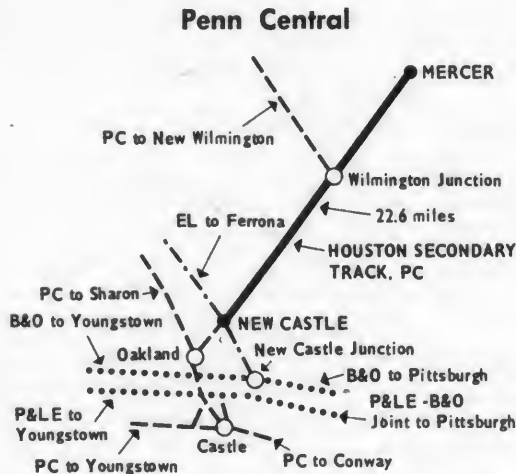
An evaluation of coal reserves by USRA and Penn Central staff indicates there is one active coal loading facility on this line (Senter Fuel) and that traffic may increase.

Preliminary Recommendation

Although the preliminary recommendation is that the Scottdale Industrial Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$38,561 or \$199 per carload. Recovery of costs would require approximately a 140 percent increase in traffic or a 60 percent rate increase over the 1973 levels.

HOUSTON SECONDARY TRACK

USRA Line No. 356



The Houston Secondary Track, formerly part of the Pennsylvania RR, extends from *New Castle* (Milepost 49.9) to *Mercer, Pa.* (Milepost 72.5), a distance of 22.6 miles, in Lawrence and Mercer Counties, Pennsylvania. The *Wilmington Branch, PC*, connects with this line at *Wilmington Junction* (also under study in this report). The following lines also serve *New Castle*: *P.C. Erie and Pittsburgh Branch*, *Erie Lackawanna Railway New Castle Branch*; *Pittsburgh & Lake Erie Railroad*, and the *Baltimore & Ohio Railroad*. Petition for permission to abandon was filed before the I.C.C. on June 26, 1972, (Docket No. AB-5, Sub. 47). On September 25, 1974, the PC applied to the U.S. Railway Association for the same permission (USRA Docket No. 75-

27). No action has been taken on either application. This line was not studied in the U.S. DOT Report (see Zone 75).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mercer	224
Volant	0
Houston Jct.....	0
<hr/>	
Total carloads generated by the line.....	224
Average carloads per week.....	4.3
Average carloads per mile.....	9.9
Average carloads per train.....	4.3
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	8.0
Locomotive horsepower.....	1,200
Train crew size.....	5

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" indicated that I.T.T. Reznor at Mercer accounts for 25% of the area's wage tax revenues. Loss of rail service would cost 90-100 jobs at the Reznor Plant. Correspondence from the Lawrence County Planning Commission indicates actual carloads originating and terminating on this line and its connections at *Wilmington Junction* totaled 263 cars in 1973.

Information for Line Retention Decision

Revenue received by PC.....	\$69,106
Average revenue per carload.....	<u>\$309</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	176,479
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	26,115
Cost incurred beyond the branch line.....	<u>52,017</u>
Total variable (avoidable) cost.....	<u>254,611</u>
<hr/>	
Net contribution (loss): total.....	(185,505)
Average per carload.....	(828)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 3,200 crossties (an average of 141 crossties per mile).

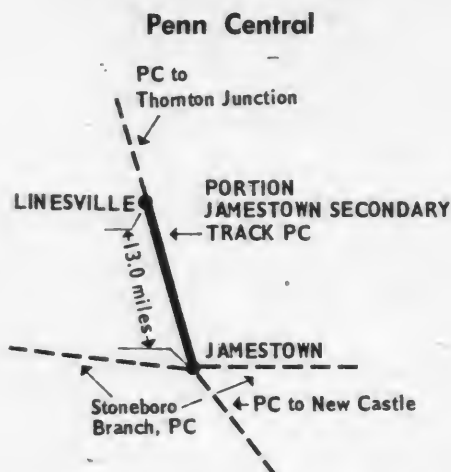
Preliminary Recommendation

It is not recommended that the Houston Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost

levels, this line generates an annual excess financial burden amounting to \$185,505 or \$828 per carload. Recovery of costs would require approximately an eleven-fold increase in traffic or a 270 percent rate increase over the 1973 levels.

PORTION OF THE JAMESTOWN SECONDARY TRACK

USRA Line No. 360



This portion of the Jamestown Secondary Track, formerly part of the Pennsylvania RR, extends from *Jamestown* (Milepost 90.6) to *Linesville, Pa.* (Milepost 103.6), a distance of 13.0 miles, in Mercer and Crawford Counties, Pennsylvania. A continuation of this line extends northward from Linesville, which is also under study in this report. The Stoneboro Branch and the Erie & Pittsburgh Branch, connect with this line at Jamestown, Pa.; the Erie & Pittsburgh Branch is also under study in this Report. Petition for permission to abandon was filed with the ICC on August 13, 1972, Docket No. AB-5 (Sub No. 22). On September 25, 1974, the PC petitioned the U.S. Railway Association for the same permission (Docket 75-44). No action has been taken on either application. This line was not studied in the U.S. DOT Report (see Zone 75).

Traffic and Operating Information

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

Westford	33
Linesville	4
Espyville	0
<hr/>	
Total carloads generated by the line.....	37
Average carloads per week.....	0.7
Average carloads per mile.....	2.8
Average carloads per train.....	0.8
1973 operating information:	
Number of round trips per year.....	45
Estimated time per round trip (hours).....	3.0
Locomotive horsepower.....	1,700
Train crew size.....	5

Information Provided by RSPO, Shippers, Government Agencies

No information was provided in 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". Direct correspondence indicates that Rockwell International is contemplating a plant expansion at Linesville. Also, the Pymatuning Southern Railroad has expressed an interest in purchasing this line and operating it as a short-line railroad.

Information for Line Retention Decision

Revenue received by PC.....	\$10,216
Average revenue per carload.....	\$276
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	94,913
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	7,709
<hr/>	
Total variable (avoidable) cost.....	102,622
<hr/>	
Net contribution (loss): total.....	(92,406)
Average per carload.....	(2,497)

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 mph).

Preliminary Recommendation

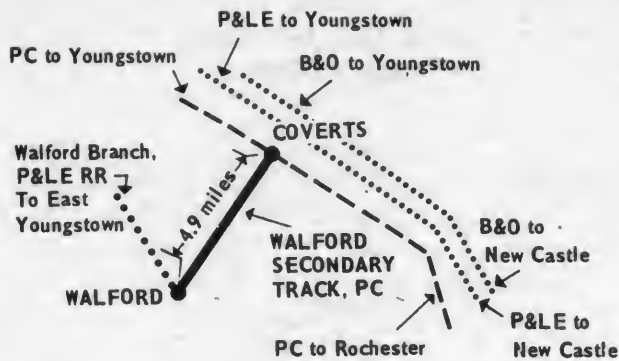
It is *not* recommended that this portion of the Jamestown Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$92,406 or \$2,497 per carload. Recovery of costs would require approximately a thirty-six-fold increase in traffic or a 900 percent rate increase over the 1973 levels.

WALFORD SECONDARY TRACK

USRA Line No. 361

Penn Central

The Walford Secondary Track, formerly part of the Pennsylvania RR, extends from *Coverts* (Milepost 0.0), to *Walford, Pa.* (Milepost 4.9), a distance of 4.9 miles, in Lawrence County, Pennsylvania. The E & A Branch, PC, to Youngstown and Rochester, connects with this branch at Coverts. The Walford Branch, Pittsburgh & Lake Erie Railroad, connects with this line at Walford. This line was not studied in the U.S. DOT Report (see Zone 75).



Traffic and Operating Information

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

Walford	2,497
Total carloads generated by the line.....	
Average carloads per week.....	48.0
Average carloads per mile.....	542.8
Average carloads per train.....	10.0
1973 operating information:	
Number of round trips per year.....	250
Estimated time per round trip (hours).....	7.0
Locomotive horsepower.....	1,750
Train crew size.....	5

Information Provided by RSPO, Shippers, Government Agencies

No information was 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". The Lawrence County Planning Commission estimated 2,367 carloads were generated on this line in 1973.

Information for Line Retention Decision

Revenue received by PC.....	\$704,262
Average revenue per carload.....	\$282
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	213,460
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost).....	11,276
Cost incurred beyond the branch line.....	382,708
Total variable (avoidable) cost.....	607,444
Net contribution (loss): total.....	96,818
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 mph). Based on available information, this upgrading would include the replacement of a total of 2,000 crossties (an average of 408 crossties per mile).

Recommendation

It is recommended that if the P&LE Railroad will not serve Walford, the Walford Secondary Track be included in the ConRail System. Transfer to the P&LE is preferable to avoid rehabilitation work and would not materially impair the profitability of ConRail or other carriers, in the Region.

ERIE SECONDARY TRACK

USRA Line No. 646

Penn Central

The Erie Secondary Track, formerly part of the Pennsylvania RR, extends from Erie (Milepost 2.9) to Corry, Pa. (Milepost 37.0), a distance of 34.1 miles, in Erie County, Pa. This line connects at Corry with the Emporium Secondary Track, PC (also under study in this Report). At Corry, this line also connects with the Chicago-Jersey City line, EL; and the Titus and Chautauqua Secondary Tracks, PC (both also under study in this Report). At Erie, this line connects with the Buffalo-Chicago Main Line, N&W, the Bessemer & Lake Erie RR, which operates from Wallace Junction via trackage rights over the N&W Ry. and the Buffalo-Chicago Line, PC. This line, except for the portion between Union City and Corry, was described as potentially excess in the U.S. DOT Report (see Zone 51).

Traffic and Operating Information

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

Union City.....	715
Waterford.....	67
Belle Valley.....	4
Corry ¹	227
Erie ¹	734

Total carloads generated by the line..... 1,747

Average carloads per week.....	33.6
Average carloads per mile.....	51.2
Average carloads per train.....	5.8

1973 Operating information:

Number of round trips per year.....	300
Estimated time per round trip (hours).....	10.5
Locomotive horsepower.....	3,000
Train crew size.....	5

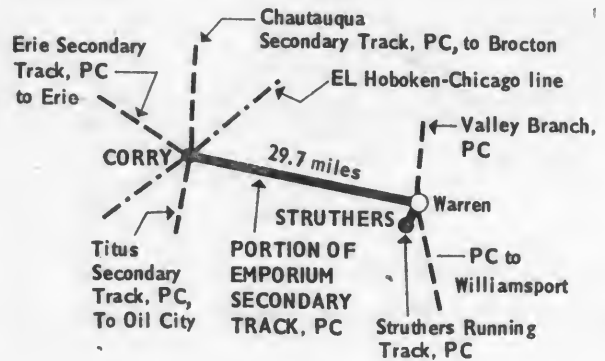
¹ Includes only traffic on segment.

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" indicates that



PORTION OF THE EMPORIUM SECONDARY TRACK
USRA Line No. 646a
Penn Central



according to Pennsylvania DOT, this is part of the only diagonal route across the State's coal reserves that serves both Erie and Philadelphia. Pennsylvania DOT estimated this line segment from Erie to Union City generates 1,383 carloads per year and that the average carloads per route-mile is 58. Union City Chair Company completed a \$250,000 plant investment in 1973 and anticipated investing another \$100,000 in 1974. The Erie-Crawford Dairy Coop. recently built a \$340,000 mill.

In a statement to Pennsylvania DOT, Hammermill Paper stated that they are expanding their Erie pulp mill to 740 tons per day in 1974. Hammermill ships from Erie to Lock Haven (a distance of 283 miles) through Corry, Warren and Ridgway.

Information for Line Retention Decision

Revenue received by PC.....	\$907, 803
Average revenue per carload.....	\$520
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	513, 343
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost) ..	0
Cost incurred beyond the branch line.....	410, 335
Total variable (avoidable) cost.....	923, 678
Net contribution (loss) : total.....	(15, 875)
Average per carload.....	(9)

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 this line produced a small loss in 1973, the near-term traffic potential likely will enable financial self-sufficiency.

Recommendation

It is recommended that the Erie Secondary Track be included in the ConRail System.

This portion of the Emporium Secondary Track, formerly part of the Pennsylvania RR, extends from Corry (Milepost 37.0) to Warren, Pa. (Milepost 66.7), a distance of 29.7 miles, in Erie and Warren Counties, Pa. A continuation of this line extends southward from Warren to Ridgway. Connections include the Erie Secondary Track from Corry to Erie, the Titus Secondary Track from Corry to Oil City, the Chautauqua Secondary Track from Corry to Brockton, N. Y., the Valley Branch from Warren to Falconer, all PC. All of these connecting lines are under study in this report. The Erie Lackawanna's Jersey City-Chicago line also crosses at Corry. This line was not studied in the U.S. DOT Report (see Zones 51 and 75).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line :	
Warren ¹	276
Struthers ¹	3, 185
Star Brick	68
Irvineton	0
Youngsville	10
Colza	4
Corry ¹	2, 212
Total carloads generated by the line.....	5, 755
Average carloads per week.....	110. 7
Average carloads per mile.....	201. 9
Average carloads per train.....	20. 9
1973 operating information :	
Number of round trips per year.....	275
Estimated time per round trip (hours).....	10. 5
Locomotive horsepower.....	2, 000
Train crew size.....	5

¹ Includes only traffic on segment.

Information Provided by RSPO, Shipping, 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" indicates that Struthers Wells Corps., which manufactures highly specialized equipment, is under contract with the Dept. of Defense and the Atomic Energy Comm., and stated there is no feasible alternative to rail transportation for 80% of its shipments. In a statement to Penn. DOT, Hammernill Paper stated they are expanding their Erie pulp mill to 740 tons per day in 1974. Large quantities of pulpwood and woodchips are shipped by rail from Lock Haven and other eastern points to Erie. In 1974 they expect to ship 1,524 cars (each loaded with 80 tons) to Erie over the PC track sections which have been termed potentially excess.

PC staff indicate Warren Car Co. is a railway equipment repair company and that rail equipment is dead-headed in and out for repair.

A statement by Perry A. Davidson, United Refining Co. to Penn. DOT, indicated this company is the only independent refiner-marketer of petroleum products in the Eastern United States. Completion of new facilities at their refinery, Warren, Pa., in May 1974, increased the capacity to approx. 42,000 barrels per day. He stated this increase must be distributed to their numerous marketing areas. In 1973, United shipped from Warren, 458 jumbo-size tank cars (30,000 gal. capacity). He urges continuation of rail service from Erie through Corry, Warren and Williamsport, Pa. John P. Wendell of United Refining stated that there is no alternative to rail movements for the quantity of petroleum products shipped by rail from Warren.

Information for Line Retention Decision

Revenue received by PC.....	\$1,510, 411
Average revenue per carload.....	\$262
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Variable (avoidable) cost of continued Service:	
Cost incurred on the branch line.....	454, 779
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	944, 924
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Total variable (avoidable) cost.....	1, 399, 703
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Net contribution (loss): total.....	110, 708
Average per carload.....	19

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 mph).

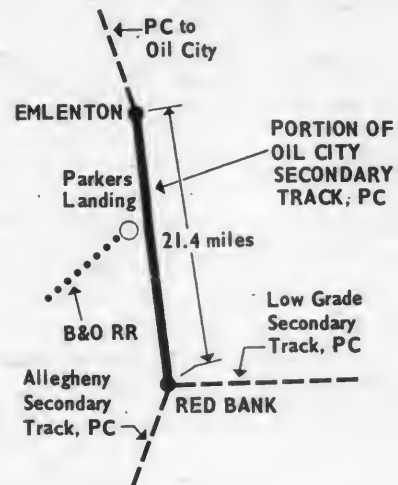
Recommendation

It is recommended that this portion of the Emporium Secondary Track be included in the ConRail System.

PORTION OF THE OIL CITY SECONDARY TRACK

USRA Line No. 647

Penn Central



This portion of the Oil City Secondary Track, formerly part of the Pennsylvania RR, extends from Red Bank (Milepost 63.5) to Emlenton, Pa. (Milepost 90.3) a distance of 21.4 miles, in Venango and Clarion Counties, Pennsylvania. This line connects with the Allegheny Secondary Track also under study in this Report, and the PC Low Grade Secondary Track, at Red Bank. Parkers Landing is also served by the Baltimore & Ohio RR (opposite side of the Allegheny River). At Emlenton this line continues on to Oil City which sector is also under study in this Report. This line was not studied in the U.S. DOT Report (see Zone 75).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
E. Brady	321
Parkers Landing	1
Foxburg	35
Emlenton	2, 274
<hr/>	
Total carloads generated by the Line.....	2, 631
Average carloads per week.....	50. 6
Average carloads per mile.....	122. 9
Average carloads per train.....	10. 5
1973 operating information:	
Number of round trips per year.....	250
Estimate time per round trip (hours).....	11. 0
Locomotive horsepower	2, 000
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$784, 249
Average revenue per carload.....	\$298
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	329, 445
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	524, 284
Total variable (avoidable) cost.....	853, 729
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Net contribution (loss) : total.....	(69, 480)
Average per carload.....	(26)

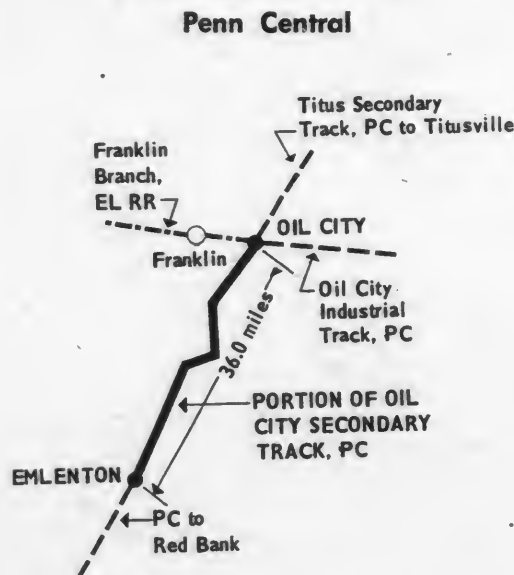
This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line currently is served from the south. The proposed operating plan proposes services to Emlenton from the north. Without the Emlenton traffic this line is a deficit operation.

Recommendation

It is *not* recommended that this portion of the Oil City Secondary Track be included in the ConRail System, *except* for the traffic at Emlenton, Pa.

PORTION OF OIL CITY SECONDARY TRACK
USRA Line No. 647a



This portion of the Oil City Secondary Track, formerly part of the Pennsylvania RR, extends from *Emlenton* (Milepost 90.3) to *Oil City, Pa.* (Milepost 133.2), an actual distance of 36.0 miles, in Venango County, Pa.

Continuation of this line runs from Emlenton to Red Bank (also under study in this report as potentially excess). At Oil City this line continues on to Titusville as the Titus Secondary Track, and PC connects with the Oil City Industrial Track, PC, to Tidioute. Both of these segments are also under study in this Report. Also at Oil City this line connects with the Franklin Branch, EL Railroad. This line was not studied in the U.S. DOT Report (see Zone 75).

Traffic and Operating Information

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

S. Oil City.....	0
Oil City ¹	2, 083
Total carloads generated by the line.....	2, 083
Average carloads per week.....	40.1
Average carloads per mile.....	57.9
Average carloads per train.....	10.4
1973 operating information:	
Number of round trips per year.....	200
Estimated time per round trip (hours).....	12
Locomotive horsepower.....	2, 000
Train crew size.....	3

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$437, 733
Average revenue per carload.....	\$210
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	398, 121
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	262, 138
Total variable (avoidable) cost.....	660, 259
<hr/>	
Net contribution (loss) : total.....	(222, 526)
Average per carload.....	(107)

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

This line is required to serve Emlenton on USRA segment no. 647.

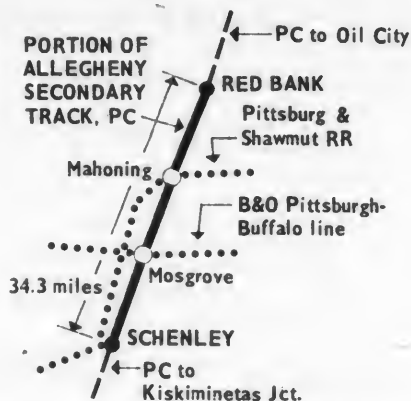
Preliminary Recommendation

It is recommended that this portion of the Oil City Secondary Track be included in the ConRail System.

PORTION OF ALLEGHENY SECONDARY TRACK

USRA Line No. 648

Penn Central



This portion of the Allegheny Secondary Track, formerly part of the Pennsylvania RR, extends from *Schenley* (Milepost 29.2) to *Red Bank, Pa.* (Milepost 63.5), a distance of *34.3 miles*, in Clarion and Armstrong Counties, Pa. This line continues south to *Kiskiminetas Junction* and north to *Oil City*; the northern extension is also under study in this Report. The B&O crosses at *Mosgrove* and the *Pittsburg-Shawmut Railroad* runs parallel from *Schenley* to *Mahoning* and then runs east. This line was not studied in the U.S. DOT Report (see Zone 75).

Traffic and Operating Information

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

Godfrey	94
Kelly	0
Logansport	0
Ford City	979
Kittanning	865
Templeton	442
Rimerton	1

Total carloads generated by the line..... 2,381

Average carloads per week.....	45.8
Average carloads per mile.....	69.4
Average carloads per train.....	7.0
1973 operating information:	
Number of round trips per year.....	340
Estimated time per round trip (hours).....	12.0
Locomotive horsepower.....	4,000
Train crew size.....	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." Congressman J. Murtha in testimony on another segment said the Eljer Plumbing

Ware Co. at *Ford City* would be hard hit by abandonment.

Information for Line Retention Decision

Revenue received by PC.....	\$888,333
Average revenue per carload.....	\$371
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	589,278
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	536,207
Total variable (avoidable) cost.....	1,125,485
Net contribution (loss): total.....	(242,152)
Average per carload.....	(102)

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.).

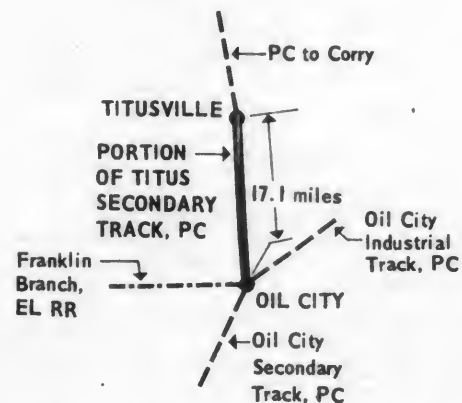
Preliminary Recommendation

It is *not* recommended that this portion of the Allegheny Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$242,152 or \$102 per carload. Recovery of costs would require approximately a 70 percent increase in traffic or a 25 percent rate increase over the 1973 levels.

PORTION OF THE TITUS SECONDARY TRACK

USRA Line No. 649

Penn Central



This portion of the Titus Secondary Track, formerly part of the Pennsylvania RR, extends from *Titusville* (Milepost 119.9) to *Oil City, Pa.* (Milepost 137.0), a distance of *17.1 miles*, in Crawford and Venango Coun-

ties, Pa. A continuation of this line runs north to Corry, which is also under study in this Report. At Oil City this line connects with the Oil City Secondary Track, PC to Emlenton and the PC Salamanca Branch to Tidioute, both of which are also under study in this Report. Also at Oil City, this line connects with the Franklin Branch, EL Railroad. This line was not studied in the U.S. DOT Report (see Zone 75).

Traffic and Operating Information

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

McClintock	465
Rouseville	2,858
Titusville	579
Oil City ¹	445

Total carloads generated by the line.....	4,347
Average carloads per week.....	83.6
Average carloads per mile.....	254.2
Average carloads per train.....	14.5
1973 operating information:	
Number of round trips per year.....	300
Estimated time per round trip (hours).....	9.0
Locomotive horsepower.....	2,000
Train crew size.....	4

¹ Includes only traffic on this segment.

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" indicated that the Titusville Area Chamber of Commerce estimated that Titusville ships 550 rail cars a year and expects to ship 1,000 in 1975. They would like to see service retained south through Oil City, East Brady, Templeton and Ford City. There are 25 shippers on the patron list.

Information for Line Retention Decision

Revenue received by PC.....	\$1,905,155
Average revenue per carload.....	\$433
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	310,728
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	1,375,593
Total variable (avoidable) cost.....	1,686,291
Net contribution (loss): total.....	218,864
Average per carload.....	48

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.).

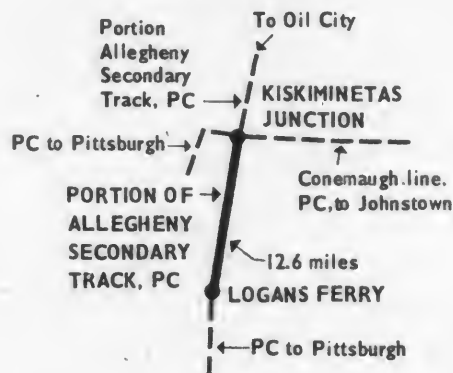
Recommendation

It is recommended that this portion of the Titus Secondary Track be included in the ConRail System.

PORTION OF ALLEGHENY SECONDARY TRACK

USRA Line No. 650

Penn Central



This portion of the Allegheny Secondary Track, formerly part of the Pennsylvania RR, extends from *Logans Ferry* (Milepost 16.1) to *Kiskiminetas Junction, Pa.* (Milepost 28.7), a distance of 12.6 miles, in Westmoreland and Allegheny Counties, Pennsylvania. A continuation of this line runs north to Schenley and south to Pittsburgh, both of which are under study in this Report as potentially excess. This line also connects with the Conemaugh line, PC, at Kiskiminetas Junction. This line was not described as potentially excess in the U.S. DOT Report.

Traffic and Operating Information

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

Logan's Ferry ¹	484
Parnassus	0
New Kensington.....	2,543
Braeburn	7

Total carloads generated by the line.....	3,034
Average carloads per week.....	58.4
Average carloads per mile.....	240.8
Average carloads per train.....	12.1
1973 operating information:	
Number of round trips per year.....	250
Estimated time per round trip (hours).....	11
Locomotive horsepower.....	1,000
Train crew size.....	4

¹ Includes only traffic on segment.

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" indicates that

concern exists regarding the effect of rail reorganization on mass transit plans. One of the five proposed lines for this mass transit system was from Pittsburgh to New Kensington.

Information for Line Retention Decision

Revenue received by PC.....	\$1, 816, 864
Average revenue per carload.....	<u>\$434</u>
Variable (avoidable) cost of continued services:	
Cost incurred on the branch line.....	288, 229
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	26, 425
Cost incurred beyond the branch line ...	674, 853
Total variable (avoidable) cost	<u>989, 507</u>
Net contribution (loss) total	327, 357
Average per carload	108

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 3,740 crossties (an average of 296 crossties per mile).

Although service to this line generates a net contribution, service to that portion of the line from Milepost 18.6 to Milepost 28.7 generates a loss amounting to \$97,768 or \$13,967 per carload.

Recommendation

It is recommended that the portion of the Allegheny Secondary Track from Milepost 16.1 to Milepost 18.6 be included in the ConRail System.

Preliminary Recommendation

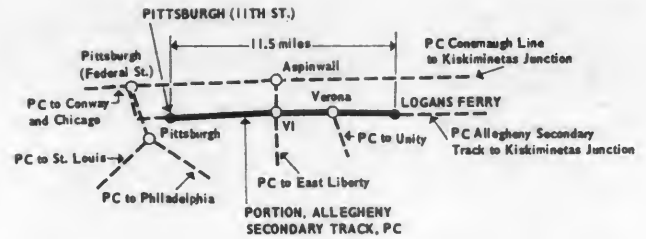
It is *not* recommended that the portion of the Allegheny Secondary Track from Milepost 18.6 to Milepost 28.7 be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$97,768 or \$13,967 per carload. Recovery of costs would require approximately a one hundred fold increase in traffic or a 5,655 percent rate increase over the 1973 levels.

PORTION OF ALLEGHENY SECONDARY TRACK

USRA Line No. 650a

Penn Central

This portion of the Allegheny Secondary Track, formerly part of the Pennsylvania RR, extends from Pittsburgh (Milepost 4.6) to Logans Ferry, Pa. (Milepost 16.1), a distance of 11.5 miles, in Allegheny County, Pa.



A continuation of this line runs north to Kiskiminetas Jct. (which is also under study in this Report). At Pittsburgh, connections are made with lines diverging. This line was not described as potentially excess in the U.S. DOT Report (see Zone 76).

Traffic and Operating Information

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

Verona	2, 564
Oakmont	2, 198
Barking	3

Total carloads generated by the line.....	4, 765
Average carloads per week.....	91. 6
Average carloads per mile.....	414. 4
Average carloads per train.....	19. 1

1973 operating information:

Number of round trips per year.....	250
Estimated time per round trip (hours).....	5
Locomotive horsepower.....	800
Train crew size.....	5

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" indicated that future plans for mass transit would be greatly affected by the abandonment of this line. One of the five proposed routes for the mass transit system runs from Pittsburgh to New Kensington, which is just north of Logan's Ferry.

Information for Line Retention Decision

Revenue received by PC.....	\$1, 544, 602
Average revenue per carload.....	<u>\$324</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	262, 347
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost) ..	23, 118
Cost incurred beyond the branch line... ..	847, 944
Total variable (avoidable) cost.....	<u>1, 133, 409</u>
Net contribution (loss): Total.....	411, 193
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 mph). Based on

available information, this upgrading would include the replacement of a total of 3,460 crossties (an average of 301 crossties per mile).

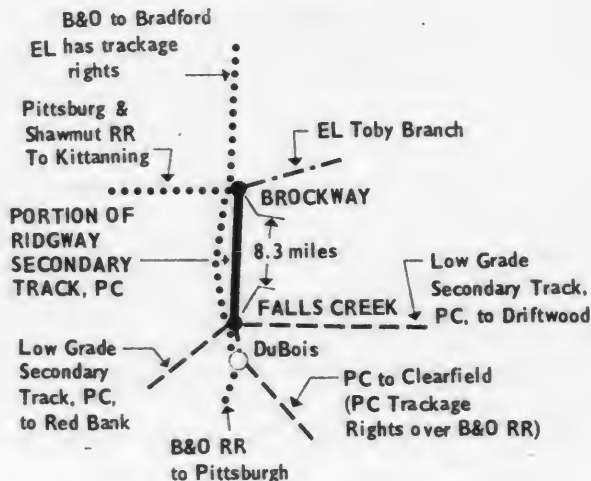
Recommendation

It is recommended that this portion of the Allegheny Secondary Track be included in the ConRail System.

PORTION OF RIDGWAY SECONDARY TRACK

USRA Line No. 651

Penn Central



This portion of the Ridgway Secondary Track, formerly part of the Pennsylvania RR, extends from *Brockway* (Milepost 19.0) to *Falls Creek, Pa.* (Milepost 27.3), a distance of 8.3 miles, in Jefferson County, Pa. The Pittsburgh & Shawmut RR and the Erie Lackawanna Ry connect with this line at Brockway. This line continues south to Curwensville (via trackage rights over the B&O, which is also under study in this Report). The Low Grade Secondary Track, PC, connects at Falls Creek and runs west to Red Bank and east to Driftwood. The Baltimore & Ohio RR runs parallel to this line and continues north to Ridgway and south to Curwensville or Pittsburgh, forking near DuBois. This line was not described as potentially excess in the U.S. DOT Report (see Zone 74).

Traffic and Operating Information

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

Brockway	2
Minns	627
<hr/>	
Total carloads generated by the line.....	629
Average carloads per week.....	12.1
Average carloads per mile.....	75.8
Average carloads per train.....	5.2
1973 operating information:	
Number of round trips per year.....	120
Estimated time per round trip (hours).....	9.0

Locomotive horsepower.....	2,000
Train crew size.....	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$161,597
Average revenue per carload.....	\$257

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	131,575
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	8,128
Cost incurred beyond the branch line.....	128,989

Total variable (avoidable) cost..... 268,690

Net contribution (loss): total.....	(107,093)
Average per carload.....	(170)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,250 crossties (an average of 151 crossties per mile). An evaluation of coal reserves by USRA staff confirms there is an active coal loading facility (Minns Coal) on this line and traffic may increase.

Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Ridgway Secondary Track not be included in the ConRail System, the possibility of minable coal must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$107,093 or \$170 per carload. Recovery of costs would require approximately a three-fold increase in traffic or a 65 percent rate increase over the 1973 levels.

IRVONA BRANCH

USRA Line No. 653

Penn Central

The Irvona Branch, formerly part of the Pennsylvania RR, extends from *Cresson* (Milepost 0.0) to *Glas-*



gow, Pa. (Milepost 36.7), a distance of 36.7 miles, in Clearfield and Cambria Counties, Pennsylvania. At Cresson this line connects with the Cresson Secondary Track and the Philadelphia-Pittsburgh Main Line, both PC. At Irvona it connects with a PC line to Madera, also under study in this report. This line was not described as potentially excess in the U.S. DOT Report (see Zones 74 and 78).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Glasgow	111
Coalport	0
Irvona	95
Ashville	4
Flinton	2
Caskey	0
Irvona Mine #1	1,649
Cammos Mine #1	2,792
Total carloads generated by the line	4,653
Average carloads per week	89.5
Average carloads per mile	126.8
Average carloads per train	31.0
1973 operating information:	
No. of round trips per year	150
Estimated time per round trip (hours)	12.0
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC	\$1,484,885
Average revenue per carload	\$319

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	467,736
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	35,789
Cost incurred beyond the branch line	923,604
Total variable (avoidable) cost	1,427,129
Net contribution (loss): total	57,756
Average per carload	12

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,743 crossties (an average of 129 crossties per mile).

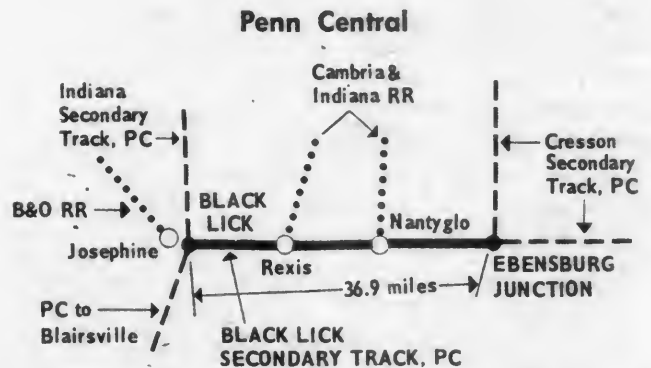
An evaluation of coal reserves adjacent to this line by USRA and Penn Central staff indicates that there are active coal loading facilities along this branch.

Recommendation

It is recommended that the Irvona Branch be included in the ConRail System.

BLACK LICK SECONDARY TRACK

USRA Line No. 655



The Black Lick Secondary Track, formerly part of the Pennsylvania RR, extends from Ebensburg Junction (Milepost 6.4), to Black Lick, Pa. (Milepost 43.3), a distance of 36.9 miles, in Cambria and Indiana Counties, Pennsylvania. At Ebensburg Jct., the Cresson Secondary Track, PC, runs eastward to Cresson and north to Bradley Junction. The Cambria & Indiana Railroad connects with this line at Nantyglo and Raxis. At Black Lick the Indiana Secondary Track, PC, runs north to Indiana and south to Blairsville. The former section is also under study in this Report. The Baltimore & Ohio Railroad serves Josephine (near Black Lick) from Punxsutawney. This line was not described as potentially excess in the U.S. DOT Report (see Zones 74 and 78).

Traffic and Operating Information

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

Ebensburg	5,343
Nantyglo	43,805
Vintondale	1
Rexis	6
Dilltown	0
Dias	9
Heshbon	1
Josephine	1
Black Lick	101

Total carloads generated by the line..... 49,267

Average carloads per week.....	947.4
Average carloads per mile.....	1,335.2
Average carloads per train.....	98.5
1973 operating information:	
Number of round trips per year.....	500
Estimated time per round trip (hours).....	8.0
Locomotive horsepower.....	14,000
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

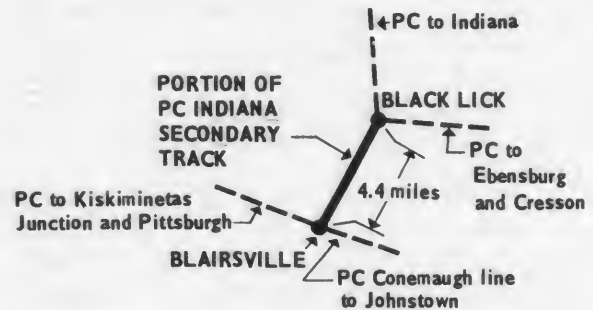
Revenue received by PC.....	\$13,302,974
Average revenue per carload.....	\$270
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	1,469,592
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	19,423
Cost incurred beyond the branch line.....	8,618,019
Total variable (avoidable) cost.....	10,107,034
Net contribution (loss): total.....	3,195,940
Average per carload.....	65

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 2,500 crossties (an average of 68 crossties per mile). An evaluation of coal reserves by USRA and Penn Central Staff indicates there are active loading facilities on this line and traffic may increase (Vinton Colliery No. 6; Oneida Mining Co. No 4; North Cambria Fuel Co.; and North American Coal Co.). Furthermore, this track is used as a route for interchange with the Cambria & Indiana RR, and as a route for moving unit coal trains either westward or eastward for movement beyond, on the PC Pittsburgh

to Philadelphia line. A new unit train from Oneida Mine moves over this line.

Recommendation

It is recommended that the Black Lick Secondary Track be included in the ConRail System.

PORTION OF INDIANA SECONDARY TRACK**USRA Line No. 655a****Penn Central**

This portion of the Indiana Secondary Track, formerly part of the Pennsylvania RR, extends from Blairsville (Milepost 2.9), to Black Lick, Pa. (Milepost 7.3), a distance of 4.4 miles, in Indiana County, Pa. At Blairsville this line connects with Penn Central, Conemaugh line. At Black Lick PC branches from Indiana and Ebensburg converge, both of which are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 74).

Traffic and Operating Information

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

Smith	1
Total carloads generated by the line.....	1
Average carloads per week	0.02
Average carloads per mile	0.2
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	2
Estimated time per round trip (hours).....	2
Locomotive horsepower	2,000
Train crew size.....	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....		\$263
Average revenue per carload.....	\$263	
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Variable (avoidable) cost of continued service:		
Cost incurred on the branch line.....	28,337	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	4,544	
Cost incurred beyond the branch line....	394	
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Total variable (avoidable) cost.....	33,275	
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Net contribution (loss) : Total.....	(33,012)	
Average per carload.....	(33,012)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 600 crossties (an average of 136 crossties per mile).

An evaluation of coal reserves by USRA staff indicates this line is currently used as a high volume through route for coal shipments. Therefore, this segment is still being considered for feeder service connectivity.

Preliminary Recommendation

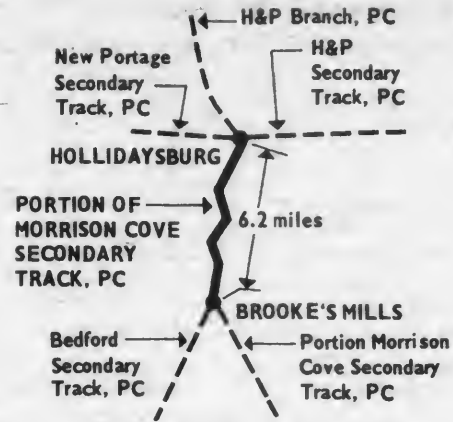
It is *not* recommended that this portion of the Indiana Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$33,012 or \$33,012 per carload. Recovery of costs would require both an increase in traffic and a rate increase over the 1973 levels.

PORTION OF MORRISON COVE SECONDARY TRACK

USRA Line No. 656

Penn Central

This portion of the Morrison Cove Secondary Track, formerly part of the Pennsylvania RR, extends from *Hollidaysburg* (Milepost 8.0), to *Brooke's Mills, Pa.* (Milepost 14.2), a distance of 6.2 miles, in Blair County, Pennsylvania. A continuation of this line runs from Brooke's Mills to Martinsburg (also under study in this Report). The Bedford Secondary Track connects with this line at Brooke's Mills and is also under study in this Report. At Hollidaysburg, the H&P Secondary Track, the H&P Branch, and the New Portage Secondary Track, all connect with this P.C. line. This line was not described as potentially excess in the U.S. DOT Report (see Zone 79).



Information for Line Retention Decision

This line does not directly serve any shippers. It is used to serve traffic generated on USRA line numbers 216 and 657. The Recommendation is that these segments be included in ConRail.

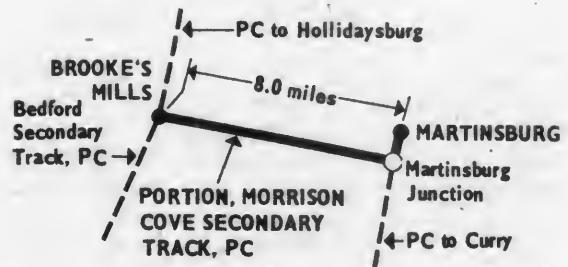
Recommendation

It is recommended that this portion of the Morrison Cove Secondary Track be included in the ConRail System.

PORTION OF MORRISON COVE SECONDARY TRACK

USRA Line No. 657

Penn Central



This portion of the Morrison Cove Secondary Track, formerly part of the Pennsylvania RR, extends from *Brooke's Mills* (Milepost 14.2) to *Martinsburg, Pa.* (Milepost 22.2), a distance of 8.0 miles, in Blair County, Pa. A continuation of this line runs from Brooke's Mills to Hollidaysburg (also under study in this Report). Also at Brooke's Mills, this line connects with the Bedford Secondary Track, PC (also under study in this Report). At Martinsburg Junction, this line continues on to Curry (which sector is also under study in this Report). This line was not described as potentially excess in the U.S. DOT Report (see Zone 79).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
McKee	2
Roaring Springs	1, 126
Martinsburg	243
<hr/>	
Total carloads generated by the line	1, 371
Average carloads per week	26. 4
Average carloads per mile	171. 4
Average carloads per train	13. 7
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	4. 0
Locomotive horsepower	1, 200
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" indicates that Martinsburg Milling Co. generated 90 carloads of feed grains in 1973; Ober's Feed Store generated 32 carloads in 1973, Spring Cove Packers generated 81 carloads; Young's Inc. is projecting 150 carloads, and Appleton Paper Co. (Div. of National Cash Register) estimated 958 carloads in 1973 and is projecting 1,237 carloads. Information submitted at the Altoona hearing from Robert A. Halloran, Southern Alleghenies Planning & Development Commission, indicates both the Roaring Spring Blank Paper Co. and the Appleton Paper plant could not survive without rail service.

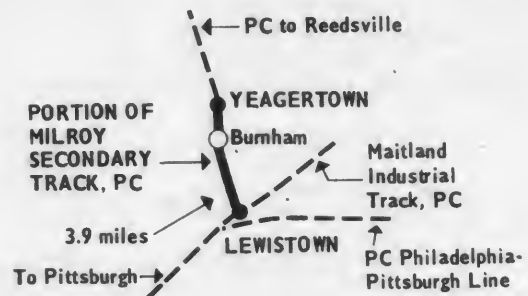
Information for Line Retention Decision

Revenue received by PC	\$663, 468
Average revenue per carload	\$484
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	111, 915
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	9, 270
Cost incurred beyond the branch line	366, 056
Total variable (avoidable) cost	487, 241
<hr/>	
Net contribution (loss): total	176, 227
Average per carload	129

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 950 crossties (an average of 119 crossties per mile).

Recommendation

It is recommended that this portion of the Morrison Cove Secondary Track be included in the ConRail System.

PORTION OF MILROY SECONDARY TRACK**USRA Line No. 658****Penn Central**

This portion of the Milroy Secondary Track, formerly part of the Pennsylvania RR, extends from Lewistown (Milepost 0.0) to Yeagertown, Pa. (Milepost 3.9), a distance of 3.9 miles, in Mifflin County, Pa. A continuation of this line runs north from Yeagertown to Reedsville (also under study in this report). At Lewistown this line connects with the PC Philadelphia-Pittsburgh line and the Maitland Industrial Track, PC, the latter also under study. This line was not described as potentially excess in the U.S. DOT Report (see Zone 80).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Burnham	3, 266
Yeagertown	1
Lewistown ¹	41
<hr/>	
Total carloads generated by the line	3, 308
Average carloads per week	63. 8
Average carloads per mile	848. 2
Average carloads per train	15. 0
1973 operating information:	
Number of round trips per year	220
Estimated time per round trip (hours)	6
Locomotive horsepower	1, 200
Train crew size	4

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" noted that rail service was inadequate because shippers could not get the cars they needed. Information received from the State of Pennsylvania's Response to the DOT Report indicates that annual traffic on the line totals 4,170 carloads.

Information for Line Retention Decision

Revenue received by PC.....	\$1,853,026
Average revenue per carload.....	\$560
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	195,027
Cost of upgrading branch line to FRA Class I (1/5 of total upgrading cost).....	6,315
Cost incurred beyond the branch line.....	852,341
<hr/>	
Total variable (avoidable) cost.....	1,053,656
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Net contribution (loss) total.....	799,370
Average per carload.....	241

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has 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 128 crossties per mile).

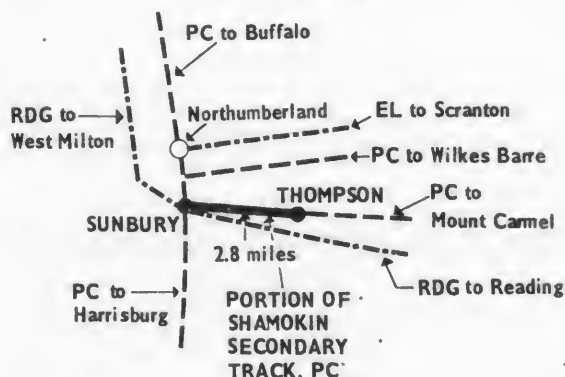
Recommendation

It is recommended that this portion of the Milroy Secondary Track be included in the ConRail System.

PORTION OF SHAMOKIN SECONDARY TRACK

USRA Line No. 659

Penn Central



This portion of the Shamokin Secondary Track formerly part of the Pennsylvania RR, extends from Sunbury (Milepost 0.0) to Thompson, Pa. (Milepost 2.8), a distance of 2.8 miles, in Northumberland County, Pa. A continuation of this line runs from Thompson to Mount Carmel (also under study in this Report). At Sunbury the Harrisburg-Buffalo line connects with this line. Also at Sunbury, the Reading Railroad intersects the Harrisburg-Buffalo line and runs eastward to Shamokin, parallel to this line. This line was not described as potentially excess in the U.S. DOT Report (see Zone 82).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this Line: Sunbury ¹	113
Total carloads generated by the line.....	113
Average carloads per week.....	2.2
Average carloads per mile.....	40.4
Average carloads per train.....	2.2
1973 operating information:	
Number of round trips per year.....	52
Estimate time per round trip (hours).....	4
Locomotive horsepower.....	2,000
Train crew size.....	4

¹ Includes only traffic on segment.

Information Provided by RSPO, Shipping, 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" indicated that a major anthracite coal reserve runs through this zone. The possibility of future energy shortages has increased the likelihood that anthracite may again be extracted in large quantities.

Information for Line Retention Decision

Revenue received by PC.....	\$57,511
Average revenue per carload.....	\$500
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	35,659
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	3,555
Cost incurred beyond the branch line.....	29,366
<hr/>	
Total variable (avoidable) cost.....	68,580
<hr/>	
Net contribution (loss): total.....	(11,069)
Average per carload.....	(98)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed at 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 180 crossties (an average of 64 crossties per mile).

At this time, USRA has found no evidence of economically recoverable reserves of anthracite which would be totally dependent upon this line.

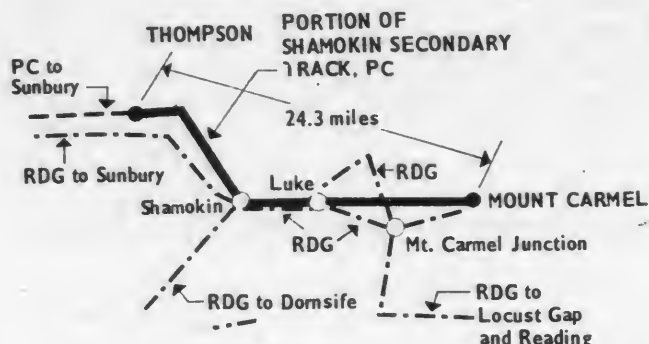
Preliminary Recommendation

It is *not* recommended that this portion of the Shamokin Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic revenue and cost levels, this line generates an annual excess financial burden amounting to \$11,069 or \$98 per carload. Recovery of costs would require approximately a 40 percent increase in traffic or a 19 percent rate increase over the 1973 levels.

PORTION OF SHAMOKIN SECONDARY TRACK

USRA Line No. 659a

Penn Central



This portion of the Shamokin Secondary Track, formerly part of the Pennsylvania RR, extends from *Thompson* (Milepost 2.8) to *Mount Carmel, Pa.* (Milepost 27.1), a distance of *24.3 miles*, in Northumberland County, Pa. A continuation of this line runs from *Thompson* to *Sunbury* (also under study in this Report). The Reading Railroad runs parallel to this line between *Mount Carmel* and *Sunbury*. This line was not described as potentially excess in the U.S. DOT Report (see Zone 82).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Snydertown	2
Paxinos	106
Shamokin	3,081
Locust Gap Jct.....	9
Sagon Jct.....	0
Mt. Carmel.....	6
<hr/>	
Total carloads generated by the line.....	3,204
Average carloads per week.....	61.6
Average carloads per mile.....	131.9
Average carloads per train.....	21.4
1973 operating information:	
Number of round trips per year.....	150
Estimated time per round trip (hours).....	10.0
Locomotive horsepower.....	2,000
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$636,430
Average revenue per carload.....	\$199

Variable (avoidable) cost of service:

Cost incurred on the branch line.....	\$318,886
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost) ..	22,785
Cost incurred beyond the branch line.....	498,771

Total variable (avoidable) cost..... \$840,442

Net contribution (loss): total..... (204,012)

Average per carload..... (64)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,620 crossies (an average of 67 crossies per mile). An evaluation of the coal reserves by USRA staff indicates this line is currently used as a through-route for coal shipments. Coal shippers on this line are: Glen Barn, Colliery, Sun Operation, Hoover Coal, and Split Vein Coal Company.

Preliminary Recommendation

It is *not* recommended that this portion of the Shamokin Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$204,012 or \$64 per carload. Recovery of costs would require approximately a 145 percent increase in traffic or a 32 percent rate increase over the 1973 levels. Before the Final Recommendation is prepared, the need for this line to serve fossil fuel will be re-evaluated.

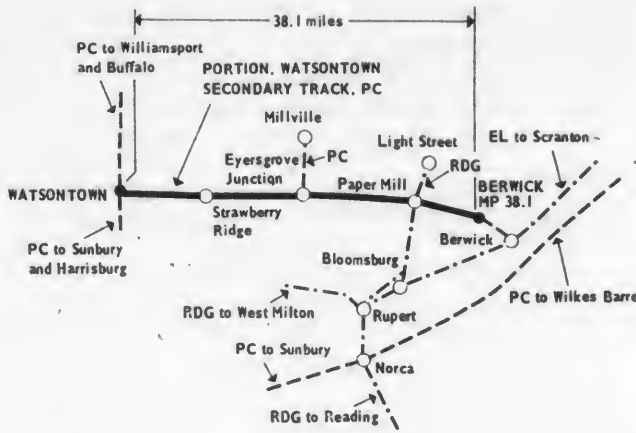
ConRail could provide service to many of the stations and industries on this line segment from the parallel RDG line. This possibility will be evaluated.

PORTION OF WATSONTOWN SECONDARY TRACK

USRA Line No. 660

Penn Central

This portion of the Watstown Secondary Track, formerly part of the Pennsylvania RR, extends from *Watstown* (Milepost 0.0), to *Berwick, Pa.* (Milepost 38.1), a distance of *38.1 miles*, in Northumberland, Montour and Columbia Counties, Pennsylvania. This line continues eastward for a short distance at *Berwick* (which is also under study in this Report). The line connects with the Harrisburg-to-Buffalo line of the PC at *Watstown*. The *Millville Branch, PC*, connects with this line at *Eyersgrove Junction* also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 82).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Turbotville	35
Schuylers	23
Ottawa	10
Strawberry Ridge.....	28,985
Eversgrove Junction.....	0
Light Street.....	11
Berwick	1,407
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Total carloads generated by the line.....	30,421
Average carloads per week.....	585.0
Average carloads per mile.....	798.5
Average carloads per train.....	89.0
1973 Operating information:	
Number of round trips per year.....	342
Estimated time per round trip (hours).....	12
Locomotive horsepower.....	2,000
Train crew size.....	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." USRA staff received correspondence from Philco Ford concerning service to its Watsonstown plant employing 1,500 people. USRA also received a letter from the P.P.&L. Company saying that 29,526 carloads of coal are shipped over this line to the company's Montour Power Plant. There is a projected increase in coal used by that plant. The plant is located at Strawberry Ridge.

Information for Line Retention Decision

Revenue received by PC.....	\$6,714,774
Average revenue per carload.....	\$221
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	891,650
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	87,851

Cost incurred beyond the branch line. \$4,959,458

Total variable (avoidable) cost..... \$5,938,959

Net contribution (loss) : total..... 775,815
Average per carload..... 26

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 10,500 crossties (an average of 276 crossties per mile). Penn Central Industrial Develop. Dept. has informed USRA that a bulk fertilizer plant is under construction on this line and will result in an estimated 100 carloads of new business.

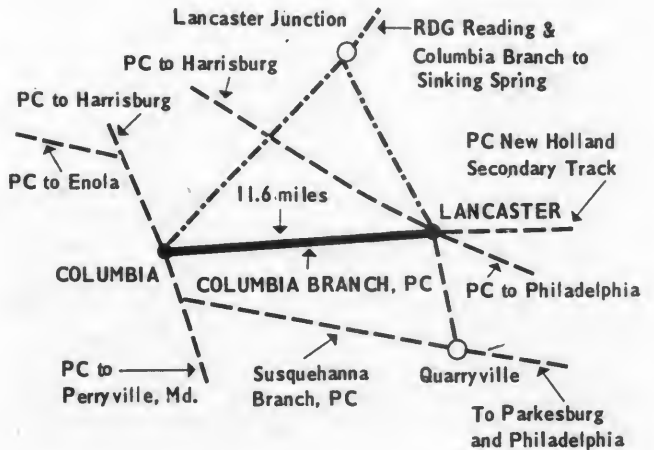
Recommendation

It is recommended that this portion of the Watsonstown Secondary Track be included in the ConRail System.

COLUMBIA BRANCH

USRA Line No. 661

Penn Central



The Columbia Branch, formerly part of the Pennsylvania RR, extends from Lancaster (Milepost 68.5), to Columbia, Pa. (Milepost 80.1), a distance of 11.6 miles, in Lancaster County, Pennsylvania. At Columbia this line connects with the Susquehanna Branch, PC. At Lancaster this line connects with the following lines which are also under study in this Report: Quarryville Track, PC, to Quarryville; New Holland Secondary Track, PC, to New Holland; Reading and Columbia Branch, RDG, to Lancaster Junction; the Philadelphia-Pittsburgh, PC line, running east to Parkesburg and west to Royaltown. This line was not described as potentially excess in the U.S. DOT Report (see Zone 67).

Traffic and Operating Information

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

Rohrerstown	4,115
Mountville	367
Lancaster ¹	292
Columbia ¹	7
Total carloads generated by the line.....	4,781
Average carloads per week.....	91.9
Average carloads per mile.....	412.2
Average carloads per train.....	15.9
1973 operating information:	
Number of round trips per year.....	300
Estimated time per round trip (hours).....	12
Locomotive horsepower.....	1,750
Train crew size.....	4

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." USRA Staff has learned that businesses at Columbia cannot be serviced by the Reading as the interchange between the Reading and the Penn Central was destroyed in 1972 by Agnes.

Information for Line Retention Decision

Revenue received by PC.....	\$1,953,013
Average revenue per carload.....	\$409
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	350,849
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	1,359,967
Total variable (avoidable) cost.....	1,710,816
Net contribution (loss): Total.....	242,197
Average per carload.....	51

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

Recommendation

It is recommended that the Columbia Branch be included in the ConRail System.

PORTION OF NEW HOLLAND SECONDARY TRACK

USRA Line No. 662

Penn Central

This portion of the New Holland Secondary Track, formerly part of the Pennsylvania RR, extends from *New Holland* (Milepost 28.0), to *Lancaster, Pa* (Mile-



post 40.0) a distance of 12.0 miles, in Lancaster County, Pennsylvania. A continuation of this line runs from New Holland to Honey Brook (also under study in this Report). At Lancaster, this line connects with the PC Line Philadelphia-Pittsburgh, running east to Parkersburg and Philadelphia and west to Royalton and Harrisburg. This line was not described as potentially excess in the U.S. DOT Report (see Zone 67).

Traffic and Operating Information

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

New Holland ¹	3,199
Leola	1,181
Lancaster ¹	346
Total carloads generated by the line.....	4,726
Average carloads for week.....	90.9
Average carloads for mile.....	393.8
Average carloads per train.....	18.9
1973 operation information:	
Number of round trips per year.....	250
Estimated time per round trip (hours).....	8.0
Locomotive horsepower.....	1750
Train crew size.....	4

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$1,806,087
Average revenue per carload.....	\$383
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	284,303
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	1,333,037
Total variable (avoidable) cost.....	1,617,340
Net contribution (loss): total.....	188,747
Average per carload.....	40

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 mph).

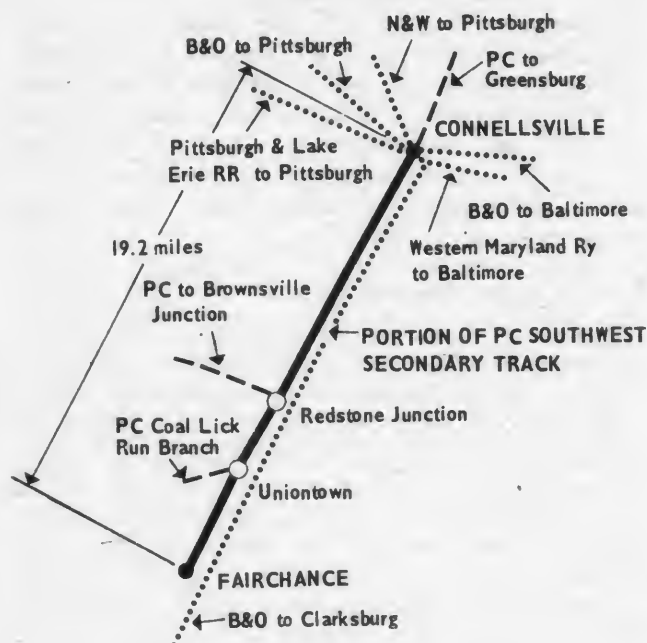
Recommendation

It is recommended that this portion of the New Holland Secondary Track be included in the ConRail System.

PORTION OF SOUTHWEST SECONDARY TRACK

USRA Line No. 663

Penn Central



This portion of the Southwest Secondary Track, formerly part of the Pennsylvania RR, extends from Connellsville (Milepost 25.0), to Fairchance, Pa. (Milepost 44.2), a distance of 19.2 miles, in Fayette County, Pennsylvania. At Reading Junction this line connects with the Redstone Secondary Track of the PC, also under study in this Report. It also connects with B&O Connellsville-to-Fairmont Branch, the N&W line to Pittsburgh, and the Western Maryland line to Baltimore at Connellsville. This line also connects with the P&LE's branch to McKeesport at Connellsville. This line was not described as potentially excess in the U.S. DOT Report (see Zone 77).

Traffic and Operating Information

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

Watts transfer.....	416
Dunbar.....	8
Mount Braddock.....	4
Stambaugh.....	0

Uniontown ¹	305
Hutchinson Siding.....	2
Fairchance.....	9
Laughead Ovens.....	288

Total carloads generated by the line.....	1,032
Average carloads per week.....	19.9
Average carloads per mile.....	53.8
Average carloads per train.....	6.9
1973 Operating information:	
Number of round trips per year.....	150
Estimated time per round trip (hours).....	7
Locomotive horsepower.....	5,000
Train crew size.....	5

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$361,125
Average revenue per carload.....	\$349

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	234,033
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	50,045
Cost incurred beyond the branch line.....	247,731

Total variable (avoidable) cost..... 531,809

Net contribution (loss): total.....	(170,684)
Average per carload.....	(165)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has 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 500 crossties per mile).

An evaluation of coal reserves by USRA confirms there is an active loading facility (Laughead-Ovens) on this line and traffic may increase.

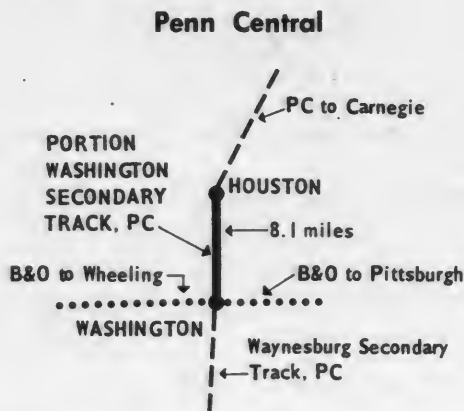
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Southwest Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting

to \$170,684 or \$165 per carload. Recovery of costs would require approximately a 150 percent increase in traffic or a 165 percent rate increase over the 1973 levels.

PORTION OF WASHINGTON SECONDARY TRACK

USRA Line No. 664



This portion of the Washington Secondary Track, formerly part of the Pennsylvania RR, extends from *Houston* (Milepost 15.5), to *Washington, Pa.* (Milepost 23.6), a distance of 8.1 miles, in Washington County, Pennsylvania. A continuation of this line extends north from Houston to Carnegie. At Washington, this line connects with the Waynesburg Secondary Track, PC, to Waynesburg (also under study in this Report) and with the Baltimore & Ohio RR. This line was not described as potentially excess in the U.S. DOT Report (see Zone 76).

Traffic and Operating Information

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

Meadow Lands.....	315
Arden	121
Washington	379

Total carloads generated by the line..... 815

Average carloads per week.....	15.7
Average carloads per mile.....	100.5
Average carloads per train.....	5.4

1973 operating information:

Number of round trips per year.....	150
Estimated time per round trip (hours).....	6.0
Locomotive horsepower.....	1,200
Train crew size.....	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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".

Information for Line Retention Decision

Revenue received by PC.....	\$280,083
Average revenue per carload.....	\$344

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	136,112
Cost of upgrading branch line to FRA	
Class I: ($\frac{1}{10}$ of total upgrading cost).....	24,523
Cost incurred beyond the branch line.....	161,716

Total variable (avoidable) cost..... 322,351

Net contribution (loss): total.....	(42,268)
Average per carload.....	(52)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 4,000 cross-ties (an average of 494 cross-ties per mile). An evaluation of coal reserves by USRA indicates there may be reserves adjacent to this line. The exact nature of the reserves and the probability of mines opening in the near future cannot be assessed at this time.

Preliminary Recommendation

It is *not* recommended that this portion of the Washington Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$42,268 or \$52 per carload. Recovery of costs would require approximately an 85 percent increase in traffic or a 15 percent rate increase over the 1973 levels.

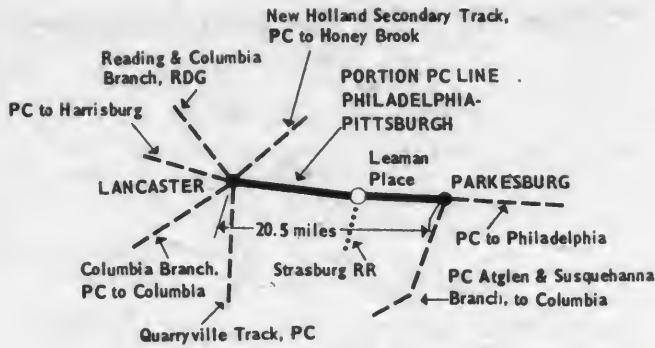
Costs may also be reduced by reduced frequency, although this alone will *not* make the line viable.

PORTION OF PHILADELPHIA-PITTSBURGH LINE

USRA Line No. 691

Penn Central

This portion of the Philadelphia-Pittsburgh Line, formerly part of the Pennsylvania RR, extends from *Parkesburg* (Milepost 44.0), to *Lancaster, Pa.* (Milepost 64.5), a distance of 20.5 miles, in Chester and Lancaster Counties, Pennsylvania. Continuations of this line extend eastward from Parkesburg to Philadelphia and westward from Lancaster to Pittsburgh. The Lancaster-Royalton portion of the westward continuation is also under study in this Report. Connections include: the PC Susquehanna Branch at Parkesburg; the Strasburg RR at Leaman Place; and at Lancaster with the PC's New Holland Secondary Track, Columbia Branch,



and Quarryville Track. All of these connections at Lancaster are under study in this Report. The Reading's Reading and Columbia Branch also connects at Lancaster and is under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zones 66 and 67).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Atglen	95
Christiana	51
Gap	11
Vintage	0
Leaman Place	456
Bird-in-Hand	144
Witmer	60
Gordonville	187
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Total carloads generated by the line.....	1,004
Average carloads per week.....	19.3
Average carloads per mile.....	49.0
Average carloads per train.....	20.1
1973 operating information:	
Number of round trips per year.....	50
Estimated time per round trip (hours).....	10.0
Locomotive horsepower.....	1,750
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." USRA staff has discussed the possibility, with both SEPTA and Amtrak, that these agencies may wish to purchase, lease, or otherwise acquire segments of track such as this for passenger service as provided in the Regional Rail Reorganization Act. The subject has also been discussed by USRA staff with the State of Pennsylvania at the technical briefings given by USRA.

Information for Line Retention Decision

Revenue received by PC.....	\$435,232
Average revenue per carload.....	<u>\$434</u>

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	\$197,908
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	322,663

Total variable (avoidable) cost.....	\$520,571
Net contribution (loss) : total.....	(85,339)
Average per carload.....	(85)

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

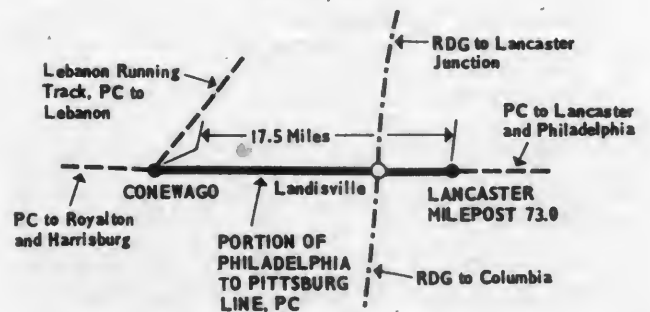
Preliminary Recommendation

It is *not* recommended that *freight services* be provided over this portion of the Philadelphia-Pittsburgh Line by the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$85,339 or \$85 per carload. Recovery of costs would require approximately a 75 per cent increase in traffic or a 20 per cent rate increase over the 1973 levels.

PORTION OF PHILADELPHIA-PITTSBURGH LINE

USRA Line No. 691a

Penn Central



This portion of the Philadelphia-Pittsburgh line, formerly part of the Pennsylvania RR, extends from West of Lancaster (Milepost 73.0) to Conewago, Pa. (Milepost 90.5), a distance of 17.5 miles, in Lancaster County, Pa. This line continues east to Lancaster and west to Royalton, Pa., with both continuations also under study in this Report. At Lancaster this line intersects a portion of the Reading and Columbia branch of the Reading, and at Conewago Junction it connects with the Lebanon Running Track of the PC. Both of these connecting lines are under study in this

Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 67). It was studied because of the reroute of through freight services from this line.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Landisville	50
Salunga	0
Mt. Joy	958
Florin	184
Rheems	211
Elizabethtown	995
Total carloads generated by the line.....	2,398
Average carloads per week.....	46.1
Average carloads per mile.....	137.0
Average carloads per train.....	9.6
1973 operating information:	
Number of round trips per year.....	250
Estimated time per round trip.....	10.0
Locomotive horsepower.....	1,750
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 Rail Service Report" indicated that Agway generated 123 carloads in 1973.

Information for Line Retention Decision

Revenue received by PC.....	\$1,089,590
Average revenue per carload.....	<u>\$454.</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	317,502
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost) ..	0
Cost incurred beyond the branch line.....	<u>611,840</u>
Total variable (avoidable) cost.....	929,342
Net contribution (loss): total.....	160,248
Average per carload.....	67

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 Conewago Industrial Park, not yet completed, is expected to generate 4,000 carloads by 1979. Also, the Middletown Area Association has plans for a sewage treatment facility to be built in conjunction with the Conewago Industrial Park.

Recommendation

It is recommended that this portion of the Philadelphia to Pittsburgh line be included in the ConRail System.

PORTION OF THE PHILADELPHIA-PITTSBURGH LINE

USRA Line No. 691b

Penn Central



This portion of the Philadelphia-Pittsburgh Line, formerly part of the Pennsylvania RR, extends from Conewago (Milepost 90.5) to Royalton, Pa. (Milepost 94.5), a distance of 4 miles, in Dauphin County, Pennsylvania. A continuation of this line runs eastward to Lancaster which is also under study in this Report. At Conewago this line connects with the Lebanon Running Track, PC, which is also under study in this Report. At Royalton, this line continues westward to Harrisburg and connects with the Susquehanna Branch PC. This line was not described as potentially excess in the U.S. DOT Report (see Zones 67 and 81).

Information for Line Retention Decision

This line serves no shippers and is not required to serve any line recommended for inclusion in the ConRail System. Information from USRA and Penn Central staff indicates through service only—no local service. Amtrak presently uses this route for intercity trains to and from the midwest, as well as for Harrisburg-Philadelphia service.

Preliminary Recommendation

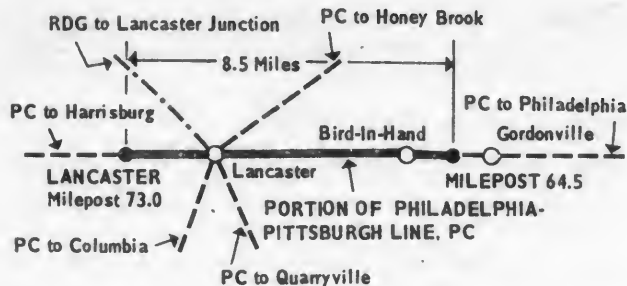
It is *not* recommended that this portion of the Philadelphia to Pittsburgh line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. ConRail through freights will not be routed over this segment.

PORTION OF PHILADELPHIA-PITTSBURGH LINE

USRA Line No. 691c

Penn Central

This portion of the Philadelphia-Pittsburgh line, formerly part of the Pennsylvania RR, Milepost 64.5



to Milepost 73.0, at Lancaster, Pa. a distance of 8.5 miles, in Lancaster County, Pennsylvania. A continuation of this line runs eastward to Philadelphia and westward to Harrisburg. These continuations are under study in this Report, between Parkesburg and Royalton, Pa. At Lancaster, this line connects with the Reading and Columbia Branch and Quarryville Track of the PC, all of which are also under study in this Report. It also connects at Lancaster with the PC New Holland Secondary Track, which is under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 67).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

This segment was studied because of the recommended removal of ConRail through freight services on this line.

Recommendation

This line segment will continue to receive local freight service from the proposed through route at Columbia, Pa.

ERIE & PITTSBURGH BRANCH

USRA Line No. 712

Penn Central

This portion of the Erie & Pittsburgh Branch, formerly part of the Pennsylvania RR, extends from Sharon (Milepost 70.6) to Jamestown, Pa. (Milepost 90.5), a distance of 19.9 miles, in Mercer County, Pa. This line continues south from Sharon to New Castle. The PC Sharon Branch to Youngstown connects at Wheatland and the PC Stoneboro Branch connects at Jamestown. The EL Youngstown line runs parallel from RD Yard to Greenville (another PC line extends



from Jamestown to Thornton Junction). The Sharon Branch is also under study in this Report. The Bessemer & Lake Erie RR connects at Shenango. This line was not studied in the U.S. DOT Report (see Zone 75).

Traffic and Operating Information

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

Sharpsville	597
Transfer	0
Shenango	37
Greenville	552

Total carloads generated by the line	1,186
Average carloads per week	22.8
Average carloads per mile	59.6
Average carloads per train	4.3
1973 operating information:	
Number of round trips per year	275
Estimated time per round trip (hours)	6
Locomotive horsepower	1,700
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." Information received from the Penn Central indicates that Shenango, Inc. handled 1,200-1,500 outbound cars per year and that the EL

Railroad brings in all of their raw steel direct from furnaces at Sharon.

Information for Line Retention Decision

Revenue received by PC.....	\$331,438
Average revenue per carload.....	\$279
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	277,959
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line..	230,821
<hr/>	
Total variable (avoidable) cost....	508,780
<hr/>	
Net contribution (loss): total.....	(177,342)
Average per carload.....	(150)

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.).

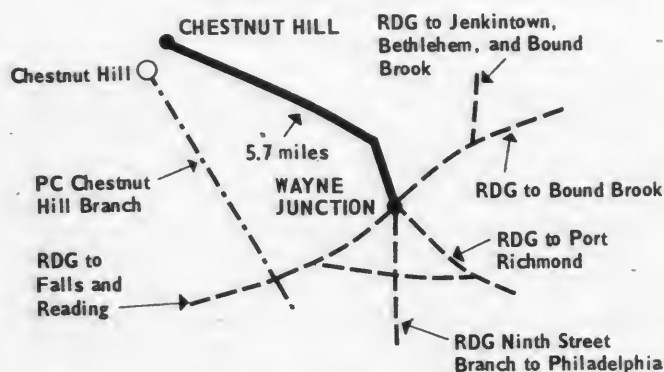
Preliminary Recommendation

It is *not* recommended that this portion of the Erie & Pittsburgh Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$177,342 or \$150 per carload. Recovery of costs would require approximately a 180 percent increase in traffic or a 50 percent rate increase over the 1973 levels.

CHESTNUT HILL BRANCH

USRA Line No. 903

Reading Railroad



The Chestnut Hill Branch, extends from *Wayne Junction* (Milepost 5.1), to *Chestnut Hill, Pa.* (Milepost 10.8) a distance of 5.7 miles, in Philadelphia County, Pennsylvania. At *Wayne Junction*, this line connects with the *RDG Ninth Street Branch*. *Chestnut Hill* is also served by the *PC Chestnut Hill Branch*, also

under study in this Report as potentially excess. This line was described as potentially excess in the U.S. DOT Report (see Zone 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Germantown	142
Chestnut Hill.....	1
<hr/>	
Total carloads generated by the line.....	143
Average carloads per week.....	2.8
Average carloads per mile.....	25.1
Average carloads per train.....	.91
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

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" indicated that this Reading Branch serves 6,000 daily commuters as part of the SEPTA system. Reading operates this service under contract with SEPTA. Local officials insisted that the right-of-way must be preserved for SEPTA's use in the event ConRail does not have this line within the ConRail Final System Plan. The P.U.C. estimated that this line generates 145 carloads per mile each year. Pennsylvania's response indicated that the annual freight traffic on this line is above the DOT carload standard. Pennsylvania also cited a number of factors which would inhibit firms from easily switching from rail service to truck service. USRA staff has met several times with SEPTA to discuss SEPTA's requirements for continuation of passenger service on this line, as well as the possible acquisition of the branch by SEPTA. SEPTA is currently preparing an inventory of its suburban facility requirements which will be used in future discussions about the future of this and other Philadelphia area lines.

Information for Line Retention Decision

Revenue received by RDG.....	\$11,830
Average revenue per carload.....	\$83
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	52,341
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line....	11,505
<hr/>	
Total variable (avoidable) cost....	63,846
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Net contribution (loss): total.....	(52,016)
Average per carload.....	(363)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's

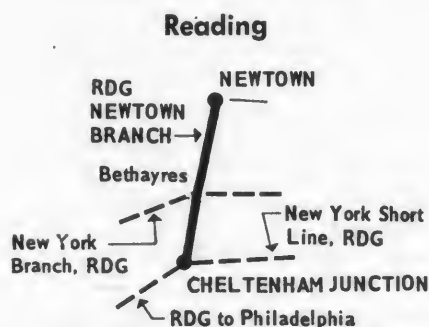
minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Preliminary Recommendation

It is *not* recommended that this portion of the Chestnut Hill Branch be included in the ConRail System for *freight service*. Passenger service will remain. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$52,016 or \$363 per carload. Recovery of costs would require approximately a two hundred-fold increase in traffic or a 430 percent rate increase over 1973 levels.

PORTION OF NEWTOWN BRANCH

USRA Line No. 904



The Newtown Branch extends from *Cheltenham Junction* (Milepost 8.6) to *Newtown, Pa.* (Milepost 26.4), a distance of 17.8 miles, in Philadelphia, Montgomery, and Bucks Counties, Pennsylvania. This line connects at Cheltenham Junction with the New York Short Line between Newtown Junction and Neshaminy Falls. The Reading Company operates suburban passenger service over this line under contract to the Southeastern Pennsylvania Transportation Authority. This line was described as potentially excess in the U.S. DOT Report (see Zone 66).

Traffic and Operating Information

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

Southampton	14
Newtown	107
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Total carloads generated by the line.....	121
Average carloads per week.....	2.3
Average carloads per mile.....	7.9
Average carloads per train.....	2.3
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

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" indicated that Lovelle Aircraft's rail usage has been infrequent in the past, but the company recently signed a contract with the U.S. Department of Defense which will necessitate the use of rail service. The Frost-Watson Lumber Co. stated trucking lumber through residential areas is impossible. This branch is also utilized for commuter service between Philadelphia and Newtown with an estimated 500 daily passengers. Pennsylvania's response indicates this passenger figure has increased dramatically during the last few years due to the energy crisis. Pennsylvania's response also indicates the Frost-Watson Lumber Co. has just completed an expansion of their facilities constructed under the assumption of continued rail service.

Information for Line Retention Decision

Revenue received by RDG.....	\$14,962
Average revenue per carload.....	\$124
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	¹ 51,324
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	11,756
<hr/>	
Total variable (avoidable) cost.....	63,080
<hr/>	
Net contribution (loss): total.....	(48,118)
Average per carload.....	(398)

¹ Excludes maintenance costs due to the existence of 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 mph).

Preliminary Recommendation

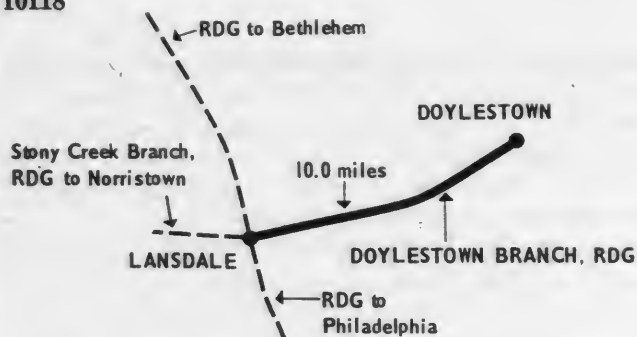
It is *not* recommended that *freight service* be provided over this portion of the Newtown Branch by the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$48,118 or \$398 per carload. Recovery of costs would require approximately a fifteen-fold increase in traffic or a 320 percent rate increase over the 1973 levels.

DOYLESTOWN BRANCH

USRA Line No. 905

Reading Railroad

The Doylestown Branch, extends from *Lansdale* (Milepost 0.0) to *Doylestown, Pa.* (Milepost 10.0), a distance of 10.0 miles, in Bucks and Montgomery Coun-



ties, Pennsylvania. At Lansdale, this line connects with the Reading's Philadelphia-to-Bethlehem line and Stony Creek Branch. This line was described as potentially excess in the U.S. DOT Report (see Zone 66).

Traffic and Operating Information

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

Colmar	56
Chalfout	98
New Britain	0
Doylestown	275
Total carloads generated by the line.....	429
Average carloads per week.....	8.3
Average carloads per mile.....	42.9
Average carloads per train.....	2.8
1973 operating information:	
Number of round trips per year.....	156
Estimated time per round trip (hours).....	3
Locomotive horsepower.....	1,500
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" indicated that the local firms and government officials regard the line as essential to the area. SEPTA indicated that lines no longer viable from a freight standpoint would still be needed for commuter service.

Information for Line Retention Decision

Revenue received by Reading.....	\$61,786
Average revenue per carload.....	\$144
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	110,385
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	45,584
Total variable (avoidable) cost.....	155,969
Net contribution (loss) : total.....	(94,183)
Average per carload.....	(220)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's

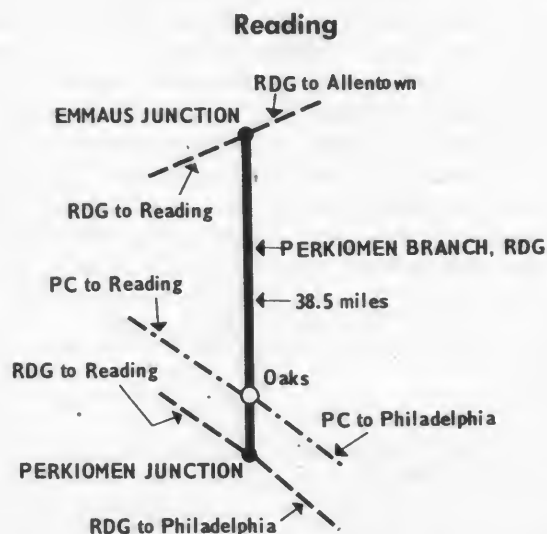
minimum safety standards. (Class I track, which has a maximum safe operating speed of 10 m.p.h.). F. D. Hartzel's Sons Co. Inc., presently is building an industrial park at Chalfont which would use rail service if it was available. A representative of Mrs. Paul's Kitchen indicated that plans for a 40 percent expansion in facilities would be abandoned if rail service is curtailed.

Preliminary Recommendation

Although the preliminary recommendation is that the Doylestown Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$94,183 or \$220 per carload. Recovery of costs would require approximately a six-fold increase in traffic or a 150 percent increase over the 1973 levels. The ultimate disposition of this smaller bankrupt carrier (see Chapter 3) may improve carrier revenue as the acquiring road can "long-haul". The present carloads per mile, however, indicate that the line would not likely be viable under this circumstance.

THE PERKIOMEN BRANCH

USRA Line No. 906



The Perkiomen Branch, extends from *Perkiomen* (Milepost 0.0), to *Emmaus Junction* (Milepost 38.5), a distance of 38.5 miles, in Lehigh, Berks, Montgomery, and Chester Counties, Pennsylvania. At Perkiomen Junction this line connects with the Reading's Philadelphia-to-Pottsville line, and at Emmaus Junction, with the Reading East Pennsylvania Branch. Also at Perkiomen Junction (Oaks, Pa.), the line connects

with the PC Schuylkill Secondary Track, which is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 66 and 69).

Traffic and Operating Information

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

Oaks -----	3,582
Yerkes -----	36
Collegeville -----	58
Greaterford -----	3
Schwenksville -----	22
Salford -----	2
Green Lane -----	53
Pennsburg -----	815
Palm -----	19
Dillinger -----	2
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Total carloads generated by the line -----	4,592
Average carloads per week -----	88.3
Average carloads per mile -----	119.3
Average carloads per train -----	14.7
1973 operating information :	
Number of round trips per year -----	312
Estimated time per round trip (hours) -----	8.0
Locomotive horsepower -----	1,500
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" indicates that this line generates 110 rail cars per mile. According to Penn. DOT, four firms would be forced to close, and 400 jobs would be lost. Two companies plan to locate along this line; one firm is a trucking company that expects to generate between 800 and 1,000 carloads a year. Pennsylvania's response states that the trucking company that plans on locating on this line has already invested heavily in land and buildings and employed 75 workers. It is necessary that this line remain intact to the PC interchange at Oaks to provide alternate southern routing for oversized shipments (narrow tunnel at Dillinger).

Information for Line Retention Decision

Revenue received by RDG -----	\$641,983
Average revenue per carload -----	<u>\$140</u>
Variable (avoidable) cost of continued service :	
Cost incurred on the branch line -----	502,390
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost) -----	0
Cost incurred beyond the branch line -----	<u>477,443</u>
Total variable (avoidable) cost -----	979,833
<hr/>	
Net contribution (loss) : total -----	(337,850)
Average per carload -----	(74)

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 mph).

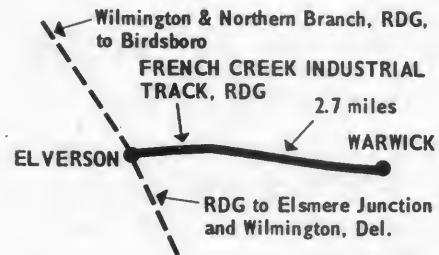
Preliminary Recommendation

It is recommended that service be provided to Oaks. For the remainder of the line, although the preliminary recommendation is that the Perkiomen Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$337,850 or \$74 per carload. Recovery of cost would require approximately a two-fold increase in traffic or a 50 percent rate increase over the 1973 levels.

FRENCH CREEK INDUSTRIAL TRACK

USRA Line No. 908

Reading



The French Creek Industrial Track, extends from Elverson (Milepost 0.0) to Warwick, Pa. (Milepost 2.7), a distance of 2.7 miles, in Chester County, Pa. At Elverson this line connects with the Reading's Wilmington & Northern Branch, which line is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 66).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

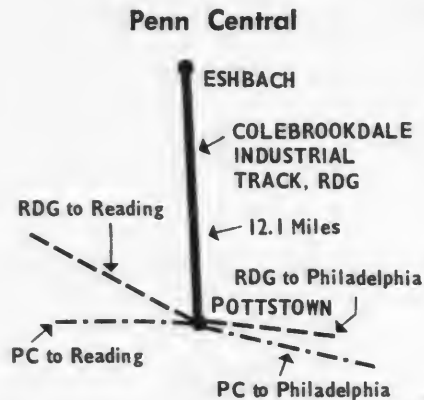
Available information indicates that no shippers are directly served by this line.

Preliminary Recommendation

It is *not* recommended that the French Creek Industrial Track be included in the ConRail System.

**COLEBROOKDALE INDUSTRIAL TRACK,
READING**

USRA Line No. 909



The Colebrookdale Industrial Track extends from *Eshbach* (Milepost 0.0) to *Pottstown, Pa.* (Milepost 12.1), a distance of 12.1 miles, in Montgomery and Berks Counties, Pennsylvania. At Pottstown, this line connects with the Reading's Philadelphia-to-Pottsville Line. This line was described as potentially excess in the U.S. DOT Report of February 1, 1974, except for the portion from Boyertown to Pottstown (see zones 66 and 68).

Traffic and Operating Information

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

Pine Forge.....	14
Colebrookdale	7
Boyertown	1,037
New Berlinville.....	12
Bechtelsville	23

Total carloads generated by the line.....	1,098
Average carloads per week.....	21.0
Average carloads per mile.....	90.3
Average carloads per train.....	7.0
1973 operating information:	
Number of round trips per year.....	156
Estimate time per round trip (hours).....	5.0
Locomotive horsepower.....	1,500
Train crew size.....	5

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" indicates that Boyertown Auto Body Works estimated 307 carloads in 1973 and projected 658. The Penn DOT reported that the segment from Eshback to Boyertown generated 64 carloads of freight in 1973. Superior Underwear Inc. generated 756 tons in 1973. Pennsylvania's response indicates about 200 acres of land along the railroad which are zoned for industrial use.

Information for Line Retention Decision

Revenue received by PC.....	\$163,408
Average revenue per carload.....	\$150

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	160,974
- Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	106,455

Total variable (avoidable) cost..... 267,429

Net contribution (loss): total.....	(104,021)
Average per carload.....	(95)

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

Preliminary Recommendation

Although the preliminary recommendation is that the *Cobrookdale Industrial Track* not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$104,021 or \$95 per carload. Recovery of costs would require approximately a 60 percent rate increase over the 1973 levels. Service to Boyertown will be carefully reviewed.

KUTZTOWN INDUSTRIAL TRACK

USRA Line No. 910

Reading Railroad

The Kutztown Industrial Track, extends from *Kutztown* (Milepost 0.0), to *Topton, Pa.* (Milepost 4.4), a distance of 4.4 miles, in Berks County, Pennsylvania. At Topton this line connects with the Reading's East Pennsylvania Branch to Allentown and Reading. This line was described as potentially excess in the U.S. DOT Report (see Zone 68).



Traffic and Operating Information

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

Kutztown	408
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Total carloads generated by the line.....	408
Average carloads per week.....	7.9
Average carloads per mile.....	92.7
Average carloads per train.....	2.6
1973 Operating information:	
Number of round trips per year.....	156
Estimated time per round trip (hours).....	3.0
Locomotive horsepower.....	1,500
Train crew size.....	5

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" indicated that the PUC estimated 402 annual carloadings along this line.

Information for Line Retention Decision

Revenue received by RDG.....	\$66,893
Average revenue per carload.....	\$164
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	65,512
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	35,388
<hr/>	
Total variable (avoidable) cost.....	100,900
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Net contribution (loss): total.....	(34,007)
Average per carload.....	(83)

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.).

Preliminary Recommendation

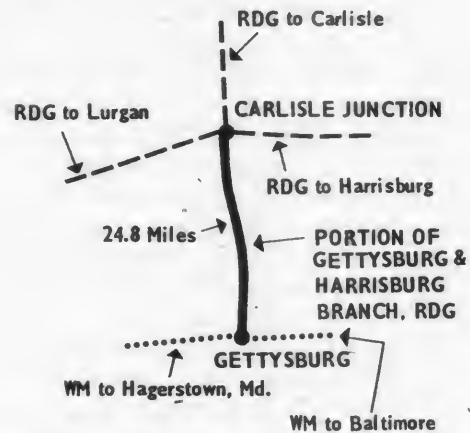
Continuation of freight service on this line cannot be decided at this time. The high carloads per mile but low revenue per car may mean that when the ultimate

structure decision (see Chapter 3) is made, the traffic could be profitable long-haul traffic for ConRail or Chessie.

PORTION OF THE GETTYSBURG AND HARRISBURG BRANCH

USRA Line No. 912

Reading



This portion of the Gettysburg & Harrisburg Branch extends from *Gettysburg* (Milepost 6.3) to *Carlisle Junction, Pa* (Milepost 31.1), a distance of 24.8 miles, in Adams and Cumberland Counties, Pennsylvania. At *Gettysburg* this line connects with the Western Maryland Ry. to *Hagerstown* and *Baltimore*. At *Carlisle Junction*, this line connects with the Reading's PH&P Branch and it also continues northward to *Carlisle*. This continuation is also under study in this Report. This line, except for the portion from *Gettysburg* to *Biglerville*, was described as potentially excess in the U.S. DOT Report (see Zones 81 and 82).

Traffic and Operating Information

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

Peach Glen.....	86
Gardners	208
Bendersville	266
Biglerville	959
Gettysburg	71
<hr/>	
Total carloads generated by the line.....	1,590
Average carloads per week.....	30.6
Average carloads per mile.....	64.1
Average carloads per train.....	10.2
1973 operating information:	
Number of round trips per year.....	156
Estimated time per round trip (hours).....	6.0
Locomotive horsepower	2,500
Train crew size.....	5

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" indicated that the portion between Carlisle Junction and Carlisle has been out of service since Hurricane Agnes in 1972. Knouse Foods has expanded and wishes to build a new siding and shipped 75 carloads in 1973. Eaton Dikeman (pulp) estimated 70 carloads in 1973, employ 92 people and indicated it could not operate without rail service. (Knouse Foods and Eaton Dikeman not on the USRA patron list for this line). Zeigler Brothers (grain) estimated 60 carloads in 1973 and project 285 carloads. Zeigler has just completed a plant expansion and anticipates further expansion if rail service is available. Musselman Fruit estimated 75 carloads in 1973 and operates two interdependent plants at Gardners and Biglerville. Pennsylvania Mineral & Mining estimated 480 carloads and projected 720 carloads. This company has recently installed a new milling system which will increase its rail usage. Pfatlzgraff Company projected 110 carloads; recently acquired new plant at Bendersville to commence operations in December 1974. Inland Container Corporation estimated 812 carloads in 1973 and projected 1046 carloads. Allis-Chalmers, in York, uses the line as a high-wide detour from Western Maryland main line, which does not provide sufficient clearance. Ralph Hallock, Allis-Chalmers, testified at Philadelphia that they shipped 121 overdimensional loads in 1973.

Information for Line Retention Decision

Revenue received by RDG.....	\$216,415
Average revenue per carload.....	\$136

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	301,977
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	133,982

Total variable (avoidable) cost.....	435,959
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Net contributions (loss) : Total.....	(219,544)
Average per carload.....	(138)

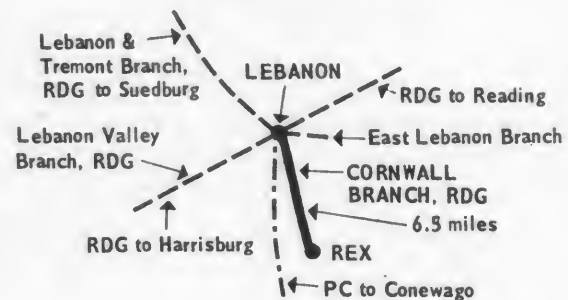
This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Gettysburg and Harrisburg Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting

to \$219,544 or \$138 per carload. Recovery of costs would require approximately a 265 percent increase in traffic or a 100 percent rate increase over the 1973 levels.

CORNWALL BRANCH USRA Line No. 914 Reading Railroad



The Cornwall Branch, Reading Railroad, extends from *Rex* (Milepost 0.0), to *Lebanon, Pa.* (Milepost 6.5), a distance of 6.5 miles, in Lebanon County, Pennsylvania. At Lebanon this line connects with the Lebanon Valley Branch and the Lebanon & Tremont Branch, both of the Reading, and the PC Lebanon Running Track. The Lebanon and Tremont Branch of the Reading is also under study in this Report as is the PC Lebanon Running Track. This line was not described as potentially excess in the U.S. DOT Report (see Zone 82).

Traffic and Operating Information

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

Cornwall	6,361
Donaghmore	0

Total carloads generated by the line.....	6,361
Average carloads per week.....	122
Average carloads per mile.....	979
Average carloads per train.....	17
1973 operating information:	
Number of round trips per year.....	365
Estimated time per round trip (hours).....	8
Locomotive horsepower.....	1,500
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." Penn Central patrons at Cornwall have been served by the Reading since Tropical Storm Agnes in 1972.

Information for Line Retention Decision

Revenue received by RDG.....	\$1,067,841
Average revenue per carload.....	\$168
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	351,819
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	580,741
Total variable (avoidable) cost.....	932,560
Net contribution (loss): total.....	135,281
Average per carload.....	21

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 mph).

Recommendation

It is recommended that the Cornwall Branch be included in the ConRail System.



The Lebanon & Tremont Branch extends from *Suedburg* (Milepost 0.0) to *Lebanon, Pa.* (Milepost 18.5), a distance of 18.5 miles, in Schuylkill and Lebanon counties, Pennsylvania. At Lebanon, this line connects with the Lebanon Valley Branch and the Cornwall Branch, both of the Reading, and the PC Lebanon Running Track. The RDG. Cornwall Branch is also under study in this Report as is the PC Lebanon Running Track. Reading has filed an abandonment application with USRA, Docket No. 75-63, for a portion of this branch (from Engineering Station 565+60 to Engineering Station 965+69, 7.6 miles). This line was described as potentially excess in the U.S. DOT Report (see Zone 82).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Jonestown	113
Indiantown Gap.....	27
Suedburg	0
Total carloads generated by the line.....	140

Average carloads per week.....	2.7
Average carloads per mile.....	7.6
Average carloads per train.....	2.7

1973 Operating Information:

Number of round trips per year.....	52
Estimated time per round trip (hours).....	3.0
Locomotive horsepower.....	900
Train crew size.....	5

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" indicated that Penn. DOT reported 708 carloads in 1973. E. H. Gerhart estimated 513 carloads in 1973. Lebanon Packing Corp. estimated 70 carloads, and their new plant at West Jonestown is expected to generate 130 carloads per year. Penn. DOT reported that the Indiantown Gap Military Reservation at Lickdale has a high-priority classification with the National Mobilization Plan and received 409 carloads of coal and military supplies in 1973. Pennsylvania's response indicated two tracts of land adjacent to this line, (259 acres) have recently been purchased for development of industrial parks. Another 47 acre tract is presently being considered by a large foreign manufacturer for construction of their first United States plant. In correspondence submitted to USRA, Mr. E. L. Tennyson, Penn. DOT, opposes abandonment of the portion of this branch from Suedburg south to Lickdale. He states, "Suedburg is located within the southern anthracite field, the largest anthracite field with over 5 billion recoverable tons. Three coal firms, Schneck, Oakwood, and Franklin shipped coal over this track in 1973." The Penn. DOT is aware of the desire to locate a state park in this location and does not oppose such a plan per se. The Lebanon & Tremont Branch formerly ran from Suedburg to Pine Grove and on to Pottsville. If such a linkage were restored so that Suedburg Coal could move northward, then we would not be in opposition to this abandonment."

Information for Line Retention Decision

Revenue received by RDG.....	\$25,373
Average revenue per carload.....	\$181
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	153,751
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost).....	00
Cost incurred beyond the branch line.....	12,166
Total variable (avoidable) cost.....	165,917
Net contribution (loss): total.....	(140,544)
Average per carload.....	(1,004)

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.).

An evaluation of coal reserves by USRA staff indicates there is a fight over land on this line between the State and Schuylkill County. The State has purchased land for a State park and the County has instituted legal proceedings to block it (the County opposes this abandonment). The largest operator (Schneck) shipped 24,000 tons of coal in 1974 (375 cars).

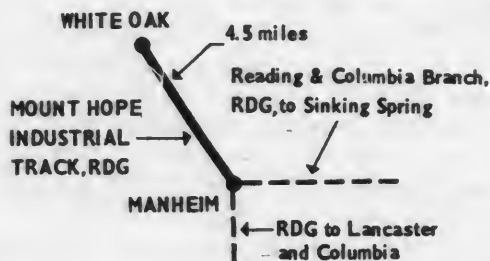
Preliminary Recommendation

It is *not* recommended that the Lebanon & Tremont Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$140,544 or \$1,004 per carload. Recovery of costs would require approximately an eleven-fold increase in traffic or a 555 per cent rate increase over the 1973 levels.

MOUNT HOPE INDUSTRIAL TRACK

USRA Line No. 916

Reading Railroad



The Mount Hope Industrial Track, extends from *Manheim* (Milepost 0.0) to *White Oak, Pa.* (Milepost 4.5), a distance of 4.5 miles, in Lancaster County, Pennsylvania. At Manheim, this line connects with the Reading & Columbia Branch of the Reading, which is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 67).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
White Oak.....	42
Total carloads generated by the line.....	42
Average carloads per week.....	0.8
Average carloads per mile.....	9.3
Average carloads per train.....	0.8

1973 Operating Information:

Number of round trips per year.....	52
Estimated time per round trip (hours).....	2.0
Locomotive horsepower.....	1,500
Train crew size.....	5

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" indicated that Pennsylvania DOT estimated annual freight traffic was 130 carloads, or 26 carloads per mile on this line. Three rail users were identified: Myers Propane Gas Service (not on the Reading's patron list), Roman's Mosaic and Tile Co. and White Oak Mills. The PC patron list also shows Bamberger's as a patron on this line. Myers Propane Gas recently made an investment in tank cars and projected its future rail usage would be about 50 cars per year.

Information for Line Retention Decision

Revenue received by Reading.....	\$5,015
Average revenue per carload.....	\$96
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	39,020
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	4,590
Total variable (avoidable) cost.....	43,612
Net contribution (loss): total.....	(38,597)
Average per carload.....	(919)

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.).

Preliminary Recommendation

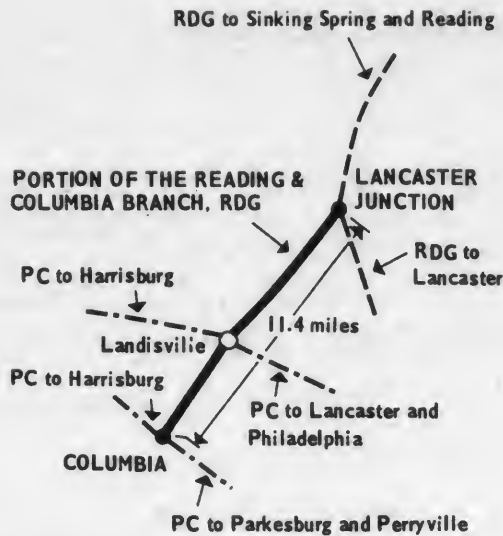
It is *not* recommended that the Mount Hope Industrial Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$38,597 or \$919 per carload. Recovery of costs would require approximately a 100-fold increase in traffic or a 960 percent rate increase over the 1973 levels.

PORTION OF THE READING AND COLUMBIA BRANCH

USRA Line No. 917

Reading

This portion of the Reading & Columbia Branch extends from *Columbia* (Milepost 28.3) to *Lancaster*



Junction, Pa. (Milepost 39.7), a distance of 11.4 miles, in Lancaster county, Pennsylvania. At Lancaster Junction, this line continues northeast to Sinking Spring and Reading and southeast to Lancaster. Both of these continuations are also under study in this Report. At Landisville, this line intersects the PC Philadelphia-to-Pittsburgh Line, which also is under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 67).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lancaster Junction.....	0
Landisville	398
Bruckarts	0
Cordelia	0
Columbia	1,309
Total carloads generated by the line..... 1,707	
Average carloads per week.....	32.8
Average carloads per mile.....	149.7
Average carloads per train.....	6.6
1973 operating information:	
Number of round trips per year.....	260
Estimated time per round trip (hours).....	8.0
Locomotive horsepower.....	1,500
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." Penn. DOT estimated an average of 321 carloads per mile (3,636 cars for 11.3 miles). Businesses at Columbia cannot be serviced by the PC because the interchange between Reading and PC lines was destroyed by Hurricane Agnes in 1972. There is also no interchange between PC and Reading

at Landisville. Representative Harry Gring also believed the Branch met DOT carload requirements. Amherst Industries in Landisville repairs and manufactures non-railroad owned tank, box, and hopper cars, in addition to doing conversion work for the Defense Department. Information received from Gerald L. Hoch, ITT Grinnell Corp., indicates they generated 1,163 inbound cars and 253 outbound cars in 1973. Forecasts for 1974 indicated their inbound carloads would increase by 15% and outbound by 25%. Mr. Hoch also stated that if the Reading line from Denver to Sinking Springs is abandoned, it would deny the company access to the Reading Philadelphia to Lurgan Line and through service to Chessie and N&W.

Information for Line Retention Decision

Revenue received by Reading.....	\$299,445
Average revenue per carload.....	\$175
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	223,809
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	0
Cost incurred beyond branch line.....	179,797
Total variable (avoidable) cost.....	403,606
Net contribution (loss): total.....	(104,161)
Average per carload.....	(61)

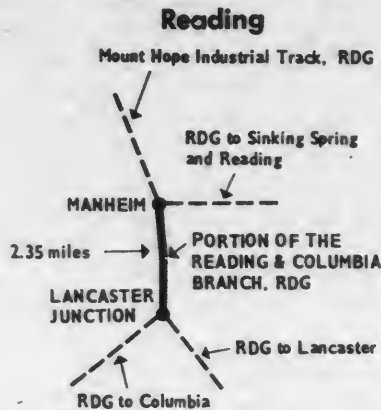
This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Information received from Pennsylvania's response indicates Armstrong Cork Co. recently purchased 130 acres of industrial land on this line, and Pennsylvania Malleable Iron Division of Gulf Western will double its size due to the demand for roof bolts used in coal mining.

Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Reading & Columbia Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$104,161 or \$61 per carload. Recovery of costs would require approximately an 85 percent increase in traffic or a 35 percent rate increase over the 1973 levels. The ultimate disposition of this smaller bankrupt carrier (see Chapter 3) may impact on profitability of this line. The present carloads per mile indicate that the line would likely be viable under this circumstance.

PORTION OF READING & COLUMBIA BRANCH

USRA Line No. 918



This portion of the Reading & Columbia Branch extends from *Manheim* (Milepost 25.9) to *Lancaster Junction, Pa.* (Milepost 28.25), a distance of 2.35 miles, in Lancaster County, Pa. At Manheim this line continues northeastward to Sinking Spring and Reading, and at Lancaster Junction the line splits with one segment going to Lancaster and the other to Columbia. All of these continuations are under study in this Report. At Manheim the line also connects with the RDG Mount Hope Industrial Track, which is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 67).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

This line does not directly serve any shippers.

Preliminary Recommendation

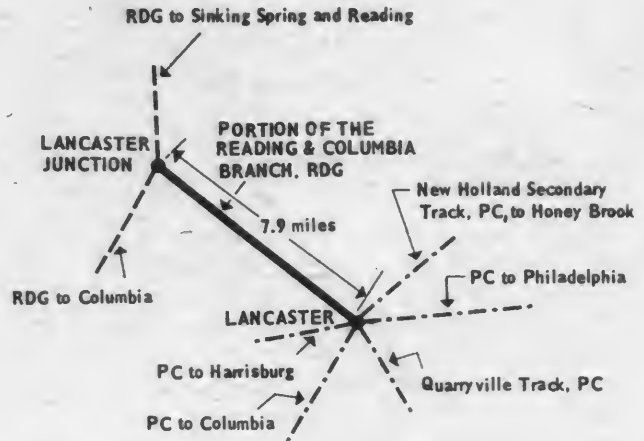
It is *not* recommended that this portion of the Reading & Columbia Branch be included in the ConRail System.

PORTION OF READING & COLUMBIA BRANCH

USRA Line No. 919

Reading

This portion of the Reading & Columbia Branch, extends from *Lancaster Junction* (Milepost 0.0) to *Lancaster, Pa.* (Milepost 7.9), a distance of 7.9 miles, in Lancaster county, Pennsylvania. At Lancaster Junction this line continues northeastward to Sinking Spring and



Reading. A portion of the line also continues southwestward to Columbia. Both of these continuations are also under study in this Report. At Lancaster this line connects with the following PC lines: the Columbia Branch, the Quarryville Track, and the Philadelphia-to-Pittsburgh line. These lines are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 67).

Traffic and Operating Information

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

East Petersburg.....	95
Lancaster	3, 142

Total carloads generated by the line.....	3, 237
Average carloads per week.....	62. 3
Average carloads per mile.....	409. 8
Average carloads per train.....	10. 4

1973 operating information:

Number of round trips per year.....	312
Estimated time per round trip (hours).....	8. 0
Locomotive horsepower.....	600
Train crew size.....	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by RDG.....	\$604, 404
Average revenue per carload.....	\$187

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	257, 873
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	327, 859

Total variable (avoidable) cost..... 585, 732

Net contribution (loss): total.....	18, 672
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.).

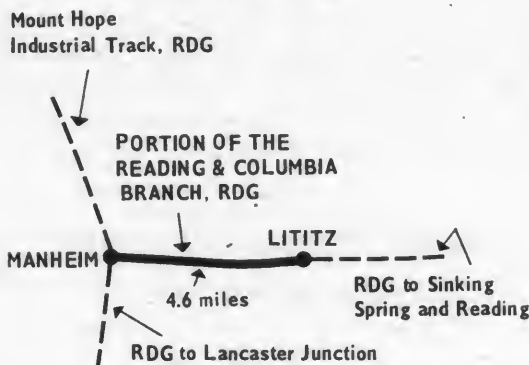
Recommendation

It is recommended that this portion of the Reading & Columbia Branch be included in the ConRail System.

PORTION OF READING & COLUMBIA BRANCH

USRA Line No. 920

Reading



This portion of the Reading & Columbia Branch extends from *Manheim* (Milepost 0.0) to *Lititz, Pa.* (Milepost 4.6), a distance of 4.6 miles, in Lancaster County, Pennsylvania. Continuations of this line extend southward from Manheim and eastward from Lititz. At Manheim this line also connects with the Mount Hope Industrial Track of the Reading. All of these lines are also under study in the Report. This line was not described as potentially excess in the U.S. DOT Report (see zone 67).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lime Rock.....	25
Manheim	1,329

Total carloads generated by the line.....	1,354
Average carloads per week.....	26.0
Average carloads per mile.....	294.4
Average carloads per train.....	4.3
1973 operating information:	
Number of round trips per year.....	312
Estimated time per round trip (hours).....	8.0
Locomotive horsepower.....	1,500
Train crew size.....	5.0

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "The

Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by RDG.....	\$231,808
Average revenue per carload.....	\$171

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	199,276
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	146,359

Total variable (avoidable) cost.....	345,635

Net contribution (loss): total.....	(113,832)
Average per carload.....	(84)

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 mph).

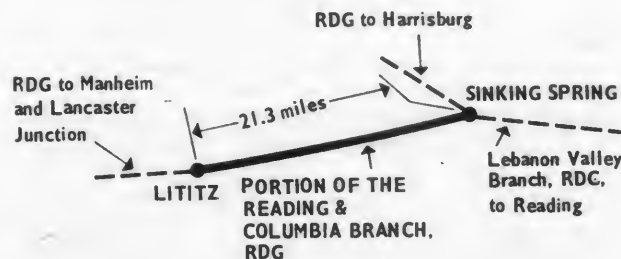
Preliminary Recommendation

It is *not* recommended that this portion of the Reading & Columbia Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$113,832 or \$84 per carload. Recovery of costs would require approximately a 130 percent increase in traffic or a 50 percent rate increase over the 1973 levels. The ultimate disposition of this smaller bankrupt carrier (see Chapter 3) may improve profitability of this line. The present carloads per mile indicate that the line should be viable.

PORTION OF READING & COLUMBIA BRANCH

USRA Line No. 920a

Reading



This portion of the Reading & Columbia Branch extends from *Lititz* (Milepost 4.6) to *Sinking Spring, Pa.*

(Milepost 25.9) a distance of 21.3 miles, in Lancaster and Berks Counties, Pa. At Lititz this line continues westward and southward through Manheim to Lancaster Junction where it forks into two segments. This continuation is also under study in this Report. At Sinking Spring this line connects with the Reading's Lebanon Valley Branch. This line, except for the portion between Lititz and Denver, was described as potentially excess in the U.S. DOT Report (see Zones 67 and 68).

Traffic and Operating Information

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

Montello	0
Reinholds	71
Denver	379
Stevens	79
Ephrata	866
Akron	2
Millway	0
Lititz	1,335
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Total carloads generated by the line.....	2,732
Average carloads per week.....	52.6
Average carloads per mile.....	128.4
Average carloads per train.....	8.8
1973 operating information:	
Number round trips per year.....	312
Estimated time per round trip (hours).....	8.0
Locomotive horsepower.....	1,500
Train crew size.....	5

Information Provided by RSPO, Shipping, 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" indicated that Gehmen's Feed Mill receives 336 carloads of grain a year from Sinking Spring, and they estimate use of trucks would increase their cost \$2,800 more per week.

Information for Line Retention Decision

Revenue received by RDG.....	\$461,908
Average revenue per carload.....	\$169
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	370,653
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	245,271
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Total variable (avoidable) cost.....	615,924
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Net contribution (loss) : total.....	(154,016)
Average per carload.....	(56)

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.).

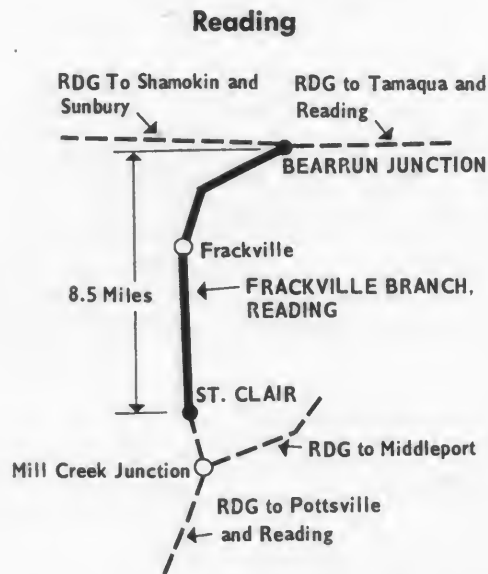
F. W. Woolworth, which has a plant at Denver scheduled for completion in November 1974, considers the operation of this entire branch line vital to its plant. Pennsylvania's response indicated that Woolworth's would generate 1,000 carloads per year and anticipates employing 350 people.

Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Reading & Columbia Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$154,016 or \$56 per carload. Recovery of costs would require approximately a 70 percent increase in traffic or a 30 percent rate increase over the 1973 levels.

PORTION OF FRACKVILLE BRANCH

USRA Line No. 921



This portion of the Frackville Branch, part of the Reading Co., extends from St. Clair to Bear Run Jct. between Milepost 4.0 and 9.6 and Milepost 2.9 and 0.0, a distance of 8.5 miles, in Schuylkill County, Pa. At St. Clair it connects with the remainder of the Frackville Branch of the Reading extending southward toward Pottsville. At Bear Run Junction it connects with the Mahanoy and Shamokin Branch of the Reading extending westward to Shamokin and eastward to East Mahanoy Junction. This line was not described as potentially excess in the U.S. DOT Report (see Zone 82).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
St. Clair-----	43
Frackville-----	346
Gilberton-----	2
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Total carloads generated by the line-----	391
Average carloads per week-----	7.5
Average carloads per mile-----	46.0
Average carloads per train-----	3.8
1973 operating information:	
Number of round trips per year-----	104
Estimated time per round trip (hours)-----	4
Locomotive horsepower-----	1,500
Train crew size-----	4

Information Provided by RSPO, Shipping, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by RDG-----	\$74,305
Average revenue per carload-----	\$190
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line-----	96,991
Cost of upgrading branch line to FRA	
Class I (1/10 of total upgrading cost)---	0
Cost incurred beyond the branch line-----	40,299
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Total variable (avoidable) cost-----	137,290
Net contribution (loss): total-----	(62,985)
Average per carload-----	(161)

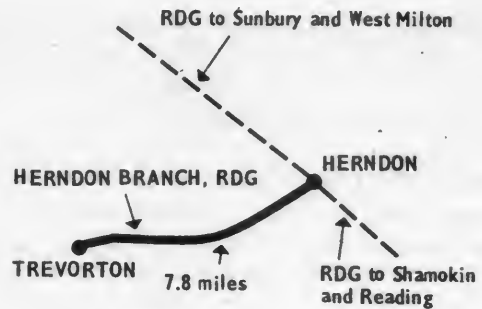
This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Preliminary Recommendation

No decision can be made on this line until further information on coal traffic and potential is developed.

HERNDON BRANCH
USRA Line No. 922
Reading

This portion of the Herndon Branch extends from *Trevorton* (Milepost 0.0) to *Herndon, Pa.* (Milepost 7.8) a distance of 7.8 miles, in Northumberland County, Pennsylvania. At Herndon, this line connects with the RDG line between Reading, Shamokin and West Milton. This line was described as potentially excess in the U.S. DOT Report (see Zone 82).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Kulps-----	1
Trevorton-----	2
<hr/>	
Total carloads generated by the line-----	3
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-----	6
Estimated time per round trip (hours)-----	6.0
Locomotive horsepower-----	3,000
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" indicated that Waste Management Corp., which paid \$2 million in freight charges to the Reading in 1973, stated rail service was essential for hauling solid waste from Philadelphia to the strip mines. David M. Blomberg, representing Waste Management, testified that with 10% of all waste is going to abandoned pits. Potential business for Reading is 233 carloads a year. An evaluation of coal reserves by USRA staff indicates the Reading Anthracite Coal Co. shipped 56,887 net tons in 1974, or 890 cars. Between Trevorton and Dunkelsberger, no coal traffic exists today.

Information for Line Retention Decision

Revenue received by RDG-----	\$483
Average revenue per carload-----	\$161
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line-----	65,066
Cost of upgrading branch line to FRA	
Class I: (1/10 of the total upgrading cost)-----	0
Cost incurred beyond branch line-----	392
<hr/>	
Total variable (avoidable) cost-----	65,458
Net contribution (loss): total-----	(64,975)
Average per carload-----	(21,658)

This line would require no 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.).

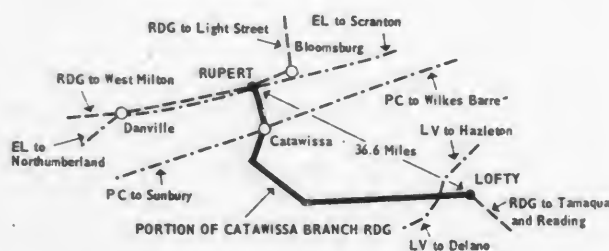
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Herndon Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$64,975 or \$21,658 per carload. Recovery of costs would require approximately a four-hundred-fold increase in traffic or a 4,484 percent rate increase over the 1973 levels.

PORTION OF THE CATAWISSA BRANCH

USRA Line No. 923

Reading



This portion of the Catawissa Branch extends from *Lofty* (Milepost 110.5) to *Rupert, Pa.* (Milepost 147.1), a distance of 36.6 miles, in Columbia and Schuylkill Counties, Pa. This line connects with the Erie-Lackawanna Scranton-Northumberland line at Rupert and the Reading Bloomsburg Branch. It is also crossed by the PC's Dan Secondary Track at Norca (Catawissa). The PC line and the continuation of the Reading line to West Milton are also under consideration in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 82).

Traffic and Operating Information

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

Brandonville	1
Ringtown	109
Catawissa	85
<hr/>	
Total carloads generated by the line.....	195
Average carloads per week.....	3.8
Average carloads per mile.....	5.3
Average carloads per train.....	3.8

1973 operating information:

Number round trips per year.....	52
Estimated time per round trip (hours).....	4.0
Locomotive horsepower.....	1,500
Train crew size.....	4

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" indicated that the Catawissa Lumber and Specialty Co. estimated 73 carloads in 1973; A. J. Balshi estimated 30 carloads in 1973. Three of the shippers are located at the Ringtown Industrial Park which still has available industrial sites. The Brandonville Industrial Park is under development, with over \$1 million invested.

Information for Line Retention Decision

Revenue received by RDG.....	\$35,144
Average revenue per carload.....	\$180

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	268,404
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) ..	0
Cost incurred beyond the branch line.....	21,561

Total variable (avoidable) cost..... 289,965

Net contribution (loss): total..... (254,821)
Average per carload..... (1,302)

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

Preliminary Recommendation

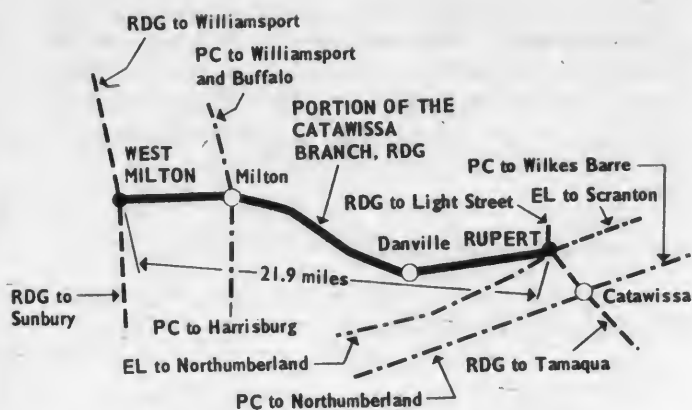
Although the preliminary recommendation is that the Catawissa Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$254,821 or \$1,307 per carload. Recovery of costs would require approximately an eighteen-fold increase in traffic or a 725 percent rate increase over the 1973 levels.

CATAWISSA BRANCH

USRA Line No. 924

Reading

This portion of the Catawissa Branch, Reading RR, extends from *Rupert* (Milepost 147.1) to *West Milton, Pa.* (Milepost 169.0), a distance of 21.9 miles, in Union,



Northumberland, Montour, and Columbia Counties, Pennsylvania. Continuations of this line extend northward from West Milton and southeastward from Rupert. At West Milton, this line connects with the Reading Shamokin, Sunbury & Lewisburg Branch. Other connections are the PC Harrisburg-to-Buffalo Line at Milton and the Erie Lackawanna Scranton-Northumberland line at Rupert. This line was described as potentially excess in the U.S. DOT Report (see Zone 82).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line :	
Danville	107
Mausdale	3
Pottsgrove	14
Total carloads generated by the line.....	124
Average carloads per week.....	2.4
Average carloads per mile.....	5.7
Average carloads per train.....	2.4
1973 operating information :	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	5.0
Locomotive horsepower.....	1,500
Train crew size.....	5

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" indicates that the Kennedy Van Saun Corporation (estimated 150 carloads in 1973) manufacturers equipment that must be transported on two connecting rail cars. Trucking is not a viable alternative for Kennedy Van Saun nor for Gold Band Bldg. Products which ships large rolls of paper. ACF Inc. (estimated 100 carloads in 1973) and CECO Corporation (estimated 1328 carloads in 1973) each have two plants that are connected by the segment which connects West Milton and Milton, and they would have to ship their goods an additional 120 miles if the line were closed. Discontinuation of service

would also make it impossible for the Milton Plants to receive raw materials by rail from the north. Pennsylvania's response confirms a railroad car manufacturer (ACF) on this line employing 800. Pennsylvania's response also indicates a 700 acre industrial park at Milton is designed with rail sidings directly connected to this line.

Information for Line Retention Decision

Revenue received by RDG.....	\$16,979
Average revenue per carload.....	\$137
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	172,754
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost) ..	0
Cost incurred beyond the branch line.....	12,825
Total variable (avoidable) cost.....	185,579
Net contribution (loss): total.....	(168,600)
Average per carload.....	(1,360)

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.). An evaluation of coal reserves by USRA staff indicates no significant reserves or potential loading points along this line.

Preliminary Recommendation

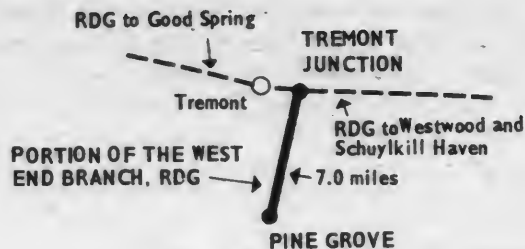
It is *not* recommended that this portion of the Catawissa Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$168,600 or \$1,360 per carload. Recovery of costs would require approximately a 40-fold increase in traffic or a \$990 rate increase over the 1973 levels.

PORTION OF THE WEST END BRANCH

USRA Line No. 925

Reading

This portion of the West End Branch extends from Tremont (Milepost 22.9) to Pine Grove, Pa. (Milepost 29.9) a distance of 7.0 miles, in Schuylkill County, Pa. At Tremont this line splits with one segment continuing westward to Good Spring and the other continuing eastward to Westwood. Both of these continuations are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 82).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Pine Grove.....	253
Tremont	0
<hr/>	
Total carloads generated by the line.....	253
Average carloads per week.....	4.9
Average carloads per mile.....	36.1
Average carloads per train.....	1.6
1973 operating information:	
Number of round trips per year.....	104
Estimated time per round trip (hours).....	3.0
Locomotive horsepower.....	3,000
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." Penn. DOT estimated 624 carloads per year on this line. Pennsylvania's response indicated one firm, employing 400 people, stated that if service was lost, it would increase their costs of production by 20% and severely limit their ability to remain competitive. Two coal companies are entirely dependent on the continuation of rail service; however, both are now shipping by truck to Suedberg as their sidings were destroyed during the flood of 1972. Both of these coal companies function as processors, so that many independent mine operators are dependent on them for service.

Information for Line Retention Decision

Revenue received by RDG.....	\$35,477
Average revenue per carload.....	\$140
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	75,716
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	24,956
<hr/>	
Total variable (avoidable) cost.....	100,672
<hr/>	
Net contribution (loss) : total.....	(65,195)
Average per carload.....	(256)

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.). An evaluation of coal reserves by USRA staff confirms there is an active loading facility on this line and traffic may increase.

Preliminary Recommendation

No decision can be made on this line until further information on coal traffic and potential is developed.

PORTION OF WEST END BRANCH

USRA Line No. 926

Reading



This portion of the West End Branch extends from Tremont (Milepost 29.9) to Good Spring, Pa. (Milepost 35.3), a distance of 5.4 miles, in Schuylkill County, Pennsylvania. At Tremont, this line continues eastward through Tremont Junction to Westwood. At Tremont Junction, the line splits with one segment continuing southward to Pine Grove. All of these continuations are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 82).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Good Spring.....	16
<hr/>	
Total carloads generated by the line.....	16
Average carloads per week.....	0.3
Average carloads per mile.....	3.0
Average carloads per train.....	0.5
1973 operating information:	
Number of round trips per year.....	32
Estimated time per round trip (hours).....	6.0
Locomotive horsepower.....	3,000
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" indicates that Frederic Potts & Co., a coal producer, stated 90% of its product must be shipped by rail because of the high cost of shipping coal long distances. The Kocher Coal Co. at Good Spring shipped 135,128 tons (or 211 carloads) in 1974.

Information for Line Retention Decision

Revenue received by RDG.....	\$2,180
Average revenue per carload.....	\$136
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	53,717
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch	
Cost incurred beyond the branch line.....	1,600
<hr/>	
Total variable (avoidable) cost.....	55,317
<hr/>	
Net contribution (loss): total.....	(53,137)
Average per carload.....	(3,321)

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 m.p.h.).

An evaluation of coal reserves by USRA staff indicates there are active loading facilities on this line and traffic may increase. This coal traffic is billed at West Cressona and does not appear in the carloadings or revenues reported above.

Recommendation

No decision can be made on this line until further information on the potential for coal traffic is developed.

Pine Grove. At Westwood, this line continues to Schuylkill Haven. All continuations (except to Schuylkill Haven) are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 82).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

An evaluation of coal reserves by USRA staff indicates there are active loading facilities on this line. Manbeck Coal Co. shipped 36,967 tons or 578 carloads in 1974. The coal generated by this line is billed at West Cressona and does not appear in the above traffic data.

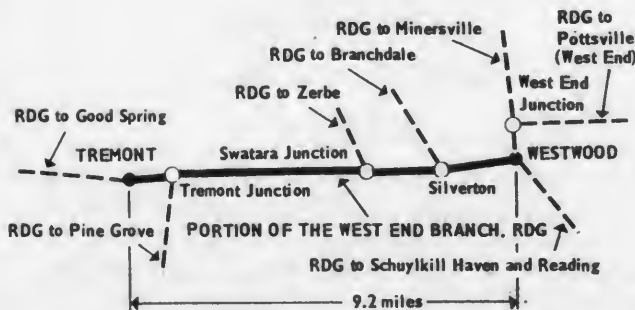
Recommendation

It is recommended that this portion of the West End Branch be included in the ConRail System.

PORTION OF THE WEST END BRANCH

USRA Line No. 929

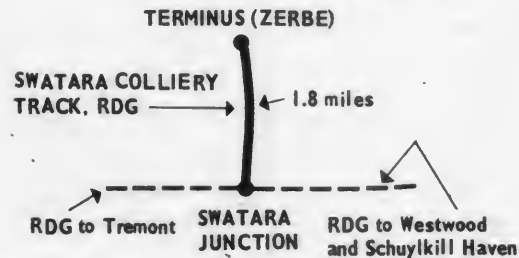
Reading



This portion of the West End Branch, extends from Westwood (Milepost 0.0) to Tremont, Pa. (Milepost 9.2), a distance of 9.2 miles, in Schuylkill County, Pa. At Tremont, this line continues to Good Spring and to

SWATARA COLLIERY TRACK

USRA Line No. 930



The Swatara Colliery Track, extends from Swatara Junction, Pa. (Milepost 0.0) to Terminus (Milepost 1.8), a distance of 1.8 miles, in Schuylkill County, Pa. At Swatara Junction, this line connects with the Reading West End Branch, portions of which are also under study in this Report. This line was not shown in the U.S. DOT Report (see Zone 82).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

An evaluation of coal reserves by USRA staff confirms there is an active loading facility on this line:

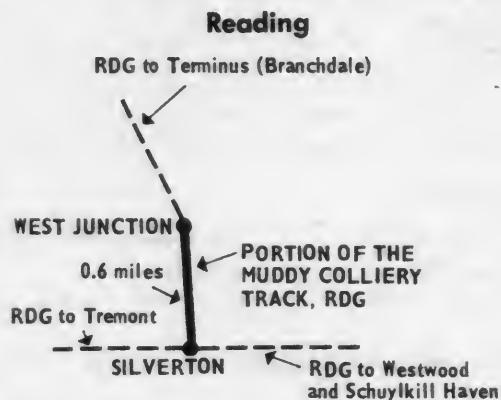
Swatara Coal Company who shipped 36,188 net tons, or 565 carloads, in 1974. The coal generated on this line is billed at West Cressona and therefore does not appear in the above traffic data.

Recommendation

It is recommended that the Swatara Colliery Track be included in the ConRail System.

PORTION OF MUDDY COLLIERY TRACK

USRA Line No. 931



This portion of the Muddy Colliery Track extends from *Silverton* (Milepost 2.0) to *West Junction, Pa.* (Milepost 2.6), a distance of *0.6 miles*, in Schuylkill County, Pa.

At *West Junction*, this line continues to *Terminus*. At *Silverton*, this line connects with the Reading West End Branch, segments of which are also under study in this Report. This line was not shown in the U.S. DOT Report (see Zone 82).

Information Provided by RSPO, Shippers, Government, Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

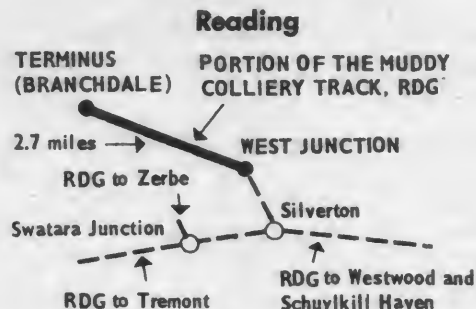
An evaluation of coal reserves by USRA staff confirms no coal activity here. Available data indicates that there is no traffic generated by this line.

Preliminary Recommendation

It is *not* recommended that this portion of the Muddy Colliery Track be included in the ConRail System.

PORTION OF THE MUDDY COLLIERY TRACK

USRA Line No. 932



This portion of the Muddy Colliery Track extends from *West Junction, Pa.* (Milepost 0.0) to *Terminus* (Milepost 2.7), a distance of *2.7 miles*, in Schuylkill County, Pa.

At *West Junction*, this line continues to the Reading West End Branch at *Silverton*. This continuation is also under study in this Report. This line was not shown in the U.S. DOT Report (see Zone 82).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

An evaluation of coal reserves by USRA staff confirms no coal activity here. Available information indicates that no traffic is generated by this line.

Preliminary Recommendation

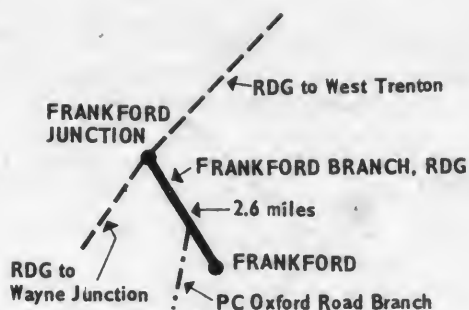
It is *not* recommended that this portion of the Muddy Colliery Track be included in the ConRail System.

FRANKFORD BRANCH

USRA Line No. 933

Reading

The Frankford Branch extends from *Frankford Junction* (Milepost 8.1) to *Frankford, Pa.* (Milepost 10.7), a distance of *2.6 miles*, in Philadelphia County, Pennsylvania. This line is in northeast Philadelphia and runs from Frankford Junction on the RDG. Co. freight line to New York eastward to Frankford. There is a connection to the PC Oxford Road Branch at *Sears*, also being studied in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 66).



Traffic and Operating Information

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

Crescentville	1
Summerdale	1,762
Frankford	6
Total carloads generated by the line	1,769
Average carloads per week	33.9
Average carloads per mile	678.9
Average carloads per train	6.8

1973 operating information:

Number of round trips per year	260
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,500
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" indicated that there are 1,743 carloads annually (599 of which are Sears). Sears is also served by the PC's Oxford Road Branch (2,400 cars in 1973) but its use of the Oxford Road Branch is restricted because of an underpass with low clearance. The Frankford Branch can accommodate hi-cube box cars.

Information for Line Retention Decision

Revenue received by RDG	\$309,107
Average revenue per carload	\$175
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	113,088
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	92,586
Total variable (avoidable) cost	205,674
Net Contribution (loss): total	103,433
Average per carload	59

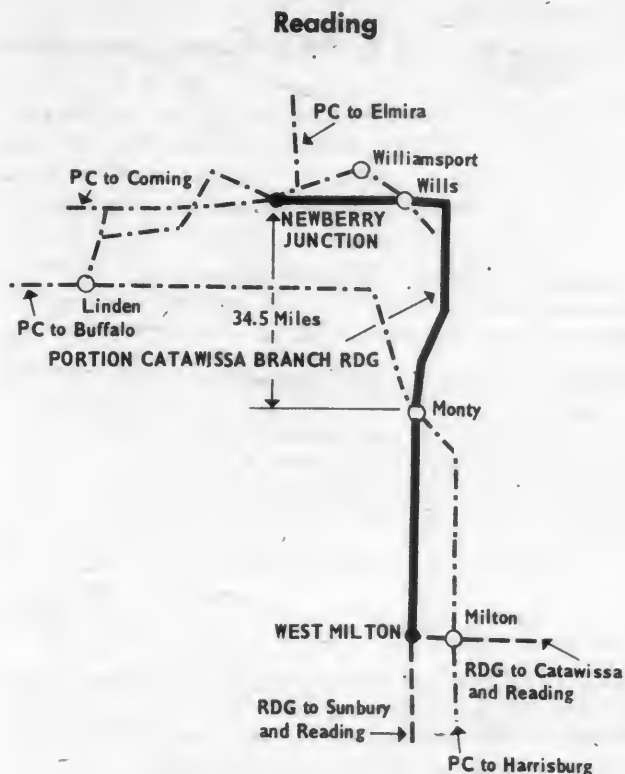
This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Recommendation

It is recommended that the Frankford Branch be included in the ConRail System.

PORTION OF CATAWISSA BRANCH

USRA Line No. 934



This portion of the Catawissa Branch of the Reading Company extends from *Newberry Junction* (Milepost 169.0) to *West Milton* (Milepost 203.5), a distance of 34.5 miles, in Lycoming, Union and Northumberland Counties, Pa. At Wells this line crosses Penn Central's Williamsport Secondary extending to Williamsport and connects at Newberry Junction with the Penn Central line extending westward to Buffalo and Harrisburg. It also crosses this line at Monty. At West Milton, the line connects with the Reading Co. Shamokin, Sunbury and Lewisburg Branch extending south to Lewisburg and Sunbury. This line was not described as potentially excess in the U.S. DOT Report (see Zones 73 and 82).

Traffic and Operating Information

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

New Columbia	2,003
Allenwood	2
Montgomery	8
Muncy	1,442
Halls	2
Montoursville	648
Williamsport	3,087
Newberry Junction	2
Total carloads generated by the line	7,195
Average carloads per week	138.3
Average carloads per mile	208.5
Average carloads per train	27.7

1973 operating information :

Number of round trips per year.....	260
Estimated time per round trip (hours).....	5.0
Locomotive horsepower.....	1,500
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by RDG.....	\$1,452,753
Average revenue per carload.....	\$202

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	524,895
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	759,163

Total variable (avoidable) cost..... 1,284,058

Net contribution (loss) : total.....	168,695
Average per carload.....	23

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 mph).

An evaluation of coal reserves by USRA staff confirms no anthracite coal; however, a new bituminous coal producer is trucking coal from north of Newberry Jct. to the Reading Branch at Newberry Jct. and loading it there. In 1974, they loaded 56,164 tons (749 carloads).

Recommendation

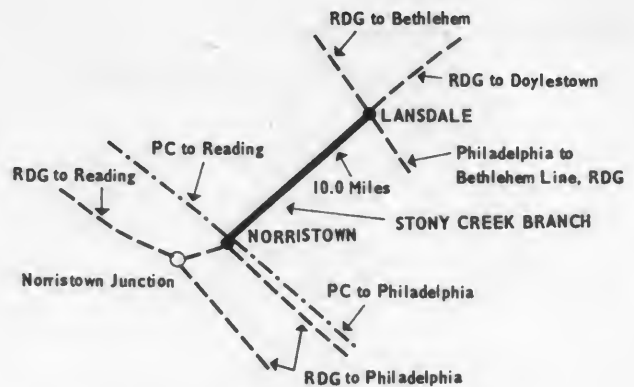
It is recommended that this portion of the Catawissa Branch be included in the ConRail System.

STONY CREEK BRANCH

USRA Line No. 935

Reading

The Stony Creek Branch extends from *Norristown* (Milepost 0.0) to *Lansdale, Pa.* (Milepost 10.0), a distance of 10.0 miles, in Montgomery County, Pa. At Norristown this line connects with the Reading Norristown Branch, and the Reading Philadelphia to Pottsville Line. At Lansdale it connects with the Reading Philadelphia to Bethlehem Line, and the Reading Doylestown Branch. The Reading Doylestown Branch is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 66).



Traffic and Operating Information

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

Belfry.....	3
Hartranft.....	18

Total carloads generated by the line..... 21

Average carloads per week.....	0.4
Average carloads per mile.....	2.1
Average carloads per train.....	0.5

1973 operating information:

Number of round trips per year.....	42
Estimated time per round trip (hours).....	2.0
Locomotive horsepower.....	1,200
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." This line is being considered by SEPTA for electrified commuter passenger service, but no decision has been made. USRA staff has requested SEPTA to complete a detailed inventory of its passenger service needs.

Information for Line Retention Decision

Revenue received by Reading.....	\$2,868
Average revenue per carload.....	\$136

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	77,208
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	2,032

Total variable (avoidable) cost..... 79,240

Net contribution (loss) : total.....	(76,372)
Average per carload.....	(3,636)

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.).

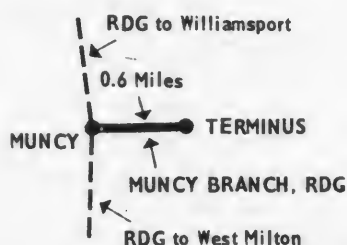
Preliminary Recommendation

It is *not* recommended that the Stony Creek Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under the 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$76,372 or \$3,636 per carload. Recovery of costs would require approximately a ninety-fold increase in traffic or a 2,675 per cent rate increase over the 1973 levels.

PORTION OF READING AT MUNCY

USRA Line No. 946

Reading



This portion of the Reading at *Muncy* extends from Milepost 0.0 to Milepost 0.6, a distance of *0.6 mile*, in Lycoming County, Pa. This line runs from Muncy to Terminus. It connects at Muncy with the Reading line which runs between West Milton and Williamsport. This line was not described as potentially excess in the U.S. DOT Report (see Zone 73).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

All traffic generated by this line is billed to USRA Segment 934 which is recommended for inclusion in the ConRail system.

Recommendation

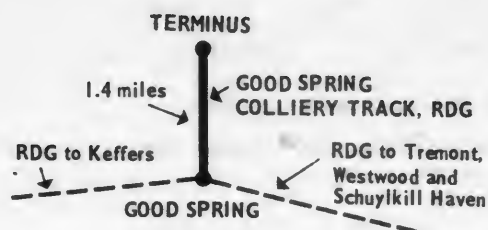
It is recommended that this portion of the Reading at Muncy be included in the ConRail system.

GOOD SPRING COLLIERY TRACK

USRA Line No. 947

Reading

The Good Spring Colliery Track extends from *Good Spring, Pa.* (Milepost 0.0), to *Terminus* (Milepost 1.4),



a distance of *1.4 miles*, in Schuylkill County, Pa. At Good Spring, this line connects with the Reading West End Branch, also under study in this Report. This line was not shown in the U.S. DOT Report (see Zone 82).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

The coal traffic generated by this line is billed at West Cressona and therefore does not appear in the traffic, revenue and cost data reported above.

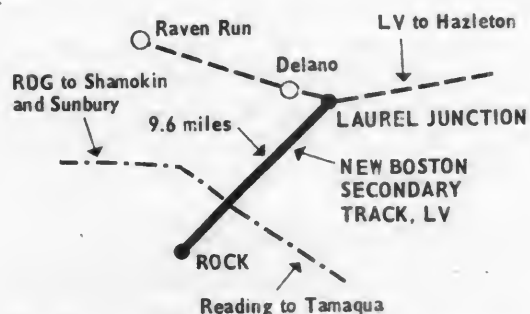
Recommendation

It is recommended that the Good Spring Colliery Track be included in the ConRail System.

NEW BOSTON SECONDARY TRACK

USRA Line No. 1007

Lehigh Valley Railroad



The New Boston Secondary Track extends from *Laurel Junction* (Milepost 157.5) to *Rock, Pa.* (Milepost 167.1), a distance of *9.6 miles*, in Schuylkill County, Pa. At Laurel Junction, this line connects with the Lehigh Valley line to Hazleton and the Lehigh Valley Delano Secondary Track to Kohinor Junction. A portion of the latter line is also under study in this Report.

This line was not described as potentially excess in the U.S. DOT Report (see Zone 82).

Traffic and Operating Information

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

Buck Mountain College.....	8
<hr/>	
Total carloads generated by the line.....	8
Average carloads per week.....	0.2
Average carloads per mile.....	0.8
Average carloads per train.....	0.5
1973 operating information:	
Number of round trips per year.....	16
Estimated time per round trip (hours).....	2
Locomotive horsepower.....	800
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No information was 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."

Information for Line Retention Decision

Revenue received by LV.....	\$1,900
Average revenue per carload.....	\$238
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	68,206
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	7,321
Cost incurred beyond the branch line.....	545
<hr/>	
Total variable (avoidable) cost.....	76,072
<hr/>	
Net contribution (loss): total.....	(74,172)
Average per carload.....	(9,272)

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 1,500 crossties (an average of 156 crossties per mile).

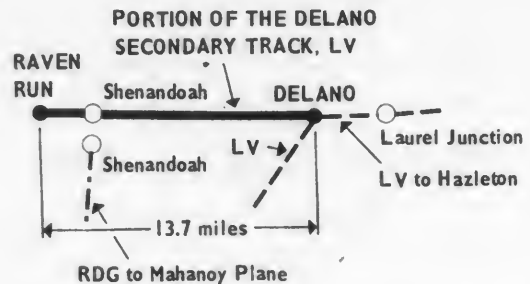
Preliminary Recommendation

It is *not* recommended that the New Boston Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$74,172 or \$9,272 per carload. Recovery of costs would require approximately a fifty-four-fold increase in traffic or a 3,895 percent rate increase over the 1973 levels.

PORTION OF THE DELANO SECONDARY TRACK

USRA Line No. 1008

Lehigh Valley



This portion of the Delano Secondary Track, extends from *Delano* (Milepost 158.4) to *Raven Run, Pa.* (Milepost 172.1), a distance of 13.7 miles, in Schuylkill County, Pa. Continuations of this line extend eastward from Delano and westward from Raven Run. The section of this line from Raven Run to Shenandoah has been abandoned for several years. This line was described as potentially excess in the U.S. DOT Report (see Zone 82).

Traffic and Operating Information

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

Delano	174
Park Place	2
Raven Run	1
<hr/>	
Total carloads generated by the line.....	177
Average carloads per week.....	3.4
Average carloads per mile.....	12.9
Average carloads per train.....	3.2
1973 operating information:	
Number of round trips per year.....	55
Estimated time per round trip (hours).....	1.0
Locomotive horsepower	800
Train crew size.....	4

Information Provided by RSPO, Shipping, Government Agencies

No specific information concerning this line was 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." Pennsylvania's response stated that the five mile section from Shenandoah to Raven Run has been abandoned for several years, but that from Shenandoah to the Luzerne County line, there were companies shipping 707 carloads per year. Two companies are developing industrial parks at Delano.

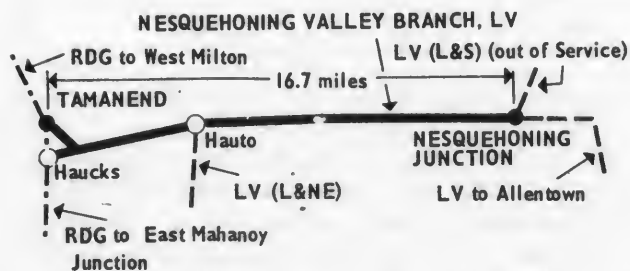
Information for Line Retention Decision

Revenue received by LV.....	\$21, 791
Average revenue per carload.....	\$123
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	78, 989
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	16,441
Cost incurred beyond the branch line.....	15, 382
Total variable (avoidable) cost.....	110, 812
Net contribution (loss): Total.....	(89, 021)
Average per carload.....	(503)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,900 crossties (an average of 181 crossties per mile).

Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Delano Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$89,021 or \$503 per carload. Recovery of costs would require approximately a fourteen-fold increase in traffic or a 410 percent rate increase over the 1973 levels.

NESQUEHONING VALLEY BRANCH**USRA Line No. 1009****Lehigh Valley**

The Nesquehoning Valley Branch of the Lehigh Valley, extends from *Nesquehoning Junction* (Milepost 0.0) to *Tamanend, Pa.* (Milepost 16.7), a distance of 16.7 miles, in Carbon and Schuylkill Counties, Pa. This line connects with the Lehigh & New England Ry. at

Hauto. At Nesquehoning Junction this line connects with the LV line south to Packerton and north to Hetchell. The former line is also under study in this Report. The latter is out of service with the track partially removed. This line, except for the portion from Nesquehoning to Hometown, was described as potentially excess in the U.S. DOT Report (see zones 70 and 82).

Traffic and Operating Information

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

Nesquehoning	25
Hauto	34
Hometown	426
Haucks	4

Total carloads generated by the line.....	489
Average carloads per week.....	9.4
Average carloads per mile.....	29.3
Average carloads per train.....	5.2
1973 operating information:	
Number of round trips per year.....	95
Estimated time per round trip (hours).....	6.0
Locomotive horsepower.....	1, 500
Train crew size.....	4

Information Provided by RSPO, Shipping, Government Agencies

No specific information concerning this line was 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." However, note was made of the many submissions calling attention to the anthracite coal deposits in this area.

Penn. DOT cites part of this line (3.5 miles from Haucks to Hometown) as having been "extensively developed for industry." They reported two companies using 540 carloads a year and "increasing."

According to Pennsylvania DOT, a 224-acre industrial park is being developed north of Hometown. In addition, the Hauto Industrial Park near Nesquehoning is expected to generate 780 carloads annually by 1975.

Information for Line Retention Decision

Revenue received by LV.....	\$126, 567
Average revenue per carload.....	\$259
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	156, 665
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	14, 840
Cost incurred beyond the branch line.....	51, 311
Total variable (avoidable) cost.....	222, 816
Net contribution (loss): total.....	(96, 249)
Average per carload.....	(197)

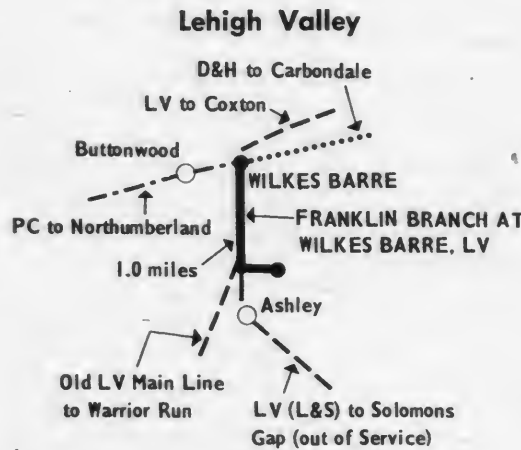
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has

a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,200 crossties (an average of 132 crossties per mile).

Preliminary Recommendation

Although the preliminary recommendation is that the Nesquehoning Valley Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$96,249 or \$197 per carload. Recovery of costs would require approximately a 130 percent increase in traffic or a 75 percent rate increase over the 1973 levels.

**FRANKLIN BRANCH
USRA Line No. 1012**



The Franklin Branch, extends from Milepost 0.0 to Milepost 1.0, a distance of 1.0 mile, at Wilkes-Barre, in Luzerne County, Pa. At Wilkes-Barre this line connects with the LV line to Pittston and with the PC Button Secondary Track, which is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 72).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

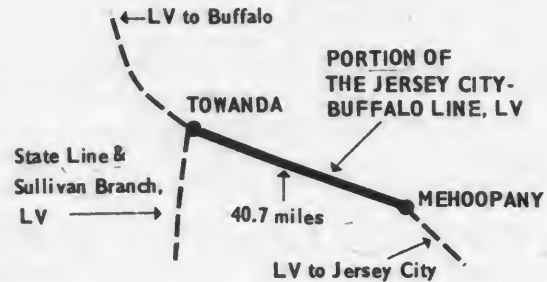
Information for Line Retention Decision

At this time, the traffic generated on this line cannot be identified, therefore no analysis was conducted.

PORTION OF JERSEY CITY-BUFFALO LINE

USRA Line No. 1013

Lehigh Valley



This portion of the Jersey City-to-Buffalo Line, extends from Mehoopany (Milepost 214.1) to Towanda, Pa. (Milepost 254.8), a distance of 40.7 miles, in Wyoming and Bradford Counties, Pa. Continuations of this line extend southeastward from Mehoopany to Jersey City and northwestward from Towanda to Buffalo. At Towanda this line connects with the Lehigh Valley's State line and Sullivan Branch. The continuations and the connection are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 73).

Traffic and Operating Information

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

Mehoopany	186
Myobeach	3
Skinners Eddy	112
Laceyville	425
Wyalusing	105
Wysox	292
Total carloads generated by the line	1,123
Average carloads per week	21.6
Average carloads per mile	27.6
Average carloads per train	4.3
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	11.0
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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." Correspondence opposing the abandonment of this line was received from the Northern Tier Rural Development Committee, the Northern Tier Regional Planning & Development Commission, Arey Lumber Co., Masonite Corp. Charmin Paper Co., while under no danger of losing rail service,

stated that 60% of their traffic was routed north over this line.

Information for Line Retention Decision

Revenue received by LV.....	\$252,186
Average revenue per carload.....	\$225
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	469,109
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	128,945
<hr/>	
Total variable (avoidable) cost.....	598,054
<hr/>	
Net contribution (loss) : total.....	(345,868)
Average per carload.....	(308)

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 mph).

Although this line generates a loss based on originated and terminated traffic, it is required as a secondary through freight line. Therefore, all shippers located on this line will receive service.

Recommendation

It is recommended that this portion of the Jersey City to Buffalo line be included in the ConRail System. It may be transferred to another carrier (see Chap. 3).

sects this line. At Sayre this line connects with the Lehigh Valley Auburn Branch, and the Lehigh Valley Waverly-Elmira Branch (trackage rights over EL). Of the continuations and the connecting lines mentioned, only the LV Waverly-to-Elmira Branch is *not* under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 73).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Towanda	730
Ulster	1
Athens	111
<hr/>	
Total carloads generated by the line.....	842
Average carloads per week.....	16.2
Average carloads per mile.....	52.0
Average carloads per train.....	3.2
1973 operating information:	
Number of round trips per year.....	260
Estimated time per round trip (hours).....	11.0
Locomotive horsepower.....	1,500
Train crew size.....	4

Information Provided by RSPO, Shipping, Government Agencies

No specific information concerning this line was 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." Correspondence opposing abandonment of this line was received in conjunction with LV line 1013, Mehoopany to Towanda.

Information for Line Retention Decision

Revenue received by LV.....	\$257,827
Average revenue per carload.....	\$318
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	325,667
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost) ..	0
Cost incurred beyond the branch line.....	103,296
<hr/>	
Total variable (avoidable) cost.....	428,963
<hr/>	
Net contribution (loss) : total.....	(161,136)
Average per carload.....	(191)

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 speed of 10 mph).

Although this line generates a loss based only on originated and terminated traffic, it is required as a secondary freight line. All shippers located on this line will receive service.

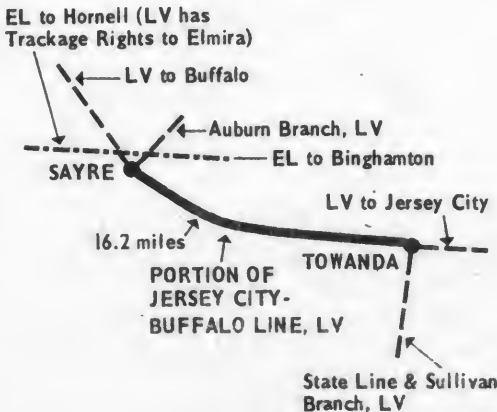
Recommendation

It is recommended that this portion of the Jersey City to Buffalo line be included in the ConRail System. It may be transferred to other carriers (see Chap. 3).

PORTION OF JERSEY CITY-BUFFALO LINE

USRA Line No. 1014

Lehigh Valley



This portion of the Jersey City-Buffalo line, extends from Towanda (Milepost 254.8) to Sayre, Pa. (Milepost 271.0), a distance of 16.2 miles, in Bradford County, Pa. Continuations of this line extend northward from Sayre and southward from Towanda. At Towanda, the Lehigh Valley State Line and Sullivan Branch inter-



RHODE ISLAND

Intrastate

PC

USRA line number	Terminals
28	Newport to Portsmouth
36/36a	East Providence to Warren
38/38a	Cranston to Pontiac
43a	Kingston to Wakefield
677	Washington to Providence

Interstate

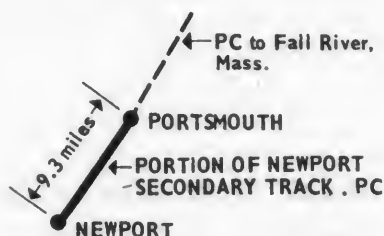
Rhode Island to Connecticut (this line is discussed under Connecticut)

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

USRA Line No. 28

Penn Central



This portion of the Newport Secondary Track, formerly part of the New Haven RR, extends from *Portsmouth* (Milepost 21.2) to *Newport, R.I.* (Milepost 30.5), a distance of 9.3 miles, in Newport County, R.I. The northerly continuation of this line extends from Portsmouth, R.I. to Fall River, Mass. In June 1973, the PC applied to the ICC for permission to abandon this line (Docket No. AB-5, Sub. 164). On September 17, 1974, the PC applied to the U.S. Railway Association for the same permission (USRA Docket No. 75-27). No final action has been taken on either application. This line was described as potentially excess in the U.S. DOT Report (see Zone 18).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line: Newport.....	166
Total carloads generated by the line.....	166
Average carloads per week.....	3.2
Average carloads per mile.....	17.9
Average carloads per train.....	3.3
1973 operating information:	
Number of round trips per year.....	50
Estimated time per round trip (hours).....	3.0
Locomotive horsepower.....	1,750
Train crew size.....	4

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" primarily related to state efforts to replace the deactivated Naval Training Center at Newport with other industries. This developmental effort requires continued and improved rail service. The testimony also indicated that new freight revenue is expected from a facility of the Defense Supply Agency being developed at Mellville.

Information for Line Retention Decision

Revenue received by PC.....	\$54,577
Average revenue per carload.....	\$329
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	75,618
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	14,388
Cost incurred beyond the branch line.....	62,391
Total variable (avoidable) cost.....	150,392
Net contribution (loss) total.....	(95,815)
Average per carload.....	(577)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 500 crossties (an average of 53 crossties per mile).

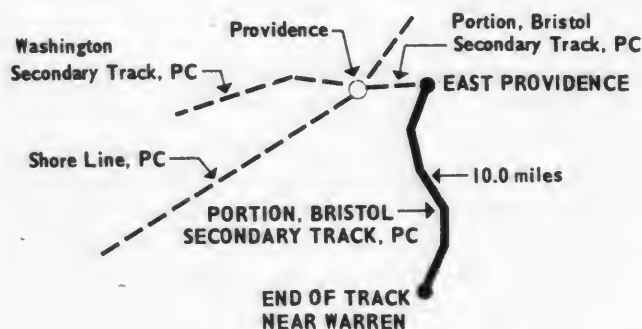
Preliminary Recommendation

It is *not* recommended that this portion of the Newport Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$95,815 or \$577 per carload. Recovery of costs would require both traffic growth and a rate increase over the 1973 levels.

PORTION OF THE BRISTOL SECONDARY TRACK

USRA Line No. 36/36a

Penn Central



This portion of the Bristol Secondary Track, formerly part of the New Haven RR, extends from *East Providence* (Milepost 1.9), to *End of Track near Warren, R.I.* (Milepost 11.9), a distance of *10.0 miles*, in Providence and Bristol Counties, Rhode Island. A continuation of this line extends from East Providence to Providence where it connects with the Shore Line and the Washington, R.I. Secondary Track, both PC. The latter is also under study in this Report. This line was described as potentially excess in the U.S. DOT (see Zone 27).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line :	
Riverside	30
Barrington	166
Warren	170
<hr/>	
Total carloads generated by the line.....	366
Average carloads per week.....	7.0
Average carloads per mile.....	36.6
Average carloads per train.....	3.5
1973 operating information :	
Number of round trips per year.....	104
Estimated time per round trip (hours).....	4.0
Locomotive horsepower.....	1,750
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$215,424
Average revenue per carload.....	\$588
<hr/>	
Variable (avoidable) cost of continued service :	
Cost incurred on the branch line.....	96,597
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	16,139
Cost incurred beyond the branch line.....	154,354
<hr/>	
Total variable (avoidable) cost.....	267,090
<hr/>	
Net contribution (loss) : total.....	(51,666)
Average per carload.....	(141)

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.).

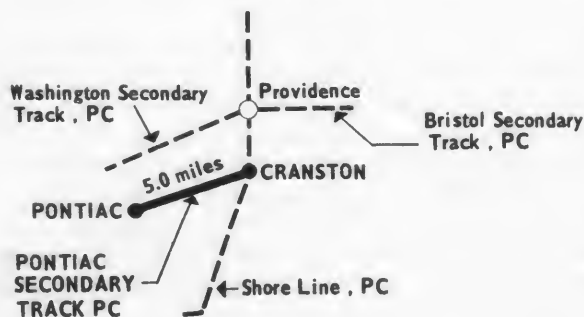
Preliminary Recommendation

It is *not* recommended that this portion of the Bristol Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$51,666 or \$141 per carload. Recovery of costs would require approximately an 85 per cent increase in traffic or a 25 per cent rate increase over the 1973 levels.

PONTIAC SECONDARY TRACK

USRA Line No. 38/38a

Penn Central



The Pontiac Secondary Track, formerly part of the New Haven RR, extends from *Cranston* (Milepost 0.0) to *Pontiac, R.I.* (Milepost 5.0), a distance of 5.0 miles, in Providence and Kent Counties, R.I. This line connects at Cranston with the Shore Line of the PC. In June 1973, the PC applied to the ICC for permission to abandon a portion of this line (from Howard to Pontiac, R.I.) (Docket No. AB-5, Sub 170). No action has been taken on this application. This line was not described as potentially excess in the U.S. DOT Report (see Zone 27).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Howard	45
Pontiac	1
<hr/>	
Total carloads generated by the line.....	46
Average carloads per week.....	0.9
Average carloads per mile.....	9.2
Average carloads per train.....	0.9
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	3
Locomotive horsepower.....	1,500
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$20,037
Average revenue per carload.....	\$435
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	42,820
Cost of upgrading branch line to FRA:	
Class I (1/10 of total upgrading cost).....	13,871
Cost incurred beyond the branch line.....	18,461
<hr/>	
Total variable (avoidable) cost.....	75,152
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Net contribution (loss): total.....	(55,112)
Average per carload.....	(1,198)

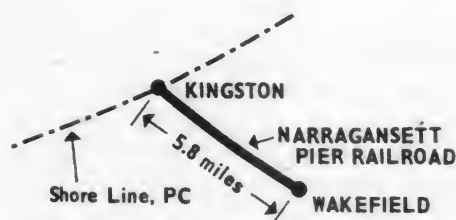
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,250 crossties (an average of 450 crossties per mile).

Preliminary Recommendation

It is *not* recommended that the Pontiac Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$55,112 or \$1,198 per carload. Recovery of costs would require approximately a thirty-five-fold increase in traffic or a 275 percent rate increase over the 1973 levels.

NARRAGANSETT PIER RR

USRA Line No. 43a



The Narragansett Pier RR, extends from *Kingston* (Milepost 0.0) to *Wakefield, R.I.* (Milepost 5.8), a distance of 5.8 miles, in Washington County, R.I. This line connects at Kingston with the Shore Line of the Penn Central; this portion of which is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 28).

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" indicated that the DOT additions and corrections supplement dated March 1, 1974, noted that this line was owned by a Class II carrier and should not have been designated "potentially excess."

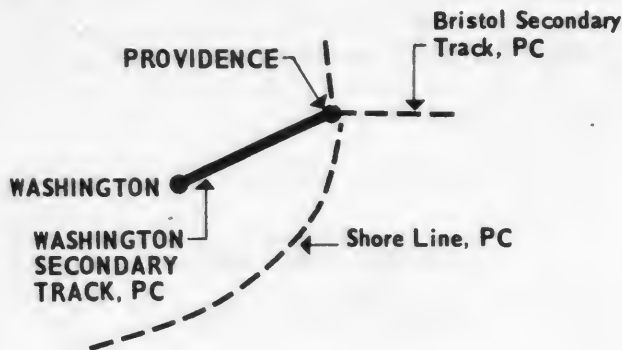
Information for Line Retention Decision

The Narragansett Pier Railroad is an independent carrier. The traffic interchanged between the NP and the PC amounted to 72 cars and this was not sufficient to change the decision, or the decision on line 43. Continued access by the NP to connecting rail service will depend on the availability of service continuation subsidy for line 43.

WASHINGTON SECONDARY TRACK

USRA Line No. 677

Penn Central



The Washington Secondary Track, formerly part of the New Haven RR, extends from *Providence* (Milepost 0.0) to *Washington, R.I.* (Milepost 17.0), a distance of 17.0 miles, in Providence and Kent Counties, R.I. This line connects with both the Shore Line and the Bristol Secondary Track of the PC at Providence. The last-named line is also under study in this report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 27).

Traffic and Operating Information

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

Print Works.....	87
Oak Lawn.....	160
Natick.....	3
River Point.....	139
W. Warwick.....	119
Quidnick.....	42
Anthony.....	0
Washington.....	1,014
Olneyville.....	1,916

Total carloads generated by the line..... 3,480

Average carloads per week.....	66.9
Average carloads per mile.....	204.7
Average carloads per train.....	13.9
1973 operating information:	
Number of round trips per year.....	250
Estimated time per round trip (hours).....	7.0
Locomotive horsepower.....	1,500
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$1,685,566
Average revenue per carload.....	\$479

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	279,020
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	14,128
Cost incurred beyond the branch line.....	1,067,737

Total variable (avoidable) cost..... 1,360,885

Net contribution (loss) total.....	304,681
Average per carload.....	88

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,500 crossties (an average of 88 crossties per mile).

Recommendation

It is recommended that the Washington Secondary Track be included in the ConRail System.

VIRGINIA

Intrastate

PC

USRA line number	Terminals
165	Little Creek to Cape Charles (car float)

Interstate

Virginia to Maryland (this line is discussed under Maryland)

166 Cape Charles, Va. to Pocomoke, Md.

Virginia to West Virginia (this line is discussed under Maryland)

205 Winchester, Va. to Hagerstown, Md.

CAPE CHARLES FERRY

USRA Line No. 165

Penn Central



This portion of the Delmarva Branch, formerly part of the Pennsylvania RR, extends from *Little Creek* to *Cape Charles, Va.*, a distance of 26 miles in Northampton County, Va. This line is between Zones 182 and 184 in the U.S. Department of Transportation Report, "Rail Service in the Midwest and Northeast Region," dated February 1, 1974. At Little Creek it connects with the Norfolk and Portsmouth Belt R.R., Norfolk Southern SRS, and Norfolk Western. At Cape Charles it connects with the Delmarva Branch of Penn Central extending north to Pocomoke, which is also under study in this Report. This service was not described in the U.S. DOT Report (see Zones 182 and 184).

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" indicated that John O. Hidinger, Director of Transportation, State of Delaware, stated Cape Charles Ferry can move oversize cars that cannot go through either Baltimore or Potomac Yard. He indicated the ferry has moved about 30,000 cars a year with only 10,000 originating on the peninsula. Sherman W. Tribbett, Governor of Delaware, stressed the importance of this ferry, "It saved the economic life of the Delmarva Peninsula when a freighter in the Chesapeake and Delaware Canal struck the bridge in February 1973." Richard T. Gay states their shipyard at Newport News, Virginia, will continue to have wide rail loads which require overdimension clearance routes. They are expanding their plant to construct the country's largest commercial fuel tank ship. Harry C. Doukakis, Westinghouse, states abandonment of ferry would add three weeks to delivery time (shipping gas turbines). A. R. Lupcho, Jr., Campbell Soup, estimates they ship 300 carloads of frozen food per year from Salisbury through Pocomoke City, Md., and south using Cape Charles Ferry.

Preliminary Recommendation

It is *not* recommended that the Cape Charles Ferry be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy or acquisition by a solvent carrier. The Southern Railway, the Richmond Fredericksburg and Potomac (RF&P) and the Seaboard Coast Line have all indicated interest in acquiring the line from Wilmington to Cape Charles and the connecting water operation. USRA has found, under the requirements of Sec. 206 (d) (3), that acquisition of this service by either Southern or RF&P will not materially impair profitability of ConRail or other railroads (see Appendix D). The possibilities of a transfer to solvent carrier are rated as good.

ConRail does not need this link; alternative all rail routes existing within the System. The operating deficits and the capital requirements for the float cannot be justified given the alternative routes which exist. Chapter 18 of this report discusses the economics of this service in greater detail.



WEST VIRGINIA

Intrastate

PC

USRA line number	Terminals
205a	Berkeley to Cumbo Yard
354	LaBelle Branch at Benwood
509/509a	Charleston to Blue Creek
512/512a	Blue Creek to Hitop
514b	Charleston to Nitro
514c	Peters Junction to Cornelia
514d	Charleston to Dickinson
514e	Dickinson to Cannelton
514f	Cannelton to Gauley Bridge
514g	Swiss to Gauley Bridge
645	Weirton Junction to Wheeling
713	Chester to Weirton Junction

Interstate

West Virginia to Maryland to Virginia (this line is discussed under Maryland)

205 Hagerstown, Md. to Winchester, Va.

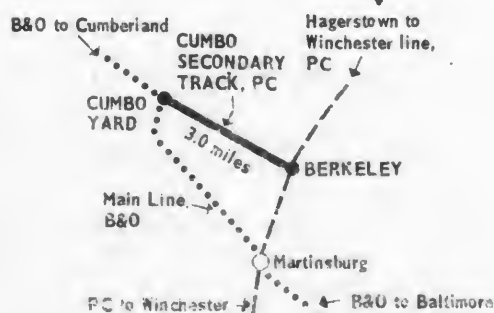
West Virginia to Ohio (these lines are discussed under Ohio)

353 Benwood, W. Va. to Martin's Ferry, Ohio
514a Nitro, W. Va. to Hobson, Ohio

CUMBO SECONDARY TRACK

USRA Line No. 205a

Penn Central



(Map not available)

The Cumbo Secondary Track, formerly part of the Pennsylvania RR, extends from Berkeley (Milepost 0.0) to Cumbo Yard, W. Va. (Milepost 3.0) a distance

of 3.0 miles, in Berkeley County W. Va. At Cumbo Junction this line connects with the B&O Main Line. At Berkeley it connects with the PC line running from Hagerstown, Md. to Winchester, Va. This line is also under study in this Report. This line was not shown in the U.S. DOT Report (see Zone 196).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

This line does not directly serve any shippers. It is used to interchange traffic with the Chessie System.

Preliminary Recommendation

It is *not* recommended that the Cumbo Secondary Track be included in the ConRail System.

LABELLE BRANCH

USRA Line No. 354

Penn Central

The LaBelle Branch, formerly part of the Pennsylvania RR, extends from milepost 0.0 to milepost 0.3, a distance of 0.3 mile at Benwood, in Marshall County, W. Va. At Benwood this line connects with the PC Wheeling Secondary Track, several lines of the Balti-

more & Ohio RR, and with a Norfolk & Western Ry. line. This line was not described as potentially excess in the U.S. DOT Report (see Zone 99).

Traffic and Operating Information

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

Wheeling ¹	225
<hr/>	
Total carloads generated by the line.....	225
<hr/>	
Average carloads per week.....	4.3
Average carloads per mile.....	750.0
Average carloads per train.....	3.0
1973 operating information:	
Number of round trips per year.....	75
Estimate time per round trip, hours.....	1.0
Locomotive horsepower.....	1,200
Train crew size.....	5

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$191,463
<hr/>	
Average revenue per carload.....	\$851
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	15,608
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	3,311
Cost incurred beyond the branch line.....	47,255
<hr/>	
Total variable (avoidable) cost.....	66,174
<hr/>	
Net contribution (loss): total.....	125,289
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 mph). Based on available information, this upgrading would include the replacement of a total of 350 cross-ties (an average of 1,167 cross-ties per mile). An evaluation of coal reserves by USRA staff indicates that there are no coal deposits dependent upon this branch.

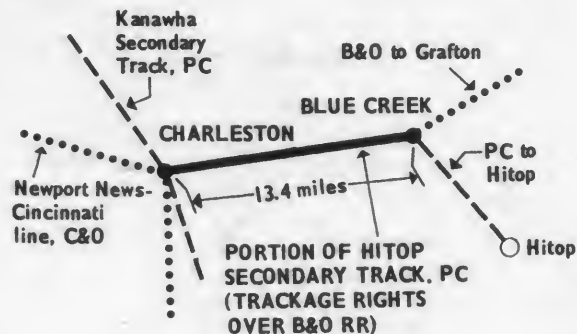
Recommendation

It is recommended that the LaBelle Branch be included in the ConRail System.

PORTION OF THE HITOP SECONDARY TRACK

USRA Line No. 509/509a

Penn Central



PC has trackage rights over this portion of the Hitop Secondary Track of the B&O extending from Charleston (Milepost 0.0), to Blue Creek, W. Va. (Milepost 13.4), a distance of 13.4 miles, in Kanawha County, West Virginia. Connecting points of this segment are at Blue Creek with the continuation of the PC Hitop Secondary Track and with the B&O to Grafton, and at Charleston with the PC Kanawha Secondary Track and the Chesapeake & Ohio Ry Newport News-Cincinnati line. The PC Kanawha Secondary Track is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 199).

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" concerned the abandonment, in 1967, of the PC line between Charleston and Blue Creek.

Information for Line Retention Decision

The PC uses these trackage rights over the B&O to serve the shippers on USRA Line No. 512 which is recommended for inclusion in the restructured system. Either the ConRail System will require these trackage rights, or the B&O will assume the service to segment No. 512.

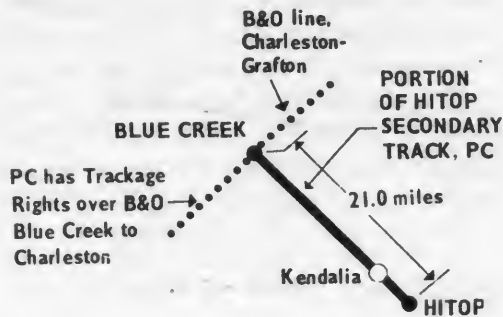
Preliminary Recommendation

It is recommended that trackage rights over this segment of the B&O be included in the ConRail System.

PORTION OF HITOP SECONDARY TRACK

USRA Line No. 512-512a

Penn Central



This portion of the Hitop Secondary Track, formerly part of the New York Central RR, extends from *Blue Creek* (Milepost 13.4) to *Hitop*, W. VA. (Milepost 34.4), a distance of 21.0 miles, in Kanawha County, West Virginia. At Blue Creek, this line connects with the Baltimore & Ohio RR line running from Charleston to Grafton. The PC operates via trackage rights over the B&O line between Charleston and Blue Creek; this arrangement is also under study in this Report. This line, except for the portion from Blue Creek to Kendalia (Milepost 30.3), was described as potentially excess in the U.S. DOT Report (see Zone 199).

Traffic and Operating Information

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

Morris Fork.....	8,498
Sanderson	65
Hitop	0
<hr/>	
Total carloads generated by the line.....	8,563
Average carloads per week.....	164.7
Average carloads per mile.....	407.8
Average carloads per train.....	35.7
1973 Operating information:	
Number of round trips per year.....	240
Estimated time per round trip (hours).....	8.0
Locomotive horsepower.....	3,500
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Service Planning Office as reflected in their reports entitled "The Public Response to the Secretary

of Transportation's Rail Service Report" indicated that the PC line between Kendalia and Blue Creek is unusable. Claud Wilcher, a coal deposit owner, noted that coal presently mined in the area is trucked to Ward, some seven or eight miles from Hitop. At Ward the coal is loaded onto the Kelley's Creek & Northwestern RR. An evaluation of coal reserves by USRA staff indicates that there are coal reserves adjacent to the branch.

Information for Line Retention Decision

Revenue received by PC.....	\$1,155,945
Average revenue per carload.....	<u>\$135</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	414,458
Cost of upgrading branch line to FRA Class I (1/10 of Total Upgrading Cost)	51,770
Cost incurred beyond the branch line.....	<u>748,458</u>
Total variable (avoidable) costs.....	1,214,686
<hr/>	
Net contribution (loss) : total.....	(58,741)
Average per carload.....	(7)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 11,340 cross-ties (an average of 540 cross-ties per mile). Although service to the entire line generates a loss, service to the line from Milepost 13.4 to Milepost 26.5 (serving shippers at Morris Fork and Sanderson, who generated 8,563 carloads in 1973) would generate \$1,155,945 in revenue and \$1,100,889 in costs with a resulting net contribution of \$55,056 or \$6 per carload.

Recommendation

It is recommended that the portion of the Hitop Secondary Track, from milepost 13.4 to milepost 26.5 be included in the ConRail System.

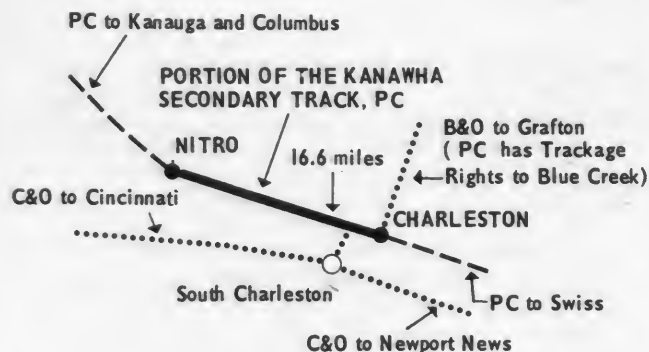
Preliminary Recommendation

It is *not* recommended that the portion of the Hitop Secondary Track from milepost 26.5 and milepost 34.4 be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. This portion of the line generated no traffic in 1973. The track appears to be unusable.

PORTION OF THE KANAWHA SECONDARY TRACK

USRA Line No. 514b

Penn Central



This portion of the Kanawha Secondary Track, formerly part of the New York Central RR, extends from Nitro, (Milepost 109.0) to Charleston, W. Va. (Milepost 125.6), a distance of 16.6 miles, in Putnam and Kanawha Counties, West Virginia. Continuations of this line extend southeastward from Charleston and northwestward from Nitro. Connections at Charleston include the Chesapeake & Ohio Main Line and the B&O line to Grafton (a portion of this line is used by PC to connect with the Hitop Secondary Track at Blue Creek). The continuations and the PC Hitop Secondary Track are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 199).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Nitro	12,028
Sattes	153
Institute	10,991
Ferguson	70
Dunbar	130
Mound	1
West Charleston.....	17
<hr/>	
Total carloads generated by the line.....	24,290
Average carloads per week.....	467.0
Average carloads per mile.....	1,463.0
Average carloads per train.....	80.3
1973 operating information:	
Number of round trips per year.....	300
Estimated time per round trip (hours).....	12
Locomotive horsepower.....	2,000
Train crew size.....	5

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" indicated that located 8 miles from Nitro is ACF Industries, the nation's third largest rail freight car lessor which also repairs and conditions chemical and other tank cars. If this line is abandoned, a large number of chemical companies near Charleston, which use ACF facilities, would be faced with shipping their cars in excess of 400 miles for cleaning and repair.

Information for Line Retention Decision

Revenue received by PC.....	\$8,802,783
Average revenue per carload.....	\$367
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	646,592
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	21,542
Cost incurred beyond the branch line.....	5,228,873
<hr/>	
Total variable (avoidable) cost.....	6,094,807
<hr/>	
Net contribution (loss): Total.....	2,907,976
Average per carload.....	121

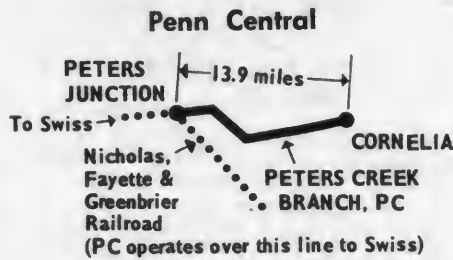
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 819 crossties (an average of 49 crossties per mile). Georgia Pacific has recently located in the Rock Branch Industrial Park, 3 miles north of Nitro. During 1973, Georgia Pacific received 480 carloads, and in 1974 they expect to receive 709 carloads. If this line is discontinued, they could not maintain this plant. This line is currently used as a high volume through-route for coal shipments, but other routes are available.

Recommendation

It is recommended that this portion of the Kanawha Secondary Track be included in the Central System. To avoid major rehabilitation costs, possibilities for reaching the Charleston area over trackage rights will be explored.

PETERS CREEK BRANCH

USRA Line No. 514c



The Peters Creek Branch, formerly part of the New York Central RR, extends from *Peters Junction* (Milepost 0.0) to *Cornelia, W. Va.* (Milepost 13.9), a distance of *13.9 miles*, in Nicholas County, West Virginia. At Peters Junction, this line connects with Nicholas, Fayette, and Greenbrier Railroad, which connects with the PC at Swiss. This line was not studied in the U.S. DOT Report (see Zone 197).

Traffic and Operating Information

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

Peerless Eagle	1
Zella	0
Peters Jct.	0
Cornelia	5,516
Total carloads generated by the line	5,517
Average carloads per week	106.1
Average carloads per mile	396.9
Average carloads per train	11.0
1973 operating information:	
Number of round trips per year	500
Estimated time per round trip (hours)	12
Locomotive horsepower	3,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC	\$1,018,995
Average revenue per carload	\$185
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	396,110
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	596,407
Total variable (avoidable) cost	992,517
Net contribution (loss): total	26,478
Average per carload	5

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.). An analysis of coal reserves by USRA staff indicates that there are active loading facilities dependent upon this line.

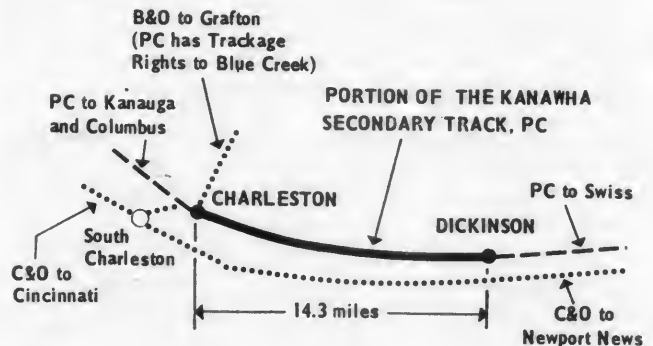
Recommendation

It is recommended that the Peters Creek Branch be included in the ConRail System. To avoid major rehabilitation costs, possibilities for reaching the Charleston area over trackage rights will be explored.

PORTION OF THE KANAWHA SECONDARY TRACK

USRA Line No. 514d

Penn Central



This portion of the Kanawha Secondary Track, formerly part of the New York Central RR, extends from *Charleston* (Milepost 125.6) to *Dickinson, W. Va.* (Milepost 139.9), a distance of *14.3 miles*, in Kanawha County, W. Va. Continuations of this line extend north-westward from Charleston and southeastward from Dickinson, both also under study in this Report. At Charleston this line connects with the Chesapeake & Ohio Main Line and the PC Hitop Secondary Track. A portion of the latter line (to Blue Creek) is owned by the Baltimore & Ohio and is part of the B&O's Charleston-Grafton line. PC operates via trackage rights and this agreement is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 199).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Charleston	8,527
Snow Hill	7
Port Amherst	3,696
Malden	23
Belle	8,116
Witcher	2
Dickinson	3,524
<hr/>	
Total carloads generated by the line	23,895
Average carloads per week	459.5
Average carloads per mile	1,671.0
Average carloads per train	79.7
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	11
Locomotive horsepower	3,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

USRA staff have noted the existence of active coal loading points on this line.

Information for Line Retention Decision

Revenue received by PC	\$6,074,134
Average revenue per carload	\$254
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	636,706
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	3,422,349
<hr/>	
Total variable (avoidable) cost	4,059,055
<hr/>	
Net contribution (loss): total	2,015,079
Average per carload	84

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 mph).

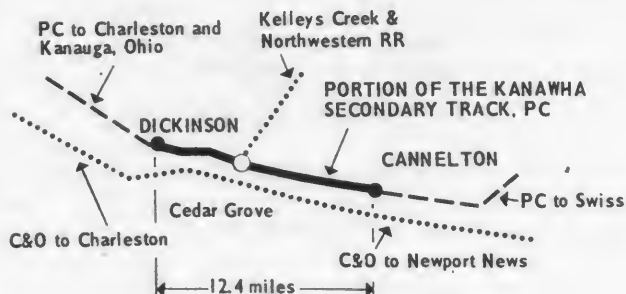
Recommendation

It is recommended that this portion of the Kanawha Secondary Track be included in the ConRail System. To avoid major rehabilitation costs, possibilities for reaching the Charleston area over trackage rights will be explored.

PORTION OF THE KANAWHA SECONDARY TRACK

USRA Line No. 514e

Penn Central



This portion of the Kanawha Secondary Track, formerly part of the New York Central RR, extends from Dickinson (Milepost 139.9) to Cannelton, W. Va. (Milepost 152.3), a distance of 12.4 miles, in Kanawha and Fayette Counties, W. Va. Continuations of this line extend southeastward from Cannelton and northwestward from Dickinson. Both of these continued portions are also under study in this Report. This line connects with the Kelley's Creek & Northwestern RR at Cedar Grove. This line was not described as potentially excess in the U.S. DOT Report (see Zones 195 and 199).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Valley Camp No. 1	0
Princess Susan Mine	0
Valley Camp No. 5	94
Valley Camp No. 8	9
Shrewbury	183
Cedar Grove	4,459
Glasgow	123
Midwest	966
Hugheston	45
Cannelton	15,824
<hr/>	
Total carloads generated by the line	21,703
Average carloads per week	417.4
Average carloads per mile	1,750.2
Average carloads per train	37.7
1973 operating information:	
Number of round trips per year	575
Estimated time per round trip (hours)	10.5
Locomotive horsepower	3,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$7,795,257
Average revenue per carload.....	\$359
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	746,901
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	12,791
Cost incurred beyond the branch line.....	4,581,710
<hr/>	
Total variable (avoidable) cost.....	5,341,402
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Net contribution (loss): Total.....	2,453,855
Average per carload.....	113

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 135 crossties (an average of 11 crossties per mile). USRA Staff have noted the existence of active coal loading points on this line.

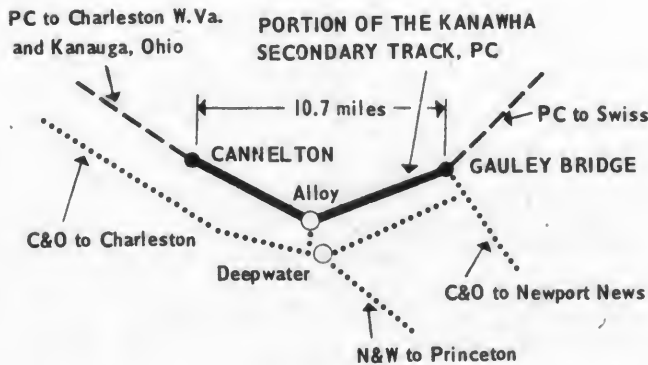
Recommendation

It is recommended that this portion of the Kanawha Secondary Track be included in the ConRail System. To avoid major rehabilitation costs, possibilities for reaching the Charleston area over trackage rights will be explored.

PORTION OF THE KANAWHA SECONDARY TRACK

USRA Line No. 514f

Penn Central



This portion of the Kanawha Secondary Track, formerly part of the New York Central RR, extends from Cannelton (Milepost 152.3) to Gauley Bridge, W. Va.

(Milepost 163.0), a distance of 10.7 miles, in Fayette County, W. Va. Continuations of this line extend eastward from Gauley Bridge and northwestward from Cannelton, both also under study in this Report. Connections are with the Chesapeake and Ohio Main Line at Gauley Bridge. This line was not analyzed in the U.S. DOT Report (see Zone 99).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Smithers	1
Dunns	14
Marewood	2,156
Deepwater Bridge.....	14
Alloy	3,655
Gauley Bridge.....	0
<hr/>	
Total carloads generated by the line.....	5,840
Average carloads per week.....	112.3
Average carloads per mile.....	545.8
Average carloads per train.....	18.0
1973 operating information:	
Number of round trips per year.....	325
Estimated time per round trip (hours).....	11
Locomotive horsepower	2,000
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC.....	\$1,580,582
Average revenue per carload.....	\$271
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	336,872
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	933,376
<hr/>	
Total variable (avoidable) cost.....	1,330,248
<hr/>	
Net contribution (loss): Total.....	250,334
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.). USRA staff have noted the existence of active coal loading points on this line.

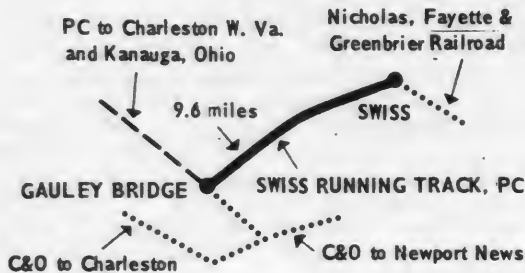
Recommendation

It is recommended that this portion of the Kanawha Secondary Track be included in the ConRail System. To avoid major rehabilitation costs, possibilities for reaching the Charleston area over trackage rights will be explored.

SWISS RUNNING TRACK

USRA Line No. 514g

Penn Central



The Swiss Running Track, formerly part of the New York Central RR, extends from *Gauley Bridge* (Milepost 163.0) to *Swiss, W. Va.* (Milepost 172.6), a distance of *9.6 miles*, in Fayette and Nicholas Counties, W. Va. A continuation of this line which extends northwestward from Gauley Bridge to Charleston is also under study in this Report. Connections are: a Chesapeake & Ohio line to the C&O Main Line at Gauley Bridge, and the Nicholas, Fayette & Greenbrier RR at Swiss. This line was not analyzed in the U.S. DOT Report (see Zone 99).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Clearfield	9,320
Swiss	77
<hr/>	
Total carloads generated by the line.....	9,397
Average carloads per week.....	180.7
Average carloads per mile.....	978.9
Average carloads per train.....	13.9
1973 operating information:	
Number of round trips per year.....	675
Estimated time per round trip (hours).....	11.5
Locomotive horsepower.....	3,500
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC.....	\$707,602
Average revenue per carload.....	\$75

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	446,392
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	198,107
	<hr/>
Total variable (avoidable) cost.....	639,490
	<hr/>
Net contribution (loss) : Total.....	68,103
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.).

USRA staff have noted the existence of active coal loading points on this line.

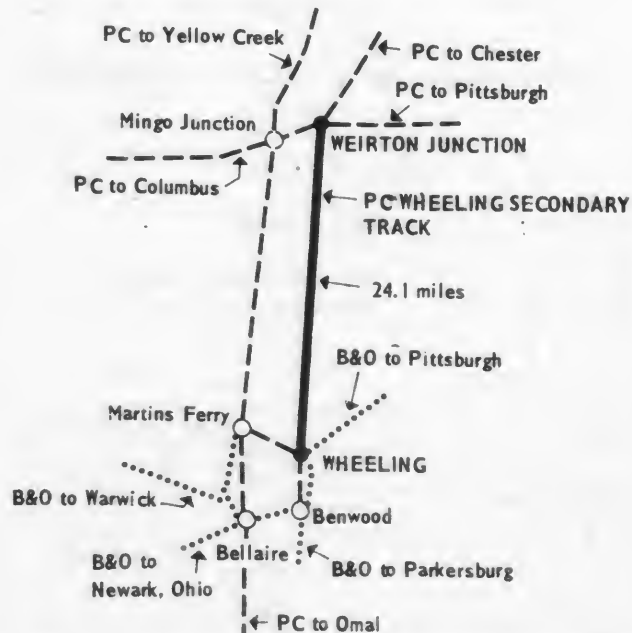
Recommendation

It is recommended that the Swiss Running Track be included in the ConRail System. To avoid major rehabilitation costs, possibilities for reaching the Charleston area over trackage rights will be explored.

WHEELING SECONDARY TRACK

USRA Line No. 645

Penn Central



The Wheeling Secondary Track, formerly part of the Pennsylvania RR, extends from *Weirton Junction* (Milepost 0.0) to *Wheeling* (Milepost 24.1), a distance of *24.1 miles*, in Brooke and Ohio Counties, W. Va.

This line connects with PC's Pittsburgh-Columbus Main Line at Weirton Junction and B&O's Pittsburgh-Chicago Main Line at Wheeling. This line was not described as potentially excess in the U.S. DOT report. (see Zones 98 and 99).

Traffic and Operating Information

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

Wheeling ¹	764
E. Steubenville	18,061
Follansbee	13,282
Wellsburg	2,029
Beach Bottom	1,309
Short Creek	3
Warwood	332

Total carloads generated by the line	35,780
Average carloads per week	688.1
Average carloads per mile	1,484.7
Average carloads per train	143.1
1973 operating information:	
Number of estimated trips per year	250
Estimated time per round trip (hours)	32
Locomotive horsepower	1,200
Train crew size	4

¹ Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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."

Information for Line Retention Decision

Revenue received by PC	\$8,338,508
Average revenue per carload	\$233
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	1,106,060
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	17,329
Cost incurred beyond the branch line	5,262,536
Total variable (avoidable) cost	6,385,934
Net contribution (loss): Total	1,952,564
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 mph). Based on available information, this upgrading would include the replacement of a total of 500 crossties (an average of 21 crossties per mile).

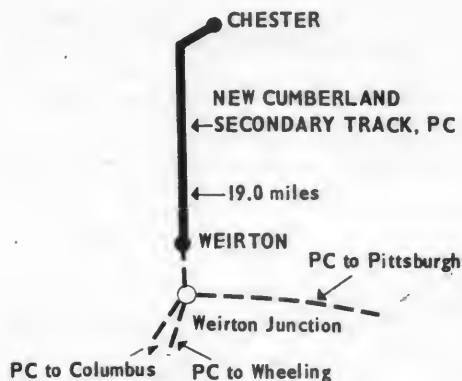
Recommendation

It is recommended that the Wheeling Secondary Track be included in the ConRail System.

NEW CUMBERLAND SECONDARY TRACK

USRA Line No. 713

Penn Central



The New Cumberland Secondary Track, formerly part of the Pennsylvania RR, extends from *Weirton Jct.* (Milepost 3.0) to *Chester, W. Va.* (Milepost 22.0), a distance of 19.0 miles, in Hancock County, West Virginia. At Weirton Junction, this line connects with the PC Pittsburgh to St. Louis Line and the PC Wheeling Secondary Track to Wheeling. This line was not described as potentially excess in the U.S. DOT Report (see Zone 98).

Traffic and Operating Information

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

New Cumberland	117
Arroyo	8
Congo	2,439
Kenilworth	2
Newell	1,401
Chester	2,571

Total carloads generated by the line	6,538
Average carloads per week	125.7
Average carloads per mile	344.1
Average carloads per train	26.2
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	8
Locomotive horsepower	1,200
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was 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".

Information for Line Retention Decision

Revenue received by PC.....	\$2,515,865
Average revenue per carload.....	\$385
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	353,743
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	78,232
Cost incurred beyond the branch line..	1,739,214
<hr/>	
Total variable (avoidable) cost.....	2,171,189
<hr/>	
Net contribution (loss): total.....	344,676
Average per carload.....	53

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 10,600 crossties (an average of 549 crossties per mile).

Recommendation

It is recommended that the New Cumberland Secondary Track be included in the ConRail System.

Lines Not Now Being Served

Line No.	Terminal	Date last used	Reason	Line No.	Terminal	Date last used	Reason
CANADA				MARYLAND			
<i>PC</i>				<i>PC</i>			
716A	Essex to McGregor	May 10, 1974	Due to track conditions.	155	East of Salisbury to Parsonburg	July 1, 1972	Lack of demand for service
CONNECTICUT				MASSACHUSETTS			
<i>PC</i>				<i>PC</i>			
45	Hazardville to E. Windsor	June 1, 1974	Lack of demand for service.	199	North of Frederick to Frederick	June 23, 1972	Flood Damage—"Agnes."
58	Stepney to Botsford Br. Near Botsford	Jan. 1, 1969	Lack of demand for service.				
64	CV Connection at Norwich	Jan. 1, 1964	Inadequate clearance.	MICHIGAN			
DELAWARE				<i>PC</i>			
<i>PC</i>				<i>PC</i>			
138	Banks to Farnhurst	Jan. 1, 1960	Lack of demand for service.	396	Hillsdale to Osseo	Sept. 15, 1973	Lack of demand for service.
RDG				448	Lansing Branch at Albion	Sept. 1, 1968	Lack of demand for service.
938	Kentmere Junction to Kentmere	Jan. —1974	Flood damage "Agnes".	449	Lansing Branch at Eaton Rapids	Oct. 1972	Lack of demand for service.
ILLINOIS				450	Lansing Branch at Lansing	Jan. 1, 1974	Industries relocated for Urban Renewal.
<i>PC</i>				463C	Byron Center to Lamar	May 1, 1958	Lack of demand for service.
407	Englewood to LaSalle St.	Jan. 1, 1969	PC merger.	530B	Cement City to Ackerson Lake	Oct. 1, 1971	Lack of demand for service.
408	Chicago to Kankakee (ICG Trackage Rights)	May 1, 1971	Amtrak took passenger service.	606	18½ St. to Fort Street at Detroit (Ft. Street Union Depot Trackage Rights)	July 1, 1972	Lack of demand for service.
415A	Frankfort to Joliet	Dec. 1973	CRI interlocking breakdown.	NEW JERSEY			
569	Litchfield to Hillsboro	Apr. 29, 1973	Washouts.	<i>PC</i>			
607A	Olmsted to Cairo	Mar. 28, 1973	Track washed out along Ohio River.	170	Penndel Branch #2 at Delair	Dec. 31, 1970	Lack of demand for service
607C	Sahara Mine to Harco	Jan. 1, 1973	Depletion of coal reserves.	NEW YORK			
611A	Waynesville to Atlanta	Apr. 1973	Track washed out.	<i>PC</i>			
697	Hickory Creek to Des Plaines St., Joliet	Dec. 1973	Damaged CRI interlocking.	73	Schenectady to Hoffmans	Jan. 26, 1972	Amtrak trains rerouted.
INDIANA				74	Carman to Schenectady	Jan. 26, 1972	Amtrak trains rerouted.
<i>PC</i>				77	Herkimer to Poland	May 30, 1972	Flood damage.
401A	Pleasant Lake to South of Angola	Jan. 1, 1969	Lack of demand for service.	94	Carthage Branch at Watertown	June 1, 1970	Lack of demand for service.
412	Nutwood to South Bend	Jan. 1, 1973	Lack of demand for service.	136A	Campbell Hall to Montgomery (EL Trackage Rights)	Mar. 15, 1972	PC merger.
413	South Bend Branch at South Bend.	Jan. 1, 1971	Lack of demand for service.	232	Penn Yan to Dresden	June 23, 1972	Flood damage—"Agnes."
563	Muncie Yard Running Track at Muncie	Nov. 1973	Lack of demand for service.	245	Olean to Allegany	June 23, 1972	Flood damage—"Agnes."
564	Muncie to Matthews	Nov. 1972	Lack of demand for service.	668	Highland to Poughkeepsie	May 1974	Bridge damage.
568	Snow Hill Branch West of Macksburg	Mid 1960's	Depletion of coal reserves.	699	Buffalo to Black Rock (EL Trackage Rights)	1968	PC merger.
572	Brookville to Connersville	Oct. 31, 1972	Track conditions; no patrons.	LV			
588	Columbus to North Vernon	Mar. 5, 1973	Track conditions; trackage rights on B&O.	1001	Geneva to Rushville	Feb. 28, 1975	Track condition.
591A	Greenwood to Cory	Jan. 1, 1970	Lack of demand for service.	OHIO			
599	Bicknell to Vincennes	Sept. 23, 1974	Bridge condition.	<i>PC</i>			
613	Skelton to Evansville	Apr. 1, 1972	Lack of demand for service.	368	Dillonvale to Piney Fork	Jan. 1, 1970	Lack of demand for service.
615	Speedway to Clermont	Jan. 1, 1959	Lack of demand for service.	370	Magnolia to Dover	Sept. 30, 1970	Tunnel damage.
693	Fort Wayne to Hugo (N&W Trackage Rights)	Mar. 1, 1968	PC merger.	381	"QD" to Fairhill Road	Dec. 31, 1972	Amtrak service discontinued.
694	At Rushville (N&W Trackage Rights)	Oct. 1, 1973	Abandonment of Anderson-Greensburg Sec. Track.	382	Fairhill Road to Cleveland Union Terminal (N&W).	Dec. 31, 1972	Amtrak service discontinued.
701	Columbia City Sec. Trk. at Columbia City	July 1, 1969	Bridge washout.	383	Cleveland Union Terminal	Dec. 31, 1972	Amtrak service discontinued.
				384	West 25th Street to Clark	Dec. 31, 1972	Amtrak service discontinued.

Line No.	Terminal	Date last used	Reason	Line No.	Terminal	Date last used	Reason
OHIO—continued				PENNSYLVANIA—continued			
<i>PC</i>				<i>PC</i>			
385	LE & P Branch South of Marcy	Jan. 1, 1970	Lack of demand for service.	299	Barnesboro to Terminus	Jan. 1, 1973	Lack of demand for service in coal mining area.
388A	Bellevue to Clyde	Sept. 1, 1970	Lack of demand for service.	302	Coal Branch near Dixonville	Jan. 1, 1972	Lack of demand for service in coal mining area.
475	Miami X-ing at Columbus to Union Depot	Mar. 7, 1973	Lack of demand for service.	303	Price Run Industrial Trk near Dixonville	Jan. 1, 1969	Lack of demand for service.
487A	Johnstown to north of Granville	July 1, 1971	Flooding.	304	Dixonville to Terminus	Jan. 1, 1969	Lack of demand for service.
492	Crooksville to Fultonham	June 30, 1970	Tunnel condition.	339	Vance Mill Branch near Bute	Jan. 1, 1969	Lack of demand for service.
499	Delaware to Scloto	1970	Lack of demand for service.	346	Sugar Crk. Br. near Tylerdale Jct.	Jan. 1, 1969	Lack of demand for service.
507A	Green Springs to Tiffin	Sept. 1, 1973	Lack of demand for service.	348a	Cherry Valley Ind. Tr. at Burgettstown	Jan. 1, 1969	Lack of demand for service.
508	Tiffin to Berwick	Sept. 1, 1973	Lack of demand for service.	357	Wilmington Jct. to New Wilmington	Sept. 17, 1973	Unsafe operating conditions.
516A	Waynesville to Morrow	July 1, 1973	Lack of demand for service.	360A	Linesville to Girard Jct.	Jan. 1, 1972	PC merger.
526	Dayton to Hempstead	Jan. 1, 1969	Lack of demand for service.	652	Punxsutawney to Mundorf	Apr. 1, 1974	Lack of demand for service.
550	Hewitt to Savona	Sept. 1, 1973	Track & structure deficiencies, lack of demand for service.	654	Blandburg to Glasgow	Jan. 1, 1973	Depletion of coal reserves.
552	Arcanum to Savona	Sept. 1, 1973	Track & structure deficiencies, lack of demand for service.	664A	Washington to Waynesburg	Jan. 1, 1960	Lack of demand for service.
553	Hewitt to Glen Karn	Sept. 1, 1973	Lack of demand for service.	704	Gardener Run Br. near Barnesboro	Jan. 1, 1973	Depletion of coal reserve.
PENNSYLVANIA				705	Brockway to Hydes	Jan. 1, 1969	Lack of demand for service.
<i>PC</i>				707	Sharpville to West Middlesex	Mar. 1, 1968	PC merger.
140	Wawa to Upland	Sept. 1971	Line washed out.	<i>RDG</i>			
171	Commerce St. Branch at Philadelphia	Jan. 1, 1971	Lack of demand for service.	911	Carlisle Junction to Gettysburg Junction	June 1972	Flood damage—"Agnes."
172	Church St. Sliding at Philadelphia	Jan. 1, 1971	Lack of demand for service.	913	Hummelstown to Middletown	June 1972	Flood damage—"Agnes."
173	At Devault	1970	Lack of demand for service.	941	Preston Branch	Mar. 1972	Flood damage—"Agnes."
178	Lancaster to Quarryville	June 23, 1972	Flood Damage—"Agnes."	942	Girard Maxmoth Colliery Branch	Mar. 1972	Flood damage—"Agnes."
179	Conewago to Cornwall	June 1972	Flood Damage—"Agnes."	944	Reading & Columbia Branch	Mar. 1972	Flood damage—"Agnes."
184	Elizabethville to Millersburg	June 23, 1972	Flood Damage—"Agnes."	<i>LV</i>			
189	Sagon Jct. to Terminus	Sept. 30, 1970	Coal mining activity ceased.	1004	Towanda to Dushore	1972	Flood damage—"Agnes."
191	Nanticoke to Glenlyon	Aug. 26, 1971	Coal mining activity ceased.	1005	Montrose to Tunkhannock	1973	Track condition.
200	Chambersburg to Waynesboro	Sept. 1971	Flooding and track conditions.	1006	Pink Ash Junction to Freeland	1972	Flood damage—"Agnes."
207	Reedsville to Milroy	Nov. 10, 1970	Track condition.	1010	Freemansburg to West Easton	1972	Lack of demand for service
211	Lemont to Coburn	June 23, 1972	Flood Damage—"Agnes."	1011	Glen Onoko (Hetchel) to Nesquehoning Junction	1972	Track condition
220	Lovett to Lloydell	June 23, 1972	Flood Damage—"Agnes."	WEST VIRGINIA			
221	Paint Creek Br. at Windber	Dec. 31, 1970	Lack of demand for service.	<i>PC</i>			
225	Watsonstown Sec. Track at Berwick	Jan. 1, 1973	Lack of demand for service.	510	Quinwood to Marfrance	June 30, 1969	Depletion of coal reserves.
226	Eyersgrove Jct. to Millville	June 1972	Lack of demand for service.	511	Beelick Knob to Terminus	June 30, 1966	Depletion of coal reserves.
227	Antlers to Williamsport	May 1, 1971	Passenger service discontinued.	INTERSTATE			
239	Lawrenceville to Blossburg (EL Trackage Rights)	Apr. 1952	Lack of demand for service.	<i>PC</i>			
242A	Mill Hall Ind. Track at McElhattan	Feb. 1, 1971	Left in place during previous abandonment for potential industrial park.	142	Wawa, Pa., to Colora, Md.	Sept. 9, 1971	Washouts.
263	Curwensville to Falls Creek (B&O Trackage Rights)	July 25, 1964	Rerouting of coal traffic.	145	York, Pa., to Cockeysville, Md.	June 23, 1972	Flood damage—"Agnes."
264	Curwensville to Clearfield (B&O)	1970	PC merger	217	Bedford, Pa., to Cumberland, Md.	June 23, 1972	Flood damage—"Agnes."
267	Wallaceton to Bigler	Mar. 1, 1972	PC merger.	230	Williamsport, Pa., to Southport, N.Y.	June 23, 1972	Flood damage—"Agnes."
268	Viaduct to Grass Flat	June 30, 1971	Depletion of coal reserves.	406	Whiting, Ind., to Calumet River, Ill.	June 1969	PC merger.
274	Potts Run to Kellytown	Oct. 1970	Depletion of coal reserves.				
278	Ednie Branch at Houtzdale	Jan. 1, 1969	Depletion of coal reserves.				
286	Madera to Irvona	Jan. 1, 1969	Depletion of coal reserves.				
287	LaJose Branch near LaJose	Jan. 1, 1973	Depletion of coal reserves.				

Recently Abandoned Lines

Line No.	Terminal	Abandonment effective date	ICC Docket No.	Line No.	Terminal	Abandonment effective date	ICC Docket No.
CONNECTICUT				MICHIGAN			
PC				PC			
48	Rocky Hill to North Cromwell	July 17, 1972	FD 26858	392	Adrian to Clayton	Oct. 15, 1973	AB-5-36
57	Waterbury to Watertown	June 1, 1973	FD 26561	397	Hillsdale to North Adams	June 15, 1973	AB-5-35
63	Wilson Point Branch at South Norwalk	Jan. 6, 1973	FD 26778	403	Fort Wayne Junction to Bankers	June 15, 1973	AB-5-28
673	Putnam to Thompson	Oct. 1, 1969	FD 25390	405	Haires to Horton	June 15, 1973	AB-5-29
DELAWARE				431	3rd St. Freight Terminal at Detroit	June 1, 1972	AB-5-16
PC				432	3rd St. Freight House Branch at Detroit	July 1, 1972	AB-5-16
158	Rehoboth to Lewes	Oct. 28, 1972	AB-5-30	439	Colling to Bach	July 1, 1973	FD 26859
ILLINOIS				462	Parchment to Plainwell	Mar. 1, 1973	FD 26939
PC				468	Kalamazoo to South Haven	Oct. 15, 1973	FD 26996
409	Cummings Branch at South Chicago	Aug. 1, 1972	FD 26713	469	Grand Rapids Belt at Grand Rapids	Apr. 30, 1972	FD 26794
570	East Alton to Alton	Nov. 30, 1973	AB-5-89	471	Benton Harbor to St. Joseph	Mar. 1, 1973	FD 26565
608	Farrington to Paris	Dec. 1, 1972	FD 26562	474	Ypsilanti to Terminus	Oct. 18, 1969	FD 25967
614	Ledford to Terminus	Jan. 1, 1974	AB-5-77	NEW JERSEY			
INDIANA				PC			
PC				118	Middlebush to East Millstone	Oct. 1, 1973	AB-5-67
400	Waterloo to Pleasant Lake	June 15, 1973	AB-5-27	122	Freehold Sec. Trk. at Farmingdale	Dec. 14, 1973	FD 26867
410	SCS Railway #1 at Indiana Harbor	Aug. 1, 1972	FD 26563	129	Kinkora to Lewis	Dec. 1, 1973	FD 26735
416	Fort Wayne to Auburn Junction	Aug. 1, 1973	AB-5-26	NEW YORK			
421	Churubusco to Auburn Junction	Nov. 29, 1973	FD 26782	PC			
424	Culver to Plymouth	Oct. 1, 1973	AB-5-20	12	Post Road to Rensselaer	Aug. 1, 1973	AB-5-74
425	Plymouth to Nutwood	Dec. 15, 1973	AB-5-20, 23	65	Carmel to Putnam Junction	June 11, 1973	FD 26588
567	Macksville to Terminus	Dec. 1, 1972	FD 26734	75	Selkirk Yard to Terminus	June 15, 1972	FD 26884
579	Carthage to Greensburg	Oct. 15, 1973	FD 26862	78	Remsen to Lake Placid	Dec. 1972	FD 26567
580	Craig to Westport	Mar. 1, 1973	FD 26703	82	South Fort Plain to Ilion	July 17, 1972	FD 26568
581	Craig to Hope	Oct. 28, 1973	AB-5-15	83	West Shore Sec. Trk. at South Utica	Apr. 29, 1973	FD 26905
583	Flat Rock to Fenns	Dec. 1, 1972	FD 26811	91	Clayton to Philadelphia	Jan. 1972	FD 25953
592	Bushrod to Linton Summit	Apr. 1, 1973	AB-5-56	97	Canandaigua to Holcomb	May 1, 1973	FD 26940
600	Dewey to Gulon	Dec. 1, 1972	FD 26732	99	Batavia to Attica	Sept. 1, 1972	FD 26567
		and		113	Lackawanna to Wadsworth Junction	Aug. 1, 1973	AB-5-117
601	Gulon to Waveland	Oct. 6, 1973	AB 5-95, 96	114	Scottsville Yard to Wadsworth Junction	Jan. 19, 1970	FD 26147
603	Crawfordsville to Frankfort	Nov. 30, 1969	FD 25036	115	Owasco River Railway at Auburn	Oct. 1, 1973	FD 26147
		Oct. 6, 1973	FD 26732	235	Seneca Castle to Phelps Junction	Apr. 29, 1973	FD 26575
				236	Phelps Junction to Newark	Sept. 1, 1973	FD 26938
				237	Stanley to Canandaigua	Sept. 1, 1973	FD 26938
				247	Blasdell to Brocton	Aug. 21, 1972	FD 26064
				259	Fredonia to Falconer	May 31, 1973	FD 26566
						Dec. 31, 1973	FD 26870
MARYLAND				LV			
PC				1019	Ithaca to Geneva Jct	Nov. 22, 1967	FD 24472
141	Loudon Park to Catonsville	July 28, 1973	AB-5-88			Nov. 22, 1962	FD 21612
146	Popes Creek to Woodzell	June 10, 1973	AB-5-13	OHIO			
154	Parsonburg to Pittsville	Sept. 10, 1972	FD 26630	PC			
157	Berlin to West Ocean City (Operation Continued by short line)	July 19, 1974	FD 26630	350	Hill Track at East Liverpool	Nov. 27, 1973	FD 26698
MASSACHUSETTS				362	Canfield Branch at Youngstown	Nov. 1, 1972	AB-5-88
PC				363	Braceville to Newton Falls	Nov. 1, 1972	AB-5-37
1	Grand Junction Branch East of Chelsea Creek	Oct. 1, 1973	AB-5-143	364	Newton Falls to North Benton	Dec. 7, 1974	FD 26883
2	South Spencer to Spencer	June 1, 1972	FD 26878	366	Alliance Branch at Alliance	Sept. 1, 1973	FD 26865
4	Metcalfs to Millford	July 22, 1972	FD 26564	372	Dover to Parral	May 22, 1972	FD 26588
7	East Brookfield to North Brookfield	Dec. 7, 1972	FD 26963	379/479	Orrville to Holmesville	July 15, 1971	FD 25817
18	West Quincy Sec. Trk. Near West Quincy	July 4, 1973	AB-5-119	386	Sandusky Branch at Sandusky	Feb. 15, 1972	FD 26796
27	Weir Junction to Dighton	Oct. 22, 1971	FD 26641	390	Carrothers to Tiro	Aug. 1, 1972	FD 26588
				476	London to Lilly Chapel	Dec. 1, 1972	FD 26697
				484	Carey to Van Lue	Sept. 15, 1973	AB-5-103
				486	Bucyrus to Edison	May 14, 1970	FD 25925
				499	Hebron to Thurston	Sept. 15, 1973	AB-5-44

ERRATA

Change last paragraph on page 645 to read :

Recommendation

It is recommended that the Ithaca Branch served by CRC or EL (or its successor). The traffic figures above do not reflect the heavy volume of coal moved to Ludlowville, N.Y.

Change last paragraph in column 2 of page 653 to read as follows :

Preliminary Recommendation

It is recommended that the portion of the LV traffic at Sayre and Waverly be handled by ConRail or the EL or its successor (see Chapter 3). The line north to Van Etten Junction is recommended for service to reach Line 1017.



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