

ERRATA PERTAINING TO VOLUME II

Printing of Volume II was completed prior to Volume I. Errors and revisions to Volume II, therefore, are published in this volume and provided on sheets for direct insertion in Volume II. For the sake of clarity, the errata are printed in italics.

<i>Reference</i>	<i>Now Reads</i>	<i>Should Read</i>
Page 43, line segment 40, paragraphs 3, 4 and 5, right column	The Norwich & Worcester RR intends to reacquire control of this line and operate it as an independent short-line railroad.	The Norwich & Worcester Railroad may reacquire control of this line and operate it as an independent short line railroad <i>if it demonstrates its capability to operate the line.</i>
	Disposition The Southbridge Secondary Track is not designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix. Control and operation of this line by the Norwich & Worcester RR would preserve rail service to all of the traffic generated on this line.	Disposition <i>This portion of the Southbridge Secondary Track is not designated for transfer to the Consolidated Rail Corp. and is designated for offer to the Providence & Worcester Railroad.</i> <i>However, this portion of the Southbridge Secondary Track will be designated to the Norwich & Worcester Railroad if it demonstrates its ability to operate the line prior to conveyance.</i> <i>If the offer is not accepted, the line will be acceptable for subsidy pursuant to section 304 of the Act. Please refer to Chapter 8 (Designations) for a more complete description of the conveyance options regarding this line segment.</i>

Reference

Now Reads

Should Read

Page 47, line segment 678a, last paragraph left column

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

The Norwich & Worcester Railroad intends to reacquire this line and operate it as an independent short line railroad *if it demonstrates its ability to operate the line.*

Disposition

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

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

Disposition

This portion of the Norwich Secondary Track is not designated for transfer to the Consolidated Rail Corp. and is designated for offer to the Providence & Worcester Railroad.

However, this portion of the Norwich Secondary Track will be designated to the Norwich & Worcester Railroad if it demonstrates its ability to operate the line prior to conveyance.

If the offer is not accepted, the line will be acceptable for subsidy pursuant to section 304 of the Act. Please refer to Chapter 8 (Designations) for a more complete description of the conveyance options regarding this line segment.

Page 48, line segment 43, last paragraph, right column

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

This portion of the Shore Line shall be transferred to Amtrak *under the circumstances described in Chapter 8.* ConRail will continue to provide local freight service.

Page 179, line segment 455a, paragraph 3, left column

The portion of this line necessary to serve the traffic generated at Owosso shall be offered for sale to the Grand Trunk Western RR. This sale would preserve rail service to an estimated 222 carloads or approximately 35 percent of the traffic generated on this line.

The portion of this line necessary to serve the traffic generated at Owosso shall be offered for sale to the Grand Trunk Western RR *unless ConRail operates through Owosso to reach Saginaw-Bay City if the GTW does not accept offers under projects GTW-6 and GTW-7 or grant trackage rights under project MI-16.* This sale would preserve rail service to an estimated 222 carloads or approximately 35 percent of the traffic generated on this line.

Page 197, line segment 1300, paragraph 4, left column

The portion of this line necessary to serve the traffic generated from Durand to Owosso shall be offered for sale to the Grand Trunk Western RR *only* if the GTW acquires Line Nos. 443, 446 and 447. This sale would preserve rail service to an estimated 332 carloads or approximately 16 percent of the traffic generated on this line.

The portion of this line necessary to serve the traffic generated from Durand to Owosso shall be offered for sale to the Grand Trunk Western RR *only* if the GTW acquires Line Nos. 443, 446 and 447 *or if ConRail obtains trackage rights on the GTW from Durand to Saginaw.* This sale would preserve rail service to an estimated 332 carloads or approximately 16 percent of the traffic generated on this line.

Reference	Now Reads	Should Read
Page 198, line segment 1301, last paragraph, right column and page 199, remainder of this paragraph	The portion of this line necessary to serve the traffic generated from Owosso to Ashley shall be offered for sale to the Grand Trunk Western RR. This sale would preserve rail service to an estimated 2,110 carloads or approximately 37 percent of the traffic generated on this line.	The portion of this line necessary to serve the traffic generated from Owosso to Ashley shall be offered for sale to the Grand Trunk Western RR <i>if Line Nos. 443, 446, and 447 are sold to the GTW or ConRail obtains trackage rights over GTW from Durand to Saginaw.</i> This sale would preserve rail service to an estimated 2,110 carloads or approximately 37 percent of the traffic generated on this line.
Page 200, line segment 393, first two lines, right column	of this line from Ottawa Lake to Lenawee will be required by ConRail to serve Line No. 395.	of this line from Ottawa Lake to Lenawee <i>Junction</i> will be required by ConRail to serve Line No. 395.
Page 435, line segment 691, paragraphs 4 and 5, left column	This portion of Philadelphia-to-Pittsburgh line is designated for transfer to ConRail on the condition that it will be transferred to Amtrak under sale, lease or other acquisition. If this conveyance to Amtrak (or ConRail) is consummated, then ConRail will provide local freight service on this line.	This portion of Philadelphia-to-Pittsburgh line is designated for transfer to ConRail. <i>Please refer to Chapters 2 and 8 of Volume I for discussion of possible subsequent transfer to other entities.</i>
Page 435, line segment 691a, paragraphs 6 and 7, left column	This portion of Philadelphia-to-Pittsburgh line, extending from <i>West of Lancaster</i> (Milepost 73.0) to <i>Conewago, Pa.</i> (Milepost 90.5), including 1.0 mile of the Lebanon Running Track from Milepost 0.0 to Milepost 1.0 at Conewago, a total distance of <i>18.5 miles</i> , in Lancaster County, Pa., a line which was recommended for inclusion on Page 772 of the Preliminary System Plan, is designated for transfer to ConRail on the condition that it will be transferred to Amtrak under sale, lease or other acquisition. If this conveyance to Amtrak (or ConRail) is consummated, then ConRail will provide local service on this line. If this recommended transfer to Amtrak is not effected, then ConRail will acquire this line for its own account and will provide local freight service.	This portion of Philadelphia-to-Pittsburgh line, extending from <i>West of Lancaster</i> (Milepost 73.0) to <i>Conewago, Pa.</i> (Milepost 90.5), including 1.0 mile of the Lebanon Running Track from Milepost 0.0 to Milepost 1.0 at Conewago, a total distance of <i>18.5 miles</i> , in Lancaster County, Pa., a line which was recommended for inclusion on Page 772 of the Preliminary System Plan, is designated for transfer to ConRail <i>which will provide local freight service on this line. Please refer to Chapters 2 and 8 of Volume I for discussion of possible subsequent transfer to other entities.</i>
Page 435, line segment 691b, last two paragraphs, right column	This portion of the Philadelphia-to-Pittsburgh line is designated for transfer to ConRail on the condition that it will be transferred to Amtrak under sale, lease or other acquisition. ConRail will <i>not</i> provide local freight service on this line. If this recommended transfer to Amtrak is not effected, then ConRail will <i>not</i> acquire this line for its own account and will <i>not</i> provide local freight service.	This portion of the Philadelphia-to-Pittsburgh line <i>will not be included in ConRail except under the circumstances described in Chapters 2 and 8 of Volume I. This line is available for subsidy pursuant to section 304 of the Act.</i>

Page 436, line segment 691c, paragraphs 1 and 2, left column

The USRA board has included Philadelphia-Harrisburg in the definition of Northeast Corridor properties to be transferred to Amtrak.

This portion of the Philadelphia-to-Pittsburgh line, extending from Milepost 64.5 to Milepost 73.0, a distance of 8.5 miles at Lancaster, in Lancaster County, Pa., a line which was recommended for inclusion on Page 772 of the Preliminary System Plan and is designated to ConRail for the exclusive purpose of leasing the line segment to Amtrak pursuant to section 206(c)(1)(C) of the Act. ConRail will continue to provide local freight service.

Page 508, second paragraph left column, last paragraph, right column.

Very high priority lines pass through proven reserves. Should demand for coal from these reserves increase, these lines might be prohibitively expensive to reassemble, replace or reconstruct—unless held in a rail bank.

Rehabilitation estimates are derived from abandonment applications, from line questionnaire data and line viability analyses. The unit costs incorporated in the viability analysis are at 1973 cost levels. Cost adjustment factors of 1.43 and 1.27 were applied to update the 1972 and 1973 cost estimates respectively to the 1975 levels. The cost estimates tend to be conservative and do not generally include replacement of unique structures such as bridges and tunnels.

Page 518, second and third paragraphs, left column.

Section 206(c)(1)(E) of the Act directs USRA to "solicit the views and recommendations of the Secretary of Transportation, the Secretary of the Interior, the Administrator of the Environmental Protection Agency and other agencies of the Federal Government and of the States and political subdivisions thereof within the region, and the general public." In complying with this provision USRA sought the views of more than 4,600 federal, state and local governmental bodies. Letters were sent to the primary official of 15 federal agencies, the governor of each of the 17 states, 500 mayors and almost 1,200 other state or local planning units. In many instances these letters were sent to states or local areas which have no po-

This portion of the Philadelphia-to-Pittsburgh line, extending from Milepost 64.5 to Milepost 73.0, a distance of 8.5 miles at Lancaster, in Lancaster County, Pa., a line which was recommended for inclusion on Page 772 of the Preliminary System Plan and is designated to ConRail for local freight service. Please refer to Chapters 2 and 8 of Volume I for discussion of possible subsequent transfer to other entities.

Very high priority lines pass through proven reserves. Should demand for coal from these reserves increase, these lines might be prohibitively expensive to replace or reconstruct—unless held in a rail bank.

Rehabilitation estimates are derived from abandonment applications, from line questionnaire data and line viability analyses. The unit costs incorporated in the viability analysis are at 1973 cost levels. Cost adjustment factors of 1.43 and 1.27 were applied to update the 1972 and 1973 cost estimates respectively to the 1975 levels. The cost estimates tend to be conservative and do not generally include replacement of structures such as bridges and tunnels.

Section 206(c)(1)(E) of the Act directs USRA to "solicit the views and recommendations of the Secretary of Transportation, the Secretary of the Interior, the Administrator of the Environmental Protection Agency and other agencies of the Federal Government and of the States and political subdivisions thereof within the region, and the general public." In complying with this provision, USRA sought the views of more than 4,200 federal, state and local governmental bodies. Letters were sent to the primary official of 15 federal agencies, the governor of each of the 17 states, 3,900 mayors and 500 other state or local planning units. In many instances these letters were sent to states or local areas which have no potentially abandoned

tentially abandoned rights-of-way within their boundaries. USRA adopted this policy so as to insure that any unit which might be interested in the planning process of neighboring jurisdictions would have an opportunity to express its views. Finally a notice inviting comments for alternative uses of the rights-of-way from the general public was placed in the *Federal Register*, May 16, 1975.

As of July 18, 1975, USRA had received fewer than 75 responses. Although there have been several contacts with representatives of the federal agencies, only the Department of the Interior submitted suggestions for specific lines. The Department of Commerce, the Energy Research and Development Administration, and the Rail Services Planning Office have offered some general comments.

rights-of-way within their boundaries. USRA adopted this policy so as to insure that any unit which might be interested in the planning process of neighboring jurisdictions would have an opportunity to express its views. Finally a notice inviting comments for alternative uses of the rights-of-way from the general public was placed in the *Federal Register*, May 16, 1975.

As of July 18, 1975, USRA had received fewer than 80 responses. Although there have been several contacts with representatives of the federal agencies, only the Department of the Interior submitted suggestions for specific lines. The Department of Commerce, the *Nuclear Regulatory Commission*, the *Department of Transportation* and the Rail Services Planning Office have offered some general comments.

Page 519 text

None; new language.

Add paragraph to end of text reading: *Table 2 reflects the line segments excluded from the restructuring system as of April 7, 1975. In a few cases all or a portion of a line has been either included in the restructuring system or recommended for transfer (in whole or part) to a solvent carrier. In such cases, continued use of the line in rail service will take precedence over the suggested uses shown.*

○