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

Rail Service in the Midwest and Northeast Region

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

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

Interstate Commerce Commission Washington, D.C. 20423

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Volume II Mid-Atlantic States
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INTRODUCTION

The Regional Rail Reorganization Act of 1973 (Public Law 93-236; 45 U.S.C. Section 701 and following) (the "Act"), which established the Rail Services Planning Office at the Interstate Commerce Commission, is aimed at improving rail service through the restructuring of bankrupt railroads in the midwest and northeast. In enumerating the duties of the Rail Services Planning Office, Congress listed as its first responsibility that it should "study and evaluate" the Secretary of Transportation's Report on rail services in the region and that it should "solicit, study and evaluate the views" of interested persons and in doing so hold public hearings.

Pursuant to the congressional directive, the Rail Services Planning Office issued its report on May 2, 1974, entitled "Evaluation of the Secretary of Transportation's Rail Services Report".1 This evaluation was based in part on testimony introduced at 17 public hearings held during March and on written submissions received prior to March 28, a deadline imposed in order to meet the May 2 publication date. This time constraint did not permit the distillation and summarization in the May 2 Report of all the material that had been submitted up to that time. Much additional information was supplied at hearings held after May 2, and in written submissions filed after the original March 28 cutoff date.

Over 3,800 persons testified at the 32 hearings which the Office held between March 4 and July 11. The record of the public's participation amounts to nearly 50,000 pages, including hearing transcripts, exhibits, and statements sent directly to Washington independently of any hearing.

This report is a restatement in condensed form of all the material submitted. Because it was physically impossible, as well as impractical, to summarize every item individually, we have chosen to mention those that are most representative of the sentiments expressed and to restate the others in general terms. For the same reasons, it was impossible to check the validity of all of the data.

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1 The Secretary of Transportation's report, "Rail Service in the Midwest and Northeast Region", is referred to herein as the "DOT Report"; and "DOT" refers to the United States Department of Transportation unless the context clearly requires some other meaning.
NEW YORK

New York's strategic location makes it the national focal point for finance, industry and agriculture. It is the second most populous and urbanized state in the Union, and it is also a major agricultural producer, ranking thirteenth in the Nation. New York is served by over 30 railroads which operate 5,595 miles of track within the state.

The DOT Report divided New York into 16 zones (Figure 1) and designated 1,875 miles of its track potentially excess. The 16 zones are as follows: Plattsburgh (Zone 41); Albany (Zone 42); Amsterdam (Zone 43); Watertown (Zone 44); Utica-Rome (Zone 45); Syracuse (Zone 46); Rochester (Zone 47); Batavia (Zone 48); Buffalo (Zone 49); Jamestown (Zone 50); Elmira (Zone 52); Binghamton (Zone 53); Cortland (Zone 54); Hudson (Zone 55); Poughkeepsie (Zone 56); and New York (Zone 58).

ZONE 41

Zone 41 is located in the northeast section of the state and is comprised of Warren, Washington, Clinton, and Franklin Counties. The zone is bordered on the east by Vermont and on the north by Canada.

Potentially Excess Rail Lines

The DOT Report, as supplemented and corrected, designated the following lines in Zone 41 potentially excess:

The PC line from Malone north to the Canadian border.

The D&H line from Dannemora to Bluff Point.

The D&H line from Au Sable Forks to South Junction.

1 The following railroad companies operate in the state: Arcade & Attica (A&A), Bath & Hammondsport (B&H), Boston & Maine (B&M), Baltimore & Ohio (B&O), Cooperstown & Charlotte Valley (C&CV), Canadian National (CN), Central of New Jersey (C&J), Central New York, Delaware & Hudson (D&H), Dansville & Mount Morris (D&MM), Erie Lackawanna (EL), Fonda, Johnstown & Gloversville (FJ&G), Greenwich & Johnsonville (G&J), Genesee & Wyoming (GW), Grand Trunk (GT), Lowville & Beaver River (L&BR), Lehigh & Hudson River (L&HR), Livonia, Avon & Lakeville (LAL), Long Island (L&F), Lehigh Valley (L&V), Massena Terminal, Middletown & New Jersey (M&NJ), Niagara Junction, Norwood & St. Lawrence (N&SL), Norfolk & Western (N&W), Ogdensburg Bridge & Port Authority, Penn Central (PC), Reading (RG), South Brooklyn, Staten Island Rapid Transit, Skaneateles Short Line (SSL).

The D&H line from Glens Falls to Fort Edward.

The D&H line from Thurman to Warrensburg.

The D&H line from Salem to Castleton, Vermont.

The GT line from Helena (Zone 44) east through Bombay to Fort Covington.

No specific information was received by the RSPO concerning the D&H lines from Dannemora to Bluff Point, Au Sable Forks to South Junction, and Thurman to Warrensburg.

The main line traversing Zone 41 is the D&H line from Binghamton (Zone 53) to Rouses Point, the northern gateway to Canada. Lines in the zone which have been designated potentially excess are, for the most part, branches of this main line.

Submissions focused primarily on two areas of concern: (1) the economic effect of rail abandonment upon agriculture, local business and industry in northern New York, and (2) the ramifications of severing this rail connection with the Canadian border. Reference was consistently made to the fact that the northwest area of the zone has exceptionally high unemployment and has been declared a depressed area. Witnesses contended that any rail abandonment would result in increased unemployment, compounding an already critical economic situation. Most submissions emphasized the lack of alternative modes of transportation. The absence of such alternatives was attributed to the zone's inaccessibility by air and to the fact that the zone is plagued by a poor highway system. Some companies indicated that their products, as well as their raw materials, were too large, too hazardous, or too delicate to be shipped by any means other than rail. Most companies concluded that a loss of rail service would force them to relocate.

Malone to Canadian Border

This Penn Central branch extends from Malone north across the Canadian border to connect with the Canadian National system at Huntington.

Submissions from the Malone area (see Table 1 for data submitted to the RSPO by rail users in the area) noted the area's total isolation from the rest of the state. Both the Malone Town Board and Mayor Tulloch stated that, because Franklin County has no superhighways, mass transit or commercial airlines, it would be isolated as a result of abandonment of the Penn Central line. Industry has often decided not to locate in the area due
NEW YORK
ZONE LOCATOR MAP
Figure 1

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

Zone 41 Plattsburgh
Zone 42 Albany
Zone 43 Amsterdam
Zone 44 Watertown
Zone 45 Utica-Rome
Zone 46 Syracuse
Zone 47 Rochester
Zone 48 Batavia
Zone 49 Buffalo
Zone 50 Jamestown
Zone 52 Elmira
Zone 53 Binghamton
Zone 54 Cortland
Zone 55 Hudson
Zone 56 Poughkeepsie
Zone 58 New York
to the lack of transportation.

Mayor Tulloch also stated that loss of rail service would probably eliminate marginal dairy farmers throughout the county and that area users would be willing to pay the extra cost of keeping the line in operation.

### Table 1: Traffic Profile: Malone to Canadian Border

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Village of Malone</td>
<td>Feed, grain, petroleum</td>
<td></td>
<td></td>
<td>360</td>
</tr>
<tr>
<td>Black River-St. Lawrence</td>
<td>Feed, lumber, building supplies</td>
<td></td>
<td></td>
<td>380</td>
</tr>
<tr>
<td>Economic Development Commission</td>
<td></td>
<td></td>
<td></td>
<td>163</td>
</tr>
<tr>
<td>Malone Feed and Farm Supply</td>
<td>Dairy feed</td>
<td>300</td>
<td></td>
<td>148</td>
</tr>
<tr>
<td>Clarence Collins</td>
<td></td>
<td></td>
<td></td>
<td>41</td>
</tr>
<tr>
<td>Upstate Storage</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Malone Feed and Farm Supply, which has an annual payroll of $88,000, stated that loss of rail service would result in increased unemployment in the area’s dairy industry and an increase in the cost of the industry’s product to the consumer. If Malone Feed lost service at Malone it would have to truck its products 30 miles to the nearest alternate rail terminal, thus doubling the company’s freight costs.

### Glens Falls to Fort Edward

Companies along this Delaware & Hudson line claimed that the data used by the DOT Report to evaluate the line was not accurate and that the line is in fact self-sustaining and handled a total of 6,800 carloads in 1973. Finch Pruyn and Company, which shipped 183,000 tons of paper, pulp and chemicals over the line in 1973, stated that there is no acceptable alternate mode of transportation and, therefore, predicted its facility would close if the railroad were abandoned. If Finch Pruyn closed, 800 people would lose their jobs. Similar sentiment was expressed by Hercules, Inc., which claimed that its products and raw materials cannot be shipped by truck due to their hazardous nature. Hercules, which maintains 1,050 people on its payroll, shipped 1,012 carloads of chemicals in 1972 and 1,117 carloads in 1973.

### Salem to Castleton, Vermont

Telescope Folding Co., one of the primary employers (600 employees) in Granville, stated that abandonment of track between Salem, New York and Castleton, Vermont would greatly affect its operations and cause substantial unemployment. The company shipped 900 cars of lawn furniture in 1973 and expects to increase rail traffic by 30 to 40 percent over the next two years.

### Helena (Zone 44) to Fort Covington

This line is a branch of the Grand Trunk. It runs from Helena in Zone 44 east through Bombay to Fort Covington near the Canadian border. Testimony indicated that abandonment of the line at Bombay would seriously affect the movement of clearance traffic from the Penn Central at Massena to Canadian destinations. During 1973, 45,048 carloads crossed the international gateway at Fort Covington.

### Rail Lines Not Designated Potentially Excess

### Plattsburgh to Rouses Point

This D&H line runs the length of the zone from Fort Edward in the south to Rouses Point on the Canadian border. The line continues north from Rouses Point to Montreal and south from Fort Edward to Schenectady and Binghamton. The segment between Plattsburgh and Rouses Point was originally designated potentially excess in the DOT Report, however the March 1 supplement declared this segment should not be shown as potentially excess. The primary objection to abandonment of any segment of this line is that it would result in the loss of a direct route from New York to Canada.

The Pillsbury Company, which has storage and transfer facilities at Rouses Point, stated that it would have to cease operations if it lost rail service. Pillsbury shipped 600 carloads of soymeal over the line in 1972.

F.M.C. Corporation, which ships chemicals, fibers, films, and machinery by rail, contended that abandonment of the segment from Plattsburgh to Rouses Point would make the line uncompetitive because it would no longer provide access to Canada.

Interpace Corporation, which is located on the line south of Plattsburgh, is the only wollastonite producing plant in the country. Interpace, which shipped 556 carloads of wollastonite in 1972, and 755 carloads in 1973, expects its shipments to increase 30 percent in the future. Without direct rail service, Interpace’s operation would not be profitable.

The Black River-St. Lawrence Economic Development Commission shipped 27,093 pounds of goods over this line in 1973.


### ZONE 42

Zone 42 consists of Saratoga, Rensselaer, and Albany counties. A number of main lines cross the zone: the Delaware and Hudson line connecting Montreal and northern New England with points to the south, the Boston
and Maine line linking Boston and the west, and three separate Penn Central lines linking Boston, New York City, and Newark with Buffalo and the west.

**Potentially Excess Rail Lines**

The DOT Report, as supplemented and corrected, designated the following lines in Zone 42 potentially excess:

- The B&M line from Lansingburg to Johnsville.
- The D&H line from Delanson to Watervliet.
- The D&H line from Mechanicville west to the D&H mainline.
- The PC line from Selkirk to Watervliet.
- The PC line from Schenectady west to Mohawk in Zone 45. (See discussion of this line in Zones 43 and 45.)
- The PC line from Troy to Schenectady.
- The VT line from North Hoosick east to White Creek.
- The PC line from the southern zone boundary north through Castleton-on-Hudson to Rensselaer.
- The B&M line from Aqueduct west to the PC mainline.
- The PC Ravenna spur.

No specific information was received by the RSPO concerning the B&M lines from Lansingburg to Johnsville and from Aqueduct to the PC mainline; the D&H line from Mechanicville to the D&H mainline; and the VT line from North Hoosick to White Creek.

**Delanson to Watervliet**

A representative of the Northeastern Industrial Park stated that the Park attributes much of its success to its proximity to this D&H line. The line runs from Delanson east through Altamont and Voorheesville to Albany. It then runs north to Watervliet. The Park, which is located at Guilderland Center, shipped 6,231 carloads in 1972 and 8,384 carloads in 1973. The Park signed a long-term lease with the Town of Guilderland Urban Renewal Agency in February, 1969. The Park's representative contended that its traffic justified continued service and evidenced the line's lucrative potential (see Table 2 for a traffic profile of the line).

**Table 2: Traffic Profile: Delanson to Watervliet**

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads 1972</th>
<th>Estimated carloads 1973</th>
<th>Estimated carloads Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Crushed Stone Co.</td>
<td>Ballast</td>
<td>2,005</td>
<td>1,446</td>
<td></td>
</tr>
<tr>
<td>Cargill, Inc.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Wickes Co.</td>
<td>Lumber</td>
<td>97</td>
<td>42</td>
<td>83</td>
</tr>
<tr>
<td>Northeastern Industrial Park</td>
<td></td>
<td>6,231</td>
<td>8,384</td>
<td></td>
</tr>
<tr>
<td>Industrial Park at Voorheesville</td>
<td></td>
<td>7,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Allegheny Ludlum Steel Corp. noted that the D&H is one of the few remaining viable railroads in the Northeast region and urged, therefore, that every effort be made to maintain its present mainline as well as its existing connections with other railroads. Allegheny Ludlum shipped between 1,800 and 1,900 carloads over the D&H and PC lines in 1973. The firm pointed out that traffic statistics for Watervliet were incorrectly credited to the billing point of Albany.

**Selkirk to Watervliet**

The Penn Central line from Selkirk north through Albany to Watervliet was also designated potentially excess. Several firms on the line submitted information to the RSPO. Air Products and Chemicals, which manufactures liquid oxygen and nitrogen, stated that it must have rail service in order to maintain a viable production and distribution program. The Watervliet Arsenal estimated that loss of rail service would increase its transportation costs by $50,000. One supplier, because of the size and weight of its product, can only ship to the arsenal by rail. The Arsenal shipped 95 carloads in 1972 and 94 in 1973. It estimated that it would ship 119 carloads per year in the future.

One witness noted that the Glenmont station serves the port of Albany and is an important clearance route from Selkirk and Albany for the shipment of oversized commodities to ocean vessels and barges.

**Troy to Schenectady**

The General Electric Company (GE), which has manufacturing warehouses for heavy electrical equipment located in Schenectady, stated that it would not be able to meet delivery deadlines without continued rail service over this Penn Central line. Furthermore, the wide and heavy equipment which GE ships can only be shipped via rail.

The Condei Corp. stated that it shipped 122 carloads over the line in 1973.

**Southern Zone Boundary to Rensselaer**

The Brown Company, one of the largest employers in the area, shipped 83 carloads of woodpulp over this PC line in the last four months of 1973. The Company claimed that there is no alternative mode of transportation which would meet its needs. Furthermore, trucking would result in increased corporate expense and in damage to the environment.

**Ravenna Spur**

The Atlantic Cement Company received and shipped 1,075 carloads of cement and raw materials over this PC spur in 1973. Atlantic Cement's future expansion plans are contingent upon the existence of rail service.
Rail Lines Not Designated Potentially Excess

Scotia to Vermont State Line

One Company on this B&M line, the St. Regis Paper Company, stated that it shipped 790 carloads of paper pulp in 1972 and 864 carloads in 1973.

Fort Plain to Rotterdam Junction

Gary E. Landrio, President of the Mohawk Railway Company, stated that the 34.5 mile segment of the PC West Shore secondary track from Fort Plain to Rotterdam Junction is crucial in the movement of local freight into the economically depressed Mohawk Valley region. Mohawk Railway is ready to acquire this trackage if Conrail deems it excess. The company is also ready to acquire a 22.4 mile segment of the Boston & Maine from Rotterdam Junction northeast towards Mechanicville.

ZONE 43

Zone 43 consists of the counties of Hamilton, Fulton and Montgomery. Two parallel Penn Central lines traverse the southern part of the zone. One of these lines is the Penn Central Buffalo-New York/Newark/Boston main line; the other is the Penn Central secondary line from Utica (Zone 45) to Schenectady (Zone 42). The latter line is the only line that the DOT Report designated potentially excess in Zone 43. Table 3 shows data submitted to RSPO by users of this line.

Table 3: Traffic Profile: Utica (Zone 45) to Schenectady (Zone 42)

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baker/Beechnut Corp.</td>
<td>Baby foods</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agway-South Amsterdam</td>
<td>Feed</td>
<td>98</td>
<td>60</td>
<td></td>
</tr>
<tr>
<td>Agway-South Fort Plain</td>
<td>Feed, grain, fertilizer</td>
<td>196</td>
<td>200</td>
<td></td>
</tr>
<tr>
<td>Agway-Fultonville</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lee Dyeing Company of Johnstown</td>
<td></td>
<td>6</td>
<td>30</td>
<td></td>
</tr>
</tbody>
</table>

The Baker/Beechnut Corporation, which has two plants located on this line in Canajoharie and South Fort Plain, stated that any rail abandonment would result in a substantial increase in its product's cost, causing the company to lose its competitive status. The ramifications of rail abandonment would also lead to cutbacks in employment and increased environmental pollution. Baker/Beechnut contended that the carload criteria used by DOT was not representative of the traffic flow of a particular line.

Mayor Tooker, of Canajoharie, stated that abandonment of the line would result in the Baker/Beechnut Corporation's relocation. The company, which employs 1,800 people, supplies 37 percent of the village's income. Relocation or even a cutback in Baker/Beechnut's employment would have a damaging effect on the village's economy.

Agway, which has plants in South Amsterdam, South Fort Plain, and Fultonville, anticipates purchasing additional land for industrial expansion in the Amsterdam area. Such an expansion, however, would be contingent upon rail service. Because its Fultonville plant is not accessible to the Penn Central line on the north side of the Mohawk River, Agway contended that the Penn Central line in question is essential to its operations.

In support of DOT's proposals, the Lee Dyeing Company stated that the taxpayer should not be subjected to supporting "sick" railroads and that all excess and inefficient lines should be abandoned.

ZONE 44

Zone 44 is located in the northern tip of New York State and is bordered on the west by the St. Lawrence River and Lake Ontario. The zone consists of three counties: Lawrence, Oswego and Lewis.

Potentially Excess Rail Lines

The DOT Report, as supplemented and corrected, designated the following lines potentially excess in Zone 44:

- The GT line from Helena northeast to Fort Covington (Zone 41) on the Canadian border (see discussion in Zone 41).
- The PC branch from Emeryville east to Edwards.
- The PC branch from Limerick to Watertown.
- The PC line from Lyons Falls to the southern zone border.

Emeryville to Edwards

St. Joe Minerals Corporation has zinc mines and mills in Emeryville and Edwards which are served by this PC branch. St. Joe ships exclusively by rail and has recently purchased eight new railroad cars. In 1973, St. Joe shipped 309 carloads from Edwards and 1,423 carloads from Emeryville. The company estimated that in the future it will ship 25,000 to 26,000 tons per year from Edwards and 130,000 tons per year from Emeryville. St. Joe contended that its tonnage was acceptable to Penn Central authorities and that DOT should use the same standards as Penn Central in determining the line's viability. If rail service were continued over this four mile branch, St. Joe estimated that 230 jobs would be saved.

Agway-Gouverneur received 38 carloads of feed over the line in 1973.
Limerick to Watertown

Two sources supplied information to the RSPO concerning this short PC branch. The Black River-St. Lawrence Economic Commission, a non-profit corporation whose prime function is to protect and expand the economy of the Black River-St. Lawrence area, urged retention of the line from Watertown to Brownville and estimated that 211 jobs would be lost as a direct result of abandonment of the line and another 211 jobs would be lost as an indirect result. The Commission pointed out that the social cost of supporting 422 families would be more than the cost of maintaining five miles of track. The Commission also presented shipping statistics for the J. P. Lewis Co. which shipped 173 carloads in 1973 and the Pargas Co. which shipped 100 carloads in 1973.


Lyons Falls to Southern Zone Border

Georgia-Pacific is located in Lyons Falls at the end of the PC branch which runs north from Utica (Zone 45). Georgia-Pacific stated that it shipped 1,499 carloads in 1972 and 1,660 carloads in 1973 and that both figures far exceed DOT's upper criteria for 10 miles of track. The firm expects to ship 1,850 carloads in 1974. The Black River-St. Lawrence Economic Commission estimated that it shipped 2,309 carloads over this branch in 1973.

Rail Lines Not Designated Potentially Excess

The RSPO also received information concerning several lines in Zone 44 which were not designated potentially excess by the DOT Report. Newton Falls Paper, Inc., which uses the PC lines from Newton Falls to Carthage, stated that it shipped 2,278 carloads over the line in 1973 and 106 carloads in January 1974. The company stated that service on the line suffers from poor scheduling, an insufficient supply of cars, and improper track maintenance. The company also stated that there is no viable alternative transportation available to meet its transportation needs.

Diamond International Corporation, which has a plant in Gouverneur, stated that rail service is the only dependable method for transporting its raw materials and finished goods. Diamond's Gouverneur plant, which uses PC's Syracuse (Zone 46) to Massena line, generated 6,683 carloads of woodpulp, chemicals, and paper products in 1973. The PC Ogdensburg to DeKalb Junction line is also used by Diamond, and the firm stated that it shipped or received 340 carloads of woodpulp, coal and chemicals over the line in 1973. Diamond pointed out that the line is the only line serving this part of northern New York state. According to Diamond International, the truck equipment available in the area could not possibly meet the demand if rail service were discontinued.

ZONE 45

Zone 45 consists of Oneida and Herkimer counties. There is one main line traversing the breadth of the zone: the Penn Central from Buffalo to New York/Newark/Boston.

Potentially Excess Rail Lines

The DOT Report, as supplemented and corrected, designated the following lines in Zone 45 potentially excess:
- The PC branch from Camden to McConnellsville.
- The PC branch from Vernon to Oneida Castle.
- The PC line from Mohawk to the eastern zone border.
- The PC branch from Herkimer to Poland.
- The EL branch from Richfield Junction to South Columbia.
- The EL line from Waterville to Sherburne (Zone 54).
- The EL New York Mills spur.

No information was received by the RSPO concerning the PC branch from Herkimer to Poland or the EL New York Mills spur.

Camden to McConnellsville

The Camden to McConnellsville segment is a portion of a Penn Central branch which terminates at Camden. From Camden the branch runs southeast through McConnellsville and Humastone to Rome where it connects with the PC main line. Only the Camden to McConnellsville segment was designated potentially excess. Table 4 shows data submitted to the RSPO by users of the line.

Whitehead Brothers, a company engaged in the production and sale of industrial sand, pointed out that there

Table 4: Traffic Profile: Camden to McConnellsville

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agway, Inc.</td>
<td>Feed</td>
<td>85</td>
<td>85</td>
<td></td>
</tr>
<tr>
<td>H. D. Rowell Estate</td>
<td>Feed</td>
<td>19</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whitehead Brothers Co.</td>
<td>Industrial sand</td>
<td>280</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G. W. Bryant Core Sands Inc.</td>
<td>Industrial sand</td>
<td>358</td>
<td>30%</td>
<td></td>
</tr>
<tr>
<td>Mohawk Valley Wholesale Growers, Inc.</td>
<td>Foods, paper products, and janitorial supplies</td>
<td>27</td>
<td>34</td>
<td></td>
</tr>
<tr>
<td>Rochester Tree Co.</td>
<td>Shoe trees and shoe-related products</td>
<td>20</td>
<td>30</td>
<td></td>
</tr>
</tbody>
</table>
are relatively few commodities which have the same heavy loading characteristics as industrial sand. Loss of rail service would affect Whitehead's ability to compete in certain market areas, and would cause it to lose some customers.

G. W. Bryant Core Sands stated that it would make much greater use of rail service if it could get more cars. The company stated that poor rail service has caused it to lose customers and to rely more on trucking even though it finds truck service more expensive and less efficient than rail.

Mohawk Valley Wholesale Grocers stated that discontinuance of rail service would be injurious to its business and could force it to relocate its entire operation.

**Vernon to Oneida Castle (Zone 46)**

This PC branch runs from a connection with the PC main line at Canastota (Zone 46) east through Oneida Castle to Vernon. DOT's March 1 additions and corrections supplement noted that only the Vernon to Oneida Castle portion of the branch should be designated potentially excess.

Two sources supplied information to the RSPO concerning the branch. Agway, Inc. stated that it shipped 98 carloads of farm supplies and feed ingredients over the line in 1973 and expects to ship the same amount in 1974.

The Eastern Federation of Feed Merchants pointed out the uniqueness of the feed manufacturing industry and its particular need for rail service. The nature of the feed business requires manufacturers to be close to their customers, thus forcing them to locate in rural areas. Often the rail line which serves such manufacturers will not have enough industrial traffic to be classified as highly profitable. The Federation contended that this fact should not lessen the importance of the feed industry or its need for rail service. The Federation stated that the Vernon Milling Company shipped 98 carloads of feed over the line in 1973 and expects to ship the same amount in 1974 and that Lamos Feed Service shipped 40 carloads of feed in 1973 but only expects to ship 10 in 1974.

**Mohawk to Eastern Zone Border**

This segment is a portion of the Penn Central secondary track from Schenectady to Utica. The DOT Report designated the line potentially excess from Schenectady in Zone 42 through all of Zone 43 to Mohawk in Zone 45.

Salada Foods, Inc., which shipped 175 carloads of foods over the line in 1973, stated that its rail service must be continued or it will not be able to competitively price its products.


The Herkimer County Area Development Corporation stated that loss of rail service over the line would force the Gardner Warehouse Co. and the Corrado Milling Co. out of business. Gardner shipped 138 carloads in 1973 and Corrado shipped 69 carloads. The Development Corporation also stated that abandonment would have an adverse effect upon the Union Fork and Hoe Co. and the Truman Industrial Complex. The Commission believes that the economic hardship that loss of rail service would cause far outweighs any savings that might result for the railroad.

**Richfield Junction to South Columbia**

This EL branch runs from Richfield Junction south to Bridgewater. From Bridgewater it runs east southeast through Cedarville and South Columbia to the southern zone border. The line terminates at Richfield Springs close to the northern border of the adjacent zone, Zone 54.

Schoonmaker Feed Co. shipped 200 carloads of feed over the line in 1972 and 1973. Schoonmaker manufactures livestock feed which it retails to area dairy farmers. The company expects to increase its shipments to 220 carloads per year in the future. Schoonmaker stated that loss of rail service would impair the flow and increase the cost of commodities being received by shippers in the area.

Beacon Milling Co. shipped 120 carloads of grain and grain products over the line in 1973.

**Waterville to Sherburne (Zone 54)**

This segment is part of the Erie Lackawanna line from Utica to Binghamton. The DOT Report designated a short portion of the line—from Waterville south to Sherburne in Zone 54—potentially excess. Table 5 provides data supplied to the RSPO by users of the line.

The West End Brewing Company stated that abandonment would disrupt service from one of its major uses.

**Table 5: Traffic Profile: Waterville to Sherburne (Zone 54)**

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Louis J. Gale and Son, Inc.</td>
<td>Seed fertilizers</td>
<td>120</td>
</tr>
<tr>
<td>Wickes Corp.</td>
<td>Lumber</td>
<td>82</td>
</tr>
<tr>
<td>West End Brewing Co.</td>
<td>Malt ale</td>
<td>366</td>
</tr>
<tr>
<td>Scheidelman, Inc.</td>
<td>Wholesale grocers</td>
<td>250-300</td>
</tr>
<tr>
<td>Foster Paper Co.</td>
<td>Paper</td>
<td>523</td>
</tr>
<tr>
<td>Diamond International Corp.</td>
<td>Corrugated containers, starch</td>
<td>841 1</td>
</tr>
</tbody>
</table>

1 Total includes carloads from Lancaster (Zone 49) plant.
packaging suppliers. If West End Brewing lost rail service, it would be faced with substantial additional manpower costs plus additional equipment expense to convert to truck shipment. The company estimated that it would take an additional 130 man days per year to handle shipments by truck.

Louis J. Gale and Sons stated that any deterioration of rail service would greatly affect its business and its ability to serve the farm community and this, in turn, would ultimately affect farm production.

Foster Paper Company contended that loss of this line would put it at an extreme disadvantage in serving its customers and would cause the firm serious problems in obtaining needed raw materials.

ZONE 46

Zone 46 contains the counties of Onondaga, Madison, and Oswego. It is traversed by the PC mainline from Buffalo to New York/Newark/Boston.

Potentially Excess Rail Lines

The DOT Report, as supplemented and corrected, designated the following lines in Zone 46 potentially excess:

- The PC line from east of Oswego west through Zones 52 and 47 to Niagara Falls (Zone 49).
- The EL line from Fulton to the PC line near Oswego.
- The PC branch from Fayetteville to Syracuse.
- The EL line from Jamesville south to Chenango Forks (Zone 53).
- The PC line from Canastota to Oneida.
- The EL line from North Brookfield to Earlville.

Oswego to Niagara Falls (Zone 49) (Hojack Line)

The PC Hojack Line extends westward from Oswego through Zones 54 and 47 to Niagara Falls in Zone 49. The DOT Report designated the entire line potentially excess, including a small spur from Oswego northeast to Oswego Mill.

The Hamermill Papers Group, which shipped 1,460 carloads of paper over the Hojack Line in 1973, indicated that, if this line were abandoned, the Group would incur an additional $1.5 million per year in transportation costs and would have to spend $5,000,000 for new facilities. The Group also stated that it could not maintain present operations without rail service and that relocation of its plant would mean a loss to the community of $115,000 per year in taxes and $2.3 million per year in wages.

Corenco stated that it shipped 75 carloads over the Hojack Line in 1973.

The Alcan Aluminum Corporation, which is located at Oswego Mill, submitted the following information. Alcan employs 801 people. Its original capital investment was in excess of $100 million, and construction costing $20 million is now underway to increase the capacity of its plant. Further expansion is planned. Alcan's payroll in 1973 exceeded $12 million, and it paid state, county and city taxes of $1,250,000. The PC spur line from Oswego to the Alcan station is the life line of Oswego Mill. Alcan stated that elimination of rail service would seriously affect its economic viability as well as that of surrounding communities.

Congressman Robert C. McEwen pointed out that the 3,735 carloads shipped by Alcan in 1973 indicate that the line is heavily used and of great importance to the economy of the area.

Fulton to Oswego

This segment is a portion of the EL line from Syracuse to a connection with the PC Hojack Line just southwest of Oswego. The Feb. 1 DOT Report designated a longer segment of this line potentially excess, but the March 1 additions and corrections supplement stated that the line should be shown as potentially excess only on the portion north of Fulton.

Mayor Donald Colon of Baldwinsville stated that that village is not located on the Penn Central line as indicated on the DOT map but is located on the Erie Lackawanna track between Syracuse and Fulton. Baldwinsville is not located on the portion of the line shown as potentially excess.

The Mayor stated that the village generated 3,775 carloads in 1973, and he noted that the Joseph Schlitz Brewing Company is constructing a new brewery which is expected to generate an additional 5,000 carloads annually when completed in 1975/1976.

The Niagara Mohawk Power Corporation is also located on the Erie Lackawanna line from Baldwinsville to Oswego. Niagara Mohawk is presently constructing a nuclear power station in Oswego and it will need rail service to transport spent nuclear fuel from this facility.

General Foods stated that it shipped 100 carloads of foodstuff over the line in 1973.

Fayetteville to Syracuse

Several companies located on this PC spur, which runs from just north of Syracuse through East Syracuse to Fayetteville, stated that rail accessibility was one of the primary reasons that they located in the area. Champion International Corporation's senior traffic analyst stated that, in recommending site locations to management, local switching districts are always considered one of the best and safest places to assure adequate and continued rail service. The Champion plant at Syracuse is located within the Syracuse switching district on the potentially excess Fayetteville to Syracuse segment.

B. H. Tracy & Sons predicted that abandonment of
this track would eventually force it to terminate its operations.

Mayor Russell A. Parnell of Fayetteville stated that area firms could ship by truck, but he contended that shipping by truck would increase their costs by 25 to 30 percent. Mayor Parnell also stated that increased transportation costs would eventually result in a loss of production and a decrease in employment and would adversely affect the community’s economy.

McIntosh Box and Pallet Co. received over 80 carloads per year over this branch at its plant in East Syracuse. The company stated that rail service is vital to its business. McIntosh receives shipments of west coast lumber by rail.

Table 6 contains data provided to the RSPO by users of the line.

**Table 6: Traffic Profile: Fayetteville to Syracuse**

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>McIntosh Box and Pallet Co.</td>
<td>Lumber</td>
<td>80+</td>
</tr>
<tr>
<td>Champion International Corp.</td>
<td>Forest products</td>
<td>249</td>
</tr>
<tr>
<td>Daer Rd. Industrial Park</td>
<td>Industrial park</td>
<td></td>
</tr>
<tr>
<td>Precision Castings Co.</td>
<td>Zinc</td>
<td>48</td>
</tr>
<tr>
<td>McIntyre Paper Co.</td>
<td>Paper</td>
<td>72</td>
</tr>
<tr>
<td>B. H. Tracy and Sons Inc.</td>
<td>Lumber</td>
<td>100</td>
</tr>
</tbody>
</table>

**Jamesville to Chenango Forks**

This segment is a portion of the EL line from Syracuse south to Binghamton. Only that portion from Jamesville south to Chenango Forks in Zone 53 was designated potentially excess by the DOT Report.

The Greater Syracuse Chamber of Commerce noted in its submission that a planned brewery of the Jos. Schlitz Brewing Company expects to ship the bulk of its product (6.0 million barrels annually) over this rail line. According to the Chamber of Commerce this would amount to over 30,000 additional carloads for the line. The Chamber of Commerce also stated that the ability to maintain direct shipping routes to the south is mandatory for manufacturers located in Syracuse. Otherwise, Syracuse industries would have to ship their products to either Albany or Buffalo before the products could be directed to southern destinations.

**Canastota to Oneida**

Most companies located along the PC Canastota to Oneida segment stated that alternate means of transportation would be available if rail service ceased but that such alternates would result in higher costs to consumers. Table 7 contains information supplied to the RSPO by users of the line. Tele Com Industrixt Corporation stated that its costs would rise one-third. Agrico Chemical Company stated that its production costs would rise so dramatically that it would no longer be competitive. Mayor Herbert Brewer of Oneida noted that the Oneida Chamber of Commerce and the city are presently working on a 100 acre industrial park and asserted that, since one of the park’s foremost selling features is its accessibility to railroads, abandonment of this line would severely discourage the park’s growth.

**Table 7: Traffic Profile: Canastota to Oneida**

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northern Propane Gas</td>
<td>Liquefied petroleum gas</td>
<td>20-30</td>
</tr>
<tr>
<td>Tele Com Industrixt Corp.</td>
<td>Tractors</td>
<td>48</td>
</tr>
<tr>
<td>Agrico Chemical Co.</td>
<td>Food and seeds</td>
<td>113</td>
</tr>
<tr>
<td>Cooperative Marketing Agency</td>
<td>Canned goods</td>
<td>391</td>
</tr>
<tr>
<td>City of Oneida</td>
<td></td>
<td>570-680</td>
</tr>
</tbody>
</table>

The Northern Propane Gas Company stated that the volume of propane it receives by rail is expected to increase and that truck transportation is not dependable due to the inability of Texas Eastern Transmission Corp. (pipeline) to provide sufficient gas at its Selkirk and Watkins Glen terminals for truck loadings. This problem usually occurs during maximum winter demand and can result in grave consequences for all who are dependent on this fuel.

**North Brookfield to Earlville**

This segment is part of the Erie Lackawanna line from Utica to Binghamton. The DOT Report designated the line potentially excess from Waterville in Zone 45 south through North Brookfield, Hubbadsville and Earlville in Zone 46 to Sherburne in Zone 54.

Jaquay Feed Company of Hubbardsville, which generated 41 carloads of feed, seed, and fertilizer in 1973, stated that loss of rail service over this line would cause hardship for it and for the entire area.

**Syracuse to Skaneateles Junction**

The PC line from Syracuse west to Skaneateles Junction on the zone border was not designated potentially excess. However, the RSPO received information concerning the line from Allen V. Smith who operates a food processing plant in Martisco. Mr. Smith stated that his facility employs 50 people and has an annual payroll of $250,000. The company shipped 138 bulk hopper cars over the line in 1973. Mr. Allen stated that, if the track were abandoned, the company would be forced to relocate in order to retain rail service and remain competitive.
ZONE 47

Zone 47 includes the city of Rochester, and the counties of Orleans, Monroe, Wayne, and Genesee. Two main lines traverse the zone; the Penn Central Buffalo-New York/Newark line and the Lehigh Valley Buffalo-Newark line. A third line, known as the Ontario secondary track or "Hojack Line", crosses the zone on the north. This line has been designated potentially excess by the DOT Report.

Witnesses were especially concerned about the impact of the abandonment of rural lines and of the Ontario secondary track. Food processors in the zone rely heavily on rail for incoming freight from the West Coast and for outgoing shipments totaling 50 million cases of canned foods and 150 million pounds of frozen foods.

Potentially Excess Rail Lines

The DOT Report, as supplemented and corrected, designated the following lines in Zone 47 potentially excess:
The PC line from Red Creek to Millers (Hojack Line).
The PC line from Sodus Point to Newark.
The PC branch from Marion to Newark.
The B&O line from P&L junction northeast to Rochester.
The EL line from Rochester to Avon.
The LV line from Mortimer to Lima.
The EL line from Washington Hunt in the southeast corner of the zone to the EL line between Hinsdale and Cuba in Zone 50.
The EL line from Groveland to Bath (Zone 52).
The PC line from Charlotte Station south to Rochester.

Red Creek to Millers (Hojack Line)
The Hojack Line parallels the Lake Ontario shoreline from Oswego in Zone 46 to Niagara Falls in Zone 49; the entire line was designated potentially excess by the DOT Report. In Zone 47, the Hojack Line runs from Red Creek in the east to Millers in the west. Table 8 contains data supplied to the RSPO by users of the line.

Duffy-Mott, a food processor, is located in Hamlin. Duffy-Mott stated that it is Hamlin's major industry and that the town depends upon it for employment, as a market for local crops, and for tax revenues.

American Kitchen and Seneca Foods receive inbound traffic from the West Coast over the line. If rail service were discontinued, American stated that it would relocate closer to its shippers. Seneca stated that it would cut its operations and its work force by 60 percent.

Red Creek-Agway did not feel that it would lose its competitive advantage if it lost rail service.

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>1974</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allied Chemical</td>
<td>Chlorine</td>
<td>188</td>
<td>189</td>
<td>200</td>
</tr>
<tr>
<td>Pfeiffer Foods</td>
<td></td>
<td>83</td>
<td>90</td>
<td>120</td>
</tr>
<tr>
<td>Chem-Trol Pollution Service</td>
<td></td>
<td>0</td>
<td>23</td>
<td>260</td>
</tr>
<tr>
<td>Speas Company</td>
<td>Vinegar</td>
<td>33</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>Lyndonville Canning Co.</td>
<td>Applesauce</td>
<td>33</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>Southland Frozen Foods</td>
<td></td>
<td>43</td>
<td>17</td>
<td>17</td>
</tr>
<tr>
<td>Duffy-Mott Co. Hamlin</td>
<td>Processed foods</td>
<td>687</td>
<td>549</td>
<td></td>
</tr>
<tr>
<td>Williamson</td>
<td></td>
<td>504</td>
<td>369</td>
<td></td>
</tr>
<tr>
<td>American Kitchen Products</td>
<td></td>
<td>32</td>
<td>37</td>
<td></td>
</tr>
<tr>
<td>Sterling Co-op Inc.</td>
<td>Fertilizer</td>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seneca Food Corp. Apple</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sodus Cold Storage Warehouse</td>
<td></td>
<td>199</td>
<td>149</td>
<td></td>
</tr>
<tr>
<td>Xerox Corp. Sand</td>
<td></td>
<td>100</td>
<td>100</td>
<td>700</td>
</tr>
<tr>
<td>Agway-Wolcott</td>
<td></td>
<td>13</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comstock Foods</td>
<td></td>
<td>196</td>
<td>170</td>
<td></td>
</tr>
<tr>
<td>Agway-Red Creek Food products</td>
<td></td>
<td>26</td>
<td>35</td>
<td></td>
</tr>
<tr>
<td>Glidden Durkee Co. Food products</td>
<td></td>
<td>273</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 Estimate is for 1975.

Chem-Trol stated that the threat of loss of rail service has discouraged normal expansion of its activities.

A reduction in rail service in 1972 caused Southland Frozen Foods, Lyndonville Canning, and Sterling Cooperative to cut rail usage. Car shortages were responsible for Comstock Food's reduction in outbound shipments. The Speas Company stated that it would double rail shipments if assured of adequate service.

Sodus Point to Newark, New Jersey (Zone 60)

This line runs from the PC mainline at Newark north through Wallington, where it intersects with the Hojack Line, to Sodus Point. The DOT Report designated the line potentially excess from a point just above Newark to Sodus Point.

Genesee Brewing Company stated that it shipped 270 carloads in 1973 and is presently receiving five carloads of barley per week. It expects to ship 560 carloads this year. The company also stated that present demand has already exceeded the capacity of its plant. Genesee Brewing's expansion plans include doubling the size of unloading facilities to accommodate 500 carloads per year. Rail improvement and rate agreements are being completed for the shipment of 40,000 tons of malt from Sodus Point to Genesee Brewing's main facility in Rochester.

Rochester Gas and Electric stated that the line from Newark to Wallington is the most feasible route for
transportation of coal to its proposed generating plant at Sterling (Zone 52). Projected use calls for 21,500 carloads by 1978 and 43,000 carloads by 1981.

Indian Summers stated that it shipped 20 carloads of rice hulls over the line in 1973.

Marion to Newark

This PC branch extends from Newark northwest to Marion. The entire branch was designated potentially by the DOT Report.

Seneca Foods, in Marion, stated that it received shipments from California, Illinois, Texas, and Arkansas over the branch. Seneca stated that, if it lost rail service, it would have to cut production by 60 percent which, in turn, would have a disastrous effect upon local fruit growers and the economy of Marion.

J. W. Caves predicted his lumber yard would go out of business without rail service.

Table 9 contains data supplied to the RSPO by users of the branch.

Table 9: Traffic Profile: Marion to Newark

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. H. Stuart and Co.</td>
<td>Packaged foods</td>
<td></td>
<td>100</td>
<td>100</td>
<td>175(^1)</td>
</tr>
<tr>
<td>Agway-Newark/Lyons</td>
<td>Feed</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fiberboard Corp. of New</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ark</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Newark Beer</td>
<td>Lumber</td>
<td>80</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>J. Walter Caves</td>
<td>Apple products, vegetables</td>
<td>201</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Roy Mason, Inc.</td>
<td>Lumber</td>
<td>243</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seneca Foods Corp.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Corenco Corp.</td>
<td>Fertilizer</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

\(^1\) Estimate is for 1978.

P&L Junction to Rochester

General Motors provided information concerning its Delco Products and Rochester Products Divisions, both of which have plants in Rochester. These two plants use approximately 5,000 carloads per year. If all southbound service on the B&O were eliminated, GM stated that it would result in circuitous routing of its southern traffic.

Rochester to Avon

Testimony indicated that this EL line has been proposed as a mass transportation corridor by the Rochester Genesee Transportation Authority.

The United States Department of Housing and Urban Development pointed out that a proposed new community, to be known as Riverton, is planned for an area southwest of Rochester on this line and on the B&O line from P&L Junction to Rochester. HUD does not believe that the potential loss of rail service at the Riverton site would affect that community's economic development. In fact, HUD noted that a local planning agency has recommended that the railroad rights-of-way be converted to use as exclusive bus lanes to provide direct commuter passenger service to the city of Rochester.

Rochester to Lima (Rochester Branch)

This LV Branch runs southwest from Rochester to an intersection with the LV mainline at Rochester Junction. The south spur of this branch proceeds from the LV mainline south to Lima. Table 10 contains data supplied to the RSPO by users of the branch.

Table 10: Traffic Profile: Rochester to Lima

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>South spur</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Joslyn Manufacturing</td>
<td>Porcelain and</td>
<td></td>
<td>220</td>
<td>310</td>
<td>380(^2)</td>
</tr>
<tr>
<td>and Supply Co.</td>
<td>polymer insulators</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Swift Chemical Co.</td>
<td>Chemicals, fertilizer</td>
<td>349</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Town of Honeoye Falls</td>
<td></td>
<td>100</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North spur</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Matthews and Fields</td>
<td>Lumber</td>
<td>300</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>University of Rochester</td>
<td>Coal</td>
<td>400</td>
<td>586(^1)</td>
<td>680(^2)</td>
<td></td>
</tr>
<tr>
<td>McCurdy Co.</td>
<td>Warehouse</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Simmons Mattress</td>
<td>Turf, fertilizer</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Point Mills</td>
<td>and pesticide</td>
<td>48</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bean Milling Co.</td>
<td>Grain</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Caves Lumber Co.</td>
<td>Lumber</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

\(^1\) Estimate is for 1974.
\(^2\) Estimate is for 1975.

The Village of Lima is serviced by the 5.8 mile south spur. The two major shippers on this spur are Joslyn Manufacturing and Supply Co. and Swift Chemical Company.

Both Joslyn Manufacturing and Swift Chemical are rail dependent industries, which receive bulk materials from as far away as New Mexico and Florida. Joslyn predicted its shipping costs would increase 50-150 percent if rail service were discontinued. Swift stated that it would also incur an increase in freight costs due to additional handling and that this additional handling would subject its shipments of potash to the risk of damaging moisture. These two firms contributed 12.3 per-
cent of the 1973 tax base for the town of Lima. However, if rail service were discontinued, both firms stated they would be forced to relocate and Lima would have a hard time attracting new industry to the area.

More than 760 carloads were generated by the south spur in 1973. This is 300 more carloads than DOT said were necessary to give a line of this size a high probability of financial viability.

In 1973, the 12 mile north spur from Rochester Junction generated more than 8,000 carloads above the number needed to meet the DOT upper criteria. Due to the nature of the material, primarily lumber and coal, rail transporation is the only viable method of shipment.

Both Matthews and Fields Lumber Company and High Point Mills receive long-distance, inbound shipments. Because of the increased cost of truck transportation Matthews and Fields did not think it could remain competitive if it lost direct rail service. However, High Point stated that, “assuming that our branch is not profitable, we think a surcharge should be added to the normal freight charges so that rail service can be maintained.”

The University of Rochester, vital to the community because of its hospital, has projected increased coal use because of its current building expansion. A University representative stated that the major stumbling block to the Rochester branch’s viability is the absence of switching or interchange in the area. The University believes that such a facility would more than pay for itself.

The Commissioner of Agriculture and Markets for New York State stated that six fertilizer plants on the line, producing 10 percent of the state’s requirements, need rail service because they have no feasible alternative means of receiving raw materials.

Charlotte Station to Rochester

Rochester Gas and Electric testified that statistical inaccuracies have resulted from the billing practice of crediting carloads shipped to Charlotte Station to Rochester. According to the company, Charlotte Station handled in excess of 12,000 cars in 1972 but was only credited with 5,026 in the DOT Report. Table 11 contains data supplied to the RSPO by users of the line.

Eastman Kodak stated that it is essential that it continue to have competitive rail service. Many of its products cannot be routed by other modes without loss of time, increased transportation costs, and even greater additional costs from modification of plant facilities.

Rochester Germicide stated that a loss of rail service would double its freight costs and force it to reduce its distribution radius. Concord Mills stated that loss of rail service would force it out of business.

The Erie County Executive Council pointed out that, if the proposed abandonments were carried out, Rochester would be served by only one line.

Rail Lines Not Designated Potentially Excess

Pittsford Branch

Eber Brothers Wine and Liquor and Rochester Liquor are served by a shared siding on the Pittsford branch which runs from Mortimer to Fairport. Both companies stated that, if rail service were discontinued, they would go out of business. Eber Brothers shipped 120 carloads over the branch in 1973; Rochester Liquor shipped 43 carloads.

Mendon to Western Zone Boundary

This is a segment of the LV mainline which runs from Buffalo (Zone 49) to Newark, New Jersey (Zone 60). Table 12 contains information supplied to the RSPO by users of the line.

Table 12: Mendon to Western Zone Boundary

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jones Chemical Co.</td>
<td>Chlorine</td>
<td>323</td>
<td>342</td>
<td></td>
</tr>
<tr>
<td>Hamilton Mills</td>
<td></td>
<td>20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agway-Caledonia</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Caledonia Lumber Co.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Allen Bailey Tag Co.</td>
<td></td>
<td>160</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All users</td>
<td></td>
<td>7,842</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Jones Chemical serves 400 communities including the cities of Rochester and Buffalo. Without rail service to Caledonia, Jones stated it would not be able to serve the water purification and sewage treatment plants in the area.

Caledonia to Greigsville

This short segment of the Genesee and Wyoming Railroad was not shown on the DOT map of Zone 47. The G&W stated its concern that the area would be left without mainline service if EL service from Bingham-
ton to New York were routed through Port Jervis instead of Scranton.

The G&W, which has connections with the B&O, LV, PC and EL, is also concerned that the restructuring process might leave it with connections to Conrail only. The G&W stated that, if it were served by only one system, it would lose the competitive advantages it now enjoys and might not be able to survive.

International Salt stated that it favors competing rail service. For a list of users of this line see Table 13.

Table 13: Traffic Profile: Caledonia to Greigsville

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>International Salt Co.</td>
<td>Salt</td>
<td>19,000</td>
</tr>
<tr>
<td>Hi-N Corporation</td>
<td>Fertilizer</td>
<td></td>
</tr>
<tr>
<td>Stylex Homes, Inc.</td>
<td>Fertilizer, grain</td>
<td>150</td>
</tr>
<tr>
<td>Agway-Frazer</td>
<td></td>
<td></td>
</tr>
<tr>
<td>State of New York</td>
<td></td>
<td>19,342</td>
</tr>
<tr>
<td>All users</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Groveland to Bath (Zone 52)

This is a segment of the EL line from Binghamton (Zone 53) to Buffalo (Zone 49). The line was designated potentially excess by the DOT Report from just below Groveland south to Bath in Zone 52. The Genesee and Wyoming Railroad and the Livingston County Board of Supervisors noted that the section of the line from Groveland to Linwood, on the western zone border, would be isolated if DOT's recommendations were carried out since the line is designated potentially excess west of Linwood.

According to the Livingston County Board of Supervisors, Foster Wheeler Corp., in Dansville, shipped 1,343 carloads over the line in 1972 and 1,409 carloads in 1973.

For a further discussion of this line, see Zone 52.

ZONE 48

Zone 48 is located in the northwestern section of the state and consists of the counties of Genesee and Wyoming. Three main lines traverse the zone: the Penn Central Buffalo-New York/Newark/Boston, the Lehigh Valley Buffalo-Newark, and the Erie Lackawanna Buffalo-New York/Newark.

The area is largely rural and its economy depends almost entirely on the agriculture industry. Agriculture in turn relies heavily on rail service for the inbound shipment of farm related supplies. Witnesses testified that trucking is not an efficient alternative to rail service since trucks are not able to haul bulk shipments over long distances inexpensively. Higher transportation costs would be passed on to the farmer and ultimately to the consumer.

The DOT Report, as supplemented and corrected, designated the following lines in Zone 48 potentially excess:

- The B&O line from Le Roy in the northwest portion of the zone southwest through Zone 50 to the Pennsylvania border.
- The B&O branch from Perry to Silver Springs.
- The PC line from the eastern zone border through Le Roy to the LV main line east of Batavia.
- The EL line from Batavia to Attica.
- The EL line from EL Junction (Zone 49) to the eastern zone border.

A high percentage of the zone's traffic is through traffic, and witnesses suggested, therefore, that the zone's lines should be analyzed in conjunction with lines in adjacent zones.

Le Roy to Southern Zone Border

Three of the submissions pertaining to this line were from agricultural suppliers. Agway at Hardys is a fertilizer blending plant which serves farms within a 20 mile radius. Agway's ingredients are received in bulk from sources of supply in Canada and Florida. Trucking would not be an acceptable alternative.

Agway at Gainesville stated that, without the Baltimore and Ohio or equivalent rail service, a broad area of productive farms would be without rail service and would incur higher food production costs.

R&S Agricultural Supply, the largest blender of fertilizer in New York State, contended that it would be forced out of business by the abandonment of this line. If R&S tried to stay in business, it would incur increased costs because it would have to truck its materials from some other siding. The increased cost would have to be passed on to the farmer and, in turn, on to the consumer. R&S contended that trucks could not possibly move fertilizer raw materials from Florida, New Mexico or Canada as efficiently as rail. R&S believes it would be more efficient and better for the country to allow railroads to increase their rates than to discontinue service to many businesses and communities.

Intercar Corporation stated that its Le Roy operation depends heavily on rail service. All raw materials are received in bulk in covered hopper cars and handled through a modern conveyor unloading, silo storage, and mixing system designed around the use of covered hopper cars. Under the proposed plan to abandon this line, Intercar believes that equipment now furnished by the Baltimore and Ohio from yards in Salamanca (Zone 50) and Rochester (Zone 47) would no longer be available. If equipment were to be supplied by only one carrier, Intercar stated that it might result in car shortages that do not now exist. Intercar believes that there is a high probability that overall rail service will deteriorate due to the end of local competition between carriers.
Lurbic-Burns would lose its rail service if this line were abandoned; however, the firm believes abandonment of this line would be acceptable if there were an adequate supply of box cars available in Le Roy.

Table 14 contains data supplied to the RSPO by users of the line.

Table 14: Traffic Profile: Le Roy to Southern Zone Border

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intercar Corp.</td>
<td>Insulators, concrete</td>
<td>511</td>
<td>+5%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>and clay</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agway-Hardys</td>
<td>Fertilizer</td>
<td>18</td>
<td>25</td>
<td></td>
</tr>
<tr>
<td>Markin Tubing</td>
<td>Seeds, feeds</td>
<td>58</td>
<td>90</td>
<td></td>
</tr>
<tr>
<td>R&amp;S Agricultural Supply</td>
<td>Fertilizer raw</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lurbic-Burns, Inc.</td>
<td>materials</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Crushed Stone Co.</td>
<td>Stone</td>
<td>2,005</td>
<td>1,446</td>
<td></td>
</tr>
</tbody>
</table>

Batavia to Attica

Allied Mills has recently invested about $2 million in a new plant in Alexander. The company stated that it selected the site because of the availability of rail service, and that, without rail service, the investment would be wasted. Allied has projected that its Alexander plant will generate 2,800 carloads in 1974.

North Le Roy to Western Border

This segment of the LV mainline from Buffalo (Zone 49) to Newark, New Jersey (Zone 60) was not designated potentially excess, however the RSPO received information from one of its users. The company, Batavia Waste Material Company, ships to steel mills in the Northeast. Batavia Waste shipped 150 carloads in 1973. It stated that, if service were discontinued, its business would suffer greatly since its customers can only accept scrap material by rail.

ZONE 49

Zone 49 borders on Lake Erie and Ontario and the Canadian Province of Ontario. It comprises the city of Buffalo, and the counties of Erie and Niagara. Buffalo is both a gateway to the East (New York/Newark, Boston, Philadelphia, and Washington) and the Midwest (Chicago, Cincinnati, Detroit, and Cleveland). Seven main lines serve Buffalo. Largely as a result of good rail service, Buffalo ranks seventh of all inland ports in the United States.

The area, which is primarily agricultural with a growing influx of light and heavy industry, relies heavily upon rail service. Submissions showed that most of the rail car usage is inbound and that the traffic is composed mainly of fertilizer, grain, feed and other related substances. It was argued that loss of a substantial number of branch lines could mean virtual destruction of much of the agri-business.

The DOT Report, as supplemented and corrected, designated the following lines in Zone 49 potentially excess: The PC line from Niagara Falls to Oswego (Zone 46) (Hojack Line). The PC line from Lockport to North Tonawanda. The PC branch from Transit to Akron Junction. The EL line from Lackawanna through Collins to Gowanda in Zone 50. The B&O line from Lackawanna to the southern zone border. The EL line from Erie-Lackawanna Junction to the east zone boundary.

No specific information concerning the EL line from Erie-Lackawanna Junction to the east zone border was received by RSPO.

Niagara Falls to Oswego (Zone 46) (Hojack Line)

The Hojack Line extends from Oswego in Zone 46 through Zones 54, and 47 and terminates at Niagara Falls. The line has been discussed previously in Zones 46, 47 and 54. Table 15 contains data concerning that portion of the line located in Zone 49.

Table 15: Traffic Profile: Niagara Falls to Eastern Zone Border (Hojack Line)

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pfeiffer Foods Inc.</td>
<td>Soybean oil</td>
<td>83</td>
<td>90</td>
<td>120(^1)</td>
</tr>
<tr>
<td></td>
<td>sugar</td>
<td></td>
<td></td>
<td>140(^2)</td>
</tr>
<tr>
<td>E. I. DuPont</td>
<td>Chemicals, gases</td>
<td>5,300</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chem-Trol Pollution Services, Inc.</td>
<td>Grain, chemicals</td>
<td>175</td>
<td>355(^1)</td>
<td>1,300(^2)</td>
</tr>
</tbody>
</table>

\(^1\) Estimate is for 1974.
\(^2\) Estimate is for 1975.

Congressman Henry P. Smith testified that this line, combined with the North Tonawanda to Lockport line, had a net profit of $168,456.

The Village of Wilson stated that its only two industries are heavily dependent on rail and that the loss of either industry would seriously affect its economy.

Pfeiffer Foods, which currently employs 117 people, predicted that its work force will expand to 150 by 1978. The company stated that, if rail service were abandoned, it would be forced to relocate because the cost of piggyback service would be prohibitive.

E. I. DuPont, which accounts for 17 percent of the line's total traffic, suggested that the line be established as a short line railroad. The company is totally dependent upon the line to connect it with other rail systems.
throughout the state. DuPont claimed that the Penn Central is deliberately downgrading the line.

The Chem-Trol Corp. stated that its large distillation complex at Model City was built on the premise that the large volumes of feed materials it requires could be moved by rail. If rail service were discontinued, Chem-Trol believes it would be forced to relocate.

**Lockport to North Tonawanda**

This EL line runs from just north of North Tonawanda to a connection with the PC Niagara Falls-Albany main line at Lockport. The entire segment was designated potentially excess by the DOT Report. Table 16 contains data supplied to the RSPO by users of the line.

**Table 16: Traffic Profile: Lockport to North Tonawanda**

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lockport (21 companies)</td>
<td></td>
<td>3,800</td>
<td></td>
</tr>
<tr>
<td>North Tonawanda (5 companies)</td>
<td></td>
<td>1,072</td>
<td></td>
</tr>
<tr>
<td>Battenfeld Grease &amp; Oil Corp.</td>
<td>Lubricating grease</td>
<td>281</td>
<td>340</td>
</tr>
<tr>
<td></td>
<td>and oil</td>
<td>311</td>
<td></td>
</tr>
<tr>
<td>Beaverboard Co.</td>
<td>Coal, chemicals</td>
<td>142</td>
<td>79</td>
</tr>
<tr>
<td></td>
<td>Wood panels</td>
<td>981</td>
<td>+50%</td>
</tr>
<tr>
<td>Upson Co.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saldo Lumber &amp; Wood Products</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vanchlor Chemical Co.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diamond Shamrock Chemical Corp.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H. J. Mye Lumber Corp.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metal Gladings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New York State Electric &amp; Gas Corp.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thiele Coal &amp; Feed, Inc.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

According to Lockport’s Common Counsel, the City of Lockport would lose 25 percent of its tax revenues if this line were abandoned.

Both Battenfeld Grease and Oil and the Upson Company contended that this line is profitable. Battenfeld stated that, without rail service, continued operation would be impossible. Upson contended that truck transport is prohibitively expensive and cannot meet its requirements for bulk shipments. Upson plans a $4 million expansion program but might not be able to implement its plan without rail service.

Beaverboard Company claimed the use of piggyback service or truck transport is not feasible due to the high cost. If rail service were terminated, the company believes it would lose its competitive advantage.

Metal Gladings stated that the anti-pollution vessels manufactured at its plant are too large to be shipped by truck. Without rail service, the company would be forced to relocate.

The Vanchlor Chemical Company is the only supplier of several chemicals to Union Carbide, DuPont, Hooker and Chemetron. Bulk chlorine, a main ingredient in Vanchlor’s product, can only be shipped in rail tank cars. Vanchlor stated that it would go out of business if rail service were discontinued.

Thiele Coal and Feed, which receives bulk shipments of coal and feed by rail, stated that rail is the only economical mode for transporting such goods. Thiele has an expensive concrete abutment trestle which is of no use except for the unloading of coal from rail cars.

**Transit to Akron Junction**

Gold Bond Building Products Company, a division of National Gypsum Company, operates a plant at Clarence Center. DOT’s map of Zone 49 shows Clarence Center as being recommended for service but has it located on the PC line running from Bowmansville to Oakfield (Zone 48). However, Clarence Center is situated on the potentially excess line from Akron Junction to Transit. The DOT Report credits Clarence Center with 431 carloads in 1973.

**Lackawanna to Gowanda (Zone 50)**

The DOT Report designated this EL line potentially excess from Lackawanna south through Collins to Gowanda on the northern border of Zone 50. Table 17 contains data received by the RSPO from users of the line.

The Buffalo-Dayton Erie Lackawanna Shippers Committee stated that, in 1973, there were 80.9 carloads per mile from Dayton (Zone 50) to Blasdell; 54 carloads per mile from Gowanda (Zone 50) to Blasdell and 68.6 carloads per mile from Buffalo to Dayton (Zone 50). The Committee criticized the DOT Report for its failure to consider traffic potential.

The Committee also noted that 15.5 miles of this line has been rebuilt and old track has been replaced with modern “ribbon rail” which requires little care and low maintenance costs. The line has been considered by the Niagara Frontier Transportation Authority as an integral part of Buffalo’s mass transit system.

The Committee estimated that $1 million in capital expansion would be cancelled if the proposed abandonments were carried out. The Committee also claimed that 70 percent of the firms who use this line could not survive at reduced levels of production using trucks instead of rails. Assemblyman Ronald H. Tills stated that
Route 75 could not accommodate additional truck traffic. The Eden Conservation Advisory Committee testified that this line is the only line serving New York’s vegetable garden—145 farms on 15,000 acres. This farmland is valued at $7 million and has output valued at $11.8 million. Its farmers spent $3.6 million in local communities.

Table 17: Traffic Profile: Lackawanna to Gowanda (Zone 50)

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1972</td>
<td>1973</td>
</tr>
<tr>
<td>Towns of:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hamburg</td>
<td>N/A</td>
<td>477</td>
</tr>
<tr>
<td>Eaton</td>
<td>122</td>
<td>122</td>
</tr>
<tr>
<td>North Galvin</td>
<td>199</td>
<td>199</td>
</tr>
<tr>
<td>Lawton</td>
<td>17</td>
<td>17</td>
</tr>
<tr>
<td>Collins</td>
<td>231</td>
<td>231</td>
</tr>
<tr>
<td>Richardson Mining Co.</td>
<td>Fertilizer,</td>
<td>34</td>
</tr>
<tr>
<td>Weidner Feed Service</td>
<td>feed, grain</td>
<td></td>
</tr>
<tr>
<td>Forbush Lumber Co.</td>
<td>Grains</td>
<td>98</td>
</tr>
<tr>
<td>Laing's Mill</td>
<td>Lumber</td>
<td>180</td>
</tr>
<tr>
<td>Rucker Lumber</td>
<td>Fertilizer,</td>
<td>20</td>
</tr>
<tr>
<td>Paul Riefler Inc.</td>
<td>grain, feed</td>
<td></td>
</tr>
<tr>
<td>Agway</td>
<td>Lumber</td>
<td>8</td>
</tr>
<tr>
<td>Gram Company</td>
<td>Brick, shale</td>
<td>45</td>
</tr>
<tr>
<td>Growers &amp; Packers</td>
<td>Fertilizer</td>
<td>23</td>
</tr>
<tr>
<td>Co-operative Canning Co.</td>
<td>Feed, grain,</td>
<td>12</td>
</tr>
<tr>
<td>Abbott-Richardson</td>
<td>fertilizer</td>
<td></td>
</tr>
</tbody>
</table>

Richardson Milling Company thinks it would be placed at a competitive disadvantage if forced to use trucks as an alternate mode of transportation. The firm stated that trucking would be too costly for it. It fears loss of rail service could lead to a monopolistic situation for the trucking industry.

Weidner Feed Company stated that, if the proposed abandonment were put into effect, the company would find itself at a competitive disadvantage because of the higher costs which would be incurred as a result of shipping by truck. The company is presently engaged in expansion, but the loss of rail service would halt all such plans.

The Forbush Lumber Company stated that rail abandonment would prevent it from receiving lumber from the West Coast. Trucking would be prohibitively expensive primarily because of the bulkiness of lumber. Abandonment of rail service would result in a reduction of Forbush's sales volume by at least 70 percent, and the added cost of truck transport would probably force the company out of business.

Laing’s Mill depends upon this line to receive fertilizer and grain. If the proposed abandonment were carried out, Laing’s would be placed at a competitive disadvantage and the increased trucking costs would force it to lay off employees. Laing's also stated that there are not enough trucks available to handle the increased demand.

Paul Riefler stated that the loss of rail service would force his company to reduce its work force by 10 employees. His company is also proposing to build an industrial park which will require rail service.

Gram Company stated that the increased cost of trucking would place it at a competitive disadvantage. The company receives shipments of bulk materials, and it would not be economically feasible to ship these materials by truck. Without rail service, Gram would be forced to close.

Growers and Packers Cooperative Canning Company (Grow-Pac) ships to both Boston and Chicago. The increased cost of truck transport would place Grow-Pac at a competitive disadvantage. The company estimated that it has lost $17 million in revenues because it was not able to obtain an adequate supply of rail cars.

Lackawanna to Southern Zone Border

This B&O line runs south from Lackawanna to Ashford in Zone 50 where it connects with a B&O line from Rochester and proceeds south across the Pennsylvania border. The DOT Report designated the line potentially excess from Lackawanna south to a point southwest of Kane, Pennsylvania on the border of Zones 74 and 75. Data concerning the Zone 49 segment of the line is contained in Table 18.

Kenneth Barle, Town Supervisor of Concord, reported that this line is a viable line, handling over 40,000 cars per year. Other submissions indicated that the line is essential because the highway system in Erie County does not provide easy access by truck and trucks are already being used to their maximum potential. This line could also be valuable for use in a planned mass transit system.

Granco Company claimed that shipping by truck would be prohibitive because of increased cost and the inability of trucks to handle bulk shipments efficiently. Granco has a $200,000 capital investment in new equipment which would be lost if rail service were discontinued. Without rail service, the company would have to close.

Salzer Brothers stated that loss of rail service would result in a 20 percent increase in the cost of goods. This would cause the company to close and would cause unemployment in Springville.

William Watz contended that truck rates are prohibitive and would make operation unprofitable. Without rail service, Watz would be compelled to close his business.

Cleveland Metal Abrasive Company would experience a 25 percent drop in business as a result of abandon-
Table 18: Traffic Profile: Lackawanna to Southern Zone Border

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1972</td>
<td>1973</td>
</tr>
<tr>
<td>Town of Concord</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Village of Springfield</td>
<td>420</td>
<td></td>
</tr>
<tr>
<td>Granco Co.</td>
<td>502</td>
<td></td>
</tr>
<tr>
<td>Witco Chemical Corp.</td>
<td>102</td>
<td>200</td>
</tr>
<tr>
<td>Salzer Bros.</td>
<td></td>
<td>25</td>
</tr>
<tr>
<td>West Valley Milling</td>
<td>3,327</td>
<td></td>
</tr>
<tr>
<td>William Watz</td>
<td></td>
<td>28</td>
</tr>
<tr>
<td>Cleveland Metal</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>Abrasive Co.</td>
<td>80</td>
<td></td>
</tr>
<tr>
<td>Shomel Milling Co.</td>
<td></td>
<td>83</td>
</tr>
<tr>
<td>Nuclear Fuels Service, Inc.</td>
<td>20</td>
<td>200</td>
</tr>
<tr>
<td>Agway-Concord</td>
<td>74</td>
<td>65</td>
</tr>
<tr>
<td>Lamb and Webster</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>Hoffman, Waltz &amp; Enerling</td>
<td>13</td>
<td>13</td>
</tr>
<tr>
<td>Electro Division of Ferro Corp.</td>
<td>223</td>
<td></td>
</tr>
<tr>
<td>Quaker Craft Millwork, Inc.</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>American Olean Tiles</td>
<td>12</td>
<td>24</td>
</tr>
</tbody>
</table>

1 Estimate is for 1974.
2 Estimate is for 1975.

ment. Agway-Concord stated that it could not compete profitably with other firms without rail service. Witco Chemical believes that the loss of this line would force it out of business.

West Valley Milling stated that prohibitive costs prevent it from using trucks. The company must have rail service to ship goods in bulk.

Shomel Milling Company stated that the use of trucking as an alternative mode of transportation would be impractical because of higher rates and because of the inability of trucks to handle bulk shipments over long distances. If the line were abandoned, the company would have to forego its plans for expansion.

Nuclear Fuels presently employs 65 people and predicts that, by 1980, it will employ 350. Rail service is essential because the company ships radioactive materials in casks which were specially designed for rail transport.

All of Quaker Craft Millwork's raw materials, many of which originate on the West Coast, are shipped by rail. Trucking would be too costly and highly impractical. The Electro Division of Ferro Corporation claimed that it would be forced to shut down if the line were abandoned.

**Potentially Excess Rail Lines**

The DOT Report, as supplemented and corrected, designated the following lines in Zone 50 potentially excess:

- The EL line from Dunkirk to Salamanca (except for a small segment on either side of Dayton).
- The PC line from Dunkirk to the Pennsylvania state line (except for a small segment on either side of Falconer Junction).
- The EL line from Cherry Creek south to the EL mainline at Waterboro.
- The PC line from a point north of Mayville to Clymer on the Pennsylvania state line.
- The B&O line from Le Roy in Zone 48 south to the Pennsylvania state line.
- The B&O line from Lackawanna in Zone 49 south to Ashford (See discussion in Zone 49).
- The EL line from a point southeast of Portage in Zone 47 to Cuba.

**Dunkirk to Salamanca**

The DOT Report designated this EL line potentially excess from just east of Dunkirk to a point just north of Dayton and from a point just south of Dayton to the EL mainline at Salamanca. Table 19 contains data submitted to the RSPO by users of the line.

According to the Dunkirk Chamber of Commerce, the four Dunkirk industries affected by this line employ 1,300 people.

Champion International, which anticipates 40 percent growth in five years, accounts for 86 percent of employment in the town of Cattaraugus and pays $50,-
Table 19: Traffic Profile: Dunkirk to Salamancia

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salamanca to</td>
<td></td>
<td>1972</td>
</tr>
<tr>
<td>Cattaraugus</td>
<td></td>
<td>494</td>
</tr>
<tr>
<td>Cattaraugus</td>
<td></td>
<td>338</td>
</tr>
<tr>
<td>Allegheny Ludlum</td>
<td>Steel and</td>
<td>800</td>
</tr>
<tr>
<td>Steel Corp.</td>
<td>metals</td>
<td></td>
</tr>
<tr>
<td>Robin Steel Co.</td>
<td>Carbon steel</td>
<td>3,000</td>
</tr>
<tr>
<td></td>
<td>products</td>
<td></td>
</tr>
<tr>
<td>Kraft Foods</td>
<td>Food</td>
<td>1,502</td>
</tr>
<tr>
<td></td>
<td>products</td>
<td></td>
</tr>
<tr>
<td>Fredonia Produce</td>
<td>Grapes</td>
<td>110</td>
</tr>
<tr>
<td>Market Terminal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cenedella Wood Prod.</td>
<td>Shipping boxes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>and wood</td>
<td></td>
</tr>
<tr>
<td></td>
<td>pallets</td>
<td>87</td>
</tr>
<tr>
<td>U.S. Plywood</td>
<td>Laminated</td>
<td></td>
</tr>
<tr>
<td></td>
<td>materials</td>
<td>185</td>
</tr>
<tr>
<td>Champion International Corp.</td>
<td>Plywood</td>
<td>177</td>
</tr>
<tr>
<td>Agway-Sherman</td>
<td></td>
<td>142</td>
</tr>
<tr>
<td>Agway-Forestdale</td>
<td></td>
<td>47</td>
</tr>
</tbody>
</table>

000 per year in state and local taxes. The firm estimated that shipping by truck would increase its costs 15 to 20 percent.

Table 20: Traffic Profile: Dunkirk to Pennsylvania State Line

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1972</td>
<td>1973</td>
</tr>
<tr>
<td>Fredonia</td>
<td>500</td>
<td></td>
</tr>
<tr>
<td>Jamestown</td>
<td>300</td>
<td></td>
</tr>
<tr>
<td>Cassadaga to</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sinclairville</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kasbohn Poultry</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peterson Agway</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frederickson Builder</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sinclairville Agway</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Russel Pillsbury</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Red Wing Co.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fruits and vegetables</td>
<td>338</td>
<td>826</td>
</tr>
<tr>
<td>Vac Air Alloys</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dunkirk Ice Cream Co.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fred Koch Brewery</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Niagara Mohawk Power Corp.</td>
<td>194</td>
<td>391</td>
</tr>
<tr>
<td>Dunkirk Industrial Park</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jamestown Board of Public Utilities</td>
<td>Coal</td>
<td>1,200</td>
</tr>
<tr>
<td>American Manufacturing of Falconer</td>
<td>Furniture</td>
<td>68</td>
</tr>
</tbody>
</table>

1 Estimate is for 1979.
2 Estimate is for 1978.
3 Estimate is for 1974.

Dunkirk to Pennsylvania State Line

This PC line extends from a point just south of Dunkirk to a point just north of Falconer Junction and from a point just south of Falconer Junction to the Pennsylvania state line. Table 20 contains data which the RSPO received from users of the line.

Charles St. George, Mayor of Fredonia, testified that Fredonia has both a present and future need for rail service. To accommodate future industrial development, the city is building a large sewage treatment plant. The Mayor further stated that the city cannot deal with the volume of trucks that would be required if rail service were abandoned.

The Mayor of Dunkirk stated that his city is dependent on rail and abandonment of the excess lines in the area would cause a serious recession in the town. Within a radius of 25 miles, the area has 55,000 people and a potential market of 100,000 people. Downtown urban renewal has produced a new retail business area, and there are plans to build a combined rail and bus terminal despite the fact that Amtrak discontinued passenger service to the area.

The Dunkirk Chamber of Commerce stated that the “Valley Branch” is the lifeline of the county; that Dunkirk Ice Cream’s cost would double without rail; that the Fred Koch Brewery plans to take over two other breweries and increase its rail use; that Ralston Purina’s 1973 statistics do not include a 350,000 square foot plant expansion; and that Niagara Mohawk Power, a tax paying utility, is planning to erect a $1.7 million plant which will use 50,000 or more cars per year when completed. The Chamber also revealed that a 400 acre industrial park is being planned which will require rail service to attract industry.

The Red Wing Company, which employs 350 people, stated that it is planning substantial future expansion but will be hard-pressed to survive without rail. Vac Air Alloys stated that it built its present plant only after being assured of continued rail service.

The Manufacturing Association of the Jamestown Area, which includes furniture manufacturers and metal fabricators, shipped 22,490 tons via rail in 1972.

Cherry Creek to Waterboro

The town of Cherry Creek, which is located on the EL line between Dayton and Waterboro, believes that the Erie Lackawanna Railroad is an integral part of the health and welfare of the Cherry Creek community. The DOT Report, as supplemented and corrected, designated the EL line potentially excess from Cherry Creek south to Waterboro on the EL mainline. Table 21 contains data supplied to the RSPO by users of the line.

The Conewango Valley Flood Control has made 40,000 acres in the area available for farming. However, according to the Cattaraugus County Legislature, with-
Table 21: Traffic Profile: Cherry Creek to Waterboro

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>1974</th>
</tr>
</thead>
<tbody>
<tr>
<td>Austin Milling Inc.</td>
<td>Feed</td>
<td>345</td>
<td>306</td>
<td></td>
</tr>
<tr>
<td>Thorpe and Mann, Inc.</td>
<td>Feed, seed</td>
<td></td>
<td></td>
<td>131</td>
</tr>
<tr>
<td>Carnation Co.</td>
<td>Milk</td>
<td>1,261</td>
<td>1,031</td>
<td></td>
</tr>
<tr>
<td>C. B. Foods</td>
<td>Food</td>
<td></td>
<td></td>
<td>35</td>
</tr>
<tr>
<td>Giers GLF Service</td>
<td>Feed</td>
<td>48</td>
<td>62</td>
<td></td>
</tr>
<tr>
<td>Frost Builders Supply</td>
<td></td>
<td>17</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>Conewango Valley Mills</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Curtice Burns Inc.</td>
<td>Feed</td>
<td>125</td>
<td>111</td>
<td></td>
</tr>
<tr>
<td>Moench Tanning Co.</td>
<td>Hides</td>
<td></td>
<td></td>
<td>248</td>
</tr>
</tbody>
</table>

out rail service, 20 percent of that county's 50,000 acres of agricultural land will be abandoned and 100 full-time and 250 seasonal jobs will be lost. The county has a total of $22 million per year in agricultural sales.

The Mayor of South Dayton emphasized his village's dependence on rail users for employment and for tax revenues. In the past three years, agricultural firms have made $1.7 million in capital investments. The Mayor stated that canning plants in the area have stated their intention to relocate if they lose rail service.

Austin Milling predicted that abandonment of lines would enable large businesses on rail lines to monopolize the feed business, forcing firms like Austin, Thorpe and Mann, and Conewango Valley Mills out of business.

Carnation, which expects a 10-20 percent increase in its shipments, pointed out that there is not a sufficient number of trucks available to handle its present rail shipments. Curtice Burns plans expansion of its facility and a 100 percent increase in rail usage. The firm stated that abandonment of rail service on this line would require a change in the EL's route for servicing its plant.

Mayville to Clymer

The DOT Report designated this PC line potentially excess from a point just north of Mayville to Clymer on the Pennsylvania state line. Table 22 contains data submitted to the RSPO by users of the line.

Table 22: Traffic Profile: Mayville to Clymer

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>1974</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ethan Allen, Inc.</td>
<td>Household</td>
<td></td>
<td>561</td>
<td></td>
</tr>
<tr>
<td>Meyerink Milling Co.</td>
<td>Feed</td>
<td>117</td>
<td>125</td>
<td></td>
</tr>
<tr>
<td></td>
<td>fertilizer</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agway-Sherman</td>
<td>Grain, feed</td>
<td>142</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>Farmers Mill Coop.</td>
<td></td>
<td>149</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

According to the Town Supervisors of Sherman, the area produced 1,780,000 pounds of milk and 67,000 pounds of meat in 1973. The Supervisors stated that some perishable food products cannot be shipped by truck. The Supervisors also noted that heavy trucks are not allowed to travel on the area's highways for six weeks every winter. During this period, producers would be stranded if they did not have rail service. The town of Sherman shipped 253 carloads of grain in 1973.

Ethan Allen moves 60 percent of its furniture by rail and would be badly crippled without rail service. Meyerkink Milling Company stated that it would go out of business without rail. Agway of Sherman, one of the few remaining local farm service centers with rail receiving capabilities in extreme Western New York, would also close down if this line was abandoned.

Le Roy (Zone 48) to Pennsylvania State Line

This B&O line cuts across Zone 50 from the zone border above Freedom in the north to the Pennsylvania state line south of Limestone. The DOT Report, as supplemented and corrected, designated the entire line potentially excess including the segment from the northern zone boundary through Zone 48 to Le Roy (see discussion in Zone 48). Table 23 contains data concerning that portion of the line located in Zone 50.

Table 23: Traffic Profile: Le Roy to Pennsylvania State Line

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>1974</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ellicottville</td>
<td>Furniture</td>
<td></td>
<td>125</td>
<td>300-500</td>
</tr>
<tr>
<td>Francher Furniture Co.</td>
<td></td>
<td>20</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>Don Ver, Inc.</td>
<td></td>
<td>36</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Collins Gramco</td>
<td></td>
<td>16</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fitzgerald &amp; Weller</td>
<td>Feed, grain</td>
<td>12</td>
<td>12</td>
<td>100</td>
</tr>
<tr>
<td>Agway-Ellicottville</td>
<td>Lumber</td>
<td>100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>York Merit</td>
<td>Lumber</td>
<td></td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>Empire Wood Products</td>
<td>Lumber</td>
<td>120</td>
<td>340</td>
<td></td>
</tr>
<tr>
<td>Ellicottville Wood Products</td>
<td></td>
<td>50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Montgomery Feed Mill</td>
<td>Grain</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

This line is a main line which carries three or four trains per day. Its elimination would be felt by local industry and abandonment of the line would eliminate competitive service for shippers and receivers in the entire western New York and Pennsylvania region. According to the Southern Tier West Regional Planning and Development Board, this is the most direct route from various points in western Pennsylvania to the Rochester metropolitan area.

The Ellicottville Chamber of Commerce pointed out that five of that town's eight industries use rail transport. These firms employ 800 people. Francher Furniture could ship some of its furniture by the Erie Lackawanna,
but believes the Baltimore and Ohio is still important to the company.

Cattaraugus Community Action, Inc. estimated that 1,000 person would be unemployed in the area if rail service were eliminated. The testimony showed that the B&O Railroad pays $66,553 in county taxes, $37,000 in Salamanca school taxes, and $8,000 in Ellicottville taxes. Cattaraugus Community Action Contended that without rail service, an average farmer’s cost of doing business would increase in excess of $1,000 annually and that approximately 26 marginal farms and industries would be forced out of business.

Lackawanna (Zone 49) to Ashford

The Baltimore and Ohio Railroad stated that it handled 248 carloads over this line between Ashford Junction and Springfield (Zone 49) in 1973. The West Valley Milling Co. received 29 carloads of dairy and poultry feed ingredients in 1973 over the line and projects its freight use to increase to 32 carloads in 1974 and 34 in 1975.

Portage (Zone 47) to Cuba

This EL line begins in the southwest corner of Zone 47, just south of Portage. From there it extends south into Zone 50 where it intersects with the EL mainline at Cuba. The RSPO received testimony concerning the line from shippers located on it and on the EL mainline between Olean and Wellsville. Table 24 contains data submitted by these users.

Table 24: Traffic Profile: Portage to Cuba and Olean to Wellsville

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allegany County Farm</td>
<td>Compressors,</td>
<td>188</td>
<td>227</td>
<td>359</td>
</tr>
<tr>
<td>Machinery Dealers</td>
<td>Turbines</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>American Olean Tile Co.</td>
<td>Farm machinery</td>
<td>50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Olean Wholesale Grocery</td>
<td>Tile</td>
<td>366</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Turbodyne Corp.</td>
<td>Food products</td>
<td>500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air Preheater Co.</td>
<td>Turbines</td>
<td>35</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The Allegany County Industrial Development Agency complained of declining service on the line but stressed the need for continued rail service in this rural area. The Allegany County Board of Legislators remarked that Allegany County is heavily dependent on its railroads for future development of the area.

The Urban Renewal Director of Olean testified that Olean is in the economically depressed Appalachian region and needs its railroads if new industry is to be attracted.

The Town of Wellsville contended that the Erie Lackawanna yielded a profit in excess of $500,000 on the Hornell (Zone 52) to Olean section. The Citizens National Bank and Trust of Wellsville testified that the area has dairy and beef production industries valued at $14 million, and that both of these industries rely heavily on rail service.

The Dresser Clark Division of Dresser Industries employs 2,300 people. Rail is essential to its existence because it ships heavy (300,000 to 400,000 pounds) equipment such as compressors and turbines which cannot be broken down for shipment. Due to shortages of flat cars, service is already unsatisfactory.

The Turbodyne Corporation stated that its shipments of turbines often exceed the limits of truck capacity.

ZONE 52

Zone 52 extends north to Lake Ontario and south to the Pennsylvania border across the western part of New York State. It consists of the major urban areas of Elmira and Ithaca and eight counties: Cayuga, Seneca, Ontario, Yates, Steuben, Chemung, Schuyler and Tompkins. Three main lines traverse the zone: Penn Central's Buffalo-New York/Newark/Boston, the Lehigh Valley’s Buffalo-Newark, and the Erie Lackawanna's Buffalo-Newark.

The zone is heavily agricultural in nature. Many agricultural supply firms reported that, if DOT’s abandonment recommendations were carried out, they could not stand the added costs of alternate modes of transportation and would have to shut down. This would cause farmers to either go out of business or pass the costs along to the consumer. According to witnesses, only the larger farms or agri-business concerns have enough resources to weather the crunch.

This area also has many firms that are not large enough to generate "profitable" rail traffic but are the only major employers in a community. Testimony from such communities argued that the loss taken by an "unprofitable" railroad does not nearly equal the social loss that will result from the impact of abandonment upon the community.

Potentially Excess Rail Lines

The DOT Report, as supplemented and corrected, designated the following lines in Zone 52 potentially excess:

- The PC line from Niagara Falls (Zone 49) to Oswego (Zone 46) (Hojack Line).
- The PC branch from Victor to Canandaigua.
- The PC branch from Holcomb to Canandaigua.
- The PC line from Penn Yan to Canandaigua.
- The PC line from Phelps Junction to Stanley.
- The LV branch from Rushville to Geneva.
The EL line from Groveland (Zone 47) to Bath. The PC line from Horsesheads to Himrod Junction. The LV branch from East Ithaca to Cortland (Zone 54).

The LV branch from Moravia to Owego (Zone 53). The PC line from Elmira south to the Pennsylvania state line.

No evidence concerning the PC line from Elmira to Pennsylvania state line was received by the RSPO.

Niagara Falls (Zone 49) to Oswego (Zone 46) (Hojack Line)

A short portion of the PC Hojack Line passes through the towns of Sterling and Crocketts in the northwestern portion of Zone 52. The Rochester Gas and Electric Company plans a two unit fossil fuel plant in Sterling. The first unit, which will be operational in 1978, will require 1.7 million tons of coal per year; the second unit, which will be operational in 1981, will require an additional 1.7 million tons per year. The company estimates that the two units combined will require 43,000 carloads of coal per year.

Victor to Canandaigua

The ITE Imperial Corporation shipped 229 carloads of electrical insulators over this PC branch in 1972 and 218 carloads in 1973. The firm expects its annual usage to rise to 351 carloads in 1974. ITE stated that trucking would not be a viable alternative for it since shipping by truck would more than double its transportation costs. The firm, which employs 279 and which paid $60,400 in state and local taxes in 1973, would have to close down if it lost rail service.

ITE also pointed out that Georgia-Pacific plans to establish a distribution center on this line that will generate 900-1,000 inbound carloads per year.

Holcomb to Canandaigua

The City of Canandaigua complained that abandonment of this PC branch would have a serious economic impact upon the communities involved and would impede future growth of the area.

The Canandaigua Wine Company, which shipped 100 carloads over this line in 1973, is the East’s largest wine dealer. In 1973 the company spent $850,000 for capital improvements, and, within the next year, it plans to spend an additional $1.5 to $2 million on expansion. The company recently purchased a West Coast supplier and plans to enter the Midwest market. It estimates that it will ship 225 carloads over the line in 1974. The company stated that it must have rail service for its shipments from the West Coast, and it noted that it cannot get an adequate supply of tank cars at the present time.

The Plastics Division of Mobile Chemical, which employs 300 people, manufactures expanded plastic meat trays, egg cartons and disposable dinnerware at its plant in Canandaigua. Mobile shipped 1,355 carloads over the line in 1972 and expects its shipments to increase each year. Mobile stated that its plant could not continue operating without dependable rail service. Converting to truck would not only be uneconomical, but would require in excess of 2,000 truckload shipments per year which would have an unfavorable effect on both the environmental standards of the area and the energy crisis.

The Voplex Corporation located its plant 27 feet from the Holcomb branch. The company estimates that it will ship 600 carloads per year over the line by 1975. If the line were abandoned, Voplex would have to make a $6 million capital investment in order to switch to trucking.

Penn Yan to Canandaigua

The Penn Yan Chamber of Commerce stated that 477 area farms use 12,000 tons of lime annually, all of which is brought in by rail and much of which is brought in over this PC segment. Table 25 contains data supplied to the RSPO by users of the line.

| Table 25: Traffic Profile: Penn Yan to Canandaigua |
|-------------------|-------------------|-------------------|-------------------|
| **Rail user**     | **Commodity**     | **Estimated carloads** |
| Town of Penn Yan  | Salt mines        | 6,000             |
| Birkett Mills     | Grain             | 290               |
| Kapp and Schlapp  | Lumber            | 761               |
| Lumber Co.        |                   |                   |
| Seneca Food Corp. | Salt              | 411               |
| Morton Salt Co.   | Salt              | 7,477             |
| Roto Salt Co.     | Salt              | 28                |
| Penn Yan Farm     | Grain, feed       | 16                |
| Supply            |                   |                   |
| Penn Yan Wine     | Wine              | 501               |
| Cellars           |                   |                   |
| Heywood Wakefield Co. | Lumber & | 140               |
|                   | furniture         |                   |

1 These figures represent total carloads for the last three years.

Birkett Mills stated that its business is dependent upon efficient rail service and that it is now experiencing poor quality rail service and a shortage of cars.

The Heywood Wakefield Company stated that it has exercised its option to purchase property in Penn Yan for the purpose of manufacturing furniture. Following an initial “cooling up” period the factory will be enlarged to accommodate increased production needs. The company will employ a minimum of 30 people and more than 70 if the planned expansion occurs. It is planned that the company will transport raw materials to its plant by rail and distribute finished furniture by the same
means. The company stated that loss of rail service would have adverse consequences to its proposed expansion and to the general economic well being of the surrounding area.

**Phelps Junction to Stanley**

The RSPO received information from only one user of this line, Curtis Burns, who stated that rail service was essential to his operation. Burns shipped 55 carloads in 1973.

**Rushville to Geneva**

The DOT Report designated this entire LV branch potentially excess. A Nabisco Corporation plant, in Geneva, which has a siding on this line, shipped 2,026 carloads of cereal products in 1973. Nabisco stated that shipping by truck would be too expensive, and, if rail service were abandoned, it would close its plant and relocate.

Comstock Foods stated that its lack of rail usage over this line in 1972 was primarily due to Hurricane Agnes which caused an extremely short crop. Without rail service, Comstock stated that its sales area would be sharply curtailed.

**Groveland (Zone 47) to Bath**

This is a segment of the EL main line from Binghamton (Zone 53) to Buffalo (Zone 49). The line was designated potentially excess by the DOT Report from Groveland in Zone 47 to Bath in Zone 52.

Congressman James Hastings stated that 50 percent of the 115,000 people in the area served by the line work for companies that rely heavily on the railroads. The average per capita income of the area is $2,727 which is lower than New York State's average of $3,500. The median family income is $8,936 compared to $10,609 for the state. Congressman Hastings believes no action should be taken that would imperil the industries located on this line, particularly the Gunlocke Company which currently employs 652 and plans to increase employment to 1,000.

The Steuben County Board of Supervisors contended that 1972 data was distorted by Hurricane Agnes and that rail usage would increase if service were more efficient. Furthermore, data for 1973 does not take into account expanded use by the Gunlocke Plant or the new Metamora Mobile Home Plant at Kevena. At present there are 18 users of the spur through Cohocton, with the possibility of another business locating there shortly.

The Board of Supervisors further stated that the Gunlocke Plant is responsible for a 100 unit housing project, which could mean, with related business development, an additional $2 million increase in the tax base. The same is true in Avoca due to the location of a new mobile home plant in the area. In Cohocton, where business development has resulted in 47 new housing units, 1,000 jobs now stand jeopardized by rail abandonment. In an area where 9 percent of the people have incomes below the federal poverty guidelines, it is imperative that all agencies make every possible effort to increase the income level and not take steps that could very well produce an even greater rate of poverty.

The Steuben County Economic Development Commission contended that proposals pertaining to Steuben County must take into consideration aspects other than profitability. The valley from Bath to Wayland is a high growth area. Major expansion of existing industries plus the creation of a major branch facility by a new industry employing 425 persons has demonstrated that the area has a great deal of potential for economic growth. All these firms require efficient rail service. Nine good industrial sites along the track have been selected by the county development program in conjunction with the Economic Development Administration. An agri-business complex project to be built at a cost of $10 million will serve 1,800 farms in the area and will employ 400 to 500 people.

A representative of the town of Wayland asserted that local government, industry and the people want no further dismantling of their railroad system. The town's representative further stated that rail is essential to the town's largest industry, the Gunlocke Company.

The Town of Avoca opposed abandonment of this line because of the impact it might have upon the community, the energy problem, and the environment.

The Bath Area Industrial Development Corporation asserted that poor service has produced lower annual rail car loadings. The Corporation contended that the extremely low carload statistics on branch lines between Gang Mills, Bath, Hammondsport, and Wayland are the result of, among other things, inappropriate statistical analysis. The Corporation noted that, after the Hurricane Agnes disaster, millions of dollars were spent in flood recovery use, including efforts to improve and enlarge potential rail use, and contended that the DOT Report did not take into account plant modernization, facility expansion, or the construction of new plants.

The Cooperative Extension Service of Cornell University stated the following: 1972 statistics are irrelevant because Hurricane Agnes caused a 33 percent drop in agricultural production; potato farmers would use rail more if service were adequate; energy considerations require the continued use of rail; and there is no efficient alternative to rail in the Cohocton Valley, which is an important agricultural center.

The Steuben County Farm Bureau, representing 500 commercial farmers in the north and eastern sections of the county, stated that this line can be operated profitably.
The Steuben County Area Potato Growers asserted that service to the potato industry is good and that truck transport would be a poor alternative because of the fuel shortage. Dependable rail service is a necessity to Steuben County where 8,600 acres of potatoes are grown.

The Security Trust Company, Cohocton Branch, testified that the lack of a rail line in the county would cause many industries to leave the area, severely affecting the growth of the county.

The Robert Miller Company stated that the designation of this line as "potentially excess" could be very disastrous to the economy of Wayland.

Corning Crossroads estimated that its rail use will double by 1976. Economic development in the area has burgeoned since the flood. Two plants on the line have expanded and a major new industry (costing more than $31 million and employing 725) has located on the railroad. Under construction are two new industrial parks of 180 total acres valued at $2,750,000 which will create 1,500 to 1,800 new industrial jobs and 1,000 to 1,200 jobs in other categories. An additional $250,000 facility has been delayed until the rail issue is decided.

The Gunlocke Company, a manufacturer of office furniture, is the largest of the 18 concerns using this branch. Gunlocke currently employs 717 individuals and expects to employ more than 1,000 by 1976. Loss of rail service could force Gunlocke to curtail its planned expansion.

Gunlocke stated that much of the furniture it manufactures is shipped by rail as is most of the incoming lumber used in the manufacturing process. Gunlocke shipped 322 carloads in 1973 and expects its shipments to increase to 700 carloads per year by 1976. Gunlocke stated that the 1972 traffic statistics used by DOT are not representative of actual traffic on this line because service was curtailed over the line from June until September, 1972 as a result of Hurricane Agnes.

The Taylor Wine Company moves 16 percent of its freight by rail and wants to keep its rail service. Taylor uses a large number of tank cars which are much less expensive than tank trucks. Taylor generated 1,148 carloads of bulk wines, bottles and sugar in 1973 and expects that figure to rise 10 percent in 1974.

Widmer's Wine Cellars stated that it would be handicapped by a loss of rail service because most of its incoming freight is in tank cars from the West Coast. Widmer expects to receive 25 carloads in 1974.

Metamora Homes stated that discontinuation of rail service would definitely have a substantial detrimental economic impact on its operations. In 18 months Metamora will be using 16 to 20 rail cars a month for mobile homes, sheet rock, lumber, insulation and miscellaneous products. Metamora estimated that it would generate 210 carloads per year by 1976.

**Horseheads to Himrod Junction**

This is a segment of the PC line from Elmira to Seneca Lake which the DOT Report designated potentially excess from Horseheads north to Himrod Junction. Table 26 contains data which the RSPO received from users of the line.

**Table 26: Traffic Profile: Horseheads to Himrod Junction**

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Elmira users</td>
<td></td>
<td>16,000</td>
</tr>
<tr>
<td>Town of Horseheads</td>
<td></td>
<td>4,000</td>
</tr>
<tr>
<td>Westinghouse Electric</td>
<td>Electronic tubes,</td>
<td>196</td>
</tr>
<tr>
<td>Corp.</td>
<td>chemicals</td>
<td>297</td>
</tr>
<tr>
<td>International Salt Co.</td>
<td>Salt products</td>
<td>2,950</td>
</tr>
<tr>
<td>Watkins Salt Co.</td>
<td>Coal and salt</td>
<td>1,670</td>
</tr>
<tr>
<td>Thatcher Glass Co.</td>
<td>Soda ash</td>
<td></td>
</tr>
</tbody>
</table>

The Southern Tier Central Regional Planning and Development Board stated that the line should be reclassified because the DOT overlooked 4,600 carloads of coal and salt shipped over the line.

Westinghouse Electric employs over 2,000 persons at its 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.

**East Ithaca to Cortland**

The New York State Electric Gas Corporation stated that 11 of its 45 sidings are on "potentially excess" lines. Rail service is indispensable at four of these sidings including a siding on the East Ithaca to Cortland line at Etna. The Lehigh Valley has filed to abandon this line, but the utility has objected because of the line's indispensable nature for heavy equipment shipments. Nineteen carloads of heavy electrical equipment were shipped over the line in 1973 and a like amount is projected for 1974.

**Moravia to Owego (Zone 54)**

This LV branch runs from Moravia south through Freeville to Owego in Zone 54. The entire branch was designated potentially excess by the DOT Report. Table 27 contains data received from users of the line.

State Senator Tarky Lombardi, Jr. stated that rail service is essential to community efforts toward development of industrial potential. The Moravia Town Board noted rail's importance to the agricultural industry, the town's prime industry. The Moravia First National Bank pointed out that this area is New York's largest milk producing area and that rail service is vital to dairy farmers.
Table 27: Traffic Profile: Moravia to Owego (Zone 54)

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moravia</td>
<td>Lumber</td>
<td>410</td>
</tr>
<tr>
<td>Barber-Miller Lumber Co.</td>
<td>Plywood</td>
<td>23</td>
</tr>
<tr>
<td>Giles Logging &amp; Lumber Co.</td>
<td>Logs</td>
<td>20 40</td>
</tr>
<tr>
<td>Honey-Butter Produce Co.</td>
<td>Honey</td>
<td>8 8</td>
</tr>
<tr>
<td>Holman and Holman Hewitt Brothers Inc.</td>
<td>Beef</td>
<td>117</td>
</tr>
<tr>
<td>Patch Brothers Lumber</td>
<td>Lumber</td>
<td>11 16</td>
</tr>
<tr>
<td>Dryden Implement Co.</td>
<td>Farm machinery</td>
<td>8</td>
</tr>
<tr>
<td>Atlantic Richfield</td>
<td>Propane gas</td>
<td>1,140</td>
</tr>
</tbody>
</table>

Fifty percent of Baker-Miller Lumber Company’s sales are of West Coast products. If the company unloaded its shipments at the next nearest railhead, its costs would be increased by $400 per car. The company stated that it operates on a close margin, and if it lost rail service over this line, it could eventually be put out of business.

The Giles Logging and Lumber Company testified that seven of its sixteen employees would lose their jobs because of the excessive cost of shipping by truck. The company stated that it would take five trucks for every rail car presently used.

The Honey-Butter Products Company stated that rail sidings with steam, air pressure, and sanitary conditions necessary to load and unload honey are hard to find. With such facilities, loading takes 10 hours; without, it takes three days. Shipping by truck would raise the company’s total costs five percent which would make it hard for it to remain competitive.

Holman and Holman stated that it fears the monopolistic situation which the loss of rail service would create for trucking, especially in light of the crippling truck strike in 1974. The Patch Brothers stated that additional labor costs, the lack of appropriate unloading equipment and storage areas, and the additional time involved all tend to make the use of trucking prohibitively expensive.

The Dryden Implement Company stated that its freight costs would rise substantially if it lost rail service. Hewitt Brothers contended that rail is the only practical and economical way to transport agricultural products.

Rail Lines Not Designated Potentially Excess

Ithaca Branch

Cornell University’s central heating plant received 250 carloads of coal over this line in the first six months of 1972. They have had no deliveries since June 1972 due to damage by Hurricane Agnes. Without rail, Cornell incurred increased freight costs of $200,000. The University has no intention of eliminating the coal burning capability it has, and it also wants to receive #6 fuel oil by rail. Ithaca has steep streets, and trucking causes serious noise and air pollution problems.

A submission from the Lehigh Valley related that a tentative agreement with Cornell has been made to accommodate inbound coal by rail. Cornell has agreed to pay for repairing the tracks destroyed by Agnes.

Buffalo (Zone 49) to Newark (Zone 60)

This LV main line traverses Zone 52. Several firms supplied information to the RSPO concerning the line (see Table 28).

Table 28: Traffic Profile: Buffalo to Newark

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton Hanlon, Inc.</td>
<td>Lumber &amp; building</td>
<td>172</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Odessa, N.Y.</td>
<td>supplies</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cayuga, N.Y.</td>
<td>Feed limestone</td>
<td>201</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Odessa Agway</td>
<td>&amp; fertilizer</td>
<td>101</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ryan Homes, Inc.</td>
<td>Lumber, windows,</td>
<td>195</td>
<td>206</td>
<td>228 1</td>
</tr>
<tr>
<td></td>
<td>roofing</td>
<td></td>
<td></td>
<td>292 2</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>345 3</td>
</tr>
</tbody>
</table>

1 1974
2 1975
3 1976

Cotton Hanlon, Inc. testified that both its Odessa and Cayuga facilities use team track facilities not scheduled for service. The company stated that piggyback or truck/rail service would be unacceptable because it involves extra handling which means more damage and loss and requires experienced labor to avoid mixing grades of lumber. The next closest rail line is at Elmira, 25 miles away. The firm stated it would be forced to close without rail service. Odessa Agway shares the team track at Odessa with Cotton Hanlon.

Ryan Homes stated that 80 percent of its inbound freight originates on the West Coast. The company has made substantial investments, including $48,000 in 1974, based upon the availability of rail service. There is no alternate rail service to the company’s Victor plant and Ryan believes freight costs would increase substantially if rail service were discontinued. This would have an adverse effect on the company’s overall operations.

Jamestown (Zone 50) to Elmira

A joint statement was made by the mayors of several cities located on this EL main line. The mayors of Bath, Corning and Elmira in Zone 52 and of Jamestown,
Olean, Salamanca, Wellsville, and Alfred in Zone 50 asserted that reduced service will not result in improved efficiency or significant economies in operations. The mayors also stated that one railroad cannot provide adequate transportation for the needs of the entire Northeast and that trucks, in light of the gas shortage, are not a viable alternative. By allowing the Erie Lackawanna to undergo a traditional reorganization, the mayors stated, the USRA has an opportunity to encourage competition and minimize government involvement and control.

The mayors stressed the desirability of high speed rail passenger service and contended that rail service is imperative for the future growth and development of the area. Several thousand jobs depend on the railroad. The Erie Lackawanna tracks along the southern tier are in far better shape than Penn Central's, and the roadbed is capable of handling high and wide loads. The line is also the shortest distance between New York and Chicago.

The elimination of rail service and rail repair facilities at Hornell would eliminate 800 jobs directly, as well as 500 support jobs. These jobs represent 16 percent of Hornell's current employment. The Town of Hornell is preparing to construct an industrial park.


**Syracuse Junction (Zone 46) to Geneva**

Table 29 contains data supplied by users of this PC line.

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auburn Steel Industries</td>
<td>Raw material</td>
<td>4,000</td>
</tr>
<tr>
<td>Columbian Rope Co.</td>
<td>Cordage products</td>
<td></td>
</tr>
<tr>
<td>Agway Feed &amp; Soil Plant</td>
<td>Feed, grain</td>
<td></td>
</tr>
<tr>
<td>A&amp;R Paper and Metal Co.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alco Engines</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Precino-Rossi</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The Mayor of Auburn pointed out that two new industrial projects are being built in the Auburn area. One of them will generate 25,000 to 30,000 cars a year outbound and 4,000 to 5,000 a year inbound. A second project, which will be under construction later this year, will involve 7,800 cars inbound and 1,560 cars outbound.

The Auburn Chamber of Commerce noted that high density loads have caused actual car loadings to decrease, although rail tonnage has increased.

In 1973, Auburn Steel Industries invested $29 million in new production equipment. The company plans to ship 25 percent of the 153,000 tons it produces by rail. Auburn would increase its rail usage if service were improved.

The Columbian Rope Company employs 650 people in Auburn. Without rail service it could not operate and would be forced to leave Auburn. This loss would have a serious impact on Auburn’s employment and tax base.

**ZONE 53**

Zone 53 consists of Tioga and Broome Counties in New York and Susquehanna County in Pennsylvania. Main lines of the Erie Lackawanna, Lehigh Valley and Delaware and Hudson traverse this zone.

**Potentially Excess Rail Lines**

The DOT Report, as supplemented and corrected, designated the following lines in Zone 53 potentially excess:

- The EL line from Jamesville (Zone 46) to Chenango Forks.
- The LV line from Moravia (Zone 52) to Owego.
- The EL branch from Vestal to Binghamton.
- The EL branch from Nichols to the Pennsylvania state line.
- The LV branch from Montrose south to Tunkhannock, Pennsylvania (Zone 73).

The RSPO did not receive specific information concerning either the EL Nichols branch or the LV Montrose branch.

**Jamesville (Zone 46) to Chenango Forks**

This is a segment of the EL line from Syracuse to Binghamton. The line has been discussed previously in Zone 46. Data received from users in Zone 53 is contained in Table 30.

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Killawog Red Mills</td>
<td>Feed &amp; fertilizer</td>
<td>122 1301 1402</td>
</tr>
<tr>
<td>Robert Green Lumber Co.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whitney Point Agway</td>
<td>Feed</td>
<td>240 2201 2402</td>
</tr>
</tbody>
</table>

1 1974
2 1975

According to the Broome County Chamber of Commerce, this rail line is needed for both current business and future development. The county is seeking new in-
dustry, and would lose its major selling point if the line were abandoned.

Louis N. Picciano and Son, contractors, claimed that the industrial development of Broome County and its adjacent areas is dependent upon effective rail service. The company stated that this service should be restructured so that it would be effective and operable under private ownership without impairing the viability of other carriers.

Killawog Red Mills stated that feeds do not lend themselves to trucking due to their bulk. Several of Killawog's major suppliers, manufacturers of gluten feed and distillers of dried grain and soybean meals, will not load trucks because they do not have the facilities. Killawog stated that, if it switched to trucking, its costs would rise $4.29 per ton for corn, $7.50 per ton for oats, and $6.00 per ton for wheat mixed feeds.

Green Lumber Company stated that it received inbound shipments of lumber products from the northwestern United States and British Columbia. If rail service were discontinued, the company would have to charge higher prices to its customers, thus placing itself in a position of not being able to price competitively with dealers on rail lines. This would result in a loss of jobs and the company might have to go out of business.

Agway contended that its inbound freight originates too far away to be shipped by other modes and that the types of goods it receives are not suitable for shipment by modes other than rail. If the line were abandoned, Agway would incur increased costs which would detrimentally affect its competitive position.

**Moravia (Zone 52) to Owego**

This is an LV branch which runs from Moravia in Zone 52 south through Berkshire and Newark Valley to connect with the EL main line at Owego.

Tioga Foundry, which shares a siding on the line with Stakmore, Inc., receives all of its raw materials over this line. In 1973 that amounted to 78 carloads. All of Tioga's incoming freight is shipped in bulk over great distances. Tioga pointed out that these two factors are not conducive to truck transport. The firm estimated that, if it lost rail service, its freight costs would increase $8.35 per ton for sand and $9.43 per ton for melztome.

Ward and Van Scy shipped 397 carloads of feed over this line in 1973. The firm stated that, if rail service were discontinued, its shipping costs would double on all incoming shipments.

**Vestal to Binghamton**

According to the Broome County Chamber of Commerce, seven firms are served directly by this EL line (Table 31). Eighteen other corporations receive materials which are shipped into these seven firms. The Chamber also stated that one company which has recently begun a $200,000 expansion program will be totally dependent upon rail for its raw materials.

**Table 31: Traffic Profile: Vestal to Binghamton**

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fair Play Caramels</td>
<td>Corn syrup</td>
<td>79</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cee-Mor Sales Corp.</td>
<td>Appliances</td>
<td>18</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Allied Chemical Co.</td>
<td>Quarry stone</td>
<td>108</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farm &amp; Home Meats, Inc.</td>
<td>Freezers</td>
<td>18</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Lee Knowles, a general contractor, stated that he has a substantial investment in warehouses in Vestal and would be seriously affected by the discontinuance of service on this spur.

The Fair Play Caramel Company stated that approximately 59 percent of its raw materials arrive by rail. The firm estimated that the shipping costs of alternate modes of transportation would be 103 percent higher.

Allied Chemical stated that the Erie Lackawanna does not desire to abandon this line because it is profitable.

**Lines Not Designated Potentially Excess**

**Binghamton to New York (Zone 58)**

This EL main line was not designated potentially excess by the DOT Report; however, the RSPO received several submissions from shippers who use the line (Table 32).

The Celotex Corporation does not have the facilities to ship all of its products by truck, nor could Celotex or its customers bear the extra cost of truck transport. Shipping by truck would cost the company an additional $100,000 per year in transportation costs.

Georgia-Pacific is in the early stages of constructing a building products distribution center at Kirkwood which is expected to generate 500-600 carloads by 1975.

**Table 32: Traffic Profile: Binghamton to New York**

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Celotex Corp.</td>
<td>Building boards</td>
<td>651</td>
<td></td>
<td>+25%</td>
</tr>
<tr>
<td>Georgia-Pacific</td>
<td>Building products</td>
<td>651</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frito Lay Co.</td>
<td>Railroad ties</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indian Co., Inc.</td>
<td>Hardboards</td>
<td>200</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hubbard Lumber</td>
<td>140</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S. J. Bailey &amp; Sons</td>
<td>Furniture</td>
<td>500</td>
<td>500</td>
<td></td>
</tr>
<tr>
<td>Lotts Feed Mill</td>
<td>Grain</td>
<td>360</td>
<td>450</td>
<td></td>
</tr>
<tr>
<td>Camp Milling Co.</td>
<td>Liquid feed</td>
<td>12</td>
<td>13</td>
<td></td>
</tr>
<tr>
<td>Walton Feed Supply</td>
<td>Machinery</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Hinman Mills</td>
<td>Grain</td>
<td>130</td>
<td>130</td>
<td></td>
</tr>
<tr>
<td>Agway Lumber</td>
<td>15</td>
<td>15</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 Georgia Pacific expects to ship between 500 and 600 carloads in 1975.
The Frito Lay Company is presently constructing a new plant adjacent to Georgia-Pacific's Kirkwood plant. When completed it is expected to generate in excess of 200 carloads of freight annually.

Cooperative Feed Dealers is the buying agent for 200 independent feed dealers in New York and Pennsylvania. It is oriented to rail service by the nature of the goods it ships and has a substantial capital investment in rail receiving facilities. According to Dealers, no other mode of transportation is or has been designed to carry bulk commodities to every corner of the country cheaply and with reasonable dispatch.

**ZONE 54**

Zone 54 is largely agricultural, and approximately 50 percent of the land is under some sort of agricultural cultivation. The agriculture industry, including both farmers and agri-business firms, is entirely dependent upon adequate rail transportation for the movement of goods since grain suppliers in the Midwest are not equipped to load trucks.

**Potentially Excess Rail Lines**

The DOT Report, as supplemented and corrected, designated the following lines in Zone 54 potentially excess:

The EL line from Jamesville (Zone 46) to Chenango Forks (Zone 53) (See discussion in Zones 46 and 53).

The LV branch from Moravia (Zone 52) through Mills to Owego (Zone 53) (See discussion in Zones 52 and 53).

The PC branch from Bloomville to Kingston (Zone 56).

The LV branch from East Ithaca to Cortland.

The EL line from Waterville (Zone 45) to Sherburne (See discussion in Zone 45).

**Jamesville to Chenango Forks**

This is a segment of the EL line from Binghamton to Syracuse. The line was designated potentially excess from Jamesville, in Zone 46, south through Reble, Homer, Cortland, Baldet Mills, and Marathon in Zone 54 to Chenango Forks in Zone 53. Table 33 contains information submitted to the RSPO by users of that segment of the line located in Zone 54.

State Senator Warren M. Anderson stated that the abandonment of rail service on this line would result in an economic loss to the area; would remove any possibility of using the right-of-way for passenger service in the Binghamton and Cortland areas; and would, by putting more trucks on the road, further reduce gasoline supplies.

The Cortland County Farm Bureau pointed out that the County receives $20 million per year from agriculture and that the elimination of rail service would raise feed costs $10 per ton, forcing marginal farmers out of business.

**Table 33: Traffic Profile: Jamesville to Chenango Forks**

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grumman Boats</td>
<td>Aluminum canoes</td>
<td>83 180</td>
</tr>
<tr>
<td>Monks Express, Inc.</td>
<td></td>
<td>32</td>
</tr>
<tr>
<td>Agway-Marathon</td>
<td>Feed</td>
<td>93</td>
</tr>
<tr>
<td>Cortland Produce Co.</td>
<td>Food products</td>
<td>12</td>
</tr>
<tr>
<td>W. G. Potter &amp; Son</td>
<td>Skins, pelts</td>
<td>10</td>
</tr>
<tr>
<td>Berry's Mobile Milling, Inc.</td>
<td>Feed</td>
<td>144</td>
</tr>
<tr>
<td>Buckbee-Mears Co. Brewer Titchener Corp.</td>
<td>TV components</td>
<td>100</td>
</tr>
<tr>
<td>Onondaga Farms</td>
<td>Hardware</td>
<td>200-250</td>
</tr>
<tr>
<td>Monroe-Metz Industrial Supply</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peck Furniture House Pennwalt Corp.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>P&amp;C Food Markets</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Borden &amp; Robeson Corp.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brockway Motor Trucks</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Grumman Boats reported that it would increase its rail use if box cars were more readily available. Grumman stated that rail is the only economical way to transport its product, and the loss of rail service would force the company to relocate or cutback production. Monk's Express, Sheridan's Motor Express and Homer Warehouse also stated that they would be forced to close or relocate if they lost rail service.

Onondaga Farms has purchased 160 acres at Tully to construct a warehouse distribution park. One unit has been leased and other leases are pending, awaiting the final decision on the disposition of rail service in the area. This park should help create a market for rail service and make the line profitable.

Monroe-Metz Industrial Supply stated that, without rail service, many of its customers would have to relocate, thus curtailing growth in the area.

Marathon Agway contended that its transportation costs would increase by $10 per ton, if it had to ship by truck; Peck Furniture House stated that its added freight cost would be $6,200 per year.

The Cortland Produce Company stated that the profit margin in food produce service is small, and freight cost increases would be critical. The company also stated that many West Coast and Midwest packers only ship by rail. Borden and Robeson Corp. would find it impossible to truck its goods from the Midwest, and it would close or relocate if rail service ceased.
Berry's Mobile Milling, which serves 200 customers, stated that truck costs would be too expensive and would cause inflationary trends.

Buckbee-Mears Company has a plant currently under construction. The company stated that by using rail service and by buying in bulk, it could save $100,000.

Brewer Titchener stated that its product is needed by all power companies in the United States and that trucking would cost it an additional $41,000 per year in inbound freight costs alone.

Brockway Motor Trucks stated that it recently acquired a new building and plans to increase production by 50 percent.

Moravia to Owego

This LV branch runs from Moravia in Zone 52 through North Harford Mills in the southwest corner of Zone 54 to Owego in Zone 53. Arco, which shipped 1,140 carloads of propane gas over the line in 1973, maintains an underground propane storage facility at Harford Mills. The loss of rail service would force Arco to abandon this facility. The company stated that alternate modes of transportation are too expensive. Arco estimated that it would take three times as many trucks to haul the same volume carried by one rail car, and it noted that this would increase the risk of accidents.

Bloomville to Kingston

This PC branch runs from Bloomville east to Grand Gorge, then south through Fleischmanns to Kingston in Zone 56. The Lutz Feed Company, which shipped 321 carloads of feed over the line in 1973, stated that it serves 210 farmers and that its shipments are too heavy and bulky to be handled by truck. Lutz has delayed expansion and improvements due to the threat of abandonment, and, if rail service is discontinued, the company will be forced to relocate. Lutz noted that it is 42 miles to the next siding and estimated that, if it was forced to use that siding, feed costs to its customers would increase $3.65 per ton.

Hilson Brothers shipped 100 carloads of feed over the line in 1973, and Beacon Milling Co. shipped 150 carloads of grain. Beacon estimated that it would ship 160 carloads in 1974 and 180 carloads in 1875.

East Ithaca to Cortland

This LV branch has been previously discussed in Zone 52. Several firms in Zone 54 supplied additional information to the RSPO. Overhead Door Co. of New York stated that it shipped 99 carloads of doors over the line in 1973. The company also stated that its 47 outlets receive their wood from Canada and Mexico.

The New York Christmas Tree Growers' Association, which represents 200 members, stated that the area's interstate highway system cannot handle Christmas tree shipments as efficiently as rail.

R. H. Miller shipped 157 carloads of metalworking compounds over the line in 1973. The company stated that its inbound transportation costs would increase by $55,000 if it lost rail service.

Gutches and Lumber Co. shipped between 60 and 70 carloads of lumber over the line in 1973.

Waterville to Sherburne

This is a segment of the EL line from Utica to Binghamton. The line was declared potentially excess from Waterville in Zone 45 south to Sherburne. The line has been previously discussed in Zone 45. Additional data concerning that segment of the line located in Zone 54 is contained in Table 34.

Table 34: Traffic Profile: Waterville to Sherburne

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ivan R. Ford, Inc.</td>
<td>Lumber</td>
<td>38</td>
</tr>
<tr>
<td>Victory Markets</td>
<td>Food goods</td>
<td>800</td>
</tr>
<tr>
<td>Sheffield Chemical</td>
<td>Chemicals</td>
<td></td>
</tr>
<tr>
<td>Standard Brands</td>
<td>Dog food</td>
<td>506</td>
</tr>
<tr>
<td>Bouckville Mills</td>
<td>Grain, feed</td>
<td>606</td>
</tr>
<tr>
<td>J. L. Richer Co.</td>
<td></td>
<td>872</td>
</tr>
</tbody>
</table>

According to the Cooperative Association of Chenango County, dairy farming is the leading enterprise in the area which is largely agricultural in nature. Gross agricultural income is over $30 million and increasing at a rate of $1 million a year. Over $100 million is invested in plants, equipment and livestock and local taxes exceed $700,000 per year. There are 2,200 persons employed in agriculture. The area cannot possibly depend on only one mode of transport.

The Chenango County Chamber of Commerce pointed out that this area is remote from any major highway and would be without access to the north if the line were abandoned. The Board of Supervisors of Chenango County also noted the area's limited transportation sources and stated that abandonment would seriously hurt the economy of Sherburne. The Village of Sherburne contended that rail availability is the major factor in attracting new industry.

Bouckville Mills stated that almost all of its incoming deliveries are by rail. The company stated that in an energy crisis rail service should be improved not abandoned.

Ivan R. Ford, Inc., a home builder, expects to increase production by 100 percent in the next five years. The company believes that the Erie Lackawanna should be allowed to reorganize and should not be a part of Conrail. Ford further pointed out that although shipping time over the Erie Lackawanna from Chicago is 13.2 days, the shipping time over the Erie Lackawanna from
Buffalo is 17.9 days. If the line to Buffalo is forced to handle additional traffic, Ford believes shipping times will get worse.

The Sheffield Chemical Company is constructing an additional factory which it expects will generate rail shipments of between 50,000 and 100,000 pounds a week.

Standard Brands, which supports the Erie Lackawanna's efforts to reorganize, stated that abandonment of the line would increase its distribution expenses, particularly because of the area's limited access to interstate highways.

The I. L. Richer Company stated that it serves farm families in the five counties of Oneida, Herkimer, Madison, Otsego, and Chenango, whose total agriculture income is $156 million. Richer pointed out that this agriculture industry needs service from a viable and independent railroad. The firm also pointed out that the Northeast is a grain deficient area, necessitating long haul service on bulk commodities of the type provided economically and efficiently by the railroads.

**Lines Not Designated Potentially Excess**

**New York to Binghamton**

This EL main line runs through the southern portion of the zone. The Robert Mallery Lumber Company has purchased $1 million worth of logs from the area, resulting in the employment of 300 people. Mallery shipped 104 carloads of lumber in 1973 and expects that figure to increase by 10 percent in the future. Continued rail service is essential to Mallery's operation.

Ramburg Wood Products shipped 75 carloads over the line in 1973 and projects the same usage in the future. Johnson & Rhodes Bluestone Co. shipped 15 carloads over the line in 1973 and projects the same usage in the future.

**Albany to Binghamton**

This D&H main line cuts diagonally across Zone 54 from Schoharie Junction in the northeast corner to Afton in the southwest. The D&H, which has its headquarters at Albany, operates between Montreal, Quebec, and Wilkes-Barre, Pennsylvania. It is an important bridge carrier and, in competition with the Penn Central, participates in the movement of New England traffic through its connection at Mechanicville, New York, with the Boston & Maine and its connections to the west with the Erie Lackawanna and to the south with the Lehigh Valley. The D&H sees its future as a part of an independent rail system, competitive with Conrail, and its management is convinced that it cannot continue to operate profitably simply as a feeder line for Conrail.

The D&H participates in through-train service operating between Portland, Maine, and Potomac Yard, Washington, D.C., in conjunction with the B&M, the Lehigh Valley, the Reading, and the Baltimore and Ohio Railroads. This operation attracted 5,000 new carloads of business during its first year in competition with Penn Central's single-line service.

The Lehigh Valley Railroad, as a participant in the through-train service described above, urges that this route be kept open as an alternative to the Penn Central's service, which must share the Northeast Corridor with heavy passenger train traffic. The LV's principal operations in New York lie between Buffalo and Binghamton. The LV trustees believe that the LV's mainline route through western New York and on to the Port of New York via Scranton and Bethlehem, Pennsylvania, and Phillipsburg, New Jersey, is a logical competitive east-west route for the present Penn Central lines.

The Environmental Association of Delaware and Otsego Counties stated that the D&H and the EL should not be incorporated in Conrail but should be allowed to remain competitive. The Association contended that trains are two to five times more energy efficient than trucks and are less polluting.

The Southern Wood Piedmont Company generated 50 carloads over this line in 1972 and in 1973 and expects to generate the same number in 1974.

**ZONE 55**

Zone 55 is approximately 70 miles north of the New York metropolitan area and is situated between two resort areas, the Catskills and the Berkshires. Penn Central's main lines to Newark, New York and Boston traverse the zone.

The area is largely agricultural with over 200 farms. Those involved in the agricultural segment of the community depend heavily upon the railroads for delivery of heavy, large farm machinery and for bulk items such as feed and fertilizer.

The DOT Report, as supplemented and corrected, designated the following lines in Zone 55 potentially excess:

- The PC branch from Hudson to Claverack.
- The PC line from Chatham to Mt. Kisco (Zone 58).

**Hudson to Claverack**

This is a short PC branch which extends from Claverack west to a connection with the PC main line at Hudson. Table 35 contains data supplied to the RSPO by users of the branch.

Universal Match stated that the loss of rail service and the resultant dependency on trucks for long distance transportation of raw materials and chemicals would result in prohibitive transportation costs. Textile By-Products complained that poor rail service
Table 35: Traffic Profile: Hudson to Claverack

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Textile By-</td>
<td>Materials for</td>
<td></td>
</tr>
<tr>
<td>Products Co.</td>
<td>automotive industry</td>
<td>636</td>
</tr>
<tr>
<td>Universal Match</td>
<td>Paper, potassium</td>
<td>138</td>
</tr>
<tr>
<td>Beacon Milling Co.</td>
<td>Raw food materials</td>
<td>148</td>
</tr>
<tr>
<td>Con Agra, Inc.</td>
<td>Wheat &amp; flour</td>
<td>900-1,050</td>
</tr>
</tbody>
</table>

forced it to rely on trucks for 90 percent of its freight transportation in 1973. Improved rail service would cause substantial increases in its use of rail.

Chatham to Mt. Kisco (Zone 58) (Hudson Division)

This is a segment of the PC line from Albany to New York. The line serves agri-business concerns which provide materials and equipment for the area’s 200 farms. The Cooperative Extension Agency stated that the railroad’s inability to deliver goods on time has already caused the price of goods to go up. The agency fears that total absence of rail service in the area will precipitate much higher prices for commodities and materials needed by farmers.


For a further discussion of the Hudson Division, including passenger service over the line, see Zones 56 and 58.

ZONE 56

Zone 56 is situated just north of the New York metropolitan area. It includes the counties of Putnam, Sullivan, Ulster, Orange, and Dutchess. Three main lines traverse the area: Penn Central’s Buffalo-New York and Buffalo-Newark and the Erie Lackawanna’s Buffalo-Newark.

Potentially Excess Rail Lines

The DOT Report, as supplemented and corrected, designated the following lines in Zone 56 potentially excess:

- The PC line from Chatham (Zone 55) to Mt. Kisco (Zone 58).
- The PC line from Bloomville (Zone 54) to Kingston.
- The PC line from Campbell to Port Ewen.
- The PC line from Beacon to Hopewell Junction.
- The EL branch from Middletown to Pine Bush.
- The EL line from Chester to Vails Gate Junction.

Chatham to Mt. Kisco (Harlem Division)

The PC Harlem Division from New York to Albany was designated potentially excess from Chatham in Zone 55 through all of Zone 56 to Mt. Kisco in Zone 58 (see discussion in Zones 55 and 58). Table 36 contains data supplied by firms using that portion of the line located in Zone 56.

The Harlem Valley Transportation Association stated that the DOT Report is merely an “outdated, unrealistic retake of rail management’s narrow unsubstantiated positions.” The Association also stated that DOT should concentrate on the public, not on dollar profitability. Rail management, according to the Association, has deliberately down-graded service and trackage on this line in order to abandon it. Traffic previously routed through Chatham (Zone 55) to north of Brewster now goes from Selkirk to the 72nd Street Yard (Zone 58). Hillsdale and Copake stated that it has switched to truck transport because rail delivery time increased from 24 hours to 7 to 10 days as a result of this circuitous routing. In addition, high cube and deep well cars cannot be used in the metropolitan area because of low bridges and electrified third rails.

Table 36: Traffic Profile: Chatham to Mt. Kisco

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Patterson, N.Y.</td>
<td>Lumber</td>
<td>25</td>
</tr>
<tr>
<td>Lloyd Lumber Co.</td>
<td></td>
<td>250</td>
</tr>
<tr>
<td>Patterson Beer Distributor</td>
<td>Beer</td>
<td>29</td>
</tr>
<tr>
<td>A. Mendel &amp; Sons</td>
<td>Grain, feed fertilizer</td>
<td>9</td>
</tr>
<tr>
<td>Pawling, N.Y.</td>
<td>Feed</td>
<td>112</td>
</tr>
<tr>
<td>Utter Bros.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pawling Rubber Corp.</td>
<td>Petrochemicals</td>
<td>13</td>
</tr>
<tr>
<td>Pawling Agway</td>
<td>Feed, grain</td>
<td>7</td>
</tr>
<tr>
<td>Wingdale, N.Y.</td>
<td>Coal</td>
<td>345</td>
</tr>
<tr>
<td>Harlem Valley State Hospital</td>
<td></td>
<td>340</td>
</tr>
<tr>
<td>Mica Products Corp.</td>
<td></td>
<td>147</td>
</tr>
<tr>
<td>Wassaic, N.Y.</td>
<td>Coal</td>
<td>246</td>
</tr>
<tr>
<td>Wassaic State School</td>
<td>Linerboard</td>
<td>370</td>
</tr>
<tr>
<td>Tri-Wall Containers</td>
<td>Feed, grain</td>
<td>521</td>
</tr>
<tr>
<td>Maxon Mills</td>
<td></td>
<td>367</td>
</tr>
<tr>
<td>Amenia, N.Y.</td>
<td>Potash</td>
<td>51</td>
</tr>
<tr>
<td>Kerr McGee Chemical Corp.</td>
<td>Feed &amp; fertilizer</td>
<td>16</td>
</tr>
<tr>
<td>Sharon, N.Y.</td>
<td></td>
<td>500</td>
</tr>
<tr>
<td>Agway</td>
<td></td>
<td>600</td>
</tr>
<tr>
<td>Millerton, N.Y.</td>
<td>Coal</td>
<td>246</td>
</tr>
<tr>
<td>Allied Mills</td>
<td>Linerboard</td>
<td>370</td>
</tr>
<tr>
<td>Agway (Retail)</td>
<td>Feed, grain</td>
<td>521</td>
</tr>
<tr>
<td>Agway Fertilizer</td>
<td>Phosphates, peanut hulls</td>
<td>56</td>
</tr>
</tbody>
</table>
The Association also thinks passenger service should exist from Grand Central Station (Zone 58) to Chatham (Zone 55). Some passenger service now exists but the question as to whether it is inter-city or commuter is currently before the courts. Penn Central would like to prove it inter-city, in which case it could only be run by Amtrak. Passenger service has been justified by three separate passenger counts which showed that revenue was three times above track maintenance costs.

The Planning Board of the Town of Northeast stated that recent years have witnessed the elimination of passenger service and a drastic curtailment of freight service on this line. The Planning Board further stated that almost half of the town’s acreage is devoted to agriculture and that agriculture cannot survive without dependable rail service.

The Village of Pawling Planning Board predicted a 200 percent local population growth with attendant mass transit needs in the near future. The Board also complained of terrible rail service and poor train conditions.

The Dutchess County Department of Planning emphasized the total dependence of the county’s economy, particularly agriculture, on rail and further stated that it would be foolish to discontinue service now since high density urbanization is pushing up through the Valley.

Albert Mendel and Sons is a farm supply company which is dependent on rail for its shipments of bulk commodities. Many farms in the area are also dependent on rail service and a number of dairy farms in the valley and north Connecticut would probably have to cease operations if service over the line were abandoned.

Mica Products would move its main plant to Wingdale if it could be guaranteed dependable rail freight service. Tri-Wall Containers has announced a $2 million expansion program but will not proceed if rail service is discontinued. Tri-Wall receives shipments of lineboard from the South which are impractical to ship by any other mode. Twenty-seven percent of the lineboard box cars must come by the Harlem Line because of a low bridge at Mt. Vernon on the alternate track. The Consolidated Edison plant at Hawthorne must also receive its oversized loads (generators) via the Harlem Line.

Maxon Mills manufactures animal feeds for farmers within a 50 mile radius. A capital investment of $125,000 would be needed for it to switch to truck transport. Such a switch would result in higher operational costs. Without rail service, Maxon would liquidate.

Pawling Rubber Corporation receives about 700,000 pounds of petrochemicals from Texas and Louisiana per year and expects to increase this amount to four million pounds. Without rail service, Pawling would relocate nearer to its competitors in the South.

The Village of Millerton needs the railroad to continue its economic growth.

The Barlow School, a boarding school in Amenia, is approximately 90 miles north of New York City. Most of its students live in the New York metropolitan area. The Headmaster stated, and a number of students agreed, that the loss of passenger service to Dover Plains would be detrimental to the students and the faculty of the school.

Many concerned citizens submitted testimony regarding the discontinuation of passenger service above Mt. Kisco, New York on the Harlem Division of the Penn Central Railroad. Individuals stressed that the elimination of this line would cause severe hardships for the hundreds of people who depend on the service to reach the New York metropolitan area. Furthermore, abandonment of the line would result in drastic automobile parking problems in the Mt. Kisco area.

**Bloomville to Kingston (Catskill Valley Line)**

This meandering PC branch runs from Bloomville in Zone 54 southeast to Grand Hotel on the northwestern border of Zone 56. From Grand Hotel it proceeds south-easterly to a connection with the PC Newark-Buffalo main line at Kingston. The line generated 1,300 carloads in 1973.

The Temporary State Commission to Study the Catskills believes that it has sufficient statistical proof to indicate that further elimination of rail access would destroy the economic viability of certain key industries, agriculture in particular. At the same time the upper Delaware River is about to be included in the National Wild and Scenic River System, and projected tourist traffic exceeds local highway capacity.

**Campbell to Port Ewen**

This PC line runs from a connection with the PC Buffalo-Newark main line at Port Ewen, just south of Kingston, to a connection with the EL main line at Goshen. The DOT Report designated the line potentially excess from Port Ewen to Campbell. Table 37 contains data received by the RSPO from users of the line.

**Table 37: Traffic Profile: Port Ewen to Campbell**

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wilkes Lumber</td>
<td>Lumber,</td>
<td>84</td>
<td>67</td>
<td></td>
</tr>
<tr>
<td></td>
<td>plywood</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brescim Lumber</td>
<td>Lumber</td>
<td>44</td>
<td>38</td>
<td></td>
</tr>
<tr>
<td>Central Co-op</td>
<td>Feed, grain</td>
<td>89</td>
<td>84</td>
<td></td>
</tr>
<tr>
<td>Interstate Bag</td>
<td></td>
<td>242</td>
<td>373</td>
<td></td>
</tr>
<tr>
<td>Wallkill Correction Facility</td>
<td></td>
<td>49</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ajayem Lumber Corp.</td>
<td>Lumber</td>
<td>500</td>
<td>1,045</td>
<td></td>
</tr>
<tr>
<td>Hoerner Waldorf Corp.</td>
<td>Grocery bags</td>
<td>489</td>
<td>489</td>
<td></td>
</tr>
<tr>
<td>Citizen Herald</td>
<td>Newsprint</td>
<td>12</td>
<td>16</td>
<td></td>
</tr>
</tbody>
</table>

1 Estimate is for 1974
According to the submission of the town of Montgomery, its population will increase from 11,690 in 1960 to a projected 17,900 in 1975. Since a town plan specifying industrial and residential zoning was completed in 1964, ten companies have located or expanded their facilities in this area. Four industries along the Penn Central and Erie Lackawanna generate a total of 1,200 cars per year, and there is potential traffic from two industries planning to build on the line. However, the loss of rail service would cause two industries employing 370 persons to relocate and four industries to forego planned expansion.

The Wallkill Valley Rail Users Association revealed that most products shipped over this line are bulk commodities traveling long distances. International Bag has expansion plans which would result in the employment of 125 persons and increase its rail volume to 500 carloads; however, the plans are contingent upon continued rail service.

The Orange County Chamber of Commerce stated its interest in the proposed rail link connecting the Erie Lackawanna and the Penn Central tracks at Secaucus, N.J. This link would permit commuters to ride directly to Penn Station in one hour without changing trains. The Chamber of Commerce noted that, as commuter service improves, industrial development along the Wallkill Valley track will be needed to keep the area from becoming a bedroom community with no industrial tax base.

The Ulster County Legislature noted that the demand for passenger and freight service and the potential of Stewart Airport, justify the existence of this line.

Wilkes Lumber, a diversified company with retail and wholesale sales in excess of $1 billion, principally in the shelter construction industry, does 46 percent of its volume through rail located retail outlets.

Beacon to Hopewell Junction

The Town of East Fishkill, the Dutchess County Board of Representatives, the Lomola Civic Association, Congressman Hamilton Fish, Jr., and New York State Senator Jay P. Rolison, Jr. all submitted statements supporting abandonment of this PC line in the interest of public safety. The line has a large number of unguarded crossings which are in residential areas. These crossings, which in many cases provide the only access to some points, are often blocked by long trains.

The New York State Transportation Council pointed out that Albany to New York City traffic must use this line since it must switch from the east-west PC line to the north-south line on the east bank of the Hudson. This cannot be done where the lines cross because the east-west line crosses on a bridge 150 feet above the north-south line. The Metropolitan Transportation Authority stated that this line is an essential part of the Selkirk to Long Island route.

The following industries are served by this railroad line: IBM, with over 8,000 employees; Texaco, which accounted for 30 carloads in 1973 and employs 1,100; Spoor Lumber; Miron Lumber; Richardson Corporation; Green Fuel Economizer; Beacon Lumber; Bradley Dye Works; Beacon Looms; Beacon Terminals; Tape Deck; Dennings Point; and Beacon Industrial. Many other plants are planning to locate along the line.

Middleton to Pine Bush

The future growth potential of this PC branch is almost guaranteed since it is only 10 miles west of and parallel to the Stewart Airport complex which is to be developed in the late 1970's and early 1980's. The line also serves other undeveloped areas that are zoned for industrial development. Exclusive of Stewart Airport opportunities, Orange County expects a 111 percent population increase and a 56 percent increase in the number of jobs over the next 20 years.

The VAW Corporation, which shipped 225 carloads of aluminum ingots in 1972 and 216 carloads in 1973, pointed out that its freight figures would have been higher had it not been for car shortages and poor service. The company expects to triple its rail freight traffic by 1990.

Newburgh to Chester

The DOT Report designated this EL line potentially excess from Vails Gate, southwest of Newburgh to a point just northwest of Chester. According to the DOT map of Zone 56, a short portion of the line, on either side of the EL main line connection, was not designated po-

| Table 38: Traffic Profile: Newburgh to Chester |
|-----------------|--------|--------|--------|
| Rail user       | Commodity | 1972   | 1973   | 1974   |
| Newburgh to Chester | Metal Co., Inc. | 30     | 10     |        |
| Consolidated Iron &  | Avoset Food Corp. | 54     | 39     | 39     |
| Newburgh         | Luna Baking Co. |        |        |        |
| Newburgh-Beacon  | News Co. |        |        |        |
| W. L. Smith Co. |        |        |        |        |
| Stauffer Chemical Co.|        |        |        |        |
| Miron Lumber Corp. |        |        |        |        |
| Weyerhaeuser Co. |         |        |        |        |
| Frye Copy Systems |        |        |        |        |
| Milton, Gibson &  |        |        |        |        |
| Mille, Inc.      |        |        |        |        |
| Schoonmaer Homes |         |        |        |        |
| Inc.             |        |        |        |        |
| GAF Floor Products|        |        |        |        |
| Mr. Feed         |        |        |        |        |
| Camp Laguardia   |        |        |        |        |
potentially excess. Table 38 contains data supplied to the RSPO by users of the line.

According to the Railway Committee of the Greater Newark Chamber of Commerce, unemployment in the area is already five percent; in Newark, which is classified as an economically depressed area, it is nine percent. If rail service were to be discontinued, only two of the present 16 users would be able to use piggy back service. One user would be forced to relocate, and 10 would switch to truck transport. Approximately one-third of the 1,500 persons employed by these firms would have their jobs placed in jeopardy, and the local governments would lose $1 million in tax revenue.

The Committee also complained of car shortages and generally poor service on this line and noted that the Penn Central removed the crossover track to the Erie Lackawanna thus eliminating reciprocal switching. The Erie Lackawanna has discontinued switching in Port Jervis forcing all inbound and outbound freight to be weighed in Newark. The Erie Lackawanna also reduced deliveries and pickup from five to three days a week, and the PC has discontinued its local freight agent at Newark. It was also noted that, if the DOT's recommendations were carried out, the Vails Gate to Newark segment would have to be served from the Penn Central's West Shore Line, however, the track connecting the two lines has been ripped up for some time.

The Committee pointed out that there are 312 acres of industrially zoned land for development along the line; and that the Chamber of Commerce is presently conducting feasibility studies for a deep water port facility at Newark to handle freight destined for the inland United States.

Rail Lines Not Designated Potentially Excess

Binghamton (Zone 53) to Newark (Zone 60)

The DOT Report designated this EL main line as a possible alternate main line to the EL line which runs from Newark to Binghamton via Scranton, Pennsylvania. Many witnesses were concerned that, if the Scranton route were adopted, service would be abandoned on the route through Port Jervis in Sullivan County. If the line were abandoned, Sullivan County would be without rail service.

Robert Curtis, representing the Delaware Valley Chamber of Commerce, claimed that the economic existence of its member communities is strongly dependent upon the continuation of service between Binghamton (Zone 53) and Port Jervis. Mr. Curtis noted that the major industries in the Sullivan County area are agriculture and recreation and the main freight users are the feed and lumber businesses. The Sullivan County Extension Service has estimated that between $25 and $30 million worth of agricultural products are shipped out of the county every year. The county's narrow, country roads could not possibly handle the truck traffic this freight volume would generate.

The Sullivan County Planning Board, reflecting the view of several others, objected to the lack of information concerning the abandonment of this line and added that the sectioning of the line into five zones makes it difficult to argue for its retention. The Planning Board also asked for reinstatement of passenger service. If the upper Delaware River is designated a National Wild and Scenic River Area, it is estimated that up to 12,500 people a day will visit the area, a volume which will far exceed the capacity of the local highway system.

The Freemont Taxpayers and Civic Association revealed that there are proposals for a passenger spur from Callicoon or Narrowsburg to the resort hotel areas of Liberty and Monticello.

The Sullivan County Board of Supervisors stated that the county is characterized by low income, high unemployment and a decline of the dominant hotel/resort industry. Nevertheless, the Board expects the county to grow as the suburbs push outward from New York City and industries seek locations away from the problems of major metropolitan areas.

The Sullivan County Farm Bureau stated that 90 percent of all grain coming into the area arrives by rail. The National Bank of Callicoon pointed out that agriculture is the largest industry in the area and must obtain its feed from the Midwest by rail. Delayed delivery of this feed could spell disaster to the poultry industry. The second largest industry in the area is the home building industry. Since materials come largely from the West Coast, the loss of rail service would seriously cripple, if not destroy, this industry.

Honor Brand Feeds of Narrowsburg receives its grain from the Midwest and cannot pass on increased transportation costs to its customers, who are only marginally profitable farmers. Narrowsburg Feed and Grain stated that all feed mills of the Eastern Federation of Feed Merchants are on rural lines and that it is vital that the farmer not have to haul his grain 50 miles to have it blended into a complete mix.

Table 39 contains data received by the RSPO concerning that segment of the Binghamton-Newark line located in Zone 56.

A survey of existing users of the EL line between Binghamton (Zone 53) and Port Jervis was conducted in June and July, 1974 by the New York Departments of Agriculture and Markets, Commerce, and Transportation. The survey showed that local agricultural freight accounted for 2,436 carloads in 1973. That total is expected to increase to 2,655 carloads in 1974. Included in the 1973 figures were 149,560 tons of grain and feed, destined for over 1,000 area farms. Total abandonment
Table 39: Traffic Profile: Binghamton to Newark (Zone 56 segment)

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>1974</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hankins Implement</td>
<td>Farm equipment</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>P. S. Gottschalk</td>
<td>Grain, coal</td>
<td>100</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>H. H. F. Enterprises</td>
<td>Feed, poultry</td>
<td>550</td>
<td>605</td>
<td></td>
</tr>
<tr>
<td>Green Meadow Farms</td>
<td>Grain</td>
<td>12</td>
<td>13</td>
<td></td>
</tr>
<tr>
<td>Agway, Inc.</td>
<td>Feed</td>
<td>225</td>
<td>235</td>
<td></td>
</tr>
<tr>
<td>Cochecton Mills</td>
<td>Grain, flour</td>
<td>270</td>
<td>297</td>
<td></td>
</tr>
<tr>
<td>Ed Qiers</td>
<td>Feed</td>
<td>12</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Horn's Coal &amp; Lumber</td>
<td>Building materials</td>
<td>12</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Callicoon Coal Co.</td>
<td>Coal</td>
<td>8</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>Kolmar Laboratories</td>
<td>Tale</td>
<td>13</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>Bogner-Setel</td>
<td>Lumber</td>
<td>10</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Gillinder Brothers</td>
<td>Borax, soda, lime</td>
<td>50</td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>Cohen Lumber Co.</td>
<td>Lumber</td>
<td>22</td>
<td>22</td>
<td></td>
</tr>
<tr>
<td>John Immella &amp; Co.</td>
<td>Lumber</td>
<td>3</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Sullivan Home</td>
<td>Furnishings</td>
<td>6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C and D. Battery</td>
<td>Lead</td>
<td>6</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Brooklyn Egg</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Case Co.</td>
<td>Poultry supplies</td>
<td>45</td>
<td>70</td>
<td></td>
</tr>
<tr>
<td>Wickhen Products</td>
<td>Methyl myristate</td>
<td>30</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>Wm. Kohler &amp; Sons</td>
<td>Lumber</td>
<td>15</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>Narrowsburg Lumber Co.</td>
<td>Building supplies</td>
<td>163</td>
<td>163</td>
<td></td>
</tr>
<tr>
<td>Rasmussen Sons, Inc.</td>
<td>Furniture</td>
<td>6</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>Narrowsburg Feed &amp; Grain</td>
<td></td>
<td>327</td>
<td>340</td>
<td></td>
</tr>
<tr>
<td>I. Zakarin &amp; Sons</td>
<td>Paper products</td>
<td>24</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Channel Master</td>
<td>Electronic equipment</td>
<td>28</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intercounty Co-op</td>
<td></td>
<td>400</td>
<td>400</td>
<td></td>
</tr>
</tbody>
</table>

Estimated carloads

traffic moving over the former New York, New Haven and Hartford Railroad through the Maybrook gateway. The decline of this traffic following the New Haven's absorption into the Penn Central is given as a principal cause of the failure of the L&HR. The L&HR argues that its route provides the most efficient means of serving southern New England and Long Island, as well as an effective alternative to the crowded Northeast Corridor for the movement of through freight.

The DOT Report did not designate any of the L&HR line excess in New York state, but the line was designated potentially excess from the New York-New Jersey line south to Franklin, New Jersey in Zone 61.

Several firms, located on the L&HR line in Zone 56, supplied information to the RSPO. Georgia-Pacific, which owns and operates a paper mill in Warwick, shipped 276 carloads of paper over the line in 1972 and 296 carloads in 1973. The company expects to ship 310 carloads in 1974.

The Paper Novelty Company stated that it recently moved to Chester to take advantage of rail service.

Jones Chemical stated that it serves 80 cities in the area and must have rail service to deliver shipments of liquefied chlorine gas. If the Jones plant in Warwick lost rail service, the company would be forced to relocate and Warwick would lose $3 million in annual salaries and $26,000 in annual school tax revenues.

ZONE 58

Encompassed within the area designated as Zone 58 is the New York metropolitan area which comprises the counties of Westchester, Rockland, Nassau, and Suffolk and the boroughs of Richmond, Queens, Manhattan, Brooklyn and Bronx. Rail freight service is relied upon by the following major industries in the New York area: food and food processing; chemicals; manufactured metals; primary metals; construction; paper; and plastics. These enterprises employ a total of 254,000 workers. The wholesaling community employs another 280,000 people and handles a volume of $60 billion annually.

New York is presently served by a complex rail freight network which includes almost all of the long haul railroads operating in the Northeast region. This network provides direct access to northern and eastern markets via Penn Central and to western and southern markets via Penn Central, Erie Lackawanna, Chessie System, Lehigh Valley, and Central Railroad of New Jersey.

Penn Central provides the city's primary rail service with routes to and from the north, west, and south via its Hudson River Division and Selkirk; from the northeast via its Harlem Division line and from the east via its New Haven route. Penn Central serves the West Side of Manhattan by way of the Hudson Division, the West Side Freight Line, and the Gansevoort spur; the Bronx by way of the old New Haven, Hudson, Harlem, Putnam,
and Port Morris Divisions; and Queens and Brooklyn by way of the Hell Gate Bridge, the New York Connecting Railroad, the Bay Ridge Line and the Evergreen Branch.

The Staten Island Railroad Company provides service to and from Staten Island; the Long Island Rail Road serves Queens and Brooklyn; the Brooklyn Eastern District Terminal and the New York Dock Railway serve the Brooklyn and Queens waterfronts through carfloat operations; and the South Brooklyn Railway serves the area from Coney Island to the Brooklyn waterfront.

During the last five years, New York has instituted an economic development program which is largely dependent on its existing rail network. The projects included in this program will have an aggregate value in excess of one billion dollars upon completion. They include the development of several urban industrial parks, new market and distribution centers, and modern facilities for passenger ships, container ships and roll-on/roll-off vessels and the rebuilding of three downtown centers.

**Passenger Service**

Zone 58 includes several lines used to provide rail passenger service. The New Haven, Hudson, and Harlem Divisions of the Penn Central carry approximately 70,000 passengers from Connecticut and upstate New York into New York City daily; the Erie-Lackawanna carries approximately 22,000 riders from Rockland and Orange Counties and New Jersey daily; and the Long Island Rail Road carries approximately 130,000 riders daily from all points on Long Island.

**Metropolitan Transit Authority (MTA)**

The MTA owns the Long Island Rail Road Company and is responsible for operating the Staten Island Commuter Service. In addition, the MTA, under contract with the Penn Central, carries the full operating deficit for that company's suburban passenger service on its Harlem and Hudson Divisions commuter rail lines. The MTA and the State of Connecticut carry the full operating deficit for the suburban passenger service operated by Penn Central over its New Haven Division commuter rail line.

MTA is currently considering a proposed commuter route that would begin in Stamford, Connecticut and run along the existing New Haven main line to New Rochelle, New York, then along the existing Harlem River branch tracks (used by Amtrak trains) stopping at Pelham Manor, Co-op City and Parkchester, then through the Southeast Bronx, over the Hell Gate Bridge and through the Penn Central tunnels under the East River to Pennsylvania Station in downtown New York.

According to the MTA, the Long Island Rail Road accounts for 228,000 or almost 25 percent of the nation's total weekday rail passengers. The principal terminal of the Long Island Rail Road in the New York City metropolitan area is Pennsylvania Station, which originates 325 LI trains each business day. This compares with roughly 222 Penn Central and Amtrak passenger trains presently using the station. The Long Island uses Penn Station and the East River tunnels under a joint facility agreement between MTA and Penn Central. The Authority strongly recommends that the present arrangement be continued.

**Port Authority Trans-Hudson Co. (PATH)**

The Port Authority of New York and New Jersey owns and operates this major interstate rapid transit system which handles some 140,000 passengers a day. The vast majority of the PATH passengers come from connections with Jersey Central, Penn Central and Erie Lackawanna. The Port Authority argued for the preservation of those commuter rail lines as essential from a service standpoint and because of the substantial capital investment that has been made in these mass transportation facilities.

**PC Hudson Division**

The MTA noted this line's vital importance for rail passenger service. The Port Authority of New York and New Jersey voiced concern that this line be maintained because it connects with PATH's interstate rapid transit system.

**PC West Shore Line**

The MTA contended that the abandonment of any rail facility should be rejected if there is a reasonable expectation that it will prove useful in the future, therefore PC's right-of-way on Manhattan's West Side and PC's West Shore Line, at least as far north as Kingston (Zone 56), must be preserved for future rail passenger service.

**EL Suffern to Pennsylvania Station**

The DOT Report designated a segment of the line from Orangeburg to Suffern "potentially excess." Orange and Rockland Counties, which are served by the line, are the fastest growing counties in the State of New York. The Erie Lackawanna currently carries approximately 22,000 riders daily from this area and from New Jersey into New York City. The MTA stated that the need for rail passenger service for this area is substantial and growing.

The Rockland County Planning Board reported that the MTA, the Tri-State Regional Planning Commission, the New Jersey DOT, and the Port Authority of New York and New Jersey are all involved in planning high-speed rail passenger service on this line.
Beckerle Lumber Company stated that approximately 3,000 people of the Village of Spring Valley now commute to jobs in New York City, the majority using their automobiles, and that serious thought is now being given to some type of mass transit utilizing the existing Erie Lackawanna trackage.

PC Harlem Division

The DOT Report recommended retention of the Harlem Division only as far north as Mount Kisco. The MTA stated that it would be unthinkable to abandon service on any part of this line. A. J. Lazarus Associates also expressed great interest in maintaining this line for both commuter and intercity passenger service. Almost all the testimony concerning this line suggested that it should be improved and service over it should be expanded.

PC New Haven Division

The DOT Report recommended preservation of this line but showed portions of both the Danbury and New Canaan branches as “potentially excess”. The MTA stated that, the fact that the states of New York and Connecticut have stepped in to improve and support these commuter services during a period of federal indecision, should not be an excuse for the federal government to continue to abdicate its responsibilities to rail passenger commerce. MTA stated that this line must be retained in its entirety.

Potentially Excess Lines

The DOT Report, as supplemented and corrected, designated the following lines in Zone 58 potentially excess:

The EL line from Tallmans east to the junction with the El line to Pearl River.
The EL line from Mount Ivy south to the junction with the EL Suffern to Orangeburg line.
The PC line from Chatham in Zone 55 south to Mount Kisco.

No specific information was received by the RSPO concerning the EL branch from Mount Ivy south to the junction with the EL Suffern to Orangeburg line.

Suffern to Orangeburg

The DOT Report designated only a short segment of this line, from Tallmans to the junction with the EL line to Pearl River, potentially excess. Although not shown on the DOT map of Zone 58, the line actually extends east beyond Orangeburg, terminating at Piermont on the west side of the Hudson River. Mary C. Bryan, Deputy Mayor of Piermont, testified that three local plants (Clevepak, Continental Can and Federal Paper) require two trains per day. If service were eliminated, the operations of these plants would become uneconomical and hundreds of area residents would be forced out of work.

The West Hudson Environmental Association stated that three major industries along the line, Paper Board Company, Clevepak, and Glenshaw Glass Company, originally located their plants in Rockland County because of the presence of rail service. At least one of these companies is considering relocating if rail service is abandoned. The Association stated that the Orangeburg to Suffern line is an integral part of the business life of southern Rockland County.

Councilman Maxwell J. Wortman, of the town of Ramapo, stated that Ramapo adopted a town master plan in 1966 which designated an “Industrial Corridor”. Over the past several years the town’s industrial committee has been working to bring industry into the area. Rail facilities have been an indispensable part of the package and account for much of the town’s success. Councilman Wortman personally contacted 30 industrial and commercial groups in the area which employ over 4,000 people. Many area firms, that use rail facilities regularly, told the Councilman that loss of rail service would be a serious, if not fatal, blow to the economy of their operation. Among these were Avon Products, International Paper Company, Ceiba-Geigy Chemical Corporation, Wayne Beverage and Ramapo Valley Distributors, United Rockland Stairs, Modern Lumber, Geiger Lumber and Beckerle Lumber. Councilman Wortman noted that there are 450 acres of industrially zoned land still open for development in Ramapo’s “Industrial Corridor,” and stated that, only with the assurance of continued rail service, can Ramapo encourage development of this area to its full potential.

The Beckerle Lumber-Supply Company stated that its yard layout and traffic pattern was set up to accommodate incoming shipments by rail. Lumber and building materials are heavy and bulky, and there is simply no alternative way to ship these materials from the Pacific northwest. If service is abandoned, Beckerle will lose the substantial investment it has made in property improvements, its 25 employees will lose their jobs, and the community will lose over $23,000 in property taxes. Beckerle shipped 50 carloads of lumber over this line in 1973 and expects its shipments to increase 15 percent in 1974.

Lederie Laboratories shipped 700 carloads of pharmaceuticals over the line in 1973.

The International Paper Co. shipped 647 carloads of pulpwood over the line in 1973 and expects to ship 740 carloads in 1974.

Chatham to Mount Kisco (Harlem Division)

The Consolidated Edison Company of New York reported that, as a result of reduced maintenance from Millerton to Ghent, clearances for over-dimensional ship-
ments have had to be reduced and three of the company's shipments to Hawthorne could not be delivered. Hawthorne is the present railway delivery location for seven of Consolidated Edison's major transmission facilities for central and eastern Westchester County. It was chosen by the company because of its past capacity to handle oversized shipments.

Consolidated Edison received shipments of equipment totaling 8,728,700 pounds in 1972 and 8,307,300 pounds in 1973. The company expects to add a minimum of 55 large power transformers to its network in the next five years. These will need to be shipped by rail due to their weight and size.

Bronx Terminal Market, a 19-acre food distribution complex, is now being redeveloped by a private developer. A projected 2,500 new jobs are expected to result from the program. A rail spur will provide direct connection with the Harlem Division.

The South Bronx Industrial Development Area and the Harlem River Yards comprise a 138-acre strip of underutilized land. Project goals for the area include creation of between 11,500 and 15,000 new jobs.

**Lines Not Designated Potentially Excess**

**Carfloats**

Two terminal railroads, the New York Dock Railroad and the Brooklyn Eastern District Railroad, operate carfloats in New York harbor. The two lines perform a vital function, connecting the PC, CNJ, and LV in Jersey City, the EL in Hoboken, and the Chessie System in Staten Island, with piers and industries on the New York side of the harbor. Parts of the City are completely dependent upon carfloat operations.

The Brooklyn Eastern District Railroad handles approximately 10 carfloats in each direction each day of operation and has an annual volume of 22,000 carloads. Its freight is composed of flour, canned goods and fuel.

N. G. Cutter, representing the Brooklyn Eastern District Railroad, noted that to abandon or curtail existing connections between trunk lines would not be consistent with the heart of the Regional Rail Reorganization Act. Mr. Cutter asserted that abandonment of any lines serving New York City could have severe financial effects on shippers all over the United States, Canada and Mexico.

The New York Dock Railroad handles approximately eight carfloats in each direction each day it operates. The average carfloat carries ten cars, and the average annual carloads carried is 15,000. A substantial portion of the freight handled is composed of import and export cargo, consisting of flour, frozen foods, bulk sugar, edible oils and construction materials.

Recently New York purchased track and terminal facilities of several abandoned and under-utilized water-front rail lines. Rail service is being extended from the Penn Central Bay Ridge branch to the Brooklyn waterfront in conjunction with new port development projects.

The Brooklyn waterfront area is comprised of 500 acres of land, either developed or to be developed for maritime commerce. Included in this area are the Northeast Marine Terminal, which now handles over 500,000 tons of cargo annually; the Red Hook Containerport; the Brooklyn Army Terminal, a breakbulk port handling 200,000 tons of cargo annually; and Terminal Piers, which presently handles 300,000 tons of cargo annually.

Over the next five years, the activity generated along the Brooklyn waterfront area is expected to change dramatically. It is expected that four million tons of cargo will be handled annually; direct employment will increase 70 percent from 2,100 jobs to 3,500; and carloads originated or terminated will increase from the current 1,600 to 12,600 annually.

**PC New Haven Division**

The New York Produce Terminal and the Hunts Point Food Processing and Distribution Center are located in the Hunts Point section of the Bronx and have a direct connection to the New Haven Division. They are the largest produce terminals of their kind in the country and the largest food processing and distribution centers in the world. The Produce Terminal provides $2.5 million in annual revenue to the City and employs 4,000 people. The Food Center represents a public investment of $153 million and grosses $2 million daily. The entire facility is so heavily dependent on rail service (the Produce Terminal generated over 15,000 rail cars in 1972) that the City is expending $3.5 million for the installation and construction of a total rail facility within the Produce Terminal and Food Center proper. Upon implementation of the City's plans, a minimum of 7,000 new jobs will be created.

The Hunts Point Deep Water Cargo Facility is a $37 million deep water cargo facility and refrigerated warehouse which will handle 65 percent of all meat imports to the United States. Upon opening, the facility will employ 200 and have an annual payroll of $1.1 million. Eventually, an additional 2,000 new jobs will be created.

The Hunts Point Industrial Area encompasses approximately 577 acres. Small manufacturing firms and a select number of large industrial plants located in the area provide the basis for future industrial development. Goals of the renewal project include creation of 10,000 new jobs in manufacturing and service, both related to the establishment of the new Hunts Point Food Center.

The Bruckner Boulevard Urban Renewal Area located in the South Bronx is zoned for heavy industrial use. The project will house numerous tenants and will create 2,000 new jobs.
PC Hudson Division

The Consolidated Edison Company of New York complained that reduced clearances on this line have made shipment of transformers (oversized and overweight shipments) very difficult.

Georgia-Pacific maintains a plant at Croton-on-the-Hudson. Croton-on-the-Hudson was not recommended for service by the DOT Report, however, the company claimed its traffic on the line (353 carloads in 1973 and a projected 395 in 1974) is more than double the required minimum needed to justify service.

PC West Side Branch

The West Side Highway Project is presently considering the revitalization of the rail corridor along the West Side of Manhattan. Planning options include both passenger and rail freight service with an eventual link to Albany.

The majority of rail freight handled on the West Side of Manhattan originates and terminates west of Chicago. Such long haul shipping has been traditionally the province of rail. West Side rail operations handled over 24,000 carloads of freight in 1972.

PC Putnam Division

The Consolidated Edison Company of New York stated that Penn Central's skimping on operating and maintenance costs has led to a reduction in rail capacity, lower speed limits and additional switching, detention, and increased contractor unloading costs.

The Putnam Division averaged 333 carloads per mile in 1972.

PC Bay Ridge Branch

The Bay Ridge branch runs from the Fremont (Fresh Pond) interchange with the Long Island Rail Road, past the Flatlands Industrial Park and the Brooklyn Terminal Market, to the waterfront just south of the large port and industrial complex that the City of New York is building at Bush Terminal. Currently, no waterfront rail traffic is handled on this line, although such service is planned for the future.

Two of the line's five stations, Vanderveer Park and Bay Ridge were omitted by DOT in its lists of points recommended for service. Table 40 shows that the entire line and each station meet DOT's criteria for financial viability.

The Flatlands Industrial Park is a pilot facility in the City's industrial renewal program. The principal reason for locating the Park in the Flatlands section of Brooklyn was its proximity to the Penn Central rail system. This 96 acre manufacturing complex employs 3,000 people and generates in excess of $1 million in taxes annually.

<table>
<thead>
<tr>
<th>Table 40: Traffic Profile: PC Bay Ridge Branch</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimated 1973 Station Traffic</td>
</tr>
<tr>
<td>Miles from Preceding</td>
</tr>
<tr>
<td>Station Carloads Miles</td>
</tr>
<tr>
<td>Evergreen 868 2 439</td>
</tr>
<tr>
<td>East New York 1,099 2 550</td>
</tr>
<tr>
<td>Vanderveer Park 1,325 4 331</td>
</tr>
<tr>
<td>Parkville &amp; Bay Ridge 1,123 4 281</td>
</tr>
</tbody>
</table>

1 9 months actual, 3 months forecast.

The Park's rail spur connects directly with the Bay Ridge line and generates 200 carloads of freight annually. Testimony indicated that service along the line is irregular and deliveries are delayed inordinately. Compared with traffic levels in 1969, about 17 percent of the line's volume has been lost as a result of shippers switching entirely to trucking and another 25 to 30 percent of its volume has been lost as a result of firms leaving the City. A majority of the shippers stated that they had been forced to transfer much of their freight from rail to truck because of unreliable service and rising damage claims.

Complete abandonment of the line would force about 40 percent of the present users either to go out of business or to leave the City, resulting in job losses for 500 people. An improvement in service would generate approximately 500 to 1,000 more carloads a year. In addition, the long term effect would be the encouragement of new business along the line.

Long Island Rail Road

Almost all freight moving to and from Long Island must pass through New York City, and the quality of rail service on Long Island is dependent upon the Long Island's railroad connections in New York. These connections are LI's only available source of freight car service, since it does not own any freight cars. The fate of the Long Island will be determined largely by the fate of the bankrupt carriers.

At the present time, the majority of freight handled by the Long Island is received or forwarded via a land interchange with the Penn Central at Fresh Pond Junction. The only freight traffic currently interchanged over the Long Island's float bridges at Long Island City moves via the Erie Lackawanna and Lehigh Valley, which still perform some float operations in New York Harbor.

The Metropolitan Transportation Authority recommended retention of the Hell Gate Bridge route as well as Penn Central's Bay Ridge branch in Brooklyn. However, the Authority strongly urged the elimination of all freight traffic routes to the New York harbor area which require a float bridge. The MTA stated that these operations are expensive and wasteful in point of time and
operate to discourage efforts to achieve efficiency and savings in the moving and handling of freight.

In order to provide for interchange of Long Island and New England-originated freight traffic from the south, the MTA recommended retention of the Lehigh and Hudson River line to Maybrook, presently considered "potentially excess," and the PC Maybrook line over the Poughkeepsie Bridge to the New Haven Division. This route has potential for more efficient utilization as a principal land route into the eastern part of the New York Metropolitan Area—Westchester County, the Bronx, and Long Island.

Georgia-Pacific is beginning construction of a new plant at Yaphank. The company estimated that by 1975 it will be contributing one million dollars annually in railroad revenues and that this certainly should justify providing switching service at its plant site. Estimated shipments are 85 carloads in 1974 and 575 in 1975.

If the Long Island is unable to absorb the growth in transportation demands expected in the future, estimated truck traffic to and from Long Island could increase by an additional 11,000 trips per day. With the limited access facilities on Long Island and in New York City this would cause further overloading of facilities which are already heavily congested.

Staten Island Railroad Company

Construction of the Staten Island Industrial Park began in 1973. This park will serve as a manufacturing, warehousing and distribution facility and will encompass 600 acres and involve an investment of $63 million. Development of this park was influenced by the fact that it was served by the Staten Island Railroad and the Chessie System. Upon completion, the park is expected to generate 4,000 carloads annually.

Howland Hook, a 500 acre port facility in Staten Island, is also under industrial development. This facility will provide tenants with on-site rail sidings and is expected to generate 15,000 new jobs.

The Columbia Sugar Refinery is locating on Staten Island and is expected to create 300 new jobs and produce 400,000 tons of refined sugar annually. Site selection was based on access to both rail and water modes for distribution purposes.

Commuter Service

The importance of commuter rail service was emphasized by organizations representing people receiving low or fixed incomes. John P. Keith, of the Regional Planning Association, indicated that such a service, linking downtown areas with surrounding suburbs, could help preserve central cities and discourage "spread development" and auto dependency.

A number of witnesses stressed that, in light of the recent energy crisis, the development of a national mass transit system geared to the needs of commuters has become a virtual necessity.

ECOLOGICAL CONSIDERATIONS

Ellen Zowell, president of the National Consumer Congress, introduced into evidence statistics from the U.S. Senate Commerce Committee Report on Initiatives in Energy Conservation. The report stated that trains consume 680 BTU’s per ton mile as compared to 2,340 for trucks and 37,000 for planes.

Diesel trucks would be the only alternative mode of transportation available to most shippers if rail service ceased. Evidence was produced stating that diesel trucks pollute the air with hydrocarbons, particulates, sulphur dioxide, nitrogen dioxide, and carbon monoxide. It was estimated that the additional truck traffic which would result from implementation of the DOT’s abandonment recommendations would add more than 1 million pounds of pollutants to the atmosphere per year. Medical reports were cited linking poor health, and even the possibility of cancer, to constant exposure to hydrocarbons, particulates, carbon monoxide, and asbestos from brake linings. One submission contended that sound levels on well traveled truck routes often exceed 90 decibels, a level which might cause permanent hearing loss.

RAIL SERVICE COMPLAINTS

Congressman Frank Horton stated that, "Even prior to the bankruptcy of many railroads, the whole system was burdened with a service and rate regulation scheme from the federal level which was both antiquated and cumbersome. Many of the roads were saddled with poor management structures, some of which have been accused of deliberately milking capital and profits from their rail operations and diverting these into non-rail enterprises." The result, according to Congressman Horton, has been a decade or more of extremely poor service.

Many witnesses commented upon the quality of the service which they have received. Most stated that, if service were to improve, they would ship more goods
submitted a lengthy and technically sophisticated response to the DOT Report. It approached the analysis of the state’s rail system at three levels: main line rail service, branch line services of trunk line railroads, and the services provided by independent short line (Class II) railroads.

Included in the New York DOT submission were analyses of short line railroads operating in the state and of some 75 branch lines operated by Class I railroads. Table 41 lists the short line railroads included in the New York DOT study and shows their terminal points and mileage and, where available, their carload count and gross freight revenues for 1973 and the principal commodities handled.

Table 41: New York State Short-Line Analysis

<table>
<thead>
<tr>
<th>Zone</th>
<th>Short-Line</th>
<th>Terminals</th>
<th>Carloads</th>
<th>Miles</th>
<th>Gross freight revenues</th>
<th>Commodities</th>
</tr>
</thead>
<tbody>
<tr>
<td>41</td>
<td>Greenwich &amp; Johnsonville</td>
<td>Greenwich-Thomson</td>
<td>4536</td>
<td>6.8</td>
<td>$149,235</td>
<td>90% pulp &amp; paper products</td>
</tr>
<tr>
<td>43</td>
<td>Fonda, Johnstown, &amp; Gloversville</td>
<td>Fonda-Broadalbin</td>
<td>1323</td>
<td>19.6</td>
<td>150,641</td>
<td>Mixed</td>
</tr>
<tr>
<td>44</td>
<td>Lowville &amp; Beaver River</td>
<td>Lowville-Croghan</td>
<td>749</td>
<td>10.4</td>
<td>79,051</td>
<td>Mixed</td>
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<td>Norwood &amp; St. Lawrence</td>
<td>Norwood-Waddington</td>
<td>3134</td>
<td>18.5</td>
<td>113,761</td>
<td>90% lumber &amp; wood products</td>
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<td>Ogdensburg Bridge &amp; Port Authority</td>
<td>Ogdensburg-Norwood</td>
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<td>Central New York RR 1</td>
<td>Richfield Jct.-Richfield Springs</td>
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<td>46</td>
<td>Skaneateles Short-Line 1</td>
<td>Mottville-Skaneateles Jct.</td>
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<td>47</td>
<td>Dansville &amp; Mount Morris</td>
<td>Dansville-Groveland</td>
<td>1865</td>
<td>9.9</td>
<td>173,591</td>
<td>88% metal products</td>
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<td>Livonia Avon &amp; Lakeville</td>
<td>Livonia-Avon</td>
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<tr>
<td>48</td>
<td>Arcade &amp; Attica</td>
<td>Arcade Jct.-North Java</td>
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<tr>
<td>52</td>
<td>Bath &amp; Hammondsport</td>
<td>Bath-Hammondsport</td>
<td>1844</td>
<td>8.4</td>
<td>150,439</td>
<td>76% food &amp; kindred</td>
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<tr>
<td>54</td>
<td>Cooperstown &amp; Charlotte Valley 1</td>
<td>Cooperstown Jct.-Cooperstown</td>
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<td></td>
<td></td>
<td>76% food &amp; kindred</td>
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<tr>
<td>56</td>
<td>Middletown &amp; New Jersey</td>
<td>Middletown-M&amp;U Jct.</td>
<td>1591</td>
<td>14.1</td>
<td>61,054</td>
<td>69% food &amp; kindred</td>
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</table>

1 Operating histories too short or unstable to provide useful data

Table 42 lists the results of the New York DOT’s branch line study. For each branch line identified for the study, the mileage, 1973 carload count, and contribution to local property taxes is shown. Also included in the table are New York DOT’s computation of each branch line’s annual profit or loss and the annual estimated loss which the communities served might expect to suffer if the line should be abandoned.

The methodologies employed by New York DOT to arrive at the annual profit and community loss figures are both complex and controversial. Those interested in the assumptions and formulas underlying those figures are referred to the New York DOT submission available for inspection at the Rail Services Planning Office.
Table 42: New York State Branch Line Analysis

<table>
<thead>
<tr>
<th>RR</th>
<th>Branch</th>
<th>Carloads</th>
<th>Miles</th>
<th>Annual Community Loss</th>
<th>Net Local Property Taxes</th>
<th>Annual Profit</th>
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<td>43,457</td>
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<td>D&amp;H</td>
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<td>3.4</td>
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<td>18,394</td>
<td>7,159</td>
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<td>21.5</td>
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¹ Does not include Utica
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<th>Annual Community Loss</th>
<th>Net Local Property Taxes</th>
<th>Annual Profit</th>
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<td>5,777(^2)</td>
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<td>67,080</td>
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<td>77.3</td>
<td>99,739</td>
<td>46,814</td>
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<td>93,914</td>
<td>36,550</td>
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\(^2\) From Minetto to Oswego  
\(^3\) Does not include Rochester  
\(^4\) Does not include traffic at points common with EL and PC
<table>
<thead>
<tr>
<th>RR</th>
<th>Branch</th>
<th>Carloads</th>
<th>Miles</th>
<th>Annual Community Loss</th>
<th>Net Local Property Taxes</th>
<th>Annual Profit</th>
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<td>636,500</td>
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<td>Stanley-Geneva</td>
<td>0</td>
<td>11.0</td>
<td></td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>LV</td>
<td>Freeville-East Ithaca</td>
<td>257</td>
<td>9.0</td>
<td></td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>PC</td>
<td>Geneva-Victor (^6)</td>
<td>2,100</td>
<td>6</td>
<td>106,504</td>
<td>41,448</td>
<td>0</td>
</tr>
<tr>
<td><strong>Zones 52, 53 and 54</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LV</td>
<td>Owego-Moravia</td>
<td>1,902</td>
<td>49.1</td>
<td>63,353</td>
<td>61,670</td>
<td>76,080</td>
</tr>
<tr>
<td><strong>Zone 53</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LV</td>
<td>Sayre-Owego (Via EL)</td>
<td>200</td>
<td>0</td>
<td></td>
<td></td>
<td>49,400</td>
</tr>
<tr>
<td><strong>Zones 53 and 54</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EL</td>
<td>Binghamton-Sherburne</td>
<td>3,890</td>
<td>52.3</td>
<td>168,791</td>
<td>65,688</td>
<td>70,020</td>
</tr>
<tr>
<td><strong>Zones 54 and 56</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>PC</td>
<td>Kingston-Stamford</td>
<td>900</td>
<td>71.0</td>
<td>91,611</td>
<td>72,000</td>
<td>(126,000)</td>
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\(^5\) Does not include Buffalo  
\(^6\) Not given
<table>
<thead>
<tr>
<th>RR</th>
<th>Branch</th>
<th>Carloads</th>
<th>Miles</th>
<th>Annual Community Loss</th>
<th>Net Local Property Taxes</th>
<th>Annual Profit</th>
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<tr>
<td>Zone 55</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>PC</td>
<td>Hudson-Claverack</td>
<td>836</td>
<td>4.2</td>
<td>5418</td>
<td>5,275</td>
<td>132,924</td>
</tr>
<tr>
<td>Zones 55 and 56</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>PC</td>
<td>Millerton-Chatham</td>
<td>61</td>
<td>34.8</td>
<td>101,663</td>
<td>43,708</td>
<td>(157,258)</td>
</tr>
<tr>
<td>Zone 56</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PC</td>
<td>Dover Plains-Millerton</td>
<td>1,783</td>
<td>16.5</td>
<td>53,252</td>
<td>20,724</td>
<td>278,148</td>
</tr>
<tr>
<td>PC</td>
<td>Kingston-Campbell Hall (EL)</td>
<td>1,622</td>
<td>37.7</td>
<td>48,675</td>
<td>47,351</td>
<td>133,004</td>
</tr>
<tr>
<td>EL</td>
<td>Grey Court-Newburgh</td>
<td>1,339</td>
<td>18.8</td>
<td>24,255</td>
<td>23,613</td>
<td>241,020</td>
</tr>
<tr>
<td>EL</td>
<td>Middletown-Fair Oaks</td>
<td>600</td>
<td>4.4</td>
<td>5,676</td>
<td>5,526</td>
<td>73,800</td>
</tr>
<tr>
<td>EL</td>
<td>Crawford Jct.-Pine Bush</td>
<td>225</td>
<td>9.1</td>
<td></td>
<td></td>
<td>(22,500)</td>
</tr>
<tr>
<td>Zone 58</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EL</td>
<td>Suffern-Piedmont</td>
<td>2,643</td>
<td>18.0</td>
<td>23,225</td>
<td>22,608</td>
<td>467,811</td>
</tr>
<tr>
<td>PC</td>
<td>Kingsbridge-East View</td>
<td>5,652</td>
<td>17.1</td>
<td>55,185</td>
<td>21,478</td>
<td>1,104,312</td>
</tr>
</tbody>
</table>

In addition to its studies of short line railroads and branch lines, New York DOT discussed in its report several aspects of main line selection. It was particularly concerned that there be preserved as large as possible a “grid” of widely spaced main line corridors to meet present service needs and to permit the promotion and expansion of local agriculture and industry. It recommended the expansion of the services of profitable railroads, including those outside the region, wherever possible, rather than reliance upon a takeover of the entire systems of the bankrupt railroads by Conrail. In this connection, it urged that options for transcontinental railroad mergers not be foreclosed, and that any competing systems that are created be balanced in terms of overall market share, capitalization, and earning power.

Where parallel routes must be consolidated, New York DOT recommended that main line traffic flows be concentrated on the routes with the heaviest on-line traffic density, with quality of service the governing criteria in route selection. It stated that diversion of through freight trains from the Northeast Corridor is essential. Finally, it took issue with the DOT Report’s conclusions concerning the volume of traffic needed to support competitive rail service.

New York DOT offered a great many general criticisms of the DOT Report. The zones into which the state was divided for analysis were said to differ from the regional divisions in general use and in particular from those employed by the New York State Office of Planning Coordination. The local rail service planning methodology and the procedure employed to identify potentially excess lines were said to have been inadequately explained. The DOT Report was criticized for failing properly to address the branch line problem because it allocated expenses to branch line operations regardless of whether such costs would actually be eliminated if a line were abandoned, and because it relied upon carload counts rather than precise branch line revenues. The DOT’s decision to consider only signalled track for main line routes was pointed out as a significant error, ignoring prior investment in line and terminal facilities on unsignalled routes. New York DOT noted that 1972 data were unreliable because 1972 was an unrepresentative year due to traffic losses which followed Hurricane Agnes.

New York DOT made a number of specific recommendations for the selection and improvement of rail routes affecting the state’s interests. These include the following:

1. That DOT make available funds to restore service on four branch lines upon which service has been embargoed because of track conditions, namely—
   - Dresden-Penn Yan
   - Stanley-Rushville
   - Freeville-East Ithaca
   - Herkimer-Poland

2. That Penn Central’s Catskill Mountain branch be rehabilitated.

3. That the Delaware and Hudson Railroad be
designated as the main line for traffic moving from and to Montreal.

4. That, if only two routes serving New York State from the west are found to be justified, one carrier should assume all service responsibilities for the route along the south shore of Lake Erie, and another carrier for a route lying further south.

5. That, if it is necessary to consolidate Erie Lackawanna services east of Binghamton into one route, the line through Port Jervis should be the one selected.

6. That the Poughkeepsie Bridge route should not be abandoned without addressing the need for rail competition to and from New England and the need for relief of Northeast Corridor congestion.

7. That the extensive commuter operations in the New York City metropolitan area should be included in the final system plan.

8. That the New York City-Buffalo intercity passenger service should be included in the final system plan, along with passenger service on the following new routes—
   • Boston-Albany-Cleveland-Chicago
   • Buffalo-Detroit
   • New York City-Albany-Montreal
   • New York’s southern tier (Binghamton-Ithaca-Elmira-Corning)

**Public Criticism of the DOT Report**

Senator Jacob Javits summarized the general public sentiment concerning the DOT Report when he stated, “Although I believe the Department of Transportation used a uniform approach and applied it objectively to all parts of the existing system, I feel the results do not adequately take into account potentially disastrous economic impact upon individual counties and towns.”

Those opposing the DOT Report’s recommendations contended that rail lines ideally link suburban communities with inner cities; that utilization of existing track can provide passenger service without the expense of constructing new rapid transit lines; and that, without rail service, future industrial development in the affected regions would be brought to a halt and many companies would be forced to go out of business or relocate. Noting that 560 major corporations have moved out of New York State in the last five years, Congressman Ogden R. Reid asserted that improved rail service is the key to revitalizing New York’s economy.

Many witnesses predicted that the proposed abandonments would force industries to congregate on principal lines and to consolidate their plants. This would have a tremendous effect upon small towns and small businesses in America.

Robert Cahill, Chairman of the New York Legislative Committee, Brotherhood of Railway, Airline and Steamship Clerks, reported that New York’s marginal branch line traffic generates $20 million yearly in railroad revenues. Mr. Cahill predicted that loss of this branch line business would deal a severe blow to main line traffic. Implementation of DOT’s abandonment recommendations would, according to Mr. Cahill, result in the loss of 50,000 jobs.

Howard J. Samuels, citing New York DOT statistics, contended that 65 percent of the trackage designated potentially excess by the DOT Report is in fact economically viable. Gordon J. Thompson, an urban transportation planner, stated that 1,200 of the 1,875 miles categorized as potentially excess are profitable by a direct dollar measure. Mr. Thompson also contended that the entire branch line system could be operated with an annual net profit of $18 million.

William T. Ronan, Chairman and Chief Executive Officer of the Metropolitan Transportation Authority, noted that, except for Amtrak’s operations, the DOT Report “...is preoccupied with freight service and gives little or no consideration to present or potential passenger demand in determining the essentiality of given rail facilities.”

The Chairman of the Chautauqua County Legislature took issue with the accounting method used by DOT in fixing $250 as the average rate of return per carload. The witness stated that the average rate of return per carload in New York is $400.

Allegheny Ludlum Steel Corp., the Brown Co., and General Electric all criticized DOT’s use of carloads per mile as a criteria for determining whether or not a line was excess. The companies contended that the number of carloads per mile does not provide an accurate picture of track usage.

Counsel for the trustee of the New York, New Haven and Hartford Railroad Co. criticized the DOT Report for not addressing the problem of attracting private capital to railroads, particularly to Conrail.

The following additional criticisms of the DOT Report were submitted to the RSPO:

- The Report was not readily available.
- The public did not have enough time to analyze its contents.
- The Report failed to consider future business potential when designating lines potentially excess.
- DOT did not give adequate consideration to the availability of alternate modes of transportation for users of abandoned rail lines.
- DOT did not give adequate consideration to overhead traffic.
- The Report placed too much emphasis upon profitability and not enough emphasis on the other goals of the Act.
DOT used inaccurate or out of date data. Much 1972 data was misleading because of the effects of Hurricane Agnes.

DOT did not have sufficient time.

DOT failed to provide the public with an opportunity to cross-examine the federal officials responsible for deciding which lines would be designated potentially excess.

DOT failed to consider Montreal as an essential gateway to New York and the rest of the country.

DOT failed to give adequate consideration to the continuity of feeder lines and to access to major trunk lines.

DOT failed to give adequate consideration to environmental factors.

The Report failed to deal adequately with national defense considerations.

DOT's carload-per-mile criterion does not provide an accurate measure of branch line viability.

The Report did not give adequate consideration to the need for competition.

RECOMMENDATIONS

The following recommendations were received by the RSPO:

- There must be an immediate, massive federal investment in rolling stock to provide railroads with the new equipment which is needed for them to operate profitably.
- Section 402 of the Regional Rail Reorganization Act should be rewritten to permit operation of "potentially excess" trackage for five years, with the federal government assuming 90 percent of the cost. A public interest representative should be included on the board of directors of the United States Railway Association.
- Consolidated Rail Corporation should be a public corporation rather than a private sector utility.
- New York, or its individual counties, should establish committees whose sole objective would be to encourage short line operations on trackage considered potentially excess. Abandonment could not be carried out without the approval of the committee.
- New York DOT should operate those tracks designated potentially excess.
- Congress should enact legislation which provides that abandoned rights-of-way be placed in the public domain.
- Congress should provide financial relocation assistance for industries affected by abandoned rail service.
- Attention should be focused on a more equitable rate structure, better time tables and more efficient operation methods rather than on the elimination of trackage.
- Reorganization proposals should take into account environmental and energy considerations as specified in the Act.
- The DOT should create a National Transportation Authority to implement a long-run transportation policy under which railroads would be given the same treatment as other modes.
- The Federal Government should make loans at prime interest rates to railroad companies instead of providing subsidies.
- More extensive rail studies should be conducted and, until such studies are completed, all present lines should be maintained in service.
- The Interstate Commerce Commission should conduct public studies to correct weaknesses apparent in data used, criteria applied and conclusions drawn by the DOT Report. The I.C.C. should focus on the interests of the region being investigated, looking toward a balanced system which enhances both the movement of people and freight.
NEW JERSEY

New Jersey, which had a population of 7,168,164 in 1970, is the most densely populated state in the nation with 953.1 people per square mile. The state's strategic location, amid many rich consumer markets, makes it a transportation center with a large volume of interstate traffic. While New Jersey is an overwhelmingly industrialized state, it has important farming and fishing areas in its southern portion. The state also has a $2 billion per year tourist industry.

POTENTIALLY EXCESS RAIL LINES

Three hundred miles (17 per cent) of New Jersey's rail trackage was designated potentially excess by the DOT Report. The New Jersey Department of Labor and Industry has interviewed 181 firms located on these potentially excess lines. In 1973, these firms originated 31,930 cars and terminated 38,204. Roughly 16 percent (5,953) of the workers employed by these firms would face unemployment if these lines were abandoned. Twenty-eight percent of the companies would be forced to cease operations. Others predicted adverse impacts such as higher costs to consumers, commuter hardships and traffic congestion. Only 8 firms declared they would not be affected in any way by abandonment of these lines.

Submissions to the RSPO discussed in detail the effect DOT's proposed abandonments would have on such things as the state's tax revenues, its ability to attract industry, and its ecology. Others discussed the competitive disadvantage for firms losing rail service, the deficiencies of alternative modes of transportation, and the likelihood of industrial relocations. Also discussed was the effect of abandonments on the energy shortage, with particular attention given to the subject of passenger service.

The DOT Report divided New Jersey into nine zones: Newark (Zone 60); Sparta (Zone 61); New Brunswick (Zone 62); Trenton (Zone 63); Atlantic City (Zone 64); Vineland (Zone 65); Philadelphia, Pennsylvania (Zone 66; Allentown, Pennsylvania (Zone 69); and Wilmington, Delaware (Zone 84).

Zone 60

Zone 60, which includes Bergen, Essex and Morris counties, is served by the Penn Central, Erie Lackawanna, Central Railroad of New Jersey, Lehigh Valley and the New York Susquehana and Western. The following seven sections of rail line within Zone 60 were designated poten-

tially excess (Figure 2): 1

(1) The Erie Lackawanna Northern Branch line from Hoboken to Sparkill (Zone 58).
(2) The Erie Lackawanna Pascack Valley Branch line from Hoboken to Spring Valley (Zone 58).
(3) The Erie Lackawanna line from Mountain View to Pompton Jct.
(4) The short Erie Lackawanna line at North Arlington.
(5) The Central Railroad Company of New Jersey's High Bridge Branch from High Bridge (Zone 62) to Wharton.
(6) The CNJ line between Elizabethport and Bayonne.
(7) The short branch lines in the vicinity of Linden and Perth Amboy.

The Hoboken to Sparkill Line

The 23.7 mile Northern Branch line is operated by the Erie Lackawanna and serves the cities of Hoboken, Ridgefield, Palisades Park, Leonia, Englewood, Tenafly, Cresskill, Closter, Norwood, and Sparkill, New York (Zone 58). Approximately 8 miles of this line, from Englewood to Northvale, New Jersey, have been labeled potentially excess. Evidence to refute the DOT's designation was submitted by Frank B. Tilley, Executive Director of the Board of Transportation of Bergen County, New Jersey. According to Mr. Tilley there are three principal reasons why this line should be maintained:

(1) Shippers in Leonia, Englewood, Tenafly, Cresskill, Closter and Norwood generated approximately 6,000 carloads of freight in 1973 (see Table 43 for a listing of those firms who submitted data to the RSPO).

(2) The River Division of the Penn Central, which is between Erie Lackawanna's Pascack Valley Line and Northern Branch, provides no way-freight facilities through the industrialized corridor it traverses in Bergen county.

(3) There are no principal east-west highways in this corridor, only local streets and roads.

The problems associated with conversion to truck

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1 In addition the DOT March 1, 1974 additions and corrections supplement stated that the EL line west of Netcong southwest to the zone boundary should be shown as potentially excess. It is conceivable that the latter publication containing the correction was not received or read by the general public, which could explain why no information concerning this particular line was received by the RSPO.
transportation was another reason advanced for the maintenance of this line. Interstate Transportation Company, located in Englewood, stated that a shift to motor transportation would double its costs. Moreover, 720 trucks would be required to move the same amount of freight presently moved by rail.

**Table 43: Traffic Profile: Hoboken to Sparkill***

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jamco Products, Inc.</td>
<td>Food, warehousing and trucking</td>
<td>360^1</td>
</tr>
<tr>
<td>Interstate Transportation Co.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Royal Glass &amp; Millwork Corp.</td>
<td>Paper</td>
<td>50^1</td>
</tr>
<tr>
<td>Ram Changar Line Paper Co.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Motors Parts Div. Center</td>
<td>Automotive parts</td>
<td>340</td>
</tr>
<tr>
<td>Weyerhaeuser Co.</td>
<td>Linerboard &amp; corrugated</td>
<td>1,444, 1,550</td>
</tr>
<tr>
<td>Fred Reuten, Inc.</td>
<td>Lumber</td>
<td>50^1</td>
</tr>
<tr>
<td>S. C. Johnson &amp; Son, Inc.</td>
<td>Chemicals</td>
<td></td>
</tr>
</tbody>
</table>

^1 Terminating carloads.

James Morgan, a representative of the Weyerhaeuser Corporation’s Closter plant, said that having to shift to motor transportation would cost his firm $215,496. Mr. Morgan also contended that it would require 254,000 additional gallons of diesel fuel to ship Weyerhaeuser’s products by truck rather than by rail. The Fred Reuten Corporation of Closter receives wood from the Pacific northwest and maintains that trucks cannot economically haul this commodity across the United States.

Witnesses predicted that abandonments would cause tax losses, prevent future growth, and create economic hardships and unemployment for cities along this line. Unemployment, as a result of the loss of rail service, was predicted to be between 2,000 and 3,000 in the Englewood area alone.

Although the Erie Lackawanna is presently handling freight exclusively on its line through New Jersey, one recommendation advanced would be to preserve the right-of-way for possible future rapid transit use.

**The Hoboken to Spring Valley Line**

The 30.6 mile Pasack Valley Branch line is operated by the Erie Lackawanna and serves the cities of Hoboken, Hackensack, Park Ridge, and Spring Valley, New York (Zone 58). The Pasack Valley Branch parallels the EL’s Northern Branch line. Approximately 8.9 miles of this line from North Hackensack to Park Ridge has been labeled potentially excess. Presently, there are six passenger trains operating daily in each direction on this line carrying more than 4,000 passengers, according to the New Jersey Citizens Transportation Council. Any cessation of rail service would adversely affect mass transit in this area. No alternative rail lines exist for shippers on the north end of the Pascack line.

**The Mountain View to Pompton Junction Line**

Although the abandonment of the entire Erie Lackawanna Riverdale line, which originates in Hoboken, was protested, no traffic data was supplied for the potentially excess Mountain View to Pompton Junction portion of the line. One New Jersey citizen did express concern for continued passenger service on this line and evidence was received from three rail users on that portion of the line not marked as potentially excess. Over the last 3 years more than $200,000 has been paid to the railroads by Morris Industries which receives 11,000 tons at its Riverdale plant. In order to move domestic pipe, which comes in fifty foot lengths, a special highway permit is required which allows it to be shipped by truck only during the daytime. The extra cost of having to move freight by motor transport would be $5.00 per ton. Morris Industries’ private truck fleet would have to be expanded and additional personnel and equipment employed. Ber Plastic, Inc. in Riverdale received 8 million pounds of polyethylene resin in 1973, and Dart Industries receives 4 to 5 hopper cars a month at its Montclair plant.

The track condition of the Riverdale line apparently needs to be substantially improved. Mrs. Thomas H. Dawbekin, a concerned citizen from Glen Ridge, said that in the first four months of 1974 there were four derailments on this branch. The trains are made up of tank cars loaded with flammables, chemicals and explosives. They travel through heavily populated areas on poorly maintained passenger tracks that cannot stand up under the weight of four locomotives pulling in excess of 150 cars. These derailments have caused considerable damage to people’s home and property, according to Mrs. Dawbekin.

**The North Arlington Line**

No specific information concerning the short Erie Lackawanna line at North Arlington was received by the RSPO.

**The High Bridge to Wharton Line**

The High Bridge Branch line is operated by the Central Railroad Company of New Jersey (CNJ) and serves the cities of High Bridge and Califon in Zone 62 and Long Valley, Bartley, Flanders, Ledgewood and Wharton in Zone 60. The CNJ High Bridge Branch is used as a through route line carrying glass sand from southern New Jersey. The line is vital to the future growth and development of Morris and Hunterdon counties, and is an important interchange between the Erie Lackawanna and
the CNJ Phillipsburg to New York line. ICC Finance Docket No. 26659 indicated that 30,000 cars per year are interchanged over this line.

According to Donald W. Pixley, Assistant General Traffic Manager for Thatcher Glass Manufacturing Company, the DOT Report contains erroneous figures for Wharton. The DOT Report stated that 1,186 cars were handled in Wharton in 1972. However, Thatcher's Wharton factory was responsible for generating 2,582 carloads of freight on the CNJ and 357 carloads of freight on the EL line in 1972. Mr. Pixley also noted that 3,014 cars were handled in 1973 from Wharton. Air Products and Chemicals, Inc., located in Wharton, reported generating 47 carloads of freight in 1973.

Other rail users of this line include: the Holland Manufacturing Company, which generated between 225 and 325 carloads of freight in 1973, and expects an ultimate usage of between 900 and 1,000 rail cars; the Wicks Lumber Company which generated 100 carloads in 1973; and Westinghouse Corporation which generated 25 to 30 carloads in 1973.

Sears Roebuck & Company has announced plans to begin construction in 1974 of a major distribution center at Bartley to serve the northeastern United States. The firm projects that it will generate between 3,750 and 4,250 carloads of freight, including piggyback, per year. This same area is under development by the Mt. Olive Industrial Development Commission. Sales for Greif Brothers Corporation of Hampton, which is located above that portion of the rail line designated as excess, were $813,519 in 1973. This represents a 15.4 percent increase over its 1972 sales. A loss of rail service would force Greif Bros. to close, laying off all 12 employees. Approximately $6,961 in tax revenue would be lost by the closing of this company.

A representative of the Erie Lackawanna believes that industries being served by CNJ lines should have a choice of fast, competitive service to and from the western and Buffalo gateways. Such service is now jointly provided by the CNJ and the EL through their connection at Lake Junction. The lines handle both east-west and north-south traffic.

R.D. Timpany, trustee for the CNJ, pointed out several errors in DOT's map of Zone 60 concerning the CNJ's High Bridge branch: 2

1. A traffic density of 2 is shown for the line extending south from Wharton to Long Valley and a density of 1 from Califon to High Bridge. The density of both sections should be 3.

2. The spur line from Long Valley to Chester was retired some years ago.

3. Picatinny is mislocated and should be shown at the point marked Middletown, a few miles south.

4. The line starting at Wharton and then going to Green Pond Junction via Lake Junction and Picatinny is shown connecting with the EL. This connection was originally with the New York Susquehanna and Western but no longer exists. The NYS&W line had a washout and has not been repaired. The section from Picatinny to Green Pond Junction has been abandoned.

5. The small branch line shown on the DOT zone map as being south of Lake junction is actually the EL's Chester branch which crosses CNJ's High Bridge branch just north of Kenilworth.

6. The CNJ's line between Wharton and Rockaway thru Dover is not shown.

7. The line from Wharton to Mt. Hope is not shown. This line is authorized for abandonment but it is scheduled to be rehabilitated and placed in service.

The Elizabethport and Bayonne Line

The CNJ line between Elizabethport and Bayonne serves an area that is densely populated and highly industrialized. Commuter service in the area is considered an absolute necessity. Sammuel D. Koze, a representative of the Bayonne Chamber of Commerce and Tax Research Council, said 4,000 daily commuters use the CNJ spur between Elizabethport and West 8th Street in Bayonne. If the extension to Raritan is included, according to Harry Meyer, approximately 7,800 commuters use this railroad daily.

In addition to commuter problems, many individuals were also concerned about the energy and environmental effects, the unavailability of gasoline, and the inefficiency of motor transportation Theobald Industries in Bayonne stated that, to move an equivalent amount of its freight, it would require 10 highway tank trucks for every three rail tank cars.

Some concern was expressed over the poor track conditions and the quality of service on the lines in this area. 3

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3 Mr. Timpany, in his statement, agreed with a DeLeuw Cather Report (Coordination and Consolidation of Freight Service in the Northern New Jersey Area, July 1973), stating that substantial rehabilitation and consolidation of yard facilities in the Newark, Perth Amboy, Jersey City and Elizabeth areas should be made. This area includes approximately 132 miles of branch lines, sidings and yard facilities. The total cost of rehabilitation is estimated to be $5.5 million. An application for maintenance and improvement of plant funds has been filed with the U.S. DOT under Section 215 of the Regional Rail Reorganization Act of 1973.
The trestle across Newark Bay is in poor condition and Alfred Goodman of Allgood Terminal Warehouse claims that in December 1973 it took 32 days to move a rail car seven blocks in Bayonne. The Lehigh Valley bridge at the northern end of Bayonne is not considered adequate to handle additional traffic.

Traffic data from businesses who are served by the CNJ and who submitted data to the RSPO are listed in Table 44.

### Table 44: Traffic Profile: Elizabethport to Bayonne

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allgood Terminal Warehouse</td>
<td>Bulk items</td>
<td>46 1,200</td>
</tr>
<tr>
<td>Matlack, Inc. &amp; Rollins Terminals, Inc.</td>
<td></td>
<td>660</td>
</tr>
<tr>
<td>Theobald Industries</td>
<td>Oil, grease, tallow, petroleum wax</td>
<td></td>
</tr>
<tr>
<td>Gallo Wine Sales of N.J.</td>
<td></td>
<td>500</td>
</tr>
</tbody>
</table>

1. Midland Glass handles approximately 9 cars a day.
2. Theobald Industries ships 1 car per day or approximately 750,000 pounds per week.
3. Terminating carloads.

### The Linden and Perth Amboy Lines

Even though there were no abandonment protests for these short branch lines located in the vicinity of Linden and Perth Amboy, R.D. Timpany, trustee of the CNJ, criticized the inaccuracy of the DOT zone maps. He believed that the branch lines portrayed in these zones by DOT should be redrawn using the New Jersey Public Utilities Commission map as a guide. Mr. Timpany noted, for example, that the existing Linden and Warners trackage did not correspond to its DOT zone map counterpart. Mr. Timpany pointed out that The Staten Island Railroad Corporation, not the CNJ, interchanged with the Lehigh Valley at Staten Island Junction and that the trackage from Cranford to Linden Junction (Zone 60) is owned by The Staten Island Railroad Corporation, not the Erie Lackawanna.

B.J. Gustafson of the Port Jersey Railroad Company pointed out that Port Jersey's line from Jersey City to Bayonne is omitted on all DOT zone maps. As a result, Port Jersey would like some assurance that it will be included in the final system plan. The Port Jersey connects with Penn Central in the Greenville Yard and has considerable frontage on New York Harbor.

Table 45 contains information submitted to RSPO by rail users located on rail lines not designated potentially excess by the DOT in Zone 60.

### Table 45: Traffic Profile of Viable Railroad Lines in Zone 60

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rahway Valley Railroad 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carpenter Technology</td>
<td>Steel pipe</td>
<td>116</td>
</tr>
<tr>
<td>Woodward Plastics</td>
<td>Raw materials</td>
<td>116</td>
</tr>
<tr>
<td>MacMillan Bloedal Containers, Inc.</td>
<td>Corrugated containers</td>
<td>432</td>
</tr>
<tr>
<td>ITT Continental Baking</td>
<td>Flour</td>
<td>637 2 673</td>
</tr>
<tr>
<td>Penn Central Railroad</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kimberly-Clark Corp.</td>
<td>Wood pulp, coal, paper products</td>
<td>420</td>
</tr>
<tr>
<td>A. P. Green Refractories Co. 3</td>
<td></td>
<td>75 2</td>
</tr>
<tr>
<td>Lehigh Valley Railroad</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reisen Lumber Industries 4</td>
<td></td>
<td>200 2 236 4</td>
</tr>
<tr>
<td>New Jersey Charcoal Co.</td>
<td></td>
<td>300</td>
</tr>
<tr>
<td>Theobold Industries 5 6</td>
<td>Oils</td>
<td>7</td>
</tr>
<tr>
<td>Manufacturers Reserve Supply, Inc. 8</td>
<td></td>
<td>167</td>
</tr>
<tr>
<td>Degen Oil and Chemical Co.</td>
<td>Linseed and soybean oil</td>
<td>71 2 65 4</td>
</tr>
<tr>
<td>A. B. Murray Co.</td>
<td>Tubing pipe</td>
<td>80 4</td>
</tr>
<tr>
<td>I.C.I. America, Inc. 9 10</td>
<td>Chlorine products</td>
<td>8,337 2 10,234 3 13,050 3</td>
</tr>
<tr>
<td>Kimberly-Clark Corp. 9 10</td>
<td></td>
<td>420</td>
</tr>
<tr>
<td>A. P. Green Refractories Co. 3</td>
<td></td>
<td>75 2</td>
</tr>
</tbody>
</table>

1. The City of Union was the only point on the Rahway line not recommended for local rail service by DOT. R. M. McIntyre, a representative of Griffith Labs, indicated that there is sufficient traffic through Union on the Rahway Valley Railroad Summit to Aldene to require continued service. (The Rahway Valley Railroad has freight connections with the CNJ at Aldene and with the Erie Lackawanna at Summit and with the Lehigh Valley at Roulle Park.) The Rahway Valley is financially solvent, and Mr. McIntyre does not believe that DOT should force a solvent railroad to reduce its service or abandon facilities.

2. Terminating carloads.
3. The figures are duplicative in that the shipper has not apportioned the carloads among the rail carriers according to their normal usage.
4. Reisen claimed that there was no alternative mode available, and it would be forced to shut down if the line was abandoned. The firm employs 100 persons.
5. Originating carloads.
6. Theobald uses this line for its northern and western shipments.
7. Theobold ships 1 carload per day or approximately 750,000 lbs. per week. Theobald estimates 3 carloads equal 10 tank trucks.
8. Without rail service Manufacturers Reserve would be forced out of business and so would many of their customers.
9. These carloads were generated during fiscal 1972-1973.
10. According to I.C.I. America, Inc. chlorine requires special tank cars and cannot go through populated areas.
11. Figures are in tons.
Zone 61

Two sections of line within Zone 61 were originally designated potentially excess by the DOT Report. These were:

1. The Erie Lackawanna line from Andover to the zone boundary.
2. The Lehigh and Hudson River Railway Co. line from Belvidere (Zone 69) through Zone 61 to Warwick (Zone 56).

The DOT March 1 additions and corrections supplement indicated that the latter line should not be shown as potentially excess from Franklin to the zone boundary.

The Andover Line

The RSPO did not receive any evidence concerning the short Erie Lackawanna line south from Andover to the zone boundary.

The Belvidere to Warwick Line

The Belvidere to Warwick line is operated by the Lehigh and Hudson River Railway Co. and serves the cities of Belvidere (Zone 69), Andover Junction (Zone 61), Franklin (Zone 61), Vernon (Zone 61), and Warwick, New York (Zone 56). The line serves more than 60 industrial customers and is considered an important commuter line for Sussex and Warren counties. Businesses and local government organizations were concerned, should this line be abandoned, with potential unemployment as a result of businesses being forced to close, and with problems arising from having to switch to motor transportation. Shifting to motor transport was rejected outright by many individuals because of its unavailability, the nature of the product, the distance factor, its contribution of congestion, or its cost. The importance of this line in providing a link with New England states and the rest of the Northeast was also stressed.

The only firm to submit actual traffic data concerning the line was the New Jersey Zinc Company of Franklin, N.J., which stated that it generated 136 carloads of freight in 1972 and 163 carloads in 1973. New Jersey Zinc, along with several others, was concerned about its competitive disadvantage if it lost rail service.

Although the New York, Susquehanna and Western Railroad Company line eastward from Sparta and Sparta Junction in Zone 61 was not considered potentially excess by DOT, evidence in favor of its continuation was received by the RSPO. Continued rail service to the Sparta area is considered necessary to assure further growth and financial stability and to provide both a commuter line and direct passenger service to recreational areas in Sussex County.

The Orange and Rockland Utilities Co. of Sparta depends on the NYS&W line to service its planned generating station which expects to receive up to 700 carloads of fossil fuel per week.

The Industrial Commission of West Milford stated that rail service to West Milford terminated in 1971 when major repairs to the New York, Susquehanna and Western Railroad line between Sparta and West Milford became economically unfeasible. According to the Industrial Commission, present hopes for restoring rail service depend on the continued operation of the L&HR line through Sparta as well as restoration of the Sparta to West Milford section.

Zone 62

Zone 62 is the largest of the New Jersey zones. There were 11 sections of rail line within Zone 62 designated potentially excess by the DOT Report. These lines were:

1. The Erie Lackawanna Gladstone Branch from Gladstone to Summit (Zone 60).
2. The Central Railroad Company of New Jersey High Bridge branch from High Bridge to Wharton (Zone 60). (Discussed in Zone 60.)
3. The Penn Central Belvidere Delaware Branch from Bordentown (Zone 66) through Trenton (Zone 63) and Milford (Zone 62) to Belvidere (Zone 69).
4. The Black River & Western line from Flemington to Lambertville (Belvidere Delaware Branch connection).
5. The Central Railroad Company of New Jersey line from Atlantic Highlands west to Matawan.
6. The Central Railroad Company of New Jersey line from Port Monmouth south to Middletown.
7. The Penn Central Jamesburg branch from Farmingdale west to Rocky Hill.
8. The New York and Long Branch Railroad line from Bradley Beach south Bay Head Junction.
9. The Penn Central line from Shrewsbury Road south to New Egypt.
10. The Central Railroad Company of New Jersey Toms River & Barnegat Branch from Toms River south to Pinewald.
11. The Central Railroad Company of New Jersey Southern Branch from Bridgeton Junction (including the spur to Mauritontown-Zone 65) through Norma (Zone 84), Vineland (Zone 65), Cedar Lake (Zone 64), and Chatsworth (Zone 66), to Lakehurst (Zone 62). (The line continues into New York City).

RSPO did not receive information on the Central Railroad Company of New Jersey line from Port Monmouth south to Middletown and the Penn Central line from Shrewsbury Road south to New Egypt.

DOT's March 1 additions and corrections supplement indicated the following changes in the February 1 report:

1. The Central Railroad Company of New Jersey
line between Matawan and Keyport should not
be shown as potentially excess.

(2) The Penn Central line from Jamesburg to Day-
ton should not be shown as potentially excess.

(3) The Central Railroad Company of New Jersey
line from Bridgeton Junction (Zone 65)
through Vineland (Zone 65) to the eastern
boundary of the zone should be shown as
potentially excess. 4

Many individuals were apprehensive over the possible
cessation of service over the 11 rail line segments within
Zone 62. While the number of rail miles marked poten-
tially excess by the DOT was relatively low in relation to
the number of miles of track in the zone, it was noted
that the abandonment of many of these lines would have
a notable effect on connecting lines. The major concerns
of those who submitted evidence to the RSPO included:
ecological considerations such as congestion, energy, and
pollution; loss of competitive position; retardation of
economic growth; industrial closings or relocation; and
inadequate rail re-routing alternatives. Interest was also
expressed in the continuation of passenger service.

No evidence was received concerning either the CNJ
line from Port Monmouth south to Middletown or the
Penn Central line from Shrewsbury Road south to New
Egypt.

The Gladstone to Summit Line

The Gladstone Branch is operated by the Erie
Lackawanna and serves the cities of Gladstone and
Bernardsville in Zone 62 and Summit in Zone 60. Only
a small segment of the line, in the northern portion of
Zone 62, was declared potentially excess by the DOT.
The New Jersey Department of Transportation opposed
the abandonment of this segment on the grounds that any
proposed cessation of rail service at this time appears in-
consistent with the U.S. Department of Transportation’s
efforts to encourage mass transit ridership. The New
Jersey DOT stated that federal aid has been requested to
improve passenger service on this line.

The Institute for Public Transportation said that any
rail line with existing or possible future passenger service
should not be designated potentially excess, even when
duplicate trackage exists. The Institute recommended that
Section 402 of the Act be rewritten to permit the opera-
tion of the Gladstone Branch to Summit for a period of 5
years and that the federal government pay 90 percent of
the cost with moneys drawn from the highway trust fund.

Rail users located on this line who offered information
were: Kemline-Sanderson Engineering Corporation which
generated 30 carloads of freight in 1973 and projected a

need for 50 rail cars in 1974, and Armour-Dial, Inc.
which generated 339 carloads of freight in 1973. Both
firms were concerned with the prospect of having to con-
vert to truck transportation. Armour-Dial stated that
switching to motor carrier service would not be economi-
cally feasible. If Armour-Dial lost rail service, it would
probably have to shut down, thereby losing much of its
plant investment and causing land values in the Berkeley
Heights area to decrease.

The Kemline-Sanderson Engineering Corporation
stated that its equipment, as presently produced, is too
large to be shipped intact via truck. Disassembling and re-
assembling the equipment would substantially increase
costs.

The Bordentown to Belvidere Branch

The Belvidere Delaware Branch is operated by the
Penn Central and serves the cities of Bordentown (Zone
66), Trenton (Zone 63), Titusville (Zone 63), Lamb-
bertville (Zone 62), Frenchtown (Zone 62), Milford
(Zone 62), and Belvidere, Pennsylvania (Zone 69).
Strong opposition to this line’s abandonment was ex-
pressed by public officials, local business organizations,
the Lehigh & Hudson, and individual manufacturing firms.
Congressman Frank Thompson reported that at least
47 major shippers use this line (see Table 4 for a listing
of businesses on the line which submitted data to the
RSPO).

The New Jersey DOT pointed out that this line is
strategically important because of possible national
emergencies and because of its potential as a future link in
a metropolitan New York City bypass. The New Jersey
DOT also stated that over 4,000 carloads of number 2
fuel oil are moved annually over the line to a power plant
at Milford. In addition, significant amounts of iron ore
designed for Bethlehem, Pennsylvania are carried over
the line.

Mayor Pittore of Lambertville believed that the Bel-
videre Delaware branch is important for the following
reasons: (1) loss of railroads will affect local tax and
property values in Hunterdon County; (2) rail service is
important to the New Jersey tourist business; (3) rail-
roads are vital to those civil defense plans which involve
emergency transporting of food or people; and (4) an-
cillary transportation is needed in case of a truck strike
or fuel shortage.

According to John Lubke of the 140 member South
Hunterdon Chamber of Commerce, the 16 rail users,
which his organization represents, generated 322 carloads
of freight in 1973 over the Belvidere Delaware branch.
Mr. Lubke also stated that this line hauled 32,288 rail
cars as overhead traffic. Mr. Lubke also noted an area-
wide need for restored passenger service on this line.

J.K. Fowler, of the 200 member Hunterdon Chamber
of Commerce, estimated that 1,885 to 2,240 rail cars are

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4 It is conceivable that the latter publication containing the cor-
rections was not received or read by the general public which
could account for the lack of substantial traffic data or concern
for this particular line segment.
moved annually between Frenchtown, which is located on the Penn Central’s Belvidere Delaware branch, and Flemington, which is located on the Black River & Western Railroad line.

It was reported by Albert E. Driver, of the Mercer County Board of Chosen Freeholders, that 12 firms on the Bordentown to Trenton portion of the Belvidere Delaware branch generated 2,780 carloads of freight in 1973. These firms employ 731 people.

W. Gifford Moore of the Lehigh & Hudson R.R. said that the elimination of the Belvidere Delaware Branch would be disastrous to southern New Jersey because it would nullify the potential to move overhead traffic to New England via the Penn Central and Lehigh & Hudson River Railroads.

The Hunterdon Chamber of Commerce claimed that loss of rail service would cause local firms to close down, curtail operations, or relocate. Other firms would have to build loading and unloading facilities in order to handle trucks. The Hunterdon Chamber of Commerce reported that the shift to trucks for firms in the area would increase transportation costs by approximately 100 percent. To illustrate its point the Chamber of Commerce supplied the following data on shipments originating from Texas:

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Rail cost</th>
<th>Motor carrier cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resins</td>
<td>$2.15</td>
<td>$.5.14</td>
</tr>
<tr>
<td>Metallic Ore</td>
<td>2.10</td>
<td>4.52</td>
</tr>
</tbody>
</table>

Edward McNeil, of Jersey Central Power & Light Company, testified that a rail abandonment would raise electricity costs. Mr. McNeil estimated that it would take 240 trucks per week to handle the equivalent tonnage presently moved by 80 rail cars per week.

Riegel Products Corporation has four plants located near Milford. Two are located on the Belvidere Delaware Branch and two are located at Hughesville and Warren Glen on the Lehigh Valley Railroad. The latter two plants generated 256 and 589 carloads of freight, respectively, in 1973. Edward Reichard, representing Riegel, noted that the DOT recommended local service for Milford, Hughesville, and Warren Glen but made no mention of the Riegelsville station, even though there were 135 carloads of freight generated in 1973 by the firm’s Riegelsville plant.

Table 4 contains a traffic profile of the Belvidere Delaware branch.

Congressman Frank Thompson believed that, in order to relieve the traffic congestion on State Route 29, rail passenger service should be instituted between Lambertville and Trenton on the Belvidere Delaware branch.

### The Flemington to Lambertville Line

The main line of the Black River & Western Railroad runs about 12 miles from Flemington to Lambertville.

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inco Container Co.</td>
<td>Plastic</td>
<td>29</td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>granules</td>
<td>32</td>
</tr>
<tr>
<td>Power &amp; Light Co.</td>
<td>Coal, oil</td>
<td>6,500¹,²</td>
</tr>
<tr>
<td>Riegel Products Corp.</td>
<td>Paper, woodpulp</td>
<td>135</td>
</tr>
<tr>
<td>Northern Propane Gas Co.</td>
<td>Propane gas</td>
<td>901</td>
</tr>
<tr>
<td>Jersey Central Power &amp; Light Co.</td>
<td>Oil</td>
<td>20</td>
</tr>
<tr>
<td>Firestone Tire &amp; Rubber</td>
<td>Adhesives</td>
<td>4,000</td>
</tr>
<tr>
<td>Champale, Inc.</td>
<td>36³</td>
<td></td>
</tr>
<tr>
<td>U.S. Steel</td>
<td>230</td>
<td></td>
</tr>
<tr>
<td>New Jersey Porcelain</td>
<td>1,200</td>
<td></td>
</tr>
<tr>
<td>Cities Service Co.¹</td>
<td>55</td>
<td></td>
</tr>
<tr>
<td>Ocean Spray</td>
<td>189</td>
<td></td>
</tr>
<tr>
<td></td>
<td>351</td>
<td></td>
</tr>
</tbody>
</table>

¹ Originating carloads.
² Coal (790,000 tons per year) and Oil (19,570 barrels per day) shipments produced revenues of $4.3 million and $1.7 million, respectively.
³ Terminating carloads.

¹ Cities Service has a plant investment of $20 million and pays $200,000 in property taxes.

Plastic resins, film and dangerous chemicals are the primary commodities transported over this short rail line which connects with Penn Central’s Belvidere Delaware branch (Table 46) at Lambertville. This connection provides Flemington firms with access to Trenton.

Senator Clifford Case declared his opposition to this line’s abandonment and testified that the line operates at a profit. Senator Case also stated that a plan is needed to ensure that abandoned rail rights-of-way will be designated for public purposes.

Opposition to the line’s abandonment was also expressed by the Bemis Company, Ethyl Corporation and Tenneco Chemical Incorporated, all of which are located in Flemington. In 1973, the Bemis Company received 12 million pounds of plastic resin by rail. The Ethyl Corporation received 166 and 175 carloads of plastic resin and film in 1972 and 1973, respectively. Railroads handle about 99 percent of the Ethyl Corporation’s inbound traffic. Tenneco generated 382 and 350 carloads of chemicals in 1972 and 1973, respectively, and anticipates a need for 601 rail cars in 1975. Most of Tenneco’s rail freight is inbound vinyl chloride monomer originating from Louisiana and Texas. Truck transportation is considered

¹ The lower carload volume in 1973 was caused by a 66 day plant shutdown.
impractical because of the flammable nature of the commodity and the prohibitive transport costs.

Tenneco Chemicals pointed out several deficiencies in DOT's map of Zone 62. Tenneco stated that, since the Black River Western's Flemington to Lambertville line is not marked, the line appears to be operated by Penn Central. Tenneco also believes that the map suggests that the BR&W Lambertville to Flemington line connects with the Lehigh Valley line at Flemington while actually the BR&W line connects with the CNJ only. The Lehigh Valley line serving Flemington is a short branch which extends into Flemington from the Lehigh Valley's main line. The Lehigh Valley branch serves one side of Flemington; the CNJ and BR&W line connect on the other side of town. Tenneco also stated that DOT did not clearly place Royce on the CNJ line.

In addition to suggesting that the BR&W be allowed to continue its operations, the Ethyl Corporation submitted the following recommendations:

1. Maintain Penn Central's Belvidere Delaware branch from Trenton to Lambertville.
2. Allow BR&W to purchase CNJ's south branch which serves Flemington.
3. Place a 263,000 pound weight restriction on CNJ's south branch in order to stop derailments.

The Bemis Co., Tenneco Chemical Company, and the Black River & Western Railroad all proposed that the BR&W be allowed to take over the 4 mile CNJ south branch from Flemington to Three Bridges and build a 600 foot line between the CNJ and BR&W tracks. The BR&W explained that up until recently its freight traffic for one year never exceeded 800 carloads. However, BR&W is presently handling all freight into Flemington (an estimated 2,000 cars annually) because the south branch of the CNJ between Royce and Flemington was taken out of service February 4, 1974.

Although the rail line from Flemington to Royce was not designated potentially excess by the DOT Report, Tenneco expressed concern for the line. Tenneco estimated that 1,100 rail cars originate or terminate at Flemington and stated that, since 764 cars per year originate or terminate at Royce, the density for the whole line more than qualifies it for continued retention.

The Atlantic Highlands to Matawan Line

According to R.D. Timpany, CNJ trustee, the CNJ east-west line from Atlantic Highlands to Matawan has already been abandoned. Joseph Labrecque of the Monmouth County New Jersey Transportation Coordinating Committee said that, although a trunk sewer line has been constructed on part of the right-of-way, the rail line can still be reactivated. Mr. Labrecque went on to say that this was the only freight line in the area and had a great potential for passenger service.

The Farmingdale to Rocky Hill Line (Jamesburg branch)

The Jamesburg branch is operated by the Penn Central and serves the cities of Farmingdale, Freehold, Ten- nent, Englishtown, Jamesburg, South Brunswick, Spot- wood, Monmouth Junction, Kingston, and Rocky Hill. For a traffic profile of the branch, see Table 47.

Table 47: Traffic Profile: Farmingdale to Rocky Hill

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freehold Lumber Co.</td>
<td>Candy</td>
<td>50</td>
<td>390</td>
<td></td>
</tr>
<tr>
<td>Charms Co.</td>
<td>Sand, glass</td>
<td>1,001</td>
<td>818</td>
<td></td>
</tr>
<tr>
<td>Reed &amp; Perrine, Inc.</td>
<td>Fertilizers</td>
<td>78</td>
<td>88</td>
<td></td>
</tr>
<tr>
<td>Desoto Inc.</td>
<td>Furniture</td>
<td>40</td>
<td>80</td>
<td></td>
</tr>
<tr>
<td>Rex Lumber Co.</td>
<td>Lumber</td>
<td>100</td>
<td>300-400</td>
<td></td>
</tr>
<tr>
<td>BASF Wyandatte Corp.</td>
<td></td>
<td>1,252</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>Wheeling Corrugated Co.</td>
<td>Steel</td>
<td>150</td>
<td>217</td>
<td></td>
</tr>
<tr>
<td>Amway Corp.</td>
<td>Woodpulp, paper</td>
<td>1,257</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kimberly-Clark Corp.</td>
<td>Fiber drums, paper</td>
<td>157</td>
<td>178</td>
<td></td>
</tr>
<tr>
<td>Greif Brothers, Inc.</td>
<td>Iron, acid</td>
<td>78</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ridge Door Co.</td>
<td>Chemicals</td>
<td>41</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cities Service Co.</td>
<td></td>
<td>800</td>
<td></td>
<td></td>
</tr>
<tr>
<td>National Chemical-Search Corp.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TPCO</td>
<td></td>
<td>21</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mohawk Labs</td>
<td></td>
<td>102</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Advanced Computer Supplies</td>
<td></td>
<td>516</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Princeton Nurseries</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rodhelm-Reiss Inc.</td>
<td>Raw materials</td>
<td>50-65</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Imperial Oil Co.</td>
<td>Antifreeze</td>
<td>72</td>
<td>62</td>
<td></td>
</tr>
</tbody>
</table>

1 Terminating carloads.
2 Originating carloads.
3 Wheeling Corrugated requires rail for shipments of 90 foot pipe.
4 Amway commenced operations in March, 1974.
5 Cities Services Co. requires rail for shipments of sulfuric acid.
6 Imperial Oil Company moves 3,720 tons of freight annually by rail; however, it moves 45,000 tons of freight by other modes.

Alan Sagner, Commissioner of Transportation for New Jersey, reported that, besides denying access to a U.S. government facility in Monmouth County, loss of this
branch would overload the Penn Central main line intersecting at Monmouth Junction. The New Jersey DOT opposed abandonment of that portion of the line from Spotswood to the Zone 63 boundary because of the movement of large quantities of quarry material.

With respect to passenger service, the Institute for Public Transportation would like to see the Freehold to Farmingdale portion of the Jamesburg branch become part of a rail passenger line that would begin in Matawan (Monmouth County) and run to the South Jersey shore area. Service on the CNJ line between Matawan and Freehold has been discontinued. Assemblyman Morton Salkind, who is trying to expand passenger service on the Freehold to Farmingdale portion of the line, believes that, because bus service is so inadequate in this area, rail right-of-way should not be abandoned. The Middlesex County Planning Board pointed out that 8,400 county residents commute daily to points outside their county on the Jamesburg branch.

Advanced Computer Supplies, which is located in South Brunswick, estimated that a shift to motor transportation would raise its shipping costs by $6,500 a month. The company fears that its ability to compete would be jeopardized and it might have to shut down.

International Paper submitted the following comparison of truck and rail rates for shipments to its Monmouth Junction plant:

<table>
<thead>
<tr>
<th>Rail rates per ton</th>
<th>25,000 lb.</th>
<th>50,000 lb. Over 50,000 lb.</th>
<th>Truck rate per ton</th>
</tr>
</thead>
<tbody>
<tr>
<td>From</td>
<td>minimum</td>
<td>minimum</td>
<td>minimum per ton</td>
</tr>
<tr>
<td>Georgetown, South Carolina</td>
<td>$18.60</td>
<td>$14.20</td>
<td>$9.80</td>
</tr>
<tr>
<td>Bastrop, Louisiana</td>
<td>27.00</td>
<td>20.80</td>
<td>14.80</td>
</tr>
</tbody>
</table>

It was also noted that rail rates include an additional 2.1 percent emergency fuel surcharge while truck rates include an additional 6 percent fuel surcharge.

Greif Brothers, Inc., in Spotswood, said that switching to truck would not be feasible because of the cost associated with the handling of truck congestion that would develop at its dock facilities, and the need to purchase special forklifts for handling paper rolls.

The Raritan Valley Chamber of Commerce, represented by Bradley N. Stanton, expressed the concern of 70 industries located on the Jamesburg branch. Mr. Stanton pointed out that, while alternate transportation costs will vary with the commodity shipped, transporting paper over a long distance by rail would cost $14.20 per ton compared to $28.40 per ton by truck.

The Middlesex County Planning Board, representing 27 industrial firms, supplied the following additional traffic and employment data on selected line segments of the Jamesburg branch:

<table>
<thead>
<tr>
<th>Rail line segments</th>
<th>Present annual carloads</th>
<th>Employment of rail users</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farmingdale-Freehold</td>
<td>2,353</td>
<td>1,949</td>
</tr>
<tr>
<td>Jamesburg-Monmouth Junction</td>
<td>2,755</td>
<td>1,630</td>
</tr>
<tr>
<td>Monmouth Junction-Kingston</td>
<td>3,400</td>
<td>560</td>
</tr>
</tbody>
</table>

The Middlesex County Planning Board was particularly concerned that, should the Penn Central Jamesburg branch be abandoned and the drawbridge across the Raritan River at Perth Amboy again be rendered inoperable by a ship accident, the whole county would be without rail service.

The Bradley Beach to Bay Head Junction Line

The 9 mile Bradley Beach to Bay Head Junction line is operated by the New York and Long Branch Railroad (NY&LB) and serves Bradley Beach, Belmar, Spring Lake, Point Pleasant, and Bay Head Junction. This line, while not generating a large volume of freight (see Table 48 for a listing of those businesses located on this line that supplied data to the RSPO), is considered to be a vitally important commuter route.

Theodore I. Lebrecque, of the Monmouth County New Jersey Transportation Coordinating Committee, testified that the Bradley Beach to Bay Head Junction line is the backbone of passenger transportation between New York and Newark. In 1973, New Jersey spent $390,000 on repairs to the line and will spend another $560,000 in 1974. R.D. Timpany noted that the New Jersey DOT

* The Monmouth County Planning Board expects that firms along the Farmingdale-Freehold rail segment of the Jamesburg branch line will ultimately generate 620 additional carloads of freight and employ 520 more people.
* The DOT map for Zone 62 incorrectly shows this line being operated by the Central Railroad Company of New Jersey.

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4 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 Company, 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.

7 Kimberly-Clark Corporation pointed out that the station at Spotswood is recommended for local service but was not marked in blue on the Zone 62 map.
had allocated approximately $2.6 million for the restoration of the entire line during the period 1971 to 1974.

Table 48: Traffic Profile: Perth Amboy to Bay Head Junction Line

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Midland Glass</td>
<td>Raw materials</td>
<td>1,200</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pride Made Products</td>
<td>Roofing</td>
<td>40</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monmouth Rubber Corp.</td>
<td>Rubber</td>
<td>60(^1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chandler &amp; Maps Co., Inc.</td>
<td>Lumber</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

\(^1\)Terminating carloads.

\(^1\)The Monmouth Rubber Corp. generated for the NY&LB 500,000 pounds of rubber in 1969, 700,000 pounds in 1970, and expects rubber shipments to rise to 1 million pounds in 1974.

Richard B. Wachenfeld, of the New York and Long Branch, testified that 22,000 passengers ride over the line daily. A study has been completed, according to Mr. Wachenfeld, which involved a proposal to terminate the line at Sea Girt rather than at Bay Head Junction. Abandonment of the lower southern portion of the track is being contemplated because of the very poor condition of the Manasquan River Bridge. It has been estimated that it will cost approximately $500,000 to repair the bridge or $5 million to build a new one. Because of the small number of passengers that use the line south of Sea Girt, questions have been raised as to whether such a large investment would be justified.

The Monmouth Rubber Corp. stated that if it had to shift from rail to truck transportation, its cost would rise from 3¢ to 7¢ a pound. Without rail service, the firm would close.

The Toms River to Pinewald Line

The 22.13 mile Toms River and Barnegat line is operated by the Central Railroad Company of New Jersey and services Lakehurst, Toms River, Pinewald, Lanoka Harbor, Forked River, Waretown, and Barnegat. Although the CNJ has already received authority to abandon the line below Pinewald, that portion of the track between Pinewald and Oyster Creek is presently operated by the CNJ under contract with the Jersey Central Power & Light Co. Jersey Central Power & Light Co. stated that, in the next 5 years, it expects to receive 4,000 carloads at its Oyster Creek plant. In addition, by mid-1974, the Oyster Creek plant is expected to begin shipping out approximately 15 carloads per year—each car with a loading of approximately 100 tons.

The New Jersey City Transportation Council stated that this line is needed because of the planned construction of a nuclear generating power station at Forked River. The New Jersey Department of Labor and Industry reported that 800 rail cars will be used annually, until 1979, for the construction of this plant. Employment for the construction of the plant will be approximately 3,000.

Traffic data from businesses which submitted data to the RSPO are listed in Table 49.

Table 49: Traffic Profile: Toms River and Barnegat Branch

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>N.J. Pulverizing</td>
<td>Silica, quartz</td>
<td>100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dee Wood Industries</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard Roofing(^1)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>American Supply Co.</td>
<td>Lumber</td>
<td>40</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Delta Lumber Co.</td>
<td>Lumber</td>
<td>80</td>
<td></td>
<td></td>
</tr>
<tr>
<td>N.J. Natural Gas Co.</td>
<td>Propane</td>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reardon Co.</td>
<td>Chemicals</td>
<td>12</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Toms River Chemical Co.</td>
<td></td>
<td>1,200-1,300</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trilco Supply Co.</td>
<td>Lumber</td>
<td>200</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

\(^1\)Standard Roofing, which has a plant investment of $410,000, stated that a switch from rail to trucks would increase its cost 15 percent.

The Bridgeton Junction to Lakehurst Line (Southern branch)

The Southern branch is operated by the Central Railroad Company of New Jersey. It serves Bridgeton, Norma, and Vineland (Zone 65), Landisville (Zone 64), Winslow and Chatsworth (Zone 66), Whiting, Lakehurst and Red Bank. The line continues on from Red Bank to New York City. Only the portion from Bridgeton Junction to Lakehurst has been designated potentially excess.

The Bridgeton Junction to Lakehurst segment of CNJ’s Southern branch carries large quantities of sand to be used in the manufacture of glass. A CNJ feeder line from Mauricetown (Zone 65) northwest to Bridgeton Junction originated more than 15,000 carloads of industrial sand in 1973, 43 percent of which continued over the Bridge ton to Lakehurst line to Clifford, Carteret and Jersey City. Forecasts indicate that this traffic will increase to approximately 19,000 carloads in 1974 and 21,000 in 1975.

Howard T. Rosen, counsel for the CNJ Lifeline Committee, testified that 35,000 carloads of sand are currently generated on the Southern branch, 15,000 of which originate at Newport (Zone 65). Mr. Rosen contends that 50,000 carloads could be generated on this line if there
was an improvement in rail efficiency and if the tracks were repaired. R.D. Timpany, CNJ Trustee, stated that the rehabilitation cost for the Bridgeport to Red Bank trackage would be approximately $1.2 million. Midland Glass Co. testified that there were nine derailments in 3 months on the line, causing its plant in Cliffwood to shut down from December 20, 1973 through December 23, 1973. The shutdown cost the firm $166,589.

In 1973, 5,400 carloads of construction sand were moved on this line from Winslow Junction (Zone 66) to the New York City area. The Hackensack Meadows Sports Complex is expected to use 3 million cubic yards of sand, part of which would be transported via this line.

According to the Monmouth County New Jersey Transportation Coordinating Committee, this line is the only north-south rail line in the eastern and southern part of the state. Withdrawal of service over the line would leave many firms stranded. Mr. Rosen testified that, if rail service were lost, 175,000 trucks (500 per day) would be needed to move the freight from this line. The area roads, according to Mr. Rosen, are not adequate to handle such traffic.

Table 50 incorporates traffic data supplied RSPO by firms which use the Southern branch. In addition to these submissions, the Public Service Electric and Gas Company stated that the line was needed for the southbound movement of trap rock to its off-shore generating plant. Owens Illinois reported that there is no physical connection between the Pennsylvania-Reading Seashore line serving Vineland and the CNJ as indicated by the DOT map of Zone 65.

Several of the firms included in Table 8 also submitted other important information. The Vineland Times stated that, if it had to convert to truck transportation, its costs would increase by $15 per ton. Betz Laboratories in Chatsworth reported that, if it lost rail service and no alternative service were provided, it would shut down. If forced to go out of business, only 40 percent of Betz's investment would be salvageable. Reade Manufacturing Company in Lakehurst reported that it ships magnesium powder used in munitions for the U.S. Department of Defense.

**Table 50: Traffic Profile: Southern Branch Line**

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
<th>1972</th>
<th>1973 Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pennsylvania Glass Sand Corp.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hollander Sand</td>
<td></td>
<td></td>
<td>4,000</td>
<td>10,000-12,000</td>
</tr>
<tr>
<td>R. D. Timpany-CNJ Trustee</td>
<td>Appliances</td>
<td></td>
<td>147</td>
<td></td>
</tr>
<tr>
<td>Sears Roebuck</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lurio Chemical</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eastern States Warehousing</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vineland Cold Storage</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Owens-Illinois</td>
<td>Batch materials</td>
<td></td>
<td>600</td>
<td></td>
</tr>
<tr>
<td>Vineland Times</td>
<td>Newsprint</td>
<td></td>
<td>120-144</td>
<td></td>
</tr>
<tr>
<td>Farmers Cooperative Association of Vineland, Inc.</td>
<td>Feed ingredients</td>
<td></td>
<td>300-400</td>
<td></td>
</tr>
<tr>
<td>Maneschewitz Food Products</td>
<td>Frozen fish, canned food</td>
<td></td>
<td>13-19</td>
<td></td>
</tr>
<tr>
<td>Venice Maid Co. Inc.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B&amp;F Kitchen Distributors</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cumberland Lumber</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vineland Chemical Co.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leone Industries*</td>
<td>Soda ash, limestone</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minot Food Packers, Inc.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Price Bros. Lithograph Co.</td>
<td>Paper board</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Murbeck Knitted Fabrics Co., Inc.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safeway Freezer Storage, Inc.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scott Paper Co.</td>
<td></td>
<td></td>
<td>950</td>
<td>1,900</td>
</tr>
<tr>
<td>Midland Glass</td>
<td>Sand</td>
<td></td>
<td>8,000</td>
<td></td>
</tr>
<tr>
<td>Betz Laboratories</td>
<td>Acrolein</td>
<td></td>
<td>13</td>
<td></td>
</tr>
<tr>
<td>Hollander Sand</td>
<td>Construction aggregate</td>
<td></td>
<td>8,000</td>
<td>10,000</td>
</tr>
<tr>
<td>American Smelting &amp; Refining, Inc.</td>
<td>Titanium</td>
<td></td>
<td>1,800</td>
<td></td>
</tr>
<tr>
<td>Reade Mfg. Co.</td>
<td>Magnesium powder</td>
<td></td>
<td>3-5</td>
<td></td>
</tr>
<tr>
<td>Thermax</td>
<td>Welding materials</td>
<td></td>
<td>3-5</td>
<td></td>
</tr>
<tr>
<td>Beaton Brothers</td>
<td>Lumber</td>
<td></td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>Excel Wood Products</td>
<td>Lumber</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Glen Rock Lumber &amp; Supply Co.</td>
<td>Lumber</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Le Compte Company Inc.</td>
<td>Grain</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Level Line Co.</td>
<td>Building materials</td>
<td></td>
<td>200</td>
<td></td>
</tr>
<tr>
<td>Sam &amp; Paul</td>
<td>Lumber</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dry Wall, Inc.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard Lumber &amp; Building Supply</td>
<td>Building materials</td>
<td></td>
<td>2-3</td>
<td></td>
</tr>
<tr>
<td>Superior Hardwood Flooring</td>
<td>Building materials</td>
<td></td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>Naval Air Station</td>
<td>Aircraft</td>
<td></td>
<td>12</td>
<td>5</td>
</tr>
</tbody>
</table>

1 Holland began operations in 1973 and figures are for last 6 months only.
2 Leone Industries stated that its shipments of soda ash cannot be transported by available alternative modes.
Allen Sagner of the New Jersey DOT criticized the U.S. DOT for not attributing sufficient carloads to stations at Chatsworth and Whiting. A New Jersey DOT survey indicated that over 4,500 carloads were shipped from these two stations in 1973. R.D. Timpany stated that the Hayville station, not shown on the DOT zone map but located 3 miles south of Winslow, generated 277 carloads of freight in 1973.10

Evidence from rail users located on rail lines not noted as potentially excess by the DOT in Zone 62 was also received by the RSPO (Table 51). A few companies also expressed a concern for continued rail service for Carteret. The Carteret Industrial Association said, if rail service were to cease, two of Carteret’s major plants would immediately be forced to close, laying off 2,235 people. The remaining 23 plants, employing 1,978, would have to curtail operations. Tax revenues supporting the community would also be lost.

<table>
<thead>
<tr>
<th>Table 51: Traffic Profile of Viable Railroad Lines in Zone 62</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail user</td>
</tr>
<tr>
<td>Penn Central-Plainsboro to Metuchen</td>
</tr>
<tr>
<td>Certain Teed Products Corp.</td>
</tr>
<tr>
<td>Lehigh Valley-Bound Brook to South Amboy</td>
</tr>
<tr>
<td>Airco Inc</td>
</tr>
<tr>
<td>Oakite Products</td>
</tr>
</tbody>
</table>

1Terminating carloads.

Zone 63

Zone 63 is primarily located in Mercer County. The county government reported that 1,971 employees from more than 36 firms would be affected by the abandonment of lines in the zone marked potentially excess by the DOT. Loss of rail service in much of Mercer County would cripple the growth of this largely industrial area.

The following three sections of rail line within Zone 63 were designated potentially excess by the Department of Transportation:

11 It is conceivable that the latter publication containing the corrections was not received or read by the general public which could account for the lack of substantial traffic data or concern for these particular lines.

12 The Firestone Tire and Rubber Company noted that the DOT Zone 62 map is in error and that Cranbury is located on the branch from Hightstown to Jamesburg and not the Jamesburg branch from Farmingdale to Rocky Hill.

61
Table 52: Traffic Profile: Hightstown to South Amboy

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medlin Lumber Corp.</td>
<td>Lumber</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Teleg Transportation, Inc.</td>
<td></td>
<td>38-40</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Platz Food &amp; Chemical Co.</td>
<td>Fertilizer</td>
<td>39</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Chemical</td>
<td>Fertilizer</td>
<td>100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Firestone Tire &amp; Rubber Co.</td>
<td></td>
<td>1,742</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chamberlin &amp; Barclay, Inc.</td>
<td>Fertilizer</td>
<td>159</td>
<td>300</td>
<td></td>
</tr>
<tr>
<td>A. P. Green Refractories Co.</td>
<td></td>
<td>212</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tube Sales, Inc.</td>
<td>Tubing</td>
<td>52</td>
<td>100-150</td>
<td></td>
</tr>
<tr>
<td>Carpenter Tech.</td>
<td>Stainless steel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>U.S. Plywood</td>
<td></td>
<td>250</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clevepak Corp.</td>
<td>Containers</td>
<td>48</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carter-Wallace</td>
<td>Freon</td>
<td>75</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 Terminating carloads.

The Princeton to Princeton Junction Line

The Princeton to Princeton Junction line is operated by the Penn Central and is used almost exclusively as a commuter route to and from New York, Newark and Philadelphia. An estimated 1,000 persons commute daily on this line. The energy crisis caused ridership to increase by 50 percent. Fuel savings, reduced air pollution and traffic congestion were arguments advanced for its continuation in service.

The Trenton to Lawrenceville Line

The 6 mile Trenton to Lawrenceville line is operated by the Reading Railroad Trenton Princeton Tractor Line. Stephen M. Segal, representing Ewing Industrial Park, alleged that the DOT was in error and that rail service has already been discontinued to Lawrenceville. He claimed that the line is now only slightly more than 2 miles long. It serves 10 firms, which generated 1,070 carloads of traffic in 1973, according to Albert E. Driver. Mr. Driver estimated that loss of the line would mean unemployment for 234 persons.

Arguments favoring retention of the line noted the potential unemployment which could be caused by abandonment, the inability of the area roads to handle additional truck traffic, and the need for rail service for the $10 million Ewing Industrial Park.

Rail users located on this line who offered information were Certified Steel Company, which expects to generate between 325 and 400 carloads in the near future, and Wycoff & Loser, Inc. Mr. Thomas N. Loser, representing Wycoff & Loser, was particularly concerned with the cost involved in shifting from rail to motor transport, and the cost of relocation. To illustrate his point, Mr. Loser supplied the following data on inbound chemical shipments:

<table>
<thead>
<tr>
<th>Origin</th>
<th>Rail cost (Per ton)</th>
<th>Motor carrier cost (Per ton)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgia and Alabama</td>
<td>$15</td>
<td>$45</td>
</tr>
<tr>
<td>Quebec, Canada</td>
<td>$20</td>
<td>$45</td>
</tr>
</tbody>
</table>

Mr. Loser does not believe that his firm could remain at its present location if rail service were lost. He estimated that the cost of relocation would be $624,000 and could cause losses of $205,500 from the firm’s 15 year lease and $600,000 to $700,000 in anticipated profits. In 1973 the firm invested $35,000 in a track siding.

The Trenton to West Trenton Line

The 4 mile Trenton to West Trenton line is operated by the Reading Railway and serves Trenton, Ajax Park and West Trenton. Of the total trackage, only the portion of the Penn Central's Belvidere branch from Trenton to the connection with the Reading has been declared potentially excess by the DOT. While it was reported that there are 10 firms located along this line, only two firms offered traffic information to the RSPO: the Homasote Company, which generated 737 carloads of insulated building material and chemicals in 1973, and the H. M. Royal Corporation, which generated between 350 and 400 carloads of clay, talc, aluminum, oils and chlorine in 1973. Royal expects to generate 615 carloads by 1976 and Homasote expects to generate 1,250 carloads by 1979.

George Owens, representing H. M. Royal, asserted that approximately 3,000 rail cars travel on this line annually, but the New Jersey DOT claimed that only 650 carloads were carried over this line in 1973.

Abandonment of the line would cause the unemployment of 205 people.

The Trenton to East Trenton Line

The Reading Railroad’s Trenton to East Trenton line was not declared potentially excess by the DOT, but its continuation as an active line was recommended nevertheless. Albert E. Driver stated that three firms, who employ 574 people, generated 785 carloads of freight on this line in 1973. The Gas Construction Company, Inc. received 1,108 tons and 1,443 tons of freight in 1972 and 1973, respectively.

Mayor Arthur J. Holland of Trenton, reported that 17 firms in Trenton would be adversely affected by loss of rail service. Seven of these firms indicated that they would have to stop operations at their present locations. The remaining firms could shift to truck, but such a shift would result in higher costs, longer delivery delays and difficulty in maintaining a profitable operation. Abandonment would cause the potential unemployment of
1,800 persons and an estimated tax revenue loss of $300,000.

**Zone 64**

The following three sections of line within Zone 64 were designated potentially excess by the U.S. Department of Transportation:

1. The Pennsylvania-Reading Seashore Lines (PRSL) branch from Pleasantville to McKee City.
2. The PRSL line from Pleasantville to Linwood.
3. The CNJ line from Wheat Road through Lands- isville to Cedar Lake (this line is a segment of the Bridgeton Junction to Lakehurst line discussed in Zone 62).

According to a letter from the DOT to Senator Clifford P. Chase, the PRSL line from Pleasantville to McKee City has already been abandoned.

Opposition to the abandonment of the Pleasantville to Linwood line was expressed by Dee Wood Industries, Atlantic Plastic Containers, Inc., Lumber Distributors, Inc., the Peter Lumber Company, the PRSL, the Tenth New Jersey Development Council, and the New Jersey DOT.

The New Jersey DOT reported that approximately 250 carloads of freight were generated over the Pleasantville to Linwood line in 1973. However, Dee Wood Industries reported it generates an average of 274 car- loads a year over this line.

Herbert Adler, representing Dee Wood Industries, stated that, if rail service was lost, his firm would not be able to price its products competitively. A switch to trucking would be impractical.

**Zone 65**

The following two sections of line within Zone 65 were originally designated potentially excess by the U.S. Department of Transportation:

1. The Pennsylvania-Reading Seashore Line (PRSL) from Woodbine to Woodbine Junction.
2. The PRSL line from Ocean City to Palermo.

DOT's March 1 additions and corrections supplement indicated that the CNJ line from Bridgeton Junction through Vineland to the zone boundary should also be designated potentially excess. For a discussion of this line, see Zone 62.

No evidence was received protesting the abandonment of the short PRSL line from Woodbine to Woodbine Junction.

The growth in importance of commuter service from Ocean City to the Philadelphia area, due to ecological and energy factors, was the principal argument advanced for the maintenance of the PRSL line from Ocean City to Palermo. The average number of daily commuters is 90.

The Pennsylvania-Reading Seashore Line advocated that freight service between these two points be discon- tinued and passenger service be expanded, but the Ocean City Community Association recommended that the line be abandoned and bus service established for commuters. According to the Association, the line has no economic value to taxpayers and is presently in an unsafe condition.

The Pennsylvania-Reading Seashore Lines noted an error in DOT's zone map. The DOT map for Zone 65 incorrectly shows Wildwood between Cape May and Rio Grand. It should be located at the extreme eastern end of the branch that begins at Whitesboro. The branch itself is reportedly in poor condition.

**Zone 66**

The following five sections of line within the New Jersey portion of Zone 66 were designated potentially excess by the U.S. Department of Transportation:

1. The Penn Central Line from Mt. Holly to Medford.
2. The Pennsylvania-Reading Seashore line running from Williamstown Junction to Winslow.
3. The Pennsylvania-Reading Seashore line running from Barrington to Glendora.
4. The Pennsylvania-Reading Seashore line running from Salem (Zone 84) to Woodbury.
5. The CNJ line from the zone boundary below Winslow to the zone boundary east of Chats- worth (this line is a segment of the Bridgeton Junction to Lakehurst line discussed in Zone 62).

The Delaware River Port Authority pointed out that the segment from the Delair cut-off to Camden is an exclusive rail right-of-way for the Port Authority's high speed commuter line and does not handle any freight as is indicated on DOT's map of Zone 66.

**The Mt. Holly to Medford Line**

The 7 mile Mt. Holly to Medford line is operated by the Penn Central. Strong opposition to the abandonment of this line came from public officials and individual shippers. The New Jersey DOT's 1973 survey indicated that 130 carloads of freight originated at Medford. On the other hand, Bernard Cedar, representing the Burlington County Planning Board, reported that seven industries use this line and that they generate 277 carloads of freight. Mr. Cedar expects the line to generate 450 rail cars per year in the future. Abandonment, according to Mr. Cedar, would result in the closing of two firms causing the unemployment of 100 persons. Mr. Cedar criticized the DOT for allegedly lumping the carload figures for this line into the total figures shown for the Penn Central's Camden to Cookstown line which runs through Mount Holly.

Individual rail users located on this line who offered information to the RSPO were McGraw Edison, which
generated 120 carloads of freight in 1973 and projects an ultimate need for between 300 and 350 rail cars per year, and Kirby Bros. Carl Krysko, representing McGraw Edison, accused the Penn Central of intentionally downgrading this line, and stated his belief that an additional 200 to 225 rail cars per year would be generated if service were improved. The tax revenue loss to the community if the McGraw Edison plant closed would be an estimated $25,000.

**The Williamstown Junction to Winslow Line (Clementon branch)**

The Clementon branch is operated by the Pennsylvania-Reading Seashore Lines and serves the Williamstown, Cedar Brook, Braddock, and Winslow. The branch is considered to be of strategic significance by the New Jersey DOT because it serves as a major rail freight route from southern New Jersey to Camden and other western points. The alternate Ocean City to Camden route is not considered practical because of the high speed commuter service operating between Philadelphia and Lindenwold. The Delaware River Port Authority pointed out that the abandonment of the Clementon Branch would impair the proposed extension of high speed rail commuter service from Lindenwold to West Berlin and Atco because freight would be shifted from the Clementon Branch to this commuter line.

The Delaware River Port Authority supports the Port Authority Transit Corporation (PATCO) proposed extension of high speed rail commuter service from Philadelphia to Woodbury/Glassboro and Morristown/Mt. Holly.

The Camden County Planning Board reported that the Clementon Branch line serves several extracting industries and abandonment would leave a 6 mile gap (between Williamstown and Winslow Junction) in the only line delivering coal and fuel oil to the generating stations of the Atlantic City Electric Company.

Two rail users located on this line provided information to the RSPO. Mrs. Paul’s Kitchens generated 139 and 133 carloads of freight in 1972 and 1973, respectively. Certain-Teed Products Corp. generated 3,026 carloads of sand, soda ash, cullet, limestone, paper and insulating materials in 1973.

Abandonment of the line would be particularly difficult for Mrs. Paul’s Kitchens because of the type of commodity the firm processes. Mrs. Paul’s imports fish from Japan, which must be discharged from incoming ships within two days. The firm estimated that, since 125 highway trailers would be necessary to handle the fish from the piers, a sufficient number of trucks simply could not be obtained within such a time frame. Other problems with truck transportation mentioned by the firm include increased costs, congestion, energy, inefficiencies, and decreased safety and reliability.

Mrs. Paul’s Kitchens and Certain-Teed Products Corp. have payrolls of $3.6 million and $4.4 million, respectively.

**The Barrington to Glendora Line**

This line is operated by the Pennsylvania-Reading Seashore Lines and serves Barrington, Bellmawr, Blackwood, Lakeland and Glendora. According to the Camden County Planning Board, this line serves four industries.

The Pennsylvania-Reading Seashore Lines reported that firms in Bellmawr generated 1,459 carloads of freight in 1972 and 1,759 carloads in 1973. Firms on the segment between Glendora and Bellmawr generated 28 carloads of freight in 1972 and 61 carloads in 1973, according to PRSL.

**The Salem to Woodbury Line**

The Salem to Woodbury line is operated by the Pennsylvania-Reading Seashore line and serves Salem and Woodstown in Zone 84 and Swedesboro Thorofare and Woodbury in Zone 66. That portion of the line from Woodbury south to the zone boundary was originally declared potentially excess by the DOT, but the DOT’s March 1 additions and corrections supplement indicated that no portion of the Woodbury to Salem line should be shown as potentially excess.

Three businesses on the PRSL Salem to Woodbury line submitted traffic information to the RSPO (Table 53). The Anchor Hocking Corporation declared that the following carloads were generated annually on this line:

<table>
<thead>
<tr>
<th>City</th>
<th>Carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salem</td>
<td>3,682</td>
</tr>
<tr>
<td>Woodstown</td>
<td>639</td>
</tr>
<tr>
<td>Swedesboro</td>
<td>2,830</td>
</tr>
<tr>
<td>Thorofare</td>
<td>551</td>
</tr>
</tbody>
</table>

Anchor Hocking also noted the boxcar shortage and stated its fear that abandonment of the line would lead to area growth retardation and would adversely affect its ability to compete with other firms which would still have available rail service. Anchor Hocking contended that, if rail service is discontinued, its plant will close and 1,125 employees will be released.

The Gloucester New Communities Company stated that this line will be needed for commuter and freight service for Beckett, a planned community of 80,000 persons, near Swedesboro.

James J. Kerr, representing the National Bottle Corporation, pointed out a technical error in the Zone 84 map. Mr. Kerr stated that there is a PRSL branch line running south from Glassboro to Woodstown that is shown on the Zone 66 map but not on the Zone 84 map.

Evidence from rail users located on rail lines not noted
as potentially excess by the DOT in Zone 66 was also received by the RSPO (Table 54).

**Table 53: Traffic Profile: Salem to Woodbury**

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Bottle Co. Corp.</td>
<td>Silica, sand,</td>
<td>479</td>
</tr>
<tr>
<td></td>
<td>soda ash</td>
<td></td>
</tr>
<tr>
<td>Anchor Hocking Corp.</td>
<td>Containers</td>
<td>1,808</td>
</tr>
<tr>
<td>Certain-Teed Products Corp.</td>
<td>Building materials</td>
<td>396</td>
</tr>
</tbody>
</table>

1 Terminating carloads.

**Table 54: Traffic Profile of Viable Railroad Lines in Zone 66**

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Penn Central-Camden to Cookstown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Campbell Soup Co.</td>
<td>Foods</td>
<td>1,325</td>
</tr>
<tr>
<td>Pulverizing Service, Inc.</td>
<td></td>
<td>170</td>
</tr>
<tr>
<td>J.S. Collins &amp; Sons, Inc.</td>
<td>Lumber, coal, feed</td>
<td>349</td>
</tr>
<tr>
<td>Farmers Storage Co. Inc.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scovill Manufacturing Co.</td>
<td></td>
<td>187 158 225</td>
</tr>
<tr>
<td>Tapco Limited</td>
<td>Newsprint</td>
<td>30-60</td>
</tr>
<tr>
<td><strong>Pennsylvania-Reading Seashore Line-Camden to Dorchester in Zone 65</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ekco Products 9</td>
<td></td>
<td>120 300</td>
</tr>
<tr>
<td><strong>Pennsylvania-Reading Seashore Line-Camden to Dorchester in Zone 64</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E.I. DuPont</td>
<td></td>
<td>15,000</td>
</tr>
<tr>
<td><strong>Penn Central-Camden to Bordenstown</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stephen Chemical Co. 4</td>
<td></td>
<td>175 230</td>
</tr>
</tbody>
</table>

1 Terminating carloads.

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ingersoll Rand Co.</td>
<td></td>
<td>508</td>
</tr>
<tr>
<td>Mobil Chemical Co.</td>
<td>Bulk</td>
<td>246 306 420</td>
</tr>
<tr>
<td>BASF Wyandette</td>
<td></td>
<td>450</td>
</tr>
<tr>
<td>M&amp;M/Mars Candy Corp.</td>
<td>Corn syrup, starch</td>
<td>59 80</td>
</tr>
<tr>
<td>Reichold Chemicals, Inc.</td>
<td>Bulk</td>
<td>405 495</td>
</tr>
<tr>
<td>Williams and Hibler, Inc.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Zickner’s Farm Supply</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate Lumberman’s Company, Inc.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Powell Mills, Inc.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 Terminating carloads.

Abandonment of the Easton to Netcong line would force the Ingersoll Rand Company to relocate and to lay off 300 people. The Mobil Chemical Co. in Washington was concerned that the Washington station, although recommended for service by the DOT Report, might lose service. If Mobil lost rail service, it would have to dismiss 250 employees. Mobil estimated that it would take six times as many trucks as rail cars to move its shipments of polyethylene.

The M&M/Mars Candy Company, in Hackettstown, recently made a $40,000 investment in adapting its receiving facilities to handle sugar in carloads. A potential requirement of at least eight rail cars per week is forecast. M&M/Mars will eventually receive up to 20 carloads of peanuts per month. A significant amount of M&M/Mars’s outgoing shipments are presently moving via COFC. While motor transportation is an alternative available to the Mars Company, its usage would increase the cost of those commodities that would have to be transported long distances.

Reichold Chemicals owns two sidetracks at Rockport and leases 500 feet of storage track from the Erie Lackawanna at the Washington station. The firm owns 19 jumbo hopper cars. Reichold is presently paying the railroad $1.5 million to haul its freight. If Reichold were forced to use trucks instead of rail service, it anticipates that its freight bill would increase by $117,900 a year.

John N. Bissell, representing the Erie Lackawanna, stated that only 500 carloads annually are terminated on the line from Washington to Netcong. The New Jersey
DOT stated that rail traffic on this line is expected to reach 1,073 carloads in 1974.

According to the New Jersey DOT and R. D. Timpany, firms located at Hackettstown and Phillipsburg generated 600 and 1,633 carloads of freight, respectively. Witnesses complained that figures used by the DOT were inaccurate due to the fact that rail billing for the Hackettstown station is done at Netcong.

**PASSENGER SERVICE**

New Jersey is dependent upon an efficient mass transportation system in order to alleviate traffic congestion, overcrowded parking lots, and noise and air pollution. At the present time 943 track miles in the state, of which 360 miles are electrified, are devoted to carrying rail passengers. Railroads within New Jersey carry an estimated 90,000 passengers per day. On the Penn Central main line between Philadelphia and New York City, there are 273 daily trains in operation. Demand for passenger service between these two points continues to increase, thereby threatening to force diversion of freight traffic from this Penn Central line.

Since 1960, the State of New Jersey has invested over $350 million of its own funds in mass transportation services. The following lines have been selected by the state for capital investment but have been designated potentially excess by the DOT Report:

- The Erie Lackawanna Gladstone branch (5,000 riders per day to Newark, Jersey City and New York City)
- The Erie Lackawanna Pasacc line (3,000 riders per day, from Rockland County, New York, and Bergen County to Jersey City and New York City)
- New York and Long Branch (12,500 riders per day, from Ocean and Monmouth Counties to Newark, Elizabeth, Jersey City, and New York City)

In response to New Jersey’s numerous passenger transportation complaints and problems, several transportation committees have been created, such as the Shore Transportation Committee. This particular organization represents commuters who rely on the New York and Long Branch Railroad to transport them to and from work. The Shore Transportation Committee is comprised of 25 representatives from communities served by the railroad and having a cumulative population of more than 325,000. The Shore Transportation Committee presented a report to Governor Cahill during July 1973, in response to which the Governor’s office committed $1 million toward the rehabilitation of the entire roadbed of the New York and Long Branch.

It was the opinion of this committee and others that DOT ignored the present use and the future value of rail lines for commuter purposes. The Princeton-Princeton Junction rail line was cited as an example of DOT shortsightedness. Although the line was designated potentially excess by DOT, it is, according to many area residents, a vital commuter route and is responsible for carrying between 850 and 950 passengers daily.

The major goal of the Shore Transportation Committee and others is rehabilitation, not abandonment. The Institute of Public Transportation noted that rail restoration is considerably cheaper than building a new system. The Institute stated that the projected total cost for a New Jersey rail restoration and improvement program would be approximately one-third as much as that for a new rail construction program ($661 million vs. $1.8 billion).

The Institute for Public Transportation has developed an overall mass transit plan for New Jersey to be completed by 1985. The Institute believes that rail transportation is the basis of any effective mass transportation program. The central themes of the plan include the following:

1. An expansion of the existing bus system including the use of mini-buses and a dial-a-ride system.
2. The reduction in the average age of buses to about 10 years.
3. The establishment of exclusive bus and car pool lanes.
4. The creation of park-and-ride facilities and bus shelters.
5. The restoration of passenger service on numerous rail lines where service has been abandoned over the past few years.
6. The institution of improvements on existing rail lines.
7. An expansion of the Newark subway system to Irvington.
8. An expansion of PATH to the Newark Airport and Plainfield.
9. The establishment of train service from Emerson to Hoboken via Dumont and Ridgefield and from Hackensack to Ridgefield.
10. PATCO extension to Atlantic City, Mt. Holly and Glassboro.
11. The establishment of rail service from Matawan to Atlantic City and Ocean City via Farmington, Lakehurst and Toms River.
12. The establishment of infrequent rail service from Red Bank to Manasquan.
13. The establishment of infrequent rail service from Trenton to Mt. Laurel via Burlington.

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The New Jersey Public Interest Research Group claimed that 16 out of 18 New Jersey test sites violated primary air quality standards. Furthermore, in 1972 nine of these sixteen test sites located throughout New Jersey showed that carbon monoxide concentration levels had increased over 1971 levels. These sites, some of which would be directly affected by the proposed abandonments of rail service, include Trenton, Freehold, Burlington, Atlantic City, Perth Amboy, Toms River, Phillipsburg, Ancora and Penns Grove.
The Institute wants a new public policy in New Jersey which would relate transportation planning in the state to environmental concerns and social costs. New means of financing public transportation would also be required, based on the recognition that public transportation is a public need which should be financed in part from the general tax base rather than totally by the user.

The Delaware River Port Authority made the following recommendations:

1. Consideration should be given to the possibility of the Penn Central relinquishing to PATCO that portion of the Pemberton Branch between Pavonia Yards and New Jersey State Route 73.

2. An overall evaluation of rail freight and high speed commuter transit requirements should be made on a metropolitan area scale so that rail rights-of-way will be put to the most effective use. Such an evaluation should include rail freight requirements and commuter service potentials. Some freight service might be rerouted if the inconvenience is outweighed by the greater benefits of commuter service.

According to Otto Janssen, editor of Passenger Train Journal, transportation expenditures for the state of New Jersey from 1921 to 1974 were divided in the following manner:

<table>
<thead>
<tr>
<th>Mode</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highways</td>
<td>$326 billion</td>
</tr>
<tr>
<td>Air</td>
<td>25 billion</td>
</tr>
<tr>
<td>Water</td>
<td>15 billion</td>
</tr>
<tr>
<td>Rail</td>
<td>200 million</td>
</tr>
</tbody>
</table>

PUBLIC CRITICISM OF THE DOT REPORT

The New Jersey Department of Transportation submitted a comprehensive report on its reaction to the U.S. Department of Transportation’s February Report. New Jersey’s report is much too detailed and extensive to be adequately discussed within the limited context of this report. However, its major concerns and criticisms are summarized below:

1. Subsidized passenger service was entirely ignored in the DOT Report.

2. The problems associated with tracks, terminal facilities and yards were inadequately treated in the DOT Report.

3. The numerous problems generated by shifting to other modes of transport were not adequately analyzed or considered by the DOT Report.


5. The DOT Report did not consider the entire energy problem.

6. DOT’s criteria of short-run profitability led it to disregard both immediate socio-economic considerations and future planning and development.

7. The New Jersey DOT estimates that implementation of the U.S. DOT’s abandonment proposals would result in a loss of 20,000 carloads instead of the 10,000 projected by the U.S. DOT.

8. DOT’s criteria of efficiency ignores the concept of quality of service. Increased quality and efficiency could increase profitability by attracting new customers to rail service.

9. The DOT Report contains too many discrepancies, and it is too difficult to interpret the assumptions and the intent of the report.

10. The branch line methodology employed by the DOT gives too much weight to findings of the R. L. Banks and Associates, Inc. report.

11. The carload criteria employed by the DOT Report should not be the sole basis for determining whether a station will continue to receive service.

Individual criticisms of the DOT Report were as follows:

1. The time allotted to analyze the DOT Report was inadequate.

2. The Report contained erroneous and dated information, poorly conceived criteria and general “shortsightedness” with respect to the ultimate economic and social impact which could result from the proposals.

3. Little consideration was given to either national emergency needs or national defense.


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14 The Department of Transportation for New Jersey specifically pointed out that terminal facilities in the northeast counties of Bergen, Hudson, Essex, and Union are in poor condition, outmoded and inefficient. They noted that most facilities in this area were constructed in the nineteenth century. New Jersey’s DOT recommends the DeLeuw Cather Report (Coordination and Consolidation of Freight Service in the Northern New Jersey Area, July 1973) as a logical beginning point for an investigation of the yard and terminal situation in northeastern New Jersey.

15 New Jersey’s DOT estimated that, if the U.S. DOT’s proposals were accepted as advanced, 5,400 persons would be unemployed and New Jersey would experience a $2.2 million annual tax loss.

16 The New Jersey Department of Community Affairs prepared a land use forecast of land parcels adjacent to rail lines designated potentially excess, and found that 37 percent of the 155 square miles of land adjacent to these lines is zoned for commercial or industrial use. There are plans for the development of 168,000 housing units on these lines. Abandonment would concentrate industry in already overdeveloped areas and reduce the growth potential of developing areas.
(5) DOT ignored the maintenance of present environmental standards.

(6) The DOT Report did not consider the fact that many firms do not have alternative freight service available should their individual rail line be abandoned.

(7) The DOT Report did not give adequate consideration to the development of commuter service or to overhead traffic.

(8) The use of way bills for the identification of stations recommended for continued service is misleading, since the way bills identify the billing or servicing station, not the actual place from which the car was shipped or to which it was delivered.

(9) There are points in some zones which are recommended for service but which have orange lines through them.

(10) There are lines marked as potentially excess which are in actuality abandoned or torn up.

(11) Many industries were not counted when rail line analyses were made by DOT.

(12) DOT maps are not sufficiently detailed.

(13) Many rail lines shown on the zone maps were not analyzed by DOT.

(14) The DOT Report does not properly identify leased line properties.

(15) The DOT Report was based on static data, and it failed to either examine contemplated industrial growth or consider potential traffic gains that could be secured from rail service improvements.

(16) The DOT Report did not consider secondary impacts. The loss of one rail line may hurt businesses on another rail line.

(17) The carloads-per-mile criterion employed by DOT to determine whether a line should be "potentially excess" was too narrowly conceived.

(18) The DOT did not properly analyze traffic patterns. Consequently, its recommendations would result in costly circuitous routings, congestion, and service delays.

(19) Extenuating circumstances, such as Hurricane Agnes, were not considered by DOT.

(20) Proposed rail service was based entirely on DOT's concept of efficiency, not on what the public needs.

(21) The DOT plan is merely an attempt to bail out the Penn Central at the expense of other lines.

(22) Abandonment of rail service would result in substantially higher freight transportation costs.

(23) DOT failed to recognize that some abandonments may require the reactivation or even new construction of short links of track.

Complaints were also lodged specifically against the Regional Rail Reorganization Act of 1973. Briefly the following objections were raised: consumer groups are not represented on USRA's Board of Directors; and too much money is being provided for the protection of railroad employees.

The following individuals, while criticizing the DOT Report in some instances, made comments in favor of the report.

Harold Reitz, of International Paper Corp., stated, "we commend the DOT for their overall approach to the restructuring."

Edwin C. Hutter of the National Rail Passengers Association said, "reviewing the Report, I was impressed by the method employed to develop a quantitative, objective criterion for selecting rail freight services to be recommended for retention in the finally restructured network to be operated by the Consolidated Rail Corporation. The classification of rail service categories and the comprehensive rendering of traffic densities on signaled main lines are particularly useful in understanding the rationale behind the recommendations for specific zones in Volume II."

Walter K. Cabot, representing Johnson & Johnson Co., said that, "By and large, we feel the Secretary of Transportation's report represents a sincere first effort to bring into focus the changes necessary to reorganize the Northeastern railroads into a viable, efficient system responsive to the needs of the shipping and receiving public and the economic needs of New Jersey at present and for its future growth and development."

Raymond F. Male, of the New Jersey Citizens Transportation Council, said that his organization supports the abandonment of freight lines, but not of passenger tracks. He believes that the Act provides the best visible hope for restoring distressed railroads to viability. Abandonment of lines may be necessary to the economic survival of the new system.

RECOMMENDATIONS

The Middlesex County Planning Board recommended, "a transportation system operated at the highest practicable standards of service to shippers and the public, produced by efficient management dedicated to serving the public; and one that is balanced in the sense of maintaining a high degree of intermodal competition based on the inherent advantages of each mode to the shippers."

The following planning strategies were specifically recommended by the Board.

(1) Through train operations should be fostered so as to improve rail service in the Tri-State Region (Pennsylvania, New York and New Jersey).

(2) National rail planners should support New Jersey's current efforts to improve and coordi-
nate the operations of its statewide railroad system.

3. National rail planners should study and evaluate the numerous rail routes leading to Hudson River Bridge crossings. Particular emphasis should be placed on studying the rail route over the Poughkeepsie Bridge.

4. National rail planners should monitor and publicize rail service performance in New Jersey.

5. Freight connections at Marion Junction should be upgraded in order to attract traffic from New Jersey motor carriers and improve through-freight train operations to and from the Palisades.

6. The Erie Lackawanna should be allowed access to the ports of Elizabeth and Newark on a more direct and practical route.

The Middlesex County Citizens Advisory Board on Transportation made the following interrelated recommendations:

1. Build and maintain a public rail right-of-way network that would be financed in a manner similar to that developed for the U.S. interstate highway system.

2. Actual usage of the “public” rail right-of-way would be predicated on an established licensing system.

3. A user tax should be established for the “public” rail right-of-way.

4. A Control Board should be established to regulate the flow of traffic throughout the rail network.

5. A practical safety code should be established.

6. All operational policies, practices and standards should be reviewed every 5 years by a selected panel that would report its findings to federal legislators. The legislators would have to respond immediately to the report.

The New Jersey Transportation Council recommended that rail planners consider in their overall planning process the need to preserve abandoned rail rights-of-way for possible future use and the need for greater cooperation among various agencies at all levels of government to ensure that potentially significant rail lines are preserved.

Assemblyman Morton Salkind recommended that the Erie Lackawanna be allowed access to the ports of Elizabeth and Newark on a more direct and practical route in order to offer competitive rail service. Assemblyman Salkind suggested that service to the industries presently located on the Central of New Jersey’s line, after the restructuring, be performed by a newly formed terminal company jointly owned by the Erie Lackawanna, Conrail, and any other interested railroad connecting with CNJ.

The North Jersey Conservation Foundation recommended that rail reorganization planners give serious consideration to land use patterns, systems, and trends when developing a final rail system plan. They also recommended that no rights-of-way be released to private ownership without clearance by all public agencies and without providing the state a first option to purchase.

Thomas T. Taber, a former mayor of Madison, New Jersey, presented the following plan for a reorganization of the Northeast rail system:

1. Separate the New Haven and the Penn Central and merge the New Haven and the Boston & Albany to form a Southern New England system.

2. Combine all other rail lines north of the Boston & Albany, including the Delaware & Hudson, into a Northern New England system.

3. The Lehigh & Hudson River Railway should be allowed to operate over Penn Central tracks from Trenton north to Belvidere with trackage rights to Allentown, Pennsylvania in order to have connections with the Reading and the C&O/B&O. The Erie Lackawanna branch from Greycourt to Newburgh, New York should be turned over to the Lehigh & Hudson River to provide a connection at Newburgh with the West Shore. In this way all Penn Central freight destined to Selkirk from south of Trenton, could avoid the congested main line and the freight yards east of Trenton.

Nancy Bristol, a student representative of Kean College, made the following proposals:

1. A platform should be constructed on the Lehigh Valley Railroad in the vicinity of Morris Ave. in Union, New Jersey to provide limited rail passenger service.

2. After 1978, the PATH line should be extended to Raritan in order to reduce auto congestion, increase commuter usage and avoid the inconvenience of transferring at Plainfield.

3. A well coordinated bus service from Elizabeth to Kean College should be established in conjunction with the initiation of the PATH corridor.

Richard D. Lalanne, representing the Lehigh Valley Railroad trustees, submitted two detailed recommendations for the preservation of rail competition in the Northeast:

1. Form a new company, the Mid-Atlantic Railroad Company, by a consolidation of the following five railroads: Lehigh Valley; Reading; Central of New Jersey; Lehigh & Hudson River; and Lehigh & New England.

2. Permit the extension of solvent railroads, such as the N&W and the C&O/B&O into the North-
east by allowing them to purchase or lease tracks now operated by bankrupt railroads.

James M. Symes, former Chairman of the Board of Directors and Chief Executive Officer of the former Pennsylvania Railroad, also submitted a detailed plan for the reorganization of eastern railroads. The basic proposal calls for a consolidation of 24 Class I Railroads (or former ones), into three trunk line systems, with a separate New England system having direct rail connections with the three trunk lines. Mr. Symes also proposed:

(1) A 5 percent surcharge on all rail rates in the Eastern Territory, as well as on interline traffic with southern and western roads.

(2) Automatic rate increases to meet inflation costs.

(3) Full reimbursement to railroads for operating any non-profitable service on lines deemed necessary in the public interest.

(4) Granting tax relief to all eastern railroads at the state and local levels.

(5) Creation of a railroad trust fund in order to provide funds for capital improvements and deferred maintenance for eastern roads.

Other miscellaneous recommendations proposed were as follows:

(1) Congress should subsidize industries that cannot use alternative modes of transport.

(2) The federal government should subsidize the railroads.

(3) An abandonment and restructuring study should be undertaken that would cover more than a one-year period in contrast to the DOT approach.
PENNSYLVANIA

Pennsylvania's economic base is widely varied. The state has extensive agriculture and food processing industries. It also has heavy industries located primarily in the Pittsburgh and Bethlehem/Allentown areas. The lumber industry is also very important, particularly in the northwest and south central portions. The state also has substantial light industry, particularly in the eastern portion.

Coal mining remains a major industry in many parts of the state, particularly in the central part which contains the nation's greatest anthracite reserves. The decline of the coal industry has left some portions of the state economically depressed. Both private and public efforts have channeled funds into the redevelopment and expansion of these areas. Instrumental in this effort have been a number of county and regional development commissions. These commissions and many individuals view the DOT Report's abandonment proposals as a major economic threat to the state.

POTENTIALLY EXCESS RAIL LINES

Because of its economic diversity, Pennsylvania relies heavily on its more than 9,000 miles of railroad (Figure 3). However, despite Pennsylvania's heavy dependence upon railroads, the DOT Report designated 1,450 miles (18 percent) of the state's railroad trackage potentially excess.

The following railroads operate in the state:
- Aliquippa & Southern
- Bellefonte Central
- Bessemer & Lake Erie
- Cambria & Indiana
- Central Railroad Company of New Jersey
- Chesapeake & Ohio/Baltimore & Ohio
- Chestnut Ridge
- Cheswick & Hornmar
- Conemaugh & Block Lick
- Delaware & Hudson
- East Erie Commercial
- Erie Lackawanna
- Everett
- Johnstown & Stony Creek
- Lake Erie, Franklin & Clarion
- Lehigh & Hudson River
- Lehigh & New England
- Lehigh Valley
- Maryland & Pennsylvania
- Monessen Southwestern
- Monongahela
- Montour
- New Hope & Ivyland
- Norfolk & Western
- Northampton & Bath
- Penn Central
- Philadelphia Bethlehem & New England
- Pittsburgh, Chartiers & Youghiogheny
- Pittsburgh & Lake Erie
- Pittsburg & Shamokin
- Reading
- Steelton & Highspire
- Stewartstown
- Strasburg
- Union
- Unity
- Upper Merion & Plymouth
- Waynesburg Southern
- Wellsville, Addison & Goleton
- Western Allegheny
- Western Maryland
- West Pittston-Exeter
- Wilkes-Barre Connecting
- Youngstown & Southern

The DOT Report divided Pennsylvania into 20 zones: Erie (Zone 51); Binghamton, N.Y. (Zone 53); Philadelphia (Zone 66); Lancaster (Zone 67); Reading (Zone 68); Allentown (Zone 69); Lehighton (Zone 70); Scranton (Zone 71); Wilkes-Barre (Zone 72); Williamsport (Zone 73); State College (Zone 74); New Castle (Zone 75); Pittsburgh (Zone 76); Uniontown (Zone 77); Johnstown (Zone 78); Altoona (Zone 79); Chambersburg (Zone 80); Harrisburg (Zone 81); Pottsville (Zone 82); and York (Zone 83).

The DOT Report designated lines potentially excess in all zones except Zones 75 and 78 which were not analyzed.

Zone 51

There were three lines in Zone 51 which were designated potentially excess by the DOT Report. They were:
- The PC line from Thornton Junction to the southern zone border.
- The PC line from Erie to Union City in Zone 74.
The PC line from Corry to the northern zone border.
Thornton Junction to southern zone border.

The Girard Junction to New Castle line is operated by the Penn Central. The line was designated potentially excess from Thornton Junction south to the zone border. (Thornton Junction is incorrectly located on the DOT map of Zone 51; Thornton Junction is the intersection point of the PC and the N&W near Elks Creek.) In the adjacent zone, Zone 75, the line extends south through Linesville, Greenville, Sharon and Farrell to New Castle. While no evidence was submitted concerning that portion of the line designated potentially excess, considerable concern was expressed by rail users for the remainder of the line.

The Crawford County Planning Commission reported that Rockwell International Corporation is contemplating expanding its plant at Linesville which would generate 10 rail cars a day. The Sharon Steel Corporation of Farrell, Pa., reported that it generates 40,000 carloads annually. Also concerned about this north-south Penn Central main line was the Oakes and McClelland Co. of Greenville.

The greatest concentration of public response concerned the New Castle area in Lawrence County (Zone 75) which is served by the Penn Central, the Pittsburgh and Lake Erie, and the C&O/B&O (see Table 56 for a listing of businesses in the New Castle area which submitted data to the RSPO). Concern for rail service in Lawrence County was expressed by the W. R. Grace Co., County Commissioner Thomas A. Shumaker, and Del Borgsdork, borough manager, Ellwood City. Several parties stated that they receive excellent service from the P&LE, and they strongly urged that it remain independent in the reorganized rail system.

**Table 56: Traffic Profile: New Castle Area, Lawrence County**

<table>
<thead>
<tr>
<th>Rail user &amp; Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Penn Central Railroad</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reliable Lumber &amp; Supply Co.</td>
<td>Lumber</td>
<td>55</td>
<td></td>
</tr>
<tr>
<td>Bessemer Cement Co.</td>
<td>Cement</td>
<td>2,500</td>
<td></td>
</tr>
<tr>
<td><strong>Pittsburgh &amp; Lake Erie Railroad</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H. Wolfe Iron &amp; Metal Co.</td>
<td>Metal products</td>
<td>1,200</td>
<td></td>
</tr>
<tr>
<td>Universal Rondle</td>
<td></td>
<td>326</td>
<td></td>
</tr>
<tr>
<td>Rockwell Standard</td>
<td></td>
<td>131</td>
<td></td>
</tr>
<tr>
<td>Mestee Machine Co.</td>
<td></td>
<td>325</td>
<td></td>
</tr>
<tr>
<td>Garrett Railroad Car &amp; Equipment Co.</td>
<td></td>
<td>1,600</td>
<td></td>
</tr>
<tr>
<td><strong>C&amp;O/B&amp;O Railroad</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cuyahoga Metallurgical Products Co.</td>
<td></td>
<td>465</td>
<td></td>
</tr>
<tr>
<td>Blair Strip Steel Co.</td>
<td></td>
<td>120</td>
<td></td>
</tr>
<tr>
<td>Fenati Brick Co.</td>
<td>Bricks</td>
<td>200-300</td>
<td></td>
</tr>
<tr>
<td>Northern Engineering and Plastics Corp.</td>
<td></td>
<td>72</td>
<td></td>
</tr>
<tr>
<td>Crane Co.</td>
<td></td>
<td>410</td>
<td>630</td>
</tr>
</tbody>
</table>

line segment from Erie to Union City generates 1,383 carloads per year and that the average carloads per route mile is 58.

The following traffic data for points on the Erie to Emporium line was provided by local officials:

<table>
<thead>
<tr>
<th>Source</th>
<th>City</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warren County Commissioners</td>
<td>Warren</td>
<td>4,700</td>
<td>—</td>
</tr>
<tr>
<td>Borough of Kane</td>
<td>Kane</td>
<td>2,232</td>
<td>—</td>
</tr>
<tr>
<td>Kane Chamber of Commerce</td>
<td>Kane</td>
<td>1,670</td>
<td>2,430</td>
</tr>
</tbody>
</table>

More detailed traffic data concerning the line is contained in Table 57.

Great concern was expressed over the severe economic impact that abandonment of this line would create. A number of businesses dependent upon rail service described recent, current or planned investments in plants. Both Hammermill Paper Company and Kane Hardware are building new plants on Penn Central sidings. Union City Chair Company has just completed a $250,000 plant investment and anticipates investing another $100,000 in 1974. The Erie-Crawford Dairy Cooperative recently built a $340,000 mill, and Airco Speer Carbon Graphite is in the process of a $3.5 million expansion. Plant expansion by these firms has been predicated on continued rail service.

The Kane Chamber of Commerce stated that a certain amount of traffic originating or terminating in Kane may be being billed from Ridgway.
Table 57: Traffic Profile: Erie to Emporium

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hammermill Paper Co.</td>
<td>Pulp &amp; wood chips</td>
<td>1,524</td>
</tr>
<tr>
<td>Union City Chair Co.</td>
<td>Furniture</td>
<td>180-240</td>
</tr>
<tr>
<td>Erie-Crawford Dairy Cooperative</td>
<td>Grain</td>
<td>75 113</td>
</tr>
<tr>
<td>United Refining</td>
<td>Petroleum</td>
<td>2,817</td>
</tr>
<tr>
<td>Struthers Wells Corp.</td>
<td>Heavy Equipment</td>
<td>229-254</td>
</tr>
<tr>
<td>Koczianiec &amp; Horn</td>
<td>Logs</td>
<td>84 690</td>
</tr>
<tr>
<td>Kane Hardwood</td>
<td>Logs</td>
<td></td>
</tr>
<tr>
<td>Pennsalt Papers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stackpole Carbon Co.</td>
<td>Elec. components</td>
<td>962 1,700</td>
</tr>
<tr>
<td>GTE Sylvania, Inc.</td>
<td>Elec. lamps</td>
<td></td>
</tr>
<tr>
<td>Airco Speer Carbon</td>
<td>Electrodes</td>
<td>1</td>
</tr>
</tbody>
</table>

1 During the 1971 thru 1973 period Airco generated 2,801 carloads of freight.

Unemployment along the line was also of major concern. Airco Speer Carbon Graphite predicted a layoff of at least 150 people if rail service to St. Mary’s is terminated. The Warren County Chamber of Commerce estimated that 3,000 people would be unemployed in Warren if the rail line were abandoned.

Transit delays, circuitry, and highway system inadequacies were additional concerns of those submitting evidence. The Pennsylvania Public Utility Commission (PUC) reported that there are a total of 89 highway bridges in Erie County which have weight restrictions that would severely limit increased truck transportation.

The Struthers Wells Corporation, which manufactures highly specialized equipment under contract with the Department of Defense and the Atomic Energy Commission, declared that there is no feasible alternative to rail transportation for 80 percent of its shipments.

Corry to Northern Zone Border

No specific information concerning this Penn Central line was received by the RSPO.

Zone 53

Only one line in the Pennsylvania portion of Zone 53, the Montrose branch, was designated potentially excess by the DOT Report.

The Montrose branch is operated by the Lehigh Valley and serves the cities of Montrose, Dimrock, and Springville in Zone 53, and Aldovin and Tunkhannock in Zone 73. The Montrose branch was embargoed by the Lehigh Valley in February, 1973 because of unsafe track conditions. Subsequently, the railroad filed for abandonment. It has been contended that this action constituted an illegal abandonment. Shippers have been unable to obtain service, and an action brought by the Pennsylvania Public Utilities Commission is being reviewed by the Supreme Court. Businesses on the line have been forced to truck their goods to and from sidings on other rail lines at considerable cost (see Table 58 for a listing of businesses on this line which submitted data to the RSPO).

The Penn DOT, which estimated that the line could generate 50 cars per mile annually, fears economic repercussions because of a decline in local agribusiness if service is not soon restored. The PUC stated that the line would generate 37 cars per mile, and reported that evidence produced during abandonment proceedings indicated that the branch is profitable. All groups agreed that service on the line is a necessity for the counties of Wyoming and Susquehanna.

Table 58: Traffic Profile: Montrose to Tunkhannock Line

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated Carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trail Implement Co.</td>
<td>Machinery fertilizer</td>
<td></td>
</tr>
<tr>
<td>Louden Hills Farms</td>
<td>Feed</td>
<td></td>
</tr>
<tr>
<td>Glenn Ely, Jr.</td>
<td>Lumber</td>
<td>42 72</td>
</tr>
<tr>
<td>Briggs Lumber Co.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Andre and Sons</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Donald Dean and</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sons Lumber Co.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Delisa Pallet Corp.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Zone 66

Zone 66 and adjacent Zone 69 include the cities of Philadelphia, Allentown and Bethlehem, which are major manufacturing and population centers that rely heavily upon rail service. Major commodities shipped and received are coal, steel, scrap metal, manufactured goods, and lumber. This area ranks second to the Pittsburgh area in rail traffic density.

Several of the freight lines DOT designated potentially excess are used for commuter and intercity passenger service. This service is considered vital to the area and its possible abandonment was vigorously protested. Major reasons offered for retaining the rail lines included the energy crisis, an inadequate area highway system, and the public need for mass transit.

The following 11 sections of rail line within Zone 66 were designated potentially excess by the DOT Report: The PC line from Elwyn to Rising Sun, Delaware in Zone 84. The RDG Railway line from Elverson and St. Peters to Rockland, Delaware in Zone 84. The PC line from Twin Oaks to West Chester. The PC line from Honey Brook to Lancaster in Zone 67. The RDG line from Perkiomen Junction to Emmaus Junction in Zone 69. The RDG line from Norristown to Doylestown.
The RDG line from Philadelphia to Newton.
The PC Bustleton Branch.
The RDG Frankford Branch.
The PC line from Philadelphia to Chestnut Hill.
The RDG line from Philadelphia to Chestnut Hill.
The Department of Transportation’s March 1, 1974 additions and corrections supplement indicated the following changes were to be made to its February 1, 1974 Report:

The RDG line from Coatesville to Modena should not be shown as potentially excess.
The PC line from Chester to West Chester should not be shown as potentially excess.

The Pennsylvania Public Utility Commission noted the following errors in the U.S. DOT Report for Zone 66:
Plymouth Meeting was shown as a station generating 2,062 rail cars. The PUC claimed that Penn Central handled 7,286 rail cars in 1972 at this location.
Linfield was shown as a station generating 181 rail cars. The PUC claimed that Penn Central handled 400 rail cars in 1972 at this location.

Penn Central’s Pomeroy Secondary Track from Pomeroy to Doe Run was not shown on the DOT map of Zone 66.

Elverson and St. Peters to Rockland, Delaware

The 42 mile Wilmington and Northern Branch line is operated by the Reading Railway. It serves the cities of St. Peters, Elverson, Conestoga, Coatesville, Chadds Ford, and Rockland (Zone 84). The area served by the line is primarily rural although most of the business generated along the line is from manufacturers and light industry. Principal commodities generated along the line are steel, scrap metal, steel products, and paper.

Both the PUC and the Penn DOT stressed the importance of this line as the major north-south alternative to the Penn Central main line for access to Buffalo, Cleveland, and Detroit, from Wilmington and the south. The line carries major overhead traffic to the Wilmington market from Detroit via Buffalo. Eliminating the line would necessitate rerouting local and overhead traffic through Philadelphia with subsequent delays, increased transit time, and interference with heavy passenger traffic.

The DOT plan would also create service problems in Coatesville. Coatesville was designated to receive rail service from the Penn Central. However, the Penn Central runs through Coatesville on an elevated viaduct, 75 feet high, and local service would not be feasible. Most industries are located along the Reading line. The G. O. Carlson Corporation questioned the quality of the Penn Central’s loading facilities outside Coatesville. These problems would also affect service to Modena, which is south of Coatesville.

Several industries, including Luria Bros. and Lukens Steel, expressed concern over the elimination of the link with the C&O/B&O railroad in Wilmington (see Table 59 for a listing of businesses on this line which submitted data to the RSPO). Luria Bros. receives old rail cars and locomotives for scrap metal from the south via the C&O/B&O. Lukens Steel needs the C&O/B&O link to ship and receive steel and steel products. Luria Bros. also depends on the Reading for service through Elverson for scrap metal from northern Pennsylvania.

Two firms, Lenape Forge Division of Gulf and Western and G. O. Carlson, depend on rail service due to the weight and bulkiness of their products. Lenape Forge Division manufactures turbine wheels and other related machinery. G. O. Carlson produces nickel and titanium plates.
Table 59: Traffic Profile: Elverson and St. Peters
Spur to Rockland

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lenape Forge Division of</td>
<td>Heavy Equipment</td>
<td>16</td>
<td>250</td>
<td></td>
</tr>
<tr>
<td>Aherns' Home Improvement Centers</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Exton Paper Manufacturers</td>
<td>Paper</td>
<td>35</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Luria Bros.</td>
<td>Scrap metal</td>
<td>3,300</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Valley Paper Mills</td>
<td>Paper, lumber</td>
<td>420</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coatesville Plate Washer Co.</td>
<td>Metal</td>
<td>135</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lukens Steel Co.</td>
<td>Steel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G. O. Carlson, Inc.</td>
<td>Nickel and titanium plates</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coatesville Scrap Iron and Metal</td>
<td>Scrap iron, metal</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Allegheny Ludum Steel Corp.</td>
<td>Steel products</td>
<td>140-160</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elverson Supply Co.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bruce Hahn Co.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>International Mill Service</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lipsett Stel Products</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Graco Metal Products</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Twin Oaks to Chester

The RSPO received no protests regarding the designation of the Penn Central line from Twin Oaks to Chester as potentially excess.

Honey Brook to New Holland

The 25 mile Honey Brook branch is operated by the Penn Central and serves the cities of Honey Brook and Supplee in Zone 66, and Narvon, New Holland, Leola and Lancaster in Zone 67. Only that portion between Honey Brook (Zone 66) and New Holland (Zone 67) was declared potentially excess by the DOT.

Rail traffic on this segment of the line was said to be 1,020 rail cars per year by the Penn DOT. Narvon Mines and Chemical believed that, for the entire 25 mile track, 5,000 carloads of freight were generated, which would more than satisfy the proposed DOT criteria (see Table 60 for a listing of businesses on this line which submitted data to the RSPO).

Two companies, D. G. Shelter Products and Agway, Inc., reported that they would be forced to shut down, or relocate, if rail service were discontinued. Trucking is not considered a feasible or economical alternative for them. Redman Mobile Homes said that a shift to truck transportation would increase its freight cost by $50,000 and drastically reduce its competitiveness. Narvon Mines and Chemical, a manufacturer of aluminum silicates used in pipeline enamels, housing materials, and water pollution control equipment, stated that abandonment could cause the firm to cease operations. The bulky materials it ships require rail service for economical shipment. According to the Penn DOT, 39 people would lose their jobs if the line were abandoned.

Table 60: Traffic Profile: Honey Brook to New Holland

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>D. G. Shelter Products</td>
<td>Paneling, plywood</td>
<td>300-600</td>
<td>34</td>
<td>34</td>
</tr>
<tr>
<td>Agway, Inc.</td>
<td>Fertilizer</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Narvon Mines and</td>
<td>Aluminum silicates</td>
<td>384</td>
<td>490</td>
<td></td>
</tr>
<tr>
<td>Chemical</td>
<td>Lumber, steel, insulation,</td>
<td>80</td>
<td>320</td>
<td></td>
</tr>
<tr>
<td>Redman Mobile Homes, Inc.</td>
<td>building materials</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Future growth of the area was predicted by the Lancaster Chamber of Commerce. There are many prime industrial sites in this corridor which will benefit from increasing development pressures. Rail usage is, therefore, expected to increase. The Penn DOT indicated that 2,000 carloads could be generated along the excess portion of the line if rail service were better and more dependable. As a last resort, some shippers are evaluating the possibility of operating the track as a Class II carrier. They do not believe that they have any economical transportation alternative.

Perkiomen Junction to Emmaus Junction
(Perkiomen Branch)

The Perkiomen branch is operated by the Reading Railway and serves the cities of Oaks, Salford, Greenlane and Pennsburg in Zone 66, and Hosensack and Emmaus Junction in Zone 69. This branch is the shortest rail route from Allentown to Philadelphia. The line connects at Allentown with the Lehigh Valley and the Reading main lines and at Perkiomen Junction with the Penn Central and the Reading lines from Philadelphia to Reading.

The PUC estimated that the line generates 110 rail cars per mile (see Table 61 for a listing of businesses on this line which submitted data to the RSPO).

The branch is considered by users, local officials, and business interests to be a vital factor in the area economy. According to the Penn DOT, four firms would be forced to close down and one would have to cut back production if this track were abandoned. Over 400 jobs would be lost.

Since only one highway serves this area, local industries consider rail service to be essential. Several businesses receive shipments from the west coast and the midwest, and rail service is the only economically feasible means of transportation from these areas.
Table 61: Traffic Profile: Perkiomen Branch

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landes Bros., Inc.</td>
<td>Flour, feed, grain</td>
<td>40-50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agway, Inc.</td>
<td>Fertilizer</td>
<td>31</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Knoll, International</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amsat Corp.</td>
<td>Produce</td>
<td>130</td>
<td>179</td>
<td></td>
</tr>
<tr>
<td>Pillsbury Co.</td>
<td>Gas, Inc.</td>
<td>525</td>
<td>550</td>
<td></td>
</tr>
<tr>
<td>Trexler Haines</td>
<td>Propane</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Superior Combustion Industries</td>
<td>Steel plate, heavy machinery</td>
<td>60-70</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wilkes Corp.</td>
<td>Lumber, building materials</td>
<td>61</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Merritt Lumber Co.</td>
<td>Lumber</td>
<td>30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rodale Mfg. Co.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The Perkiomen branch is also needed to attract future industrial development. Two companies plan to locate along the rail line. Their plans would change if rail service were abandoned. One firm is a trucking company that expects to generate between 800 and 1,000 carloads a year.

The majority of the traffic originating on the line moves north to connect with the Reading mainline or interchange with the Lehigh Valley. However, the route is restricted due to a narrow tunnel at Dillinger. It is, therefore, necessary that the line remain intact to the Penn Central interchange at Oaks to provide alternate southern routing for oversized shipments.

Norristown to Doylestown (Stony Creek Branch)

The Stony Creek branch is operated by the Reading Railway. It serves the cities of Norristown, Belfy, Lansdale, Colmar, Chalfont, and Doylestown.

Local firms and government officials regard the line as essential to the economy of the area. According to the Bucks County Board of Commissioners, the line serves at least two industrial parks, the future development of which hinge on the existence of adequate transportation in the area. John S. Renninger, State Representative for the area, believes that the local highway system cannot handle the traffic that would be forced upon it if the line were abandoned. Mr. Renninger noted that funds for highway development and maintenance have been reduced. At least two firms mentioned that they might shut down if they lost rail service.

According to the PUC, the Stony Creek branch generates 88 rail cars per mile per year (see Table 62 for a listing of businesses on this line which submitted data to the RSPO).

The submissions indicated that traffic will increase on this line in the future. Some firms are expanding and will increase their rail usage. F. D. Hartzels Sons Co., Inc., is building an industrial park at Chalfont which will use rail service if it is available. Philco-Ford at Lansdale has purchased land for a manufacturing and warehouse facility that would depend on rail service.

Besides being a necessary artery for commerce in the area, the line is being used for commuter service between Lansdale and Doylestown. The line carries 600 passengers per day. SEPTA is considering reactivating passenger service between Lansdale and Norristown.

Philadelphia to Newtown (Newtown Branch)

The Newtown branch is operated by the Reading Railway and serves the cities of Philadelphia, Cheltenham, Southampton, George School, and Newtown. This branch is considered by local officials to be essential to the continued industrial growth of the area and they believe that abandonment would lead to economic disaster.

Rail users on this line that provided information to the RSPO were: Frost-Watson Lumber, which generated 149 carloads of freight in 1973; Lovelle Aircraft; and Agway, Inc. According to the PUC, this line generated 28 rail cars per mile in 1973.

Though Lovelle Aircraft’s rail usage has been infrequent in the past, 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 that trucking lumber through residential areas is impossible.

The Newtown branch is also utilized for commuter service between Philadelphia and Newtown. The line carries an estimated 500 daily passengers.
The Bustleton Branch

The 4 mile Bustleton branch is operated by the Penn Central and serves northeast Philadelphia from a spur off the main line at Holmesburg Junction. The line serves the Northeast Philadelphia Industrial Park—aan area of 650 acres including 71 industrial establishments. These firms are mainly manufacturers and food processors. They receive raw materials such as steel rod, scrap metal, wire, paper stock, sugar, starch and food products. They ship paper goods, finished steel products, toys, corrugated boxes and scrap metal. The Penn DOT estimated annual traffic on the line to be 7,244 carloads, an average of 3,622 carloads per mile for the 2 miles to the Northeast Philadelphia Industrial Park. The PUC estimated the annual carload traffic to be 5,196 carloads which was also the figure cited by several users along the line. Thus, users believed they exceeded the DOT criteria for financial viability. See Table 63 for a listing of businesses on this line which submitted data to the RSPO.

Table 63: Traffic Profile: Bustleton Branch

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crown Cork and Seal Co., Inc.</td>
<td>Electrical conduits</td>
<td>1,000</td>
</tr>
<tr>
<td>Allied Tube and Conduit Corp.</td>
<td>Toys</td>
<td>456</td>
</tr>
<tr>
<td>Lionel Leisure, Inc.</td>
<td>Paper stock</td>
<td>216</td>
</tr>
<tr>
<td>ARA Food Services Co., Inc.</td>
<td>Food</td>
<td>300</td>
</tr>
<tr>
<td>Penn Fruit</td>
<td>Food</td>
<td>960</td>
</tr>
<tr>
<td>American Bag</td>
<td>Metal</td>
<td>492</td>
</tr>
<tr>
<td>Continental Can</td>
<td>Food</td>
<td>192</td>
</tr>
<tr>
<td>Food Fair</td>
<td>Auto parts</td>
<td>96</td>
</tr>
<tr>
<td>ACF Term. Trans.</td>
<td>Paper</td>
<td>72</td>
</tr>
<tr>
<td>Penn Jersey</td>
<td>Paper</td>
<td>96</td>
</tr>
<tr>
<td>Enterprise Paper</td>
<td>Sugar, starches</td>
<td>180</td>
</tr>
<tr>
<td>Walker Paper</td>
<td>Paper</td>
<td>24</td>
</tr>
<tr>
<td>Quaker City</td>
<td>Paper</td>
<td>48</td>
</tr>
<tr>
<td>Chocolate</td>
<td>Sugar, starches</td>
<td>144</td>
</tr>
</tbody>
</table>

Users of the line described the spur as essential to the economic health of northeast Philadelphia. Over 500 jobs, according to the PUC, would be jeopardized if rail abandonment were approved. Several firms were concerned about the effect of increased shipping costs upon their firm’s competitiveness and the effect of increased prices on the consumer.

ARA Food Services Company, Inc. and the Philadelphia Industrial Development Corporation both questioned the validity of the DOT statistics. According to their research, DOT credited the traffic received on the Bustleton branch to Tacony, a billing station to the south of Holmesburg Junction. In addition to billing station errors, it was repeatedly reported that the DOT map of the area was of poor quality and outdated.

This line is not presently used for passenger service, however, SEPTA's proposal for high speed intra-city rail transportation lists four possible stations on the Bustleton branch.

The Frankford Branch

The Frankford branch, which is 2 miles long, is operated by the Reading Railway and serves northeast Philadelphia.

The U.S. DOT designated the branch potentially excess even though annual traffic on it, 1,743 carloads, exceeds the DOT criteria. A major user on the Frankford branch is Sears, Roebuck & Co. which is also served by the Oxford Branch of the Penn Central. Sears generated approximately 600 cars on this line in 1973. Sears' total traffic movement on the Penn Central Oxford branch was greater (a total of approximately 2,400 cars) than its usage of the Frankford branch, but its usage of the PC Oxford branch is restricted because of an underpass with low clearance. Of the two lines, only the Frankford branch can accommodate high-cube box cars.

Philadelphia to Chestnut Hill

There are two parallel Chestnut Hill lines, one operated by the Penn Central and the other by the Reading.

The PC Chestnut Hill branch extends northwest from the North Philadelphia Junction through western Philadelphia and terminates at Chestnut Hill near the Montgomery County line. It is 5 miles long and serves several large manufacturing firms which produce steel auto accessories, chemicals, auto parts, tires, plastic containers, and beer.

Annual freight traffic over the line was estimated at 19,481 carloads by the Penn DOT, an average of 3,896 carloads per mile. The PUC estimate was 1,756 carloads per mile. Beatrice Garber, Commissioner of Springfield Township, estimated that firms on the line generate 19,805 carloads per annum.

The Budd Company, an auto parts manufacturer located at Midvale, submitted traffic data showing a total of 11,433 and 10,946 carloads of freight received in 1972 and 1973, respectively. The Budd Company is a major employer (4,500) in an area of high unemployment. Rail service is vital to the company's operation because the physical layout of its plant is geared for rail service.

Several other businesses along the line also depend upon rail service, and unemployment resulting from loss of rail service could run as high as 6,111, according to the Board of Commissioners of Springfield Township.

Freight users along the line believed that their traffic
met the DOT criteria and that DOT must have used erroneous statistics.

The Penn Central Chestnut Hill Branch is also part of SEPTA's intercity passenger and rail commuter system in the Philadelphia area. SEPTA reported that approximately 10,000 people use the line daily, a total of 2.7 million passengers per year. If this line were abandoned by the Penn Central, local officials would prefer to preserve the right-of-way for possible future use and to allow SEPTA to maintain passenger service.

The Reading's 5.2 mile Chestnut Hill line parallels Penn Central's line to North Philadelphia where it crosses the Penn Central track and joins the east-west Reading main line. The Reading branch serves industrial establishments which manufacture hospital equipment, boxes and steel products.

Annual freight traffic on the Reading's branch was estimated to be 896 carloads per year (172 carloads per mile) by the Penn DOT and by Beatrice Garber, Springfield Township Commissioner. The PUC estimated that the line carries 145 carloads per mile.

Rail users along this line were worried about increased shipping costs if forced to use trucks. Some would have to cut back their business and their work force. They believe that their traffic is at least double that of the DOT carload criteria and, therefore, can not understand why the branch was proposed for abandonment.

The Reading's branch serves 6,000 commuters daily as part of the SEPTA system. Local officials insisted that the right-of-way must be preserved for SEPTA's use should the line be abandoned.

**Zone 67**

The following five sections of rail line within Zone 67 were designated potentially excess by the DOT report:

- The PC line from Lancaster to Quarryville.
- The RDG line from Sinking Spring in Zone 68 to Columbia.
- The RDG line from Manheim to White Oak.
- The PC line from Conewago to Lebanon (Zone 82).
- The PC line from Narvon to New Holland.

**Lancaster to Quarryville**

The 13 mile Quarryville branch line is operated by the Penn Central and serves the towns of Lancaster, Brumgardner, New Providence, and Quarryville. The line connects with the Penn Central's Atglen and Susquehanna main line at Quarryville. The Quarryville branch has been out of service, because of Hurricane Agnes, since June 1972.

The PUC reported that Quarryville generated 392 car-

loads in 1971 and 283 in the first six months of 1972. The Penn DOT listed Lancaster Bone Fertilizer, Agway Fertilizer, Agway Feed, Ross H. Rohrer and Sons, Walter Hassell Sons, Red Rose Foam Services and Goods Feed Mill as users of this track. Major commodities shipped and received along the line are coal and agricultural materials.

Rail users have installed, at a cost of $140,000, a rail connection at Quarryville to the Penn Central main line, however the users noted that service is unsatisfactory and declining in frequency.

Only one user, Alcoa at Lancaster, submitted testimony protesting the abandonment of this branch. It regards the branch as a vital part of its balanced transportation program.

The Pennsylvania Department of Commerce has identified 108 acres along this branch as available for industrial development. Without rail service, development possibilities would be reduced substantially.

**Sinking Spring to Columbia**

*(Reading and Columbia Branch)*

The Reading and Columbia branch is operated by the Reading Railway. It serves the cities of Sinking Spring (Zone 68), Denver, Ephrata, Lancaster Junction, Landisville, and Columbia on the Susquehanna River. Two segments of the Sinking Spring to Columbia line were declared potentially excess by the DOT: Denver to Sinking Spring; and Lancaster Junction to Columbia. The total “excess” trackage is 20.1 miles; nineteen miles of line would retain service.

Rail use along the entire line was estimated at 102 rail cars per mile by the PUC. The Penn DOT's figures showed 408 cars for the 4 miles from Denver to the Berks County line, an average of 102 carloads per mile. The average for the Lancaster Junction to Columbia section was 321 carloads per mile (3,636 cars for 11.3 miles).

According to the Penn DOT, 1,985 jobs would be lost as a result of abandonment of rail service to this area. Abandonment would also hinder industrial growth. F. W. Woolworth, which has a plant at Denver scheduled for completion in November of 1974, considers the operation of this entire branch vital to its plant. At East Hempfield, Armstrong Cork Company has purchased 130 acres of industrial land for development. Its plans might be abandoned if rail service were lost. Pennsylvania Malleable Iron Division of Gulf and Western Industries, located at Landisville, has plans to double its capacity—plans which would be adversely affected by abandonment. Table 64 contains data supplied to the RSPO by users of this line.

Businesses at Columbia can not be serviced by the Penn Central, because the interchange between the Read-
Table 64: Traffic Profile: Sinking Spring to Columbia

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reinholds Lumber and Supply Co.</td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>Win Kit Company</td>
<td></td>
<td>26</td>
</tr>
<tr>
<td>F. W. Woolworth Co.</td>
<td></td>
<td>624</td>
</tr>
<tr>
<td>Armstrong Cork Co.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amherst Industries</td>
<td>Railroad cars, steel, sand</td>
<td>536</td>
</tr>
<tr>
<td>J. C. Snavel and Sons, Inc.</td>
<td>Lumber, building supplies</td>
<td>275</td>
</tr>
<tr>
<td>Pennsylvania Malleable Iron, Division of Gulf and Western Industries</td>
<td>Iron castings, mine roof</td>
<td>288</td>
</tr>
<tr>
<td>ITT-Grinnel Corp.</td>
<td>Iron pipe fittings</td>
<td>1,416</td>
</tr>
<tr>
<td>Gordon Waste Co.</td>
<td>Scrap metal</td>
<td>57</td>
</tr>
<tr>
<td>Frank Sahl Salvage Center, Inc.</td>
<td>Steel</td>
<td>80</td>
</tr>
</tbody>
</table>

ing and the Penn Central lines was destroyed by Hurricane Agnes in 1972. A substantial rehabilitation of several miles of track would be required for a restoration of this interchange. There is also no interchange between the Reading and the Penn Central at Landisville.

Most users believed the DOT plan proposed a system which would substantially increase transit times and create circuitous routes. The abandonment of any piece of line was said to affect the whole line. ITT Grinnell stated that not one section of the Reading and Columbia branch could be abandoned without creating a financial hardship to its plant.

Several witnesses also expressed concern over federal intervention. ITT Grinnell and the Lancaster Chamber of Commerce both preferred private solutions through Section 77 bankruptcy reorganization. They believe that more service would be provided by competing rail systems.

Most witnesses believed that this line met DOT carload requirements. Armstrong Cork pointed out that the Reading has never moved to abandon this track and contended that the branch is a money maker. Representative Harry Gring also believed that the branch met DOT carload requirements.

Manheim to White Oak

The 5 mile long White Oak branch of the Reading Railway serves Manheim, Elstownville, White Oak, and Mount Hope near the Lancaster-Lebanon county line.

The Penn DOT estimated that annual freight traffic on the line was 130 carloads, or 26 carloads per mile. Three rail users were identified: Myers Propane Gas Service, Roman's Mosaic and Tile Co. and White Oak Mills. These firms ship or receive aluminum foil and containers, lumber, and agricultural products. Myers Propane Gas Service recently made an investment in tank cars and projected its future rail usage would be close to 50 cars per year, given continued rail service.

Conewago to Lebanon

The 16.4 mile long Lebanon branch is operated by the Penn Central and serves the cities of Conewago and Belleire in Zone 67 and Lawn, Cornwall, North Cornwall, Edisondale and Lebanon in Zone 82. Only the segment from Cornwall to Lebanon would remain in service under the DOT proposal.

The PUC reported that the track from Mile Post 1 to Cornwall has been out of service since Hurricane Agnes in June, 1972. Total carloads on the line from Conewago to the damaged track were 123 in 1973, according to the Penn DOT. The PUC reported a usage of 96 rail cars per mile.

Rail car users located on this line who provided information to the RSPO were: Agway, Inc. which generated 123 carloads of lumber and seed in 1973; Alcoa; and Conewago Industrial Park. Alcoa is concerned that loss of the track will substantially increase its costs and service delays. Alcoa considers this service vital to its operation. The Conewago Industrial Park, which has not been completed, is expected to generate 4,000 carloads per year by 1979. The Middletown Area Association is concerned that loss of rail service would doom plans for a sewage treatment facility being built in conjunction with the Conewago Industrial Park. This facility is needed for residential and commercial development. The Industrial Park pointed out that, although Penn Central filed for abandonment of the Lebanon branch in February 1973, it chose to keep service to Mile Post 1 as an industrial spur.

Both the Penn DOT and the PUC regarded the operation of the branch line as vital to local economies. On the other hand, the Lebanon Valley Chamber of Commerce indicated that no adverse effects would be experienced by the county if the Lebanon Branch line were eliminated.

Narvon to New Holland

See Zone 66 for a discussion of this line.

Zone 68

The following four sections of rail line within Zone 68 were designated potentially excess by the Department of Transportation:

The RDG line between Topton and Kutztown.
The PC line from Hamburg to Temple.\textsuperscript{1} The RDG line from Eshbach to the southeastern zone border. The RDG line from Sinking Spring to Columbia in Zone 67.

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

The RDG line from Boyertown to the southeastern zone border should not be shown as potentially excess.

Topton to Kutztown

The Reading's 4.6 mile Kutztown spur connects with its main line at Topton. Commodities generated along this spur include feed, seed, fertilizer, scrap iron, lumber, and cement. The PUC estimated annual traffic along this line to be 402 rail cars (see Table 65 for a listing of those businesses on this branch which submitted data to the RSPO).

Table 65: Traffic Profile: Topton to Kutztown

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Berks Products Corp.</td>
<td>Lumber, building supplies</td>
<td>75-100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kutztown Machine and Foundry</td>
<td>Coke, pig iron, sand</td>
<td>160</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Atlas Minerals and Chemicals</td>
<td></td>
<td>555</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Becks Feed and Grain</td>
<td>Feed</td>
<td>126</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cabric Corporation</td>
<td></td>
<td>670</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The Kutztown Machine and Foundry emphasized that, because of the volume of traffic and essentiality of the service, the burden should be on the Reading and the DOT to show that continued operation of this track would be an unreasonable burden.

Berks Products Corporation, which is contemplating expansion, indicated that abandonment would force it to relocate or shut down. Either action would cost the local economy 47 jobs. Fourteen jobs would be lost at Beck's Feed and Grain if rail service were discontinued.

\textsuperscript{1} The DOT shows the Penn Central Schuylkill Branch line ending at the connection with the Reading at Hamburg, but the branch continues on to Schuylkill Haven in Zone 82. The Zone 68 map also shows the Schuylkill Branch connecting with the Reading near Temple, however the line actually continues to Philadelphia.

Hamburg to Temple (Schuylkill Branch)

The Schuylkill branch is operated by the Penn Central and serves Schuylkill Haven (Zone 82), Hamburg, Leesport, Reading, and Philadelphia (Zone 66). Only the portion between Hamburg and Temple was designated potentially excess by the DOT. The PC Schuylkill branch parallels the Reading Schuylkill branch, which serves a limited number of users and is in worse condition than the PC track.

The area served by the Schuylkill branch is heavily industrialized and very dependent on rail service. The PUC estimated total annual traffic on the line from Schuylkill Haven to Temple to be 808 rail cars in 1973, an average of 43 cars per mile (see table 66 for a listing of businesses on this line which submitted data to the RSPO).

The Glen-Gery Corporation stated that it was advised that the Reading had only five customers on its Schuylkill branch and that the annual volume of shipments on that section is negligible compared with the PC branch's volume. The Glen-Gery Corporation proposed that Reading customers, who are all located close to Temple, be served by a short line railroad and that through service to Hamburg be maintained on the Penn Central rather than the Reading track. The proposal would continue rail service to all who need it. Algonquin Chemical agreed with this proposal.

Most rail users located on the Schuylkill branch ship in raw materials from such distant points as the west coast, Florida, British Columbia and New England. Eliminating rail service would greatly increase their transportation and handling costs and would force some firms to consider laying off employees, shutting down or relocating. The Penn DOT estimated 638 persons would lose their jobs if rail service were abandoned. Pennsylvania Steel Machine and Foundry indicated that temporary layoffs might be required. Hastings Pave ment Company stated that abandonment would very probably cause the closing of its plant. Harris Pine Mills Inc. might be forced to relocate. The Spaulding Brick Corporation stated its concern that increased transportation costs would price local businesses out of their markets.

Several industries mentioned potential expansion plans that would be retarded by loss of rail service. The East Penn Manufacturing Corporation, Glen-Gery Corporation and General Battery Corporation are planning, or have undertaken, expansion programs which will increase their rail usage and employment.
Table 66: Traffic Profile: Hamburg to Temple

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reading Industries, Inc.</td>
<td>Copper</td>
<td>720 720</td>
</tr>
<tr>
<td>Agway, Inc.</td>
<td>Peat moss, fertilizer, seed</td>
<td>23 40-45</td>
</tr>
<tr>
<td>Hustings Pavement Company</td>
<td>Paving products</td>
<td>204</td>
</tr>
<tr>
<td>Spaulding Brick Co., Inc.</td>
<td>Bricks, cement blocks</td>
<td>175</td>
</tr>
<tr>
<td>Harris Pine Mills, Inc.</td>
<td></td>
<td>120</td>
</tr>
<tr>
<td>General Battery Corporation</td>
<td>Foundry and Machine Company</td>
<td>Scrap metal</td>
</tr>
<tr>
<td>Pennsylvania Steel Foundry and</td>
<td>Brick</td>
<td>175 350</td>
</tr>
<tr>
<td>Machine Company</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Glen-Gery Corp.</td>
<td>Coke</td>
<td>39</td>
</tr>
<tr>
<td>East Penn Manufacturing Co., Inc.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hamburg Broom Works</td>
<td></td>
<td>31</td>
</tr>
<tr>
<td>Algonquin Chemical Co., Inc.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 Reading Industries, Inc. is located at Reading.

Eshbach to Boyertown (Colebrookdale Branch)

The Colebrookdale branch is operated by the Reading Railway and serves Eshbach, Bechtelsville, Boyertown, Pine Forge, and Pottstown (Zone 66). Only the 4 mile segment between Eshbach and Boyertown has been declared potentially excess by the DOT.

The Penn DOT reported that the segment from Eshbach to Boyertown generated 64 carloads of freight in 1973. The Borough of Boyertown submitted Reading Railway exhibits showing that 59 cars were handled at Bechtelsville in 1969, 64 in 1970 and 37 in the first 7 months of 1971. New Berlinville, between Boyertown and Bechtelsville, received 3 cars in 1969 and 5 in 1970 (see Table 67 for a listing of businesses on this line which submitted data to the RSPO).

Boyertown area businessmen could not understand why rail service could not be maintained over the branch. They claimed that industrial growth will inevitably take place north along the track to Eshbach. Two hundred acres of land along the branch are zoned for industrial use.

Table 67: Traffic Profile: Eshbach to Boyertown

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Superior Underwear Mill, Inc.1</td>
<td>Oats, soya meal etc.</td>
<td>13</td>
</tr>
<tr>
<td>Eshbach Coal and Lumber Co.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Montgomery-Bucks Farm Bureau</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cooperative Association</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bally Case and Cooler, Inc.</td>
<td>Lumber</td>
<td>9 10</td>
</tr>
<tr>
<td>Kawecki Berylico Industries, Inc.</td>
<td></td>
<td>134</td>
</tr>
<tr>
<td>Eastern Foundry Company</td>
<td></td>
<td>286</td>
</tr>
<tr>
<td>Boyertown Auto Body Works</td>
<td>Truck bodies, chassis</td>
<td>307 658</td>
</tr>
<tr>
<td>Boyertown Packaging Service Corp.</td>
<td>Polyethylene</td>
<td>23 25</td>
</tr>
<tr>
<td>Unicast</td>
<td>Pig iron, coke</td>
<td>15</td>
</tr>
<tr>
<td>Hollenback Company</td>
<td>Lumber, lime, plywood</td>
<td>25 28</td>
</tr>
<tr>
<td>J. H. Robinson Jr., Inc.</td>
<td>Salt</td>
<td>3 3</td>
</tr>
<tr>
<td>Amandus D. Moyer Lumber</td>
<td></td>
<td>86 86</td>
</tr>
<tr>
<td>Boyertown Burial Casket Co.</td>
<td></td>
<td>70</td>
</tr>
</tbody>
</table>

1 Superior Underwear Mill, Inc. generated 756 tons in 1973.

Sinking Spring to Columbia

See Zone 67 for a discussion of this line.
Zone 69

The DOT Report designated the following lines within Zone 69 potentially excess:
The EL line from Belfast to Portland.
The EL line from Portland to Belvidere, New Jersey.
The RDG line from Emmaus to Perkiomen Junction (Zone 66).
The EL line from Washington to Netcong, New Jersey (Zone 60).

Public responses pointed out several errors in DOT's map of Zone 69. Bethlehem and Allentown were both incorrectly located. (The DOT corrected this error in its March 1, 1974 additions and corrections supplement.)

Several lines were omitted or misplaced on the map. The Penn Central line from Easton to Belvidere is incorrectly shown. Martins Creek is recommended for local service on a branch that has long been without track. The Erie Lackawanna branch from Martins Creek Junction to Martins Creek is not shown. The branch serves Con Agra, Inc. which expects to generate 3,000 carloads per year when its plant expansion is completed.

Also missing in the DOT Report map is the Lehigh and New England Railroad. The L&NE serves Bethlehem, Bath, Nazareth, Stockertown, and Uhlers, and has filed an application to operate the Lehigh Valley line from Palmerton to Bethlehem to Easton on the north side of the Lehigh River. The L&NE line from Stockertown to Uhlers and a spur from Schoenersville east to Crane Junction are not shown on the DOT map. The L&NE line from Bath to Nazareth is the northernmost of two parallel lines. The line to the south is the Erie Lackawanna. The L&NE also has a branch line extending from Allen Junction, just north of Bethlehem, west through Fullertown to Allentown.

The Northampton and Bath Railroad track is incorrectly identified by the DOT as belonging to the Lehigh Valley. It runs from Northampton—not Coplay—to an interchange with the Erie Lackawanna and the Lehigh and New England near Bath. The Northampton and Bath is a Class II carrier, 7.24 miles long, which serves two cement plants. The two plants, Universal Atlas at Navarre and Keystone Portland Cement Company at Bath, generated 4,762 carloads in 1973. Of the total, 2,450 cars were interchanged with the LV and 2,312 with the EL. The Northampton and Bath Railroad is not opposing the rail restructuring and believes that its line would have greater utility as part of a larger system.

The zone map does not identify the Iron ton Railroad which runs from Iron ton east to a connection with the Reading and the Lehigh Valley near Catassauqua. The Iron ton, which is approximately 6 miles long, interchanged 1,206 cars with the LV in 1973.

Also not identified on the DOT map is the Philadelph ia, Bethlehem, and New England Railroad which operates on the south side of the Lehigh River. The carrier connects with the Lehigh Valley and the Reading lines to Hellerstown and Philadelphia.

Although the DOT map shows only one LV line through Bethlehem there are two parallel lines which are separated by the Lehigh River. The line on the south side of the river is the main line to New York. The line on the north side of the river runs northeast from Bethlehem to Easton where it connects with the Central Railroad of New Jersey. Along this line the towns of Odenwelder, Freemansburg, and Tatamy (on a spur from Easton) are not scheduled to receive rail service under the DOT plan although they generate considerable traffic. West of Bethlehem, this LV line extends southwest to Allentown and then north to Lehigh Gap (Zone 70).

The cities of Northampton and Lehigh Gap were not recommended for local service. The Cement Division of Martin Marietta Corp., which is located at Northampton, generated 1,432 carloads of freight in 1972 and 891 in 1973. A Pfizer, Inc. plant, located at Lehigh Gap, received 20 carloads of bulk sulphur and shipped 16 partial carloads of finished chemical products in 1973.

Cementon was shown by the DOT as a station generating 303 cars in 1972, however, in 1973, 1,175 carloads were shipped from Cementon by White Hall Cement Co. alone.

The Penn DOT stated that the Zone 69 map incorrectly attributed Metropolitan Edison Company's traffic to Portland, instead of to the Portland Steam Generating Plant Station. That plant can only be served by the Erie Lackawanna's Old Road Line.

Belfast to Portland and Portland to Belvidere, New Jersey

The Bangor and Portland branch is operated by the Erie Lackawanna. It serves the cities of Belfast, Pennaryl, Bangor, Stier, and Portland. The PUC reported that the line has annual traffic of 33 carloads per mile.

Table 68: Traffic Profile: Belfast to Portland

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Snyder Milling Co.</td>
<td>Grain</td>
<td>42</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Supradur Mfg. Corporation</td>
<td></td>
<td>214</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R and R Toy Mfg. Co., Inc.</td>
<td>Stuffed toys</td>
<td>224</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stoddard Slate Companies, Inc.</td>
<td>Slate</td>
<td>36</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Con Agra, Inc.</td>
<td>Grain</td>
<td>250</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fling Milling Co.</td>
<td>Grain</td>
<td>442</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bangor Lumber Co.</td>
<td>Lumber</td>
<td>8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agway, Inc.</td>
<td>Fertilizer</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metropolitan Edison Co.</td>
<td>Coal</td>
<td>14,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
excluding the 13,720 cars of coal received at the Portland Steam Generating Plant of the Metropolitan Edison Company. The Penn DOT estimated annual traffic over the line to be 1,118 carloads, an average of 56 cars per mile (see Table 68 for a listing of businesses on this line which submitted data to the RSPO).

The Erie Lackawanna's Old Road Line connects with its Bangor and Portland branch at Portland and runs from Portland to Belvidere. Penn DOT reported that the Metropolitan Edison Company received 12,925 carloads of coal over the 2.5 mile Belvidere to Portland track in 1972.

Imco Container Co. expressed a concern for continued service over the segment between Belvidere and Portland. Imco, which has a pumping station and silos to handle carloads of plastic granules, asserted that it would be impractical for it to receive its raw materials via hopper cars at any other location because of the problem of contamination of materials and because of the increased cost of handling. Imco also reported a box car shortage.

If these lines were abandoned, at least two businesses would be forced to shut down with a resultant loss of 130 jobs. Area growth would be retarded. Four available industrial sites along the Belvidere to Portland branch would not be as attractive to developers and several firms along the Belfast to Portland branch would have to abandon their expansion plans.

Concern was expressed over the effect of cessation of rail service upon food production. Farmers in the area would not be able to obtain needed fertilizer and lumber, and several food processors in the area would not be able to receive farm products from the midwest.

Abandonment of these lines would leave the region totally without rail service. The Lehigh and New England has already discontinued its service to the area.

Metropolitan Edison noted that incoming coal shipments are vital to power generation for the area and stated that it must continue to have service over both of these lines in case one should become inoperative.

**Emmaus to Perkiomen Junction**

For a discussion of this line see Zone 66.

**Washington to Netcong**

For a discussion of this line see Zone 69 in the state of New Jersey.

**Zone 70**

The DOT Report, as supplemented and corrected, designated two lines within Zone 70 potentially excess: the EL line from Honesdale to Lackawaxen and the LV line from Beaver Brook to Leviston.

**Honesdale to Lackawaxen (Honesdale branch)**

The 26 mile long Honesdale branch is operated by the Erie Lackawanna and serves Honesdale, White Mills, Hawley, and Lackawaxen. The Honesdale branch connects with the Erie Lackawanna main line to Port Jervis, New York (Zone 56).

Several respondents, including the Penn DOT and the PUC, noted that the branch is profitable and that its traffic is well above the DOT criteria. The Penn DOT reported 119 carloads per mile per year over the line while the PUC reported 128 carloads per miles per year (see Table 69 for a listing of businesses on this line which submitted data to the RSPO).

The Honesdale Milling Company, which has just been rebuilt after a fire, expects its traffic to increase. Moore Business Forms, employing 255, is the largest business form plant in the world, but stated that it would not be competitive if it lost rail service. The company estimated that shipping by truck would increase its costs at least $106,000 per month. The company predicted a substantial increase in its traffic in the next few years if service is continued. S. J. Bailey & Sons stated that it cannot obtain a sufficient supply of cars. Worth Bat Company, which employs 18 people, would be forced to close if service were lost. Union Carbide stated that it is interested in locating a facility in Wayne County, but it would have to have rail service.

Wayne County and others reported that many main highways in the county are in poor condition, are overburdened by heavy traffic, and cannot support added motor traffic. Herzog Trucking, the area's largest motor carrier, stated that local truckers are incapable of replacing rail service.

The Pike County Commissioners noted that the region is a resort and second-home area, and stated that rail service is important to the vacation industry.

**Table 69: Traffic Profile: Honesdale to Lackawaxen**

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vogler and Son</td>
<td>Feeds</td>
<td>15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wayne Feed Supply</td>
<td>Feeds</td>
<td>60</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agway</td>
<td>Feeds</td>
<td>51</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kreiter Brothers</td>
<td>Lumber</td>
<td>12</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Narrowsburg Lumber</td>
<td>Lumber</td>
<td>25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kinsman</td>
<td>Farm equipment</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Murrary Co.</td>
<td></td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bold's Roadside</td>
<td>Food</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wayne Independent</td>
<td>Paper</td>
<td>8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Waymar Building Center</td>
<td>Lumber</td>
<td>12</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wayne County Wood Growers Assn.</td>
<td>Wood</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Honesdale Milling Co.</td>
<td>Feed</td>
<td>230</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Moore Business Forms</td>
<td>Paper, carbon, ink</td>
<td>1,578</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S. J. Bailey and Sons</td>
<td>Furniture, lumber</td>
<td>1,205</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Worth Bat Co.</td>
<td>Lumber</td>
<td>75</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gumble Brothers</td>
<td>Lumber</td>
<td>95</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Narrowsburg Feed and Grain</td>
<td>Feed</td>
<td>327</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cocheton Mills</td>
<td>Feed</td>
<td>270</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Beaver Brook to Leviston

The PUC stated that the Lehigh Valley Beaver Brook to Leviston line is no longer in existence.

Zone 71

Two EL lines in Zone 71 were declared potentially excess by the DOT Report: the Pelkville branch from Jessup to Pelkville, and the 6.5 mile Wyoming branch from Elmhurst to the zone boundary. Both tracks have been previously removed.

The Erie Lackawanna's Jessup branch from Jessup to Nayburg was not shown on the DOT Zone 71 map. The carloads total of 2,207 assigned to Ransom Station for 1972 was questioned because one firm generated 3,087 carloads from that station in 1973.

A major interstate traffic flow pattern runs through Zone 71 and through portions of Zones 70, 72 and 73, between Buffalo and New York City/Newark. Three carriers maintain separate main line routes. The DOT Report stated that substantial excess interstate capacity exists, and recommended consideration of eliminating one or more routes. The Buffalo-New York/Newark route has been recommended as one which should have competitive rail service.

The Penn Central route does not pass through the region. PC's main lines run from Buffalo to Albany and from Albany to New York and Albany to Newark along opposite sides of the Hudson River. The DOT identified the Buffalo to Albany main line as having the heaviest density and recommended that it be considered the primary route. The Penn DOT noted that the PC route is the shortest distance between Buffalo and New York. Erie Lackawanna's main line from Buffalo to Binghamton, New York has the second heaviest density. There are two EL routes east of Binghamton. One goes through Port Jervis, New York, into New Jersey. The other passes through northeast Pennsylvania running south through Susquehanna county to Scranton, then southeast through Monroe County into New Jersey. The DOT suggested that the Erie Lackawanna main line also be considered as a primary route, but it did not make any recommendation as to whether the Port Jervis or the Scranton route should be preferred. The Penn DOT reported that the Erie Lackawanna route through Scranton was the shortest route from Buffalo to Newark and that it should be considered as the better alternate route from Buffalo to New York. The Erie Lackawanna trustees prefer the Scranton route and have begun to upgrade the line on that route.

The Lehigh Valley also maintains a main line which runs from Buffalo through Wilkes-Barre and on through Allentown to Newark. The DOT noted that this line has the lightest density and recommended that it not be considered as either a primary or an alternative route. The Penn DOT believed that the line was the best alternative route to the Erie Lackawanna route through Scranton.

Statements were received from individuals in the Scranton Wilkes-Barre corridor, from Monroe County users, and from others who were afraid that they would lose rail service even though no portions of the EL or LV main lines were designated by the DOT as potentially excess.

Fears were expressed that service might cease or that possible downgrading might result in less frequent rail service or poorer maintenance of the lines.

Many of the respondents who were concerned about the future of the EL and the LV main routes were not direct rail users. Their statements dealt with the possible effects of abandonment: plant closings, unemployment, and higher prices—especially higher food prices, since the region is an important agricultural and food distributing area. A number of complaints were received regarding DOT's use of 1972 traffic data, since much of the region was heavily damaged by floods that year. Some parties noted that there would be difficulty in repaying federal emergency loans if rail service were eliminated.

Some witnesses noted that it would be difficult for them to move freight by an alternative method. It was reported that the nearest piggyback facilities were too far away to be utilized feasibly. It was also noted that many local roads are presently overcrowded. Some suppliers and customers of businesses in the region are not equipped to use truck transportation. Many items are very large in size and require rail transportation.

Zone 72

The following seven lines in Zone 72 were designated potentially excess by the DOT Report:

The EL line from Bloomsburg (Zone 82) through Avondale (Zone 72) to Scranton (Zone 71).

The PC line from Bloomsburg (Zone 82) through Nescopack to Wilkes-Barre.

The PC line from Nanticoke to Glen Lyon.

The LV line from Wanamie to Lee.

The LV line from Eckley Junction to Freeland.

The LV line from West Hazleton through Derringer and Gowen to the western zone border.

The LV line from Oneida Junction to Leviston (Zone 70).

The Department of Transportation's March 1, 1974 additions and corrections supplement indicated that the PC line from Nescopack to Wilkes-Barre should not be shown as potentially excess.

The Pennsylvania Public Utility Commission noted the following errors in the U.S. DOT Report for Zone 72:

(1) The Lehigh Valley's Ebervale Branch from Pine Ash Junction to Harleigh Junction was not shown on the DOT Zone 72 map. Jedd
#7 Colliery, which is on this branch, generated 3,545 carloads of coal in 1973. Jeddo is shown as a station recommended for local service in the DOT Report, but it is shown as having generated only 496 cars in 1972.

(2) The Penn Central's Glen Lyon Branch is incorrectly shown as connecting with the Lehigh Valley rather than with Penn Central's Wilkes-Barre Branch.

(3) The Lehigh Valley track from Drifton to Freeland has been abandoned and the one-half mile line from Jeddo Tunnel to Drifton is not presently in use.

(4) The Lehigh Valley track from Gowen to the zone boundary has been abandoned.

In addition, the PUC disputed the annual carload figures shown by the DOT for the following stations:

<table>
<thead>
<tr>
<th>Station</th>
<th>DOT (1972)</th>
<th>PUC (1973)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crestwood</td>
<td>3,410</td>
<td>4,732</td>
</tr>
<tr>
<td>Wanamie</td>
<td>3,409</td>
<td>4,290</td>
</tr>
<tr>
<td>Hazleton</td>
<td>643</td>
<td>2,951</td>
</tr>
<tr>
<td>Miners Mills</td>
<td>471</td>
<td>838</td>
</tr>
<tr>
<td>Olivers Mills</td>
<td>393</td>
<td>693</td>
</tr>
</tbody>
</table>

**Bloomsburg to Scranton**

The 86 mile Bloomsburg to Scranton line is operated by the Erie Lackawanna. It serves the cities of Bloomsburg and Berwick in Zone 82, Avondale and Pittston in Zone 72, and Scranton in Zone 71. Only that 19 mile portion from the Zone 72 boundary to Avondale has been declared potentially excess by the DOT. The line was severely damaged by Hurricane Agnes in 1972, and the U.S. Department of Transportation authorized a flood loan to the Erie Lackawanna to repair the line.

The entire Bloomsburg branch generated 112.7 cars per mile last year, and, although the potentially excess segment generated substantially less volume, witnesses believed that the line should be considered in its entirety. Table 70 contains data submitted to the RSPO by users of this line. The Penn DOT noted that the line lies on the west bank of the Susquehanna River and that there are no bridges or interchanges with the line between Avondale and Bloomsburg. If the potentially excess segment were abandoned, the portion from Northumberland to Berwick would be isolated from the Erie Lackawanna system.

Champion Valley Farms, located in Lime Ridge, stated that it is considering the construction of a new plant facility. If the line were abandoned, the company would be forced to ship its freight by truck. The firm estimates that it would require 2,100 trucks per year to move its products. The effect would be detrimental to the area's roads, bridges and environment. South Center Township stated that abandonment of the line would cause great economic hardship for its residents.

Luzerne Electric stated that it requires rail service because of the size of the items it ships. Bercon Packaging estimated its added cost for trucking would be $100,000 per year if the line were abandoned. Many of its customers are equipped to receive shipments only by rail, and the company would lose their business.

A representative of the Erie Lackawanna stated that the EL wants to see the line remain open in order to maintain competition on this corridor.

**Nanticoke to Glen Lyon (Glen Lyon Branch)**

The 5.1 mile Glen Lyon branch is operated by the Penn Central. It has been inoperative, because the Penn Central Wilkes-Barre branch with which it connects was put out of service by Hurricane Agnes in 1972. The line generated 241 and 117 cars in 1970 and 1971, respectively, according to the PUC. The Penn DOT reported that Blue Coal Co. is rebuilding its Glen Lyon Colliery and plans to generate 15,000 carloads annually. Without rail service, the colliery would not be able to attain its potential. The track needs considerable refurbishing according to Penn DOT.

**Wanamie to Lee (Nanticoke Branch)**

The 3.4 mile Nanticoke branch is operated by the Lehigh Valley. One mile of the line has already been abandoned. The track is leased to the Blue Coal Company and is part of an intra-plant facility. The company has several mine locations around Wanamie. Coal is carried from the Huber Colliery at Wanamie to the Huber Breaker at Ashley. This segment of the line is slated to remain in service. The company generated 15,000 carloads of coal in 1973 at its Wanamie locations, but it could have used 7,000 more rail cars had they been available. The company stated that rail service has been poor, but that, with improved service, there is a potential of 30,000 carloads over the segment from one mile west of Wanamie to Ashley. It should be noted that there seemed to be some confusion among respondents as to what the end points of the potentially excess rail line segment were. All agreed, however, that because of the need for coal and because of the present traffic volume, the line should be retained.

---

1 Terminating carloads.

---

Table 70: Traffic Profile: Bloomsburg to Scranton

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Merck &amp; Co., Inc.</td>
<td>Drugs</td>
<td></td>
<td>1,000</td>
<td></td>
</tr>
<tr>
<td>Champion Valley Farms</td>
<td>Transformer poles</td>
<td>785(^1)</td>
<td>818(^1)</td>
<td></td>
</tr>
<tr>
<td>Luzerne Electric</td>
<td>Polyethylene resin</td>
<td>164</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

\(^1\) Terminating carloads.
Eckley Junction to Freeland

The 2.6 mile Freeland branch is operated by the Lehigh Valley, but most of the line is inoperative. The line is adjacent to considerable coal reserves, at Drifton, which are owned by the Buckley Coal Co.

Hazleton to Western Zone Border
(Tomhicken Branch)

The 15 mile Tomhicken branch is operated by the Lehigh Valley and serves Hazleton, Tomhicken, and Derringer. The line serves an area that is rapidly expanding industrially, particularly at the Valmont Industrial Park (see Table 71 for a listing of businesses on this line which submitted data to the RSPO).

Table 71: Traffic Profile: Hazleton to Derringer and Shenandoah

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saul-Spec</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kauwecki Berylco</td>
<td>Beryl ore,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Industries</td>
<td>chemicals</td>
<td></td>
<td>60</td>
<td></td>
</tr>
<tr>
<td>Kama Corp.</td>
<td>Plastic pellets</td>
<td></td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>Meyer Industries, ITT</td>
<td>Steel plate,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>steel poles</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hazleton Brick Co.</td>
<td>Brick</td>
<td></td>
<td>210</td>
<td></td>
</tr>
<tr>
<td>Honeybrook Mines</td>
<td>Prepared coal</td>
<td></td>
<td>400</td>
<td></td>
</tr>
<tr>
<td>Gregory Galvanizing</td>
<td>Structural steel</td>
<td></td>
<td>60</td>
<td></td>
</tr>
<tr>
<td>Fabri-Kal Corp.</td>
<td>Plastic pellets</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>plastic cups</td>
<td></td>
<td>34</td>
<td></td>
</tr>
<tr>
<td>Dorr-Oliver Inc.</td>
<td>Machinery</td>
<td></td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>Continental Can Co.</td>
<td>Tinplate, scrap</td>
<td></td>
<td>187</td>
<td></td>
</tr>
<tr>
<td>St. Regis Paper Co.</td>
<td>Polyethylene resin, film</td>
<td></td>
<td>571</td>
<td></td>
</tr>
<tr>
<td>Tenneco Chemicals</td>
<td>Chemicals, foam</td>
<td></td>
<td>446</td>
<td></td>
</tr>
<tr>
<td>Hazleton Standard</td>
<td>Newsprint</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Speaker</td>
<td>Steel filing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All-Steel Equipment Co.</td>
<td>cabinets</td>
<td></td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>Spaulding Bakeries</td>
<td>Flour, sugar</td>
<td></td>
<td>410</td>
<td></td>
</tr>
<tr>
<td>Myers Lumber Co.</td>
<td>Lumber</td>
<td></td>
<td>36</td>
<td></td>
</tr>
<tr>
<td>Gowen Coal Co.</td>
<td>Coal</td>
<td></td>
<td>350</td>
<td></td>
</tr>
<tr>
<td>Hospador Steel Erectors</td>
<td>Steel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carbonite Filter</td>
<td>Coal filters</td>
<td></td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Lehighton Navigation</td>
<td>Coal</td>
<td></td>
<td>3,895</td>
<td></td>
</tr>
<tr>
<td>Dodson Co.</td>
<td>Magnesium flares</td>
<td></td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Hart Metals, Inc.</td>
<td>Coal</td>
<td></td>
<td>3,900</td>
<td></td>
</tr>
<tr>
<td>Betram Enterprises</td>
<td>Melting scrap</td>
<td></td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Wetherly Foundry &amp; Manufacturing</td>
<td>Minerals and fibers</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 Carbonite Filter Company generated 1,200 tons of freight in 1973.

The Kama Corp. stated that it would leave the area if rail service were lost. Hazleton Brick Co. reported that it would lose its New England market if rail service were discontinued. Spaulding Bakeries indicated that it would consider closing. Meyer Industries cannot feasibly ship by any means other than rail. Many of Honeybrook Mines' customers can only receive by rail. Ten companies submitting statements from the Hazleton area reported that they require more cars than they have been able to obtain. Some could use up to 50 percent more cars.

The Penn DOT estimated that 1,930 jobs would be lost if rail service were discontinued. It noted that the line generated 180 cars per mile, well above the DOT financial viability criteria. The PUC emphasized that retention of the line is necessary to the coal industry.

A second LV branch that faces possible curtailment is the line from Hazleton to Shenandoah (Zone 82). The branch has 13 businesses along its track (Table 71). It generated 1,241 rail cars in 1973. A minimum of 655 jobs will be lost if service over the line is terminated.

The Carbonite Filter Co. would discontinue its plans to invest $100,000 in its plant if the line were abandoned. Hart Metals, Inc. stated that it could absorb the expense of trucking without affecting local employment.

Oneida Junction to Leviston

The LV Oneida Junction to Leviston (Zone 70) line serves the developing Humbolt Industrial Park.

The Penn DOT reported that one rail user, American Cyanamid, is already operating and that another, Cadbury Candy Co., is constructing a plant at Oneida Junction. Cadbury anticipates shipping or receiving at least 600 rail cars per year. With projections for 1974 from these industries, the Penn DOT estimated that the line will generate 174 rail cars per mile. This segment is the upper part of the Shenandoah-Delano-Hazleton Branch and should be considered with the lower segment in Zone 70. Continuation of service would then be financially justified according to Penn DOT.

The Greater Hazleton Chamber of Commerce submitted results of a survey of area railroad users. Nineteen industries stated that rail service is absolutely necessary to their operation; 10 stated they would be forced to discontinue business and eight stated that their competitive situations would be jeopardized if rail service were discontinued. Can Do, Inc. suggested that the downtown Hazleton trackage be abandoned and that the Jeddo tunnel be enlarged to allow operation of hi-cube boxcars and long tank cars. The Jeddo Coal Company stated that it could not maintain its present scope of operations if the lines were abandoned.

Zone 73

The following five sections of rail line in Zone 73 were designated potentially excess by the Department of Transportation:

The LV line from Du Shore to Towanda.
The PC line from Williamsport to Elmira, New York (Zone 52).
The EL line from Blossburg to Corning, New York (Zone 52).
The Wellsville, Addison, and Galeton line from Elkland to Westfield.
The Wellsville, Addison, and Galeton line from Ansonia to Gaines Junction.
The Pennsylvania Public Utilities Commission noted that the Penn Central Mill Hall branch was not shown on the zone map and that Wellsville was not recommended for local rail service even though it generated 1,064 rail cars in 1972.

**Du Shore to Towanda**

The Du Shore to Towanda branch is operated by the Lehigh Valley and serves Du Shore, New Albany, Monroeton, and Towanda. The line has been inoperative since it was washed out by the 1972 floods from Hurricane Agnes. The Penn DOT reported that the line generated 11 carloads per mile in 1971. The PUC stated that the portion from Towanda to Monroeton should be retained and that it generated 34 carloads per mile in 1971, the last full year of operation.

Rail users located on this line who submitted information to the RSPO were: Schaffer's Feed Service, which generated 66 carloads of freight in 1971; the GTE Sylvania Company, which generated 15,000 tons of freight in 1973; and Towanda Wholesale Company which projects a need for between 20 and 30 rail cars per year to handle bulk foods.

**Williamsport to Elmira (Elmira Secondary Track)**

The 63 mile Elmira secondary track is operated by the Penn Central and serves Newberry Junction, Cedar Ledge, and Troy in Zone 73 and Elmira in Zone 52. The entire line has been declared potentially excess by the DOT. Much of the line was destroyed in 1972 by Hurricane Agnes and Penn Central petitioned the ICC for permission to abandon the line. An Administrative Law Judge recommended, in February 1973, that the line be abandoned from near Williamsport to Cedar Ledge, where damage has been greatest, and that service be continued from Cedar Ledge north. Penn DOT reported that Penn Central has refused to restore service. The Chairman of the Bradford County Commission submitted a letter from the PUC which estimated the cost of repairing the lines from Cedar Ledge to Southport, N.Y. to be $116,200 or $2,200 per mile plus the cost of repairing a wall and a bridge. The PUC supported the recommendation of the Administrative Law Judge to restore service from Cedar Ledge north, and recommended continuing local service to Montgomery, South Williamsport, Canton, Troy, Columbia Crossroads, and Cedar Ledge. The Penn DOT recommended reopening the entire line from Newberry Junction. It was reported that the Jones and Brogue Coal Company has been mining at Ralston and, if rail service were reinstated, could use up to 10,000 rail cars per year. Several feed mills, which have been marginal operations since the flood, cannot continue in operation without rail.

Recent traffic figures were not available since the line is not in service. The Penn DOT stated that in 1971, the last full year of service, the line carried 1,246 carloads or 20 carloads per mile. Even though Williamsport businesses are able to ship by another route, they still wish to use this line. Rail users of this line include: H. Rockwell and Son (feed grains); Glyco Chemicals (chemicals); M. W. Kellogg Co. (pipe); E. Keeler Co. (boilers); and Williamsport Paper Co. (pulp).

Glyco Chemicals stated that it uses volatile chemicals which cannot be shipped by truck. The M. W. Kellogg Company ships piping assemblies of up to 100 feet in length which are too long to be transported by truck. Keeler complained about Penn Central service and stated that it could not operate without rail.

**Blossburg to Corning (Blossburg Branch)**

The Blossburg branch is operated by the Erie Lackawanna and serves the cities of Blossburg, Covington, Tioga, Lawrenceville, and Corning (Zone 52). Only the 25 mile segment from Blossburg to Lawrenceville was declared potentially excess by the DOT Report.

Service was lost on the line after Hurricane Agnes and has not been restored. Erie Lackawanna petitioned for abandonment of the line in May of 1973. The Lower Tioga Council of Governments noted that an alternate rail line exists on the opposite side of the Tioga River from Nitchell Creek but that there is no railroad bridge across the river to connect to that line.

The only industrial user of the line to submit a statement was J. P. Ward Foundries of Blossburg. Before the flood, Ward generated 600 carloads of raw materials and pipe fittings annually. The company, which employs 500 people, stated it has incurred additional transportation costs of $500,000 per year since service stopped, and, if the rail line is permanently abandoned, the plant may have to be closed. Coal is presently being trucked out of the Blossburg area. The PUC estimated that rail shipping potential from the coal mines would be 780 carloads per year which would bring total traffic on the restored line to at least 52 carloads per mile. There are also many acres of land in the area designated as prime industrial sites. The Lower Tioga Council of Government (COG) stated that industry is interested in locating in the area, but has been discouraged by the possibility of rail abandonment.

Lower Tioga COG also stated that an environmental impact statement should be required prior to any abandonment and that rail abandonment constitutes a major federal action significantly affecting the quality of the
environment within the meaning of the National Environmental Policy Act of 1969.

**Elkland to Westfield and Ansonia to Gaines Junction**

The 14 mile Elkland to Westfield and the 8 mile Ansonia to Gaines Junction lines are operated by the Wellsville, Addison and Galeton Railroad Corporation, a solvent Class II railroad. No specific information concerning these lines was received by the RSPO.

**Zone 74**

Most of the evidence received concerning Zone 74 was from rail users located on rail lines not designated potentially excess by the DOT. Two rail users which offered information to the RSPO were J. A. Kohlhepp Sons of DuBois, which shipped 400 carloads of freight in 1973, and Corning Glass of Lemont, which shipped 241 carloads of freight in 1973. Others expressing an interest in the rail restructuring process included the Ridgway Industrial Development Corporation, Ridgway Area Chamber of Commerce, and the Elk County Planning Commission.

Witnesses expressed doubt over the capacity of the state's highway network to support increased freight traffic. The PUC reported a total of 269 highway bridges within Zone 74 with weight restrictions which would impede motor carrier travel. The PUC also noted that the portion of the Wellsville, Addison and Galeton Railroad from Galien to Genesee has been removed.

Three sections of rail line in Zone 74 were designated potentially excess by the DOT Report: the C&O/B&O line from Bradford through Mt. Jewett to Chaffee; the PC line from Saint Mary's to Emporium; and the PC line from Ludlow to Rolfe. No specific information concerning the latter two lines was received by the RSPO.

**Bradford to Chaffee**

The DOT Report designated this B&O line potentially excess from Bradford south to a point just east of Mt. Jewett and from a point just west of Mt. Jewett through Kane to Chaffee on the western zone border. An Erie Lackawanna track, which parallels the B&O line from Bradford to Mt. Jewett, is not totally intact, and the EL uses the B&O track to service Mt. Jewett.

The only firm on the Bradford to Chaffee line which supplied data to the RSPO was Dresser Manufacturing, which generated 386 carloads in fiscal year 1973.

**Zone 75**

The DOT Report did not include an excess line analysis for Zone 75. Submissions concerning the zone demanded an in-depth analysis of the region before any lines are declared potentially excess.

Penn DOT stated that the Penn Central line from Titusville north to Corry (Zone 51) is excess. However, the public response did indicate interest in maintaining continued rail service from Titusville south through Oil City, East Brady, Templeton, Ford City and Leechburg on the zone boundary. The Titusville Area Chamber of Commerce estimated that Titusville ships 550 rail cars per year and expects to ship 1,000 in 1975. Table 72 contains data submitted to the RSPO by users of this line.

**Table 72: Traffic Profile: Titusville to Ford City**

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grand Valley Manufacturing Co.</td>
<td>Lumber Co.</td>
<td></td>
<td></td>
<td>200</td>
</tr>
<tr>
<td>Fisher and Young</td>
<td>Lumber</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ernst Iron Works</td>
<td>Manufactured Iron</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pennzil</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rex-Hide, Inc.</td>
<td>Refractories</td>
<td></td>
<td></td>
<td>530</td>
</tr>
<tr>
<td>Harbison-Walker</td>
<td>Eijer Plumbing Ware</td>
<td>China</td>
<td></td>
<td>540</td>
</tr>
</tbody>
</table>

Continued rail service for Mercer, which is located on the Penn Central, was requested by U.S. Representative Joseph P. Vigorito, the Borough of Mercer, the Mercer Area Chamber of Commerce, and ITT Reznor.

The economy of Mercer is heavily dependent upon the Reznor plant. The Borough of Mercer indicated that ITT Reznor accounts for 25 percent of the area's wage tax revenues and 10 percent of the real estate tax revenues. ITT Reznor shipped 164 carloads of freight in 1973, but, because of poor service, it did not use the Penn Central for inbound shipments. Loss of rail service would cost 90 to 100 jobs at the Reznor plant.

The Meadville Area Chamber of Commerce, the Crawford County Planning Commission, and the Board of County Commissioners stated that Meadville should continue to receive service. The DOT Report recommended Meadville for service. In 1973, the Erie Lackawanna moved 5,729 carloads of freight in and out of Crawford County. The Meadville Chamber of Commerce reported that a total of 4,839 carloads of petroleum moved between the cities of Franklin, Meadville and Oil City.

The A. P. Green Refractories Company, located at Climax on the Penn Central, expressed concern for continued rail service. The DOT recommendation was not recommended for local service by the DOT. The firm generated 205 carloads of freight in 1973.

Penn-Dixie Industries, Inc. of West Winfield is concerned because Winfield Junction is not recommended for service in the DOT Report. And because no excess line analysis was completed for Zone 75, there is some confusion as to the intended fate of the Winfield Railroad, an independent profitable Class II carrier which connects with the PC at Winfield Junction. Penn-Dixie generated 592 carloads of freight in 1973.
Zone 76

Zone 76, with Pittsburgh as its center, is a major manufacturing and mining area. Steel production and coal mining are the major industries and users of rail service. These industries depend on rail, because it is the only economical means of transporting large amounts of heavy material.

Rail service in Zone 76 is provided by one insolvent carrier, the Penn Central, and five solvent carriers: the Norfolk and Western Ry. Co.; the C&O/B&O; the Pittsburgh and Lake Erie; the Bessemer and Lake Erie; and the Western Maryland. Several Class II carriers also operate in the area. They are the Montour, the Youngstown and Southern, the Monongahela, the Aliquippa and Southern, the Pittsburgh, Chartiers, and Youngsgheny and many small switching roads in the Pittsburgh area.

The primary concern in this geographic area, besides the abandonment of excess lines, was with the general effect of rail reorganization on mass transit plans in the Pittsburgh area. Currently, there is no rapid mass transit in the Pittsburgh area. Considerable time and money have been spent in developing plans to alleviate intolerable levels of traffic congestion on roads entering the Pittsburgh area.

The successful completion of Pittsburgh’s rapid mass transit proposals depends on the relocation of traffic over two lightly used Penn Central tracks in the downtown Pittsburgh area. Currently, however, these tracks are used by Amtrak to provide intercity service to the downtown Pittsburgh train station. Under the proposals, the station would be relocated and the freight traffic rerouted to the north side of the Allegheny River.

The Golden Triangle Association and the Building Owners and Manufacturers Association of Pittsburgh believe this proposal would help attract new business to Pittsburgh, alleviate traffic congestion, and result in operating efficiencies for the railroads. They are worried, however, that additional delay in implementing the plan could cause them to lose millions of dollars in federal funds. They believe that any rail reorganization plan should take into account the needs of the downtown Pittsburgh area.

In 1970, the Port Authority of Allegheny County obtained approval for financial assistance from the Urban Mass Transit Administration for the development of a rapid transit program. In December of that year, Penn Central agreed to sell the property through which the Crosstown Boulevard was to be built. In 1972, the ICC approved the abandonment of certain approaches to these tracks. Both the Penn DOT and the Penn Central have sought authority to abandon this track. An abandonment approval is pending before the Commission. However, as pointed out by E. L. Tennyson of the Penn DOT, the removal of these facilities could only take place if a new station and an alternate route were provided. Penn DOT’s previous agreement to finance rerouting, made before the formation of Amtrak, was based on the assumption that intercity rail passenger service to Pittsburgh was to be discontinued.

The Leechburg Borough Council also favors the idea of commuter rail service. The Leechburg area has been steadily declining in population since it lost rail service to Pittsburgh.

Opposition to these mass transit plans was also submitted. The Group Against Smog and Pollution emphasized the belief that a national rail system is the major solution to air pollution problems. It favors local rail service but is not convinced that the current proposals for mass transit in the Pittsburgh area are in the public interest. Other criticism of the Port Authority’s proposals described the lines which would have to be abandoned as well engineered and capable of serving both Amtrak and heavy freight tonnage. The loss of the PC lines for the movement of freight traffic would require the use of a circuitous detour with stiff grades that would double motive power requirements.

The Allegheny County Commissioners analyzed the feasibility of implementing fast, modern passenger service on existing rail lines. Their conclusion was that five lines could provide fast, dependable rail service at reasonable cost and that service would take from one to two years to implement. The five lines are:

1. The P&LE on the south side of the Ohio River.
2. The PC from Pittsburgh to Trafford and Greensburg.
3. The PC from Pittsburgh to New Kensington.
4. The PC Monongahela Division.
5. The Street Car line to Library and Drake.

The ridership potential is estimated to be 112,000 people a day. Capital investment would be $40 million. The C&O/B&O line from Pittsburgh to McKeesport is also being considered by the Port Authority of Allegheny County for commuter service. The County Commissioners believe that any projected abandonment of existing rail lines must be based on potential utilization rather than on existing rail condition and utilization.

Grief Bros. at Cannelton was concerned because the Cannelton Station was not recommended for local rail service in the DOT Report. Grief Bros.’ plant is served by the Youngstown and Southern, a solvent Class II railroad. Grief Bros., which generated 47 carloads of freight in 1973, reported that two Cannelton brick plants generated 1,000 carloads in 1973.

The A. P. Green Refractories Company, located at Tarentum on the Penn Central, expressed concern for continued service even though the station was recommended for local rail service by the DOT. The firm generated 321 carloads of freight in 1973.

The Allegheny Ludlum Steel Corporation, which has plants at Natrona, Brackenridge, and West Leechburg, all
located on the Penn Central and recommended for rail service, expressed an interest in maintaining the status quo of the line. Together the plants at Natrona and Brackenridge generate 11,000 to 13,000 carloads of freight annually. The West Leechburg plant generates 1,500 to 1,600 carloads of freight annually.

The Turtle Creek Model Cities Agency of Pitcairn submitted a proposal for a model cities area to be located at the Penn Central's Pitcairn yard. The project would create a residential, recreational, industrial and commercial area that would encompass the presently underutilized rail yards. Traffic running through the yards would be handled by rerouting it over main lines at the southern end of the yard. Track relocation costs would be $7.7 million. The Turtle Creek Model Cities Agency believed that the sale of the yard would be financially rewarding to the Penn Central and that considerable operating efficiencies would result.

In contrast to the preponderance of testimony received from concerned individuals concerning Zone 76, the Pennsylvania Southwest Association recommended that the Penn Central line from Bridgeville to Gladden be eliminated, as well as that portion of the Penn Central line which parallels the C&O/B&O track through Fayette county—provided the traffic could be transferred to the C&O/B&O. On the other hand, the Association considered the Penn Central line from Boyce to Bridgeville to be vital to local economies.

The following five sections of rail line within Zone 76 were designated potentially excessive by the DOT Report:
The C&O/B&O line from Scottsdale to Mount Pleasant.
The PC line from Southwest Junction to Herminie.
The Montour line from Musc Junction to Houston.
The PC Burgettstown Branch.
The PC Kobutustown Branch.

Scottsdale to Mount Pleasant (Mount Pleasant Branch)
The 4.6 mile Mount Pleasant branch is operated by the C&O/B&O. According to the PUC, the Penn Central also has a Scottsdale to Mount Pleasant line that is not shown on the DOT map of Zone 76.

The local area served by these lines is economically depressed. According to the Modulus Corporation, any increase in operating expenses could ruin local businesses. The potential for economic development exists, but economic growth through industrial development will be improbable without rail service, according to the Westmoreland County Department of Planning.

L. E. Smith Glass Company stated that abandonment would increase its transportation costs, decrease its competitive position and result in reduced employment. The Penn DOT estimated that 50 people would lose jobs as a result of abandonment of the branch. L. E. Smith rec-ommended consolidating the two parallel branches with provision for retention of service for all users (see Table 73 for a listing of businesses on these lines which submitted data to the RSPO.)

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>C&amp;O/B&amp;O line</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sam Levin Furniture Co.</td>
<td>Furniture</td>
<td>56</td>
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<tr>
<td>L. E. Smith Glass Co.</td>
<td>Clay, steel</td>
<td>79</td>
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<td></td>
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<tr>
<td>Durasteel Abrasive Co.</td>
<td>Lumber</td>
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<tr>
<td>Cook Lumber Co.</td>
<td>Lumber</td>
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<tr>
<td>Pemrali, Inc.</td>
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<tr>
<td>Penn Central line</td>
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<td></td>
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</tr>
<tr>
<td>Modulus Corporation</td>
<td>R.R. track bolts</td>
<td>250-300</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 The Durasteel Abrasive Company generated 1,000 tons of freight for the C&O/B&O in 1973.
2 The Modulus Corporation predicted that 800 carloads of freight would be generated along the Everson (Zone 77) to Mount Pleasant Line in 1974.

The Penn DOT reported an annual average of 31 carloads per mile for the C&O/B&O line and 36 carloads per mile for the Penn Central.

Southwest Junction to Herminie
The Hampfield branch is operated by the Penn Central and serves Southwest Junction, South Greensburg, Eiseman and Herminie. Firms located in Herminie, which is not shown on the DOT map, generated 123 carloads of freight in 1972.

Rail users located on this line providing information to the RSPO were Shuster's Building Components and the Wickes Corporation. These two lumber firms generated 122 and 78 carloads of freight, respectively, in 1973. The Penn DOT reported an annual average of 31 carloads per mile on this line.

Abandonment of the line would have direct economic effects on the area. Both Shuster's Building Components and the Wickes Corporation would be forced to shut down. The Penn DOT estimated potential unemployment would be 165. Also affected would be the development of five industrial sites. The Hampfield Industrial Park, which serves industries that provide 1,200 jobs, has space available for future industrial expansion. The Westmoreland County Department of Planning emphasized that lack of rail service would deter any chance of further development.

The Municipal Authority of Westmoreland County expressed concern about the impact of abandonment upon its water distribution operation. Under an occupancy agreement with the Penn Central, the Municipal Authority uses rail rights-of-way on the PC Mount Pleasant and Redstone branches in the distribution of
water to the area. The Municipal Authority proposed that special federal or state legislation be enacted, if necessary, to allow the continued operation and maintenance of such utility lines.

**Muse Junction to Houston**

The DOT Report designated the PC Muse Junction to Houston line potentially excess. According to the PUC, this line no longer exists, except for that portion of the line between Westland and Houston. Also the line described by the DOT was never actually owned entirely by the Penn Central. PC owns only the Westland to Houston segment.

The Montour Railroad is presently operating a branch from Venice, which is located near Muse Junction, to Westland. This branch connected with the Penn Central line before it was abandoned. The Montour branch from Venice to Westland is considered important because it serves the Westland mine of the Pittsburgh Coal Company. According to the Coal Traffic Bureau of Northern West Virginia, Ohio and Western Pennsylvania, the branch generated 10,714 carloads of coal in 1973. The Westland Mine is the largest employer in the area, according to the Washington County Industrial Development Agency.

The DOT map mistakenly places Muse to the east of Muse Junction on the Montour; it is actually at the southern end of the PC line. The Muse Junction to Muse line is 7 miles long and serves two industries that currently employ 80 people. Both industries are planning expansion in the next 2 years, but require rail service to operate economically.

The DOT map of Zone 76 contains two other errors. The map shows the line from Venice to Hendersonville as an N&W line, but the line is actually operated by the Montour Railroad. The Muse Junction to Hendersonville line is also operated by the Montour Railroad, not the Penn Central as shown on the Zone 76 map.

**The Burgettstown Branch**

The Penn Central's Burgettstown branch, which originates off the PC's east-west main line route from Pittsburgh to Steubenville (Zone 98), runs south to Slovan where it divides into three segments which terminate at Atlasburg, Langeloth, and Stu.da.

According to the PUC, Burgettstown generated 760 carloads of freight and Atlasburg generated 105 carloads in 1972. PUC estimated that annual traffic volume is 201 carloads per mile over the 4.1 mile section from Burgettstown to Atlasburg.

American Metal Climax (AMAX) of Langeloth indicated that carload data does not actually reflect the true character of this firm's shipments. AMAX receives molybdenum from Colorado in special 100 ton hopper cars. If regular cars were used, AMAX's total carload figure would be nearly twice as great. In 1973, the firm generated 504 carloads of molybdenum concentrates. AMAX reported that the railroads enjoy an extremely high profit margin on its business and that revenue on its shipments exceeds fully allocated cost by 5.7 percent. Its car-mile earnings are 91 percent above the local average, and its ton-mile earnings are 19 percent above the local average.

Z and L Lumber, in Atlasburg, generated 164 carloads of lumber in 1973. Z and L complained about Penn Central's poor service, especially the practice of not delivering cars until there is an order for more than one car for Atlasburg. This practice decreases Z and L's operating efficiency, since cars usually do not arrive until the end of the week when they cannot be unloaded promptly. As a result, demurrage charges are increased.

The impact of abandonment upon the area would be disastrous, according to the Washington County Industrial Development Agency. Potential job loss from AMAX and Z and L alone would be between 280 and 290. The tax revenue and personal income loss to the region would also be high if these plants were forced to relocate or shut down. Abandonment might cause both companies to revise planned expansion and capital improvements and might cause a third company, a coal crushing and loading operation, to change its plan to locate along this branch.

**The Kobuta Branch**

The Kobuta Industrial branch is operated by the Penn Central and is located along the southern side of the Ohio River. The segment from Shippingsport west to the Pennsylvania-Ohio state line was declared potentially excess. The track west of Shippingsport is in such poor condition that it is no longer used. However, the PUC emphasized that the branch line is essential to the nation's energy needs for two reasons: (1) it is located in a fossil fuel reserve area; and (2) the branch provides rail access to a utility complex which includes one completed nuclear power plant, one under construction, one planned for development, and three coal-fired utility plants, all operated by the Duquesne Power and Light Company.

**Zone 77**

Two sections of rail line within Zone 77 were designated potentially excess by the DOT Report: the WM line from Bowest Junction to the eastern zone boundary and the PC line from Brownsville to Unions town.

DOT's March 1, 1974 additions and corrections supplement indicated that the WM line from Bowest Junction to the zone boundary should not be shown as potentially excess because the Western Maryland is a solvent carrier with a density of over 5 million gross ton-miles.
Brownsville to Unıontown
(Redstone Secondary Track)

The 16 mile Redstone secondary track is operated by the Penn Central and serves the cities of Brownsville, Walterburg, Vance Mill Junction, and Uniontown. Rail use along the line is light. The Penn DOT estimated that the line generated 84 carloads in 1973, or 5.3 per mile. Presidential Homes, Inc. estimated that it would ship 20 carloads of lumber in 1974. Other users along the line, according to Penn DOT and the Fayette County Development Council, include Constantine Farms, M. W. Platt Sons Junk Dealers, Michael Berkowitz Manufacturing, United Parcel Service, and Yozie Mold Company.

The Fayette County Development Council indicated that there are several potential industrial sites along the line which would be adversely affected by abandonment. Presidential Homes reported that its expansion plans would also be adversely affected. Potential employment loss as a result of abandonment would be 50 jobs, according to the Penn DOT’s estimate.

The Penn Central’s Bloomfield secondary track from Brooksville to McKee was incorrectly shown on the DOT zone map.

The Southern Alleghenies Planning and Development Commission also noted that the Zone 79 map did not include the Penn Central line between Williamsburg and Alexandria.

Zone 78

The DOT Report did not undertake a comprehensive excess rail line analysis in Zone 78 because of the complex nature of the zone.

Zone 79

A major concern of many citizens and representatives of government, labor, and business in Zone 79 is the future of PC’s car building and repair center at Altoona.

The five railroad shops at Altoona employ 6,000 people, or 10 percent of the entire work force in Blair County. Over 115,000 freight cars have been built at the Sam Rea Shops. It is reported that the facilities at Altoona are the largest and most modern car repair facilities in the nation.

Long a railroad community, Altoona’s labor force of second and third generation workers is well trained in all the necessary technical skills. The Altoona Shops have maintained an excellent record of labor-management relations for the 50 years they have been building and repairing locomotives.

Governor Shapp pointed out that, while the nation suffers a chronic car shortage, the Altoona shops are operating at approximately one-third capacity. It is estimated that the Sam Rea Shop could produce as many as 10,000 rail cars a year. The Governor recommended that Pennsylvania receive an allocation from the DOT emergency fund to be used to increase production.

Two sections of rail line within Zone 79 were designated potentially excess by the DOT Report: the PC line from Roaring Spring to Ore Hill and the PC line from Mikee south through Sproul in Zone 74 and Bedford and Hyndman in Zone 80 to Cumberland, Maryland in Zone 88. DOT’s March 1, 1974 additions and corrections supplement indicated that PC main line A should continue east from Tyrone to the zone boundary rather than north from Tyrone as shown on the first map of the zone.

The Pennsylvania Public Utilities Commission noted the following additional errors:

1. The Penn Central line from Roaring Spring to Curry was not shown on the DOT zone map.
2. The Penn Central line from Martinsburg Junction to Martinsburg was not shown on the DOT zone map.
3. The Penn Central’s Bloomfield secondary track from Brooksville to McKee was incorrectly shown on the DOT zone map.

The Southern Alleghenies Planning and Development Commission also noted that the Zone 79 map did not include the Penn Central line between Williamsburg and Alexandria.

Roaring Spring to Ore Hill

The Penn Central’s Roaring Spring to Ore Hill line has already been approved for abandonment by the ICC. There are no shippers along the line, according to the PUC.

Mikee to Cumberland, Maryland (Bedford Branch)

The 52 mile Bedford branch of the Penn Central serves Mikee, East Freedom and Sproul in Zone 79; Queen, Bedford and Hyndman in Zone 80; and Cumberland in Zone 88. The segment from Mikee to the Pennsylvania-Maryland border was designated potentially excess by the DOT Report.

The Penn DOT reported that the line generates about 80 carloads per mile per year (see Table 74 for a listing of businesses on this line which submitted data to the RSPO).

Users complained about Penn Central service and stated that their use of the line would be greater if service were better.

Westinghouse reported that rail service to its plant was discontinued in June 1973, contrary to PC’s promise to maintain service. Hedstrom Company reported that one of its officers had been informed by a PC representative that the line is presently profitable. Hedstrom also stated that it could not compete without rail service and might be forced to close its plant, which employs 325.
Table 74: Traffic Profile: Mikee to Cumberland

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
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<tr>
<td>Atlantic Homes</td>
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<td>95</td>
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<td>General Refractories (Claysburg)</td>
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<td>286</td>
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<tr>
<td>General Refractories (Sproul)</td>
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<td>286</td>
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<tr>
<td>Standard Register Co.</td>
<td>Paper</td>
<td>368</td>
<td></td>
<td></td>
</tr>
<tr>
<td>L. B. Foster Co.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>May &amp; Bigley, Inc.</td>
<td></td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Westinghouse</td>
<td></td>
<td>8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agway, Inc.</td>
<td></td>
<td>36</td>
<td>72</td>
<td></td>
</tr>
<tr>
<td>Hedstrom Co.</td>
<td>Furniture</td>
<td>471</td>
<td>600</td>
<td></td>
</tr>
<tr>
<td>Blacklum-Russell Co.</td>
<td>Canned foods</td>
<td>80</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bedford Farm Bureau</td>
<td>Feed, fertilizer</td>
<td>84</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lane Metal Products Co.</td>
<td>Steel</td>
<td>121</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bedford Sanitation Service</td>
<td>Scrap paper</td>
<td>12</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Most users are projecting a high growth rate, and many are planning plant expansion.

Roaring Spring to Curry

Penn Central’s 6.6 mile long Morrison Cove branch from Roaring Spring to Curry was not designated potentially excess by the DOT Report. The line serves a number of businesses and industries, most of which were included in the submission of Altoona Enterprises, Inc. (see Table 75 for a listing of those businesses on this line which submitted data to the RSPO).

Table 75: Traffic Profile: Roaring Spring to Curry

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curry Supply Co.</td>
<td>Corn, oats</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agway, Inc.</td>
<td>Feed, fertilizer</td>
<td>158</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Youngs, Inc.</td>
<td></td>
<td>150</td>
<td></td>
<td></td>
</tr>
<tr>
<td>National Cash Register</td>
<td></td>
<td>958</td>
<td>1,237</td>
<td></td>
</tr>
<tr>
<td>Roaring Spring Blank Book Co.</td>
<td>Paper</td>
<td>97</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

One company, Youngs, Inc., plans to build a new facility and would expect to use 150 rail cars per year if rail service were available. The Roaring Spring Blank Book Co. indicated that it cannot survive without rail service. The PUC reported that the line generated 67 carloads per mile last year.

Martinsburg Branch

The 1.3 mile Martinsburg branch is operated by the Penn Central and serves Martinsburg Junction and Martinsburg. This branch was not designated potentially excess by the DOT Report. The PUC estimated that the line generates 168 carloads per mile per year.

Rail users on this line include: Martinsburg Milling Co., which generated 90 carloads of feed grains in 1973; Over’s Feed Store, which generated 32 carloads of feed and fertilizer in 1973; and Spring Cove Produce Pack-

ers, which generated 81 carloads of freight in 1973. Over’s Feed Store reported that there is limited motor carrier service in the area. Spring Cove Produce Pack-

ers stated that it would probably leave the community if the line were abandoned.

Zone 80

Zone 80 was formerly a coal mining region, but mining is not presently the principal industry. The Bedford County Industrial Development Authority reported that unemployment in the area is presently at 11 percent and that the area could not afford the closing of any of its industries due to the termination of rail service. Huntington County Business and Industry stated that unemployment in that county is 5.6 percent and that, if rail service were eliminated, the county’s largest employer would probably close, and unemployment would jump to over 9 percent.

The Southern Alleghenies Planning and Development Commission expressed concern over the economic effects of rail abandonment on an area that is economically depressed. It noted that, in many cases, rail traffic is less than it might be due to the poor condition of the equipment and the poor service provided by the Penn Central. The Commission also noted that many of the potentially excess branch lines are near recoverable coal reserves.

The eight lines within Zone 80 designated potentially excess by the DOT Report were:

The PC line from Petersburg to Holidaysburg in Zone 79.
The PC line from Queen south through Bedford to State Line.
The PC branch from Bedford to Mount Dallas.
The PC line from Marion to Mercersburg.
The WM line from Quinsee to Hagerstown, Maryland in Zone 88.
The PC line from Chambersburg to Harrisburg in Zone 81.
The PC Maitland Branch line.
The PC Minroy Branch line.

The Pennsylvania Public Utilities Commission noted that the Everett Railroad line from Mount Dallas through Everett to Tatesville and the Penn Central line from Chambersburg to Waynesboro were not shown on the DOT map of Zone 80.

The short 3.5 mile branch from Mount Dallas to Tatesville, operated by the Everett Railroad, connects with the Bedford branch which begins at East Freedom in Zone 79. The line is considered profitable; it served 11 businesses and moved 520 carloads of freight in 1972 and 407 carloads in 1973. Rail users on this line who submitted information to the RSPO included: Bedford Farm Bureau, which generated 24 carloads of freight in 1973; Everett Hardwood, which generated 74 car-

loads of lumber in 1973; and Everite Door Company,
which generated 51 carloads of lumber in 1973.

The Everett Railroad serves two plants which make untreated crossties for the Penn Central. Hauling the crossties does not produce revenue for the railroad but continuation of the service is considered vital since its elimination would increase operating costs of the Penn Central.

The Everett Railroad and its users all reported difficulty in obtaining rail cars and stated that traffic could be higher if more cars were available. The Everett Railroad also reported that the Broad Top Area Mine may once again go into coal production. It was noted that local streets are not capable of handling the increased truck traffic which would result from rail abandonment.

Petersburg to Holidaysburg

The Petersburg to Holidaysburg line is operated by the Penn Central and serves the cities of Petersburg and Alexandria in Zone 80 and Holidaysburg in Zone 79. Only that portion of the line from Petersburg to the Zone 80 boundary was declared potentially excess by the DOT.

The branch, damaged by Hurricane Agnes in 1972, was quickly repaired and used as an important detour route.

Table 76 contains a listing of businesses on this line which submitted data to the RSPO.

Table 76: Traffic Profile: Petersburg to Holidaysburg

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Westab-Blair</td>
<td>Paper</td>
<td>319</td>
<td>467</td>
<td></td>
</tr>
<tr>
<td>Agway, Inc.</td>
<td>Grain, fertilizer</td>
<td>14</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>Clapper &amp; DeShong</td>
<td>Farm machinery</td>
<td>4</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Alexandria Fire Clay</td>
<td>Processed clay</td>
<td>17</td>
<td>17</td>
<td></td>
</tr>
<tr>
<td>Maryland Refractories</td>
<td></td>
<td>150</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Quinsonia to Hagerstown

The Quinsonia to Hagerstown line is operated by the Western Maryland and serves Quinsonia, Nicodemus, Waynesboro and Hagerstown, Maryland (Zone 88). Only that 10 mile portion of the line from Quinsonia to Midvale was designated potentially excess. The area served by the line is primarily industrial. The Penn DOT reported that the line generated 54 cars per mile per year.

Homes by Keystone constructed a siding in 1973 and in the first year of operation received 5,000 tons of freight. Many of its suppliers will ship freight prepaid only by rail.

Chambersburg to Harrisburg

The Cumberland Valley branch, which is operated by the Penn Central, serves Chambersburg in Zone 80 and Shippensburg, Newville, Carlisle, New Kingston, Mechan-
icsburg and Harrisburg in Zone 81. Only that portion of the line from Chambersburg to New Kingston was declared potentially excess.

The Borough of Chambersburg recommended that the Western Maryland serve the community over the Penn Central right-of-way. Many businesses are on the PC line, which is elevated. The WM line is at street level and is a traffic hazard; a shift of additional traffic to the WM line would aggravate the situation.

Franklin County has a well developed agricultural sector. There are, according to County Agent John Shearer, over 1,800 commercial farms in the county which are dependent on rail service for receiving fertilizer and feeds.

The Greater Carlisle Chamber of Commerce predicted that the impact of rail abandonment on local agri-business would be disastrous. It contended that the traffic between Carlisle and New Kingston is above the DOT criteria for viability. It also noted that continued local service to Newville is absolutely vital to local agriculture, although the annual traffic there is only 60 cars per year. The highways around Carlisle are heavily traveled and dangerous and could not handle extra truck traffic. The Cumberland County Agricultural Extension Service reported that the Penn Central was the only line in the county with service for farmers’ warehouses or dealers and that the line was required for the Emergency Feed Program.

The Shippensburg Area Chamber of Commerce complained about Penn Central service and stated that usage would be greater if the service were improved.

The PUC reported that the line from Chambersburg to New Kingston generated an annual volume of 125 cars per mile. The Penn DOT estimated that the segment from Chambersburg to the Franklin county line generated 46 carloads per mile, and the segment from Shippensburg to New Kingston, 74.4 carloads per mile (see Table 78 for a listing of businesses on this line which submitted data to the RSPO).

Table 78: Traffic Profile: Chambersburg to Harrisburg

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nitterhouse Concrete Products</td>
<td>Cement</td>
<td>105</td>
<td>120</td>
<td></td>
</tr>
<tr>
<td>Pet, Inc.</td>
<td>Frozen foods</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cumberland Valley Cooperative</td>
<td>Grain, feed</td>
<td>200</td>
<td>400</td>
<td></td>
</tr>
<tr>
<td>Newville Builders Supply and Mfg.</td>
<td>Lumber</td>
<td>2</td>
<td>52</td>
<td></td>
</tr>
<tr>
<td>Carlisle Tire &amp; Rubber</td>
<td>Carbon black, rubber</td>
<td>500</td>
<td>750</td>
<td></td>
</tr>
<tr>
<td>C. H. Masland &amp; Sons</td>
<td>Jute, polyethylene</td>
<td>1,435</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Certain-Teed Products</td>
<td>Manganese castings</td>
<td>121</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The Newville Builders Supply & Mfg. Company is a new and growing business. The company stated that the borough of Newville does not have direct access to an Interstate or U.S. highway, and that costs for trucking would be prohibitive.

Carlisle Tire and Rubber depends on rail service to receive carbon black which cannot economically be shipped by truck. A major expansion is scheduled to begin in August, 1974 but is contingent upon rail service.

C. H. Masland & Sons is the county’s largest employer and is dependent upon rail service for its raw materials. The company’s interdependent materials handling and packaging system requires the use of boxcars in its unloading operation. If rail service is eliminated, Masland will be forced to move most of its facilities eliminating at least 1,100 jobs.

The Frog, Switch, and Manufacturing Company is a foundry. Many of its products and some of its raw materials can only be moved by rail. The company stated that a large expansion is underway but that, if service were curtailed, many jobs would be lost.

Maitland and Milroy Branches

Both the Maitland and Milroy branches are operated by the Penn Central and serve Maitland, Lewistown, Burnham, Reedsburg, Thompsonstown, Naginey and Milroy.

Four respondents submitted evidence to the RSPO concerning the detrimental effects that abandonment of these branches would have upon the area. The Juniata Valley Medical Center, Inc. was primarily concerned about the effect upon the supply of medical and dental materials. The Triangle Pacific Cabinet Corp., in Thompsonstown, observed that rail service could probably be reduced to weekly intervals but stated that cutting out rail service would raise its operating costs to 6 to 10 times their present level. The Sitkin Smelting Co. noted that large amounts of federal funds already invested in area development projects would be wasted if these branches were abandoned. Rep. Walter F. DeVerter noted that companies cannot get adequate supplies of rail cars and stated, “planning a future rail network should reflect demand for rail transportation, not use patterns based on poor service.”

Zone 81

The following five lines within Zone 81 were designated as potentially excess by the DOT Report:

The PC line from Millersburg to Lykens.

The RDG line from Middletown to Hummelstown.

The PC line from Dillsburg Junction to Dillsburg (Zone 83).

The RDG line from Carlisle Junction to Biglerville (Zone 83).
The RDG line from Camp Hill through Carlisle Junction to Shippensburg.

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

The RDG line from Camp Hill through Carlisle Junction and Shippensburg to the western boundary of the zone should not be shown as potentially excess.

The PC line north from the southern boundary of the zone to Dillsburg Junction should be shown as potentially excess.

**Millersburg to Lykens**

The Lykens Valley branch is operated by the Penn Central and serves Millersburg, Elizabethville and Lykens. The ICC approved the abandonment of the line, but the track has not been physically removed. The line has been out of service since the floods following Hurricane Agnes in June, 1972 destroyed the connection with the main line.

The Penn DOT reported a traffic volume of 169 carloads over the line in 1971. Principal commodities shipped and received were coal, feed products, lumber, canned meats, and frozen vegetables. The Penn DOT has estimated that traffic would be 900 carloads per year if service were restored.

Calvin Summers Trucking and Storage, located in Elizabethville, is a storage and distribution service for fresh and frozen food processors and suppliers. Calvin Summers received 28 carloads of food products in 1970. Klenker Lumber Company, Elizabethville, received 50 carloads of lumber and plywood in 1973 at Millersburg. Klenker indicated that having to truck from the Millersburg siding would increase its shipping cost $20,000 per year.

**Middletown to Hummelstown**

The Middletown to Hummelstown line is operated by the Reading Railway. It runs north from Middletown 6 miles along Swatara Creek to a connection at Hummelstown with the Reading main line. This line was damaged by the Agnes floods in 1972 and has not been repaired. At present, Penn Central is serving the Reading's customers in the Middletown area. Reading is negotiating to sell this track, subject to ICC approval and to authorization of state funds for restoration of the track.

The Penn DOT stated that traffic volume for the 6 mile line is 573 carloads per year for an average of 95.5 cars per mile. Industries served by this line ship and receive light fixtures, chlorine, and plywood.

Penn Central service creates some inconvenience for the people of Middletown, and they prefer service over the Reading. According to the submissions, the Reading branch is needed because of the growth of the port of Harrisburg.

The Middletown East End Warehouse Company proposed that the Penn Central take over all rail property in Middletown up to Union Street, and the Reading reactivate service from Union Street to Hummelstown.

The Borough of Hummelstown supports the removal of the Reading track, which crosses the major highway in Hummelstown. The crossing is a traffic hazard because it is a required stop for some vehicles even though there are no trains using the track.

**Dillsburg Junction to Dillsburg (Dillsburg Branch)**

The 7 mile Dillsburg branch is operated by the Penn Central and serves Dillsburg Junction and Dillsburg in Zone 83. The line serves primarily agricultural users and carries grain, seed, and lumber. The PUC estimated that the line generated 40 rail cars per mile, while the Penn DOT estimated that it generated 53.3 rail cars per mile.

Users of this line who submitted data to the RSPO included Allied Mills, which generated 240 carloads of grain in 1973, and J. H. Rearick, which generated 25 carloads of lumber in 1973. Both firms projected a future need of 300 carloads. One Dillsburg businessman stated that the line is not losing money. It was reported that two businesses would be forced to close if rail service were discontinued. At least 29 jobs would be lost if the line were abandoned.

**Carlisle Junction to Bigerville (Zone 83) (Gettysburg Branch)**

The Gettysburg branch is operated by the Reading. It serves Carlisle Junction, Mt. Holly Springs, and Hunters Run in Zone 81 and Gardens, Bendersville, Biglerville and Gettysburg in Zone 83. The portion of the line from Biglerville to Gettysburg was not designated potentially excess by the DOT Report, however, the line was washed out by Hurricane Agnes in 1972 and service has not been restored. Businessmen on this section expressed a desire to see service restored over the entire branch. Some Mount Holly Springs businesses have been forced to use alternate, circuitous routes to ship northbound (see Table 79 for a listing of businesses on this line which submitted data to the RSPO).

Knouse Foods has expanded and wishes to build a new siding. Eaton-Dikeman, which employs 92 people, indicated that it could not operate without rail service. Eaton also reported that a local Reading agent had informed a company representative that the line is considered to be profitable. It was noted that Biglerville is the billing point for all towns between Mount Holly Springs and Biglerville.

Zeigler Brothers reported that it has just completed a plant expansion and anticipates further expansion if
rail service is retained. The company and the PUC both noted that, if the portion of the line from Biglerville south to Gettysburg remains in service, it would be isolated from the Reading system. Musselman Fruit Products operates two interdependent plants at Gardens and Biglerville. Each is dependent upon continued rail service. Biglerville, it was noted, has no major highways.

Pennsylvania Mineral & Mining has recently installed a new milling system which will increase its rail usage. The Pfaltzgraff Company has acquired a new plant at Bendersville which will commence operations in December 1974. Loss of rail service would cause cutbacks or a shutdown at the Inland Container plant. Allis-Chalmers, in York, uses the line as a high-wide detour from the Western Maryland main line, which does not provide sufficient clearance.

**Zone 82**

A major anthracite coal reserve runs through Zone 82, as well as portions of Zones 70, 72 and 80. Schuylkill County alone has over 49 percent of Pennsylvania's anthracite coal deposits. Preceding the fuel crisis, the mining of anthracite declined rapidly from 52,252,000 tons in 1946 to 7,526,000 tons in 1971.

The possibility of future energy shortages has increased the likelihood that anthracite coal may be extracted again in large quantities. Many submissions noted that the preservation of trackage in such areas was a specific requirement of the Regional Rail Reorganization Act of 1973.

Nearly 60 percent of the submissions from the area were concerned with unemployment which has risen to as high as 20 percent in recent months. Area residents have established various regional development corporations which have been responsible for many new jobs and an inflow of millions of dollars in investment capital. This capital has led to the current construction of new industrial parks and to plans for the expansion of existing facilities. If this expansion is to be realized, rail service must be maintained at present levels or increased levels.

The following 7 lines within Zone 82 were designated potentially excess by the Department of Transportation:

- The PC line from Selinsgrove to Paxtonville.
- The PC line from Lewisburg to Mifflinburg.
- The RDG line from Lebanon to Suedburg.
- The RDG line from Good Spring to Westwood.
- The RDG line from Trenton to Pine Grove.
- The RDG line from Shamokin to Dunkelbergers.
- The RDG line southeast from West Milton through Rupert, Ringtown, Lofty, Tamaqua and New Ringgold to Port Clinton on the southeastern zone border.

The DOT's March 1, 1974 additions and corrections supplement indicated that the LV line from Hometown to Raven Run should also be shown as potentially excess. The Pennsylvania Public Utilities Commission noted that the map of Zone 82 did not show the Reading Carbon Run spur from Shamokin to Carbon Run.

**Selinsgrove to Paxtonville**

The 13.8 mile Selinsgrove branch is operated by the Penn Central and serves the cities of Selinsgrove, Clifford, Kreamer, Middleburg, and Paxtonville. According to the Penn DOT, the branch line generates 543 cars per year. Testimony indicated that 11 businesses are served by this line, however, only Wood-Metals Industries, Inc. supplied traffic data. In 1973, Wood-Metals generated 91 carloads of cabinets. The Middle Creek Township supervisors claimed that 200 carloads of freight were generated on the Selinsgrove Branch in 1973, and they projected a future need of 300 to 390 cars. The Central Susquehanna Valley Chamber of Commerce claimed that 570 carloads of freight were generated on this line in 1973 and projected a future need of 730 rail cars. The testimony indicated that, if rail service were eliminated, local unemployment would rise to 25 percent.

Kramer Feed Store, Inc. has recently built a $400,000 addition. Kramer made that investment with the understanding that rail service would continue to be improved. The Snyder County Planning Commission suggested that, if the Middleburg to Paxtonville run is eliminated, the right-of-way should not go back into private hands. The Commission has received various proposals for public use of the right-of-way. The Central Susquehanna Valley Chamber of Commerce pointed out that trucks cannot handle additional traffic because of insufficient roads and narrow bridges. The First National Trust Bank noted that Selinsgrove is an emergency civil defense headquarters, and would be an alternate state capital in a
crisis, thus making it vital from a military and defense
point of view that service be maintained.

Lewisburg to Mifflinburg
(Montandon Secondary Track)

The 9 mile Montandon secondary track is operated
by the Penn Central and serves Lewisburg, Vicksburg,
and Mifflinburg. According to the Penn DOT, the line
generates 1,682 rail cars per year (see Table 80 for a
listing of businesses on this line which submitted data to
the RSPO).

Table 80: Traffic Profile: Lewisburg to Mifflinburg

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yorktowne</td>
<td>Kitchen cabinets</td>
<td>291</td>
<td>725</td>
<td></td>
</tr>
<tr>
<td>Pennsylvania House</td>
<td>Furniture</td>
<td>170</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wickes Homes</td>
<td>Home construction products</td>
<td>33</td>
<td>35</td>
<td></td>
</tr>
<tr>
<td>Stanford Seed Co.</td>
<td>Seed</td>
<td>22</td>
<td>25</td>
<td></td>
</tr>
<tr>
<td>Marlin Industries</td>
<td></td>
<td>6</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>Mifflinburg Farmers Exchange</td>
<td>Farm products</td>
<td>50</td>
<td>60</td>
<td></td>
</tr>
<tr>
<td>Shipton Building Supply</td>
<td>Building materials</td>
<td>4</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Montgomery Bucks Farm Bureau</td>
<td></td>
<td>3</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Mifflinburg Farmers Supply</td>
<td>Farm products</td>
<td>3</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>General Interiors Corp.</td>
<td>Furniture</td>
<td>182</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Yorktowne, a manufacturer of kitchen cabinets, has
begun construction of a $750,000 improvement to its
plant. The company's total new plant investment is
approximately $3.5 million. Yorktowne needs rail service
to remain financially solvent and might have to lay off
160 or more if service were terminated. Yorktowne's
parent company, Wickes Homes, expressed categorical
opposition to the elimination of rail service between
Lewisburg and Mifflinburg.

Pennsylvania House stated that rail is the only feasible
mode of transportation for it and that trucking would
cost it twice as much as shipping by rail.

Lebanon to Suedburg

The 16.6 mile Lebanon and Tremont branch is operated
by the Reading Railway and serves Lebanon, Jonestown,
Indiantown Gap, and Suedburg. According to the
Penn DOT, the line serves five businesses which gen-
erated 708 carloads of freight in 1973. The PUC re-
ported that 108 carloads per year are generated by Jonestown and 258 carloads per year by Suedburg. The branch
also serves the military reservation at Indiantown Gap.

E. H. Gerhart Company, located at Jonestown, was
the only rail user on the branch to submit evidence to
the RSPO. The company reported total traffic for the
Lebanon and Tremont branch of 513 carloads of freight
of which 104 were feed, fertilizer and building materials
shipped to the Jonestown area. The Lebanon Valley
Chamber of Commerce reported that J. R. Herr Feed
Mill shipped 60 carloads of feed and grain per year and
Lebanon Packing Corporation shipped 70 carloads of
packaging and containers per year. The new plant of
Lebanon Packing Corporation at West Jonestown is ex-
pected to operate 130 carloads per year.

A large manufacturing firm is considering a 47 acre
site along this branch for an industrial plant. R and B
Associates recently bought a 109 acre site south of Jone-
town for development as an industrial park. Susque-
hanna Development Co. has bought 150 acres for use
as an industrial park, and plans to use the Lebanon and
Tremont branch. These plans would be adversely af-
fected by a loss of rail service.

Concern was also expressed for national defense. The
Penn DOT reported that the Indiantown Gap Military
Reservation has a high priority classification within the
national Mobilization Plan. The track serving this site
must, therefore, be kept open and operative. Indiantown
Gap received 409 carloads of coal and military supplies

Good Spring to Westwood and Tremont to
Pine Grove (West End Branch)

The West End branch is operated by the Reading
Railway and serves Glenworth, Donaldson, Good Springs,
Tremont and Pine Grove. The branch runs from West-
wood (not shown on DOT map) west to Tremont where
it divides into two segments, one serving Good Spring
and the other serving Pine Grove.

The Westwood to Good Spring segment is 14 miles
long and serves nine businesses. These businesses are
primarily involved in the mining and processing of coal.
Approximately 4,980 carloads of freight were generated
by this line in 1973. Frederic A. Potts & Company, a
coal producer, stated that 90 percent of its product must
be shipped by rail because it is economically impossible
to ship coal long distances by truck. The Exxon Chemi-
ical Company, a chemical producer, noted that the DOT
criteria of "carloads per mile" does not consider the dif-
ference between regular and jumbo cars. The company
also predicted that rail traffic on this line will meet the
DOT criteria in 1976.

The Tremont to Pine Grove spur is approximately 6.8
miles long and serves five businesses. According to the
Penn DOT, 624 cars per year are generated on this
section and, if the line were terminated, a minimum of
15 jobs would be lost. Pine Grove Industries, a non-
profit development corporation, stated that it has tried
to raise money for the area in order to attract new in-
dustry. The corporation emphasized that removal of the
West End branch would be disastrous. The Borough of
Tremont concurred with this statement of Pine Grove Industries.

**Shamokin to Dunkelbergers**

This 12 mile branch is operated by the Reading Railway and serves Kulps, Trevorton, and Dunkelbergers. The Penn DOT stated that 1,224 carloads of freight were generated on this line in 1973 by three businesses along the line. Discontinuation of rail service on the line would result in unemployment of 339 persons. The Waste Management Corporation, which paid $2 million in freight charges to the Reading in 1973, stated that rail service was absolutely essential for hauling solid waste from Philadelphia to the strip mines.

**West Milton to Southeastern Zone Border**

This line is one of two Reading routes connecting Williamsport and Reading. From West Milton it extends southeast through Rupert, Ringtown, Lofty, Tamaqua and New Ringgold to Port Clinton on the southeastern zone border. The DOT Report's map of Zone 82 shows the line as potentially excess from West Milton to a point northwest of Rupert and from Rupert to McAdoo on the eastern zone border. The line does not serve McAdoo; it turns south near Lofty and runs through Haucks to Tamaqua (Tamaqua on the DOT map). The DOT map shows the remainder of the line from Tamaqua south to the zone border as potentially excess.

The line serves at least 15 businesses which generated over 10,000 carloads of freight in 1973 (see Table 81 for a listing of businesses on this line which submitted data to the RSPO).

**Table 81: Traffic Profile: West Milton to Port Clinton**

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kennedy Van Saun Corp.</td>
<td>Manufacturing</td>
<td></td>
<td>150</td>
<td></td>
</tr>
<tr>
<td>H. H. Knoebel Sons</td>
<td>Building supply</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gold Bond Bldg. Products</td>
<td>Paper products</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cicioni Stone Co.</td>
<td>Stone</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Catakawa Lumber &amp;</td>
<td>Lumber</td>
<td>73</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Specialty Co.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A. J. Balshi, Inc.</td>
<td>Animal feeds</td>
<td>30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ateeco, Inc.</td>
<td>Pack frozen food</td>
<td>50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ACF Inc.</td>
<td>Tank cars</td>
<td>100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>United Wiping Cloth Co.</td>
<td>Sterilized wipers</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shennandoah Rag Co.</td>
<td>Rags</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>American Home Foods Inc.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Philco</td>
<td>Electric cabinets</td>
<td>1,250</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kawneer, Inc.</td>
<td>Architectural Prod.</td>
<td>100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Berwick Forge &amp;</td>
<td>Metals</td>
<td>5,596</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fabricating</td>
<td>Explosives</td>
<td>485</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Atlas Powder Co.</td>
<td></td>
<td>1,328</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CECO Corp.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

If rail service were eliminated on this line, an immediate loss of 2,060 jobs would ensue, according to the Penn DOT.

This branch line with its many businesses has a number of specific transportation problems. The Kennedy Van Saun Corp. manufacturers equipment that must be transported on two connecting rail cars. Trucking is not a viable alternative for Kennedy Van Saun, nor is it for Gold Bond Building Products which ships large rolls of paper.

A majority of the users on this line stated that trucking their products would be three or four times as expensive as moving them by rail. This added expense could affect profits and lead to layoffs and shutdowns.

ACF Industries and CECO Corp. 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. Discontinuance of service would also make it impossible for the Milton plants to receive raw materials by rail from the north.

Most rail users predicted that the proposed discontinuance of service would have a most detrimental effect on employment. The Ringtown Valley Industrial Commission predicted job losses in the hundreds and the closing of some plants. The Schuylkill County Technical Assistance Office warned of economic stagnation in industrial parks and inability to service fossil fuel deposits. The Shennandoah Rag Co. envisioned stock cuts of from 50 to 60 percent. The Columbia County Development Authority summed up the sentiments of many in stating “We do not wish to relinquish even one inch of rail in Columbia County.”

**Hometown to Raven Run**

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

**Nesquehoning Branch**

This LV line runs from Jim Thorpe in Zone 70 to Haucks in Zone 82. The line was not designated potentially excess by the DOT Report, however, three businesses submitted statements to the RSPO, all indicating the need to continue service over the line (Table 82).

**Table 82: Traffic Profile: Nesquehoning Branch**

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Products</td>
<td>Gas (liquid)</td>
<td>60</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chemicals</td>
<td>Petroleum</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eastern Diversified Metal</td>
<td>Nonferrous metal</td>
<td>550</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lehigh Navigation</td>
<td>Coal</td>
<td>1,328</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dodson Company</td>
<td>Heavy equipment, coal, fly ash</td>
<td>5,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carbon County Planning Commission</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 The Commission presented data for four local industries.
As with most other coal companies, the Lehigh Navigation Dodson Company stated that truck transportation is impossible because the fossil fuel volume is simply too great. It also stated that there is a specific problem in getting the needed number of rail cars. Eastern Diversified Metals concurred in this opinion, noting that it would choose rail service over trucks more often if the necessary cars were available.

**Frackville Branch**

The Reading Railroad's Frackville branch runs between Mill Creek Junction and Bear Run Junction. This branch is in the heart of the anthracite coal region. The line was not designated potentially excess by the DOT Report. Table 83 contains data supplied to the RSPO by users of the line.

**Table 83: Traffic Profile: Frackville Branch**

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greater Pottsville Industrial Development Corp.</td>
<td>Coal</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cellu Products Inc.</td>
<td>Polyethylene foam, paper</td>
<td></td>
<td>73</td>
<td></td>
</tr>
<tr>
<td>Yock Bakery Co.</td>
<td>Flour</td>
<td>52</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clark's Feed Mills, Inc.</td>
<td>Wheat</td>
<td>151</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Glen Burn Colliery Inc.</td>
<td>Coal</td>
<td>3,300</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shamokin Filler Co., Inc.</td>
<td>Coal</td>
<td>1,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Yock Bakery stated that the cost of trucking flour is 50 percent greater than the cost of shipping it by rail and thus is financially prohibitive. A switch to truck transport would cause Yock to lay off many of its employees. Glen Burn Colliery, Inc. indicated that 85 percent of its coal is shipped by rail and that it is economically impossible to use another mode of transportation. Cellu Products Corporation projected a 37 percent growth in its traffic volume during 1974. Both Clark's Feed Mills and Burton Enterprises stated that they have made considerable plant investments recently but will be forced to shut down if the line is abandoned.

**Zone 83**

Five lines in Zone 83 were designated potentially excess by the DOT Report. They were:

- The PC line from Thomasville to Frederick, Maryland in Zone 88.
- The RDG line from Peach Glen to Biglerville.
- The PC line from York through New Freedom to Cockeysville in Zone 87.
- The Stewartstown Railroad line from New Freedom to Stewartstown.
- The PC line from York to Columbia in Zone 67.

The DOT's March 1, 1974 additions and corrections supplement stated that the WM line from York Rd. to Porters and from Spring Grove south through Porters to the zone boundary should also be shown as potentially excess.

**Spring Grove to Frederick, Maryland**

The York, Hanover and Frederick branch is operated by the Penn Central and serves York, Spring Grove, Hanover, Littlestown, and Frederick (Zone 88). Only the portion of the line from Spring Grove to Frederick was designated potentially excess by the DOT. The Allis-Chalmers Corporation reported that the line from York to Spring Grove, the alternate to the Western Maryland line, is in very poor condition and does not provide the extra clearances required to transport the company's large hydraulic turbines. Much of the firm's freight can only be shipped by rail.

The PUC reported that the line running south from Spring Grove generated 286 rail cars per mile per year. The Penn DOT's estimate for the entire line was 615.6 cars per mile. If service on the line was discontinued, an estimated 900 jobs would be lost, according to Penn DOT. Table 84 contains data supplied to the RSPO by users of the line.

**Table 84: Traffic Profile: Spring Grove to Frederick**

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allis-Chalmers Corp.</td>
<td>Steel, turbines</td>
<td></td>
<td></td>
<td>375</td>
</tr>
<tr>
<td>Thomasville Stone and Lime Co.</td>
<td></td>
<td></td>
<td></td>
<td>1,200</td>
</tr>
<tr>
<td>P. H. Glattfelder Co.</td>
<td>Pulp, chemicals</td>
<td></td>
<td></td>
<td>6,962</td>
</tr>
<tr>
<td>Penland Container Revonah Spinning Mills</td>
<td></td>
<td></td>
<td></td>
<td>200</td>
</tr>
<tr>
<td>Chemtron Corp.</td>
<td>Chemicals</td>
<td></td>
<td></td>
<td>386</td>
</tr>
<tr>
<td>Jiffy Mfg. Co.</td>
<td></td>
<td></td>
<td></td>
<td>93</td>
</tr>
<tr>
<td>United Cabinet Corp.</td>
<td></td>
<td></td>
<td></td>
<td>311</td>
</tr>
<tr>
<td>Lee Metals Products</td>
<td>Steel</td>
<td></td>
<td></td>
<td>200</td>
</tr>
</tbody>
</table>

Allis Chalmers estimated that, if it were forced to discontinue production of turbines, it would have to terminate 865 jobs. Jiffy Manufacturing reported that, if its rail service were eliminated, it could not compete and would be forced to close.

United Cabinet Corporation began production April 1, 1974, from an expanded facility. The company reported that its added traffic alone would place the line above the viability criteria. Donald L. Johnson, representing a group of Littlestown developers, stated that they are planning an industrial park, shopping centers, and residential areas in the next two to three years. Continued rail service is essential to these plans.

The Manufacturers' Association of York submitted results of a survey of area users which indicated that most would increase their rail usage if service were improved.
For example, the Chemtron Corporation complained about the quality of Penn Central service, notably delays, damaged goods, and car shortages.

**Peach Glen to Biglerville**

This is a segment of the Carlisle Junction to Gettysburg line discussed previously in Zone 81.

**York to Cockeysville (Northern Central Branch)**

The Northern Central branch is operated by the Penn Central and serves York, White Pigment, Smyser, and New Freedom in Zone 83 and Parkton. Cockeysville, and Baltimore in Zone 87. The segment from York to Cockeysville was designated potentially excess by the DOT Report. The Northern Central branch was rendered inoperative by Hurricane Agnes in 1972 and service has not been restored. Penn Central has petitioned for abandonment. In May 1973, an ICC Administrative Law Judge recommended denial of the application with respect to that portion of the line between York and New Freedom (see the discussion in Zone 87 in the state of Maryland).

The PUC reported that the Northern Central branch operated at a profit. The Penn DOT reported that shippers on the line are most anxious for the resumption of rail service.

**New Freedom to Stewartstown**

The 6.4 mile New Freedom to Stewartstown line is operated by the Stewartstown Railroad Company, a solvent short line railroad. The Stewartstown Railroad cannot function without the Penn Central's Northern Central branch.

The Stewartstown Railroad criticized the Penn Central for abandoning the Northern Central branch by refusing to restore service. It claimed that the Penn Central used deceptive data to justify its abandonment application. Several statements criticized DOT for using 1972 data, made invalid by the disruption of service, and for "virtually destroying" the Stewartstown Railroad by listing its line and Penn Central's line as potentially excess without contacting the railroad or its users for information and traffic data. The Stewartstown Railroad listed nine shippers it served and reported that, from January 1972, to June 1972, it received 212 rail cars at the New Freedom interchange. An industrial park has been located next to the Stewartstown line, and the developers are waiting for resumption of service. The railroad strongly desires to resume service as soon as possible.

Both Charles G. Summers, Inc., and the Lumber Yard of Stewartstown stated that, since the Northern Central branch was closed, they have been forced to truck their freight to and from distant rail points, at a substantial increase in cost. Neither company can continue to operate in this manner. Summers, which is a vegetable can-

ner, stated that some of its customers demand rail delivery. The company estimated its added cost to be $380 to $500 per rail car to unload and transfer to truck at Hanover, Brodbeck, or York. The Lumber Yard is growing and could use a substantially larger number of rail cars than it used in 1971. Stewartstown Milling now picks up its grain in York; the extra cost is estimated at $150 per car. Piggyback service would also cost more. It would cost $5,400 to ship two piggyback trailers of lumber from the west coast but only $1,650 to ship the lumber by freight car.

**York to Columbia (Wrightsville Branch)**

The Wrightsville branch is operated by the Penn Central and formerly served a number of cities from York to Lancaster (Zone 67). However, the portion of line from York east to the Susquehanna River is presently out of service east of Stonybrook. Nevertheless, the line still serves a large number of businesses in the York area (see Table 85 for a listing of businesses on this line which supplied data to the RSPO).

Table 85: Traffic Profile: Wrightsville Branch Line

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>York-Shipley Co.</td>
<td>Machinery</td>
<td>24</td>
<td></td>
<td></td>
</tr>
<tr>
<td>York Container Co.</td>
<td>Paper</td>
<td>504</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Certain-Teed Products</td>
<td>Paper</td>
<td>1,345</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard Register Co.</td>
<td>Paper</td>
<td>179</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lok-Box</td>
<td>Corrugated paper</td>
<td>14</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

York-Shipley Company manufactures machinery weighing over 30 tons. It has no alternative to shipping by rail. Standard Register Co. complained about Penn Central service. Its use of Penn Central has declined because of delays and damage to goods. Lok-Box indicated that it would have to drastically curtail its operations if rail service were lost. The Penn DOT indicated that many other users of the line would also have to cut back operations or close if rail service were eliminated and that a minimum of 270 jobs would be lost.

**York Rd. to Porters and Thomasville to Emory Grove, Maryland (Zone 87)**

Western Maryland’s York to Emory Grove, Maryland line was designated potentially excess from Thomasville south through Spring Grove, Porters and Glennville to Emory Grove in Zone 87. A short spur from Porters to York Rd. was also designated potentially excess. The PUC indicated that the Pennsylvania portion of the line has a density of 20 to 29.9 million gross ton-miles per mile per year, which would place it above the DOT criteria for service by a solvent carrier. Abandonment of the line would isolate the portion from Thomasville to York from the rest of the Western Maryland system.

The P. H. Glatfelter Company uses both the Western
Maryland and the Penn Central at Spring Grove. In fact, the only connection between the WM line and the PC line is Glattelser’s track facilities. The company, which employs 1,164 persons, depends upon service from the WM line to receive essential coal used for its generators and dryers. The company has no coal receiving facilities on the Penn Central and cannot operate without Western Maryland service.

The line carries overhead traffic from the York and Hanover areas into the Baltimore market. It has recently been repaired and has high and wide clearance. The traffic density is reported to be more than 5 million gross ton miles per mile per year—above DOT’s criteria for solvent railroads.

PUBLIC CRITICISM OF THE DOT REPORT

Criticism of the DOT Report was broadly based and comprehensive in scope. Hundreds of pages of submissions and testimony expressed a myriad of specific criticisms. The following is a distillation of those comments.

Pennsylvania Department of Transportation (Penn DOT)

The Penn DOT made repeated criticism of DOT’s criteria. The 30 million gross tons and the 75 carloads criteria were both viewed as misleading measures of evaluation. The figures generated by these criteria do not account for qualitative distinctions in the commodity being carried and thus do not reflect accurately the revenues of the carloads in question. Penn DOT also criticized the emphasis placed on “branch line” analysis to the detriment of in-depth “main line” review. The goal of preserving competition within Pennsylvania was viewed as all but abandoned because of DOT’s wholesale designation of unprofitable rail lines as “potentially excess.”

Penn DOT contended that track elimination does not necessarily lead to the diminution of expenses when the potential decrease in revenues is taken into account. Penn DOT also contended that inter-modal competition is more often than not economically unfeasible since the cost of alternative modes can be as much as four times that of rail.

Specific criticisms of the DOT Report by Penn DOT included the following: DOT failed to recognize 1972 data as unreliable due to the effects of Hurricane Agnes upon Pennsylvania’s rail traffic; DOT failed to project rising demand for rail service or to project economic growth in the region; and DOT failed to consider oversized shipments requiring special clearances in tunnels and over bridges.

Pennsylvania Public Utility Commission (PUC)

The PUC submission made the following criticisms of the DOT Report:

1. DOT’s zone by zone approach does not account for overhead traffic.
2. DOT should have used actual revenue figures instead of branch operating and maintenance costs.
3. Some of DOT’s recommendations would divide branch lines into two dead-end lines. The additional costs of servicing these dead-end lines would offset any savings from such an abandonment.
4. DOT’s proposals would severely curtail north-south service throughout the state.
5. Table 8 of the DOT Report (page 11, Vol. 1) estimated the annual cost to maintain modernized track and roadway to be $12,000 per mile for signalled track and $5,000 per mile for unsignalled track. The PUC questioned the accuracy of these figures in light of Penn Central figures showing maintenance costs of $1,589 per mile for running track, $306 per mile for signals, and $3,956 per mile for two track universal interlocking.
6. The DOT Report, on pages 9 and 10, Vol. 1, stated that usage of freight cars is insufficient in the Northeast. The PUC contended that this situation is caused by industry’s inability to receive the cars it needs for normal rail shipment.
7. The PUC criticized the DOT Report for using misleading data based on the calendar year 1972 and for using billing stations rather than actual origination and termination points. It called on the DOT to re-analyze the zones and to exclude data affected by Hurricane Agnes from its analysis.
8. The PUC observed that Zones 75 and 78 were not analyzed and that Zones 51, 73, 77, 79 and 80 were analyzed without determining “connecting traffic flows between adjacent zones and to points outside the region.” The PUC also stated that Zones 51 and 75 should have been analyzed together.
9. The PUC observed that, on page 11, Vol. 1 of the DOT Report, it is stated that $9.6 billion will be required to modernize 111,000 miles of track. However, PUC noted that Clarence Jackson of the Penn Central presented testimony in the PC bankruptcy proceedings showing that only $562.2 million would be needed to modernize 15,000 miles of Penn Central tracks.
10. The PUC pointed out that 1969 input data was used by the DOT in determining which lines should be recommended for competitive
service. The PUC believes that 1974 data should be used.

Public

The following additional criticisms of the DOT Report were submitted by the general public:

(1) The unavailability of rail cars contributed to the deficiency in the carload counts for individual branch lines.

(2) From a revenue standpoint, many of the light density lines designated potentially excess by the DOT actually support themselves.

(3) The DOT did not recognize the importance of continued and improved rail commuter service.

(4) Rail clearance factors, such as size and weight, were not given enough consideration by the DOT, particularly in Zones 72 and 82.

(5) The DOT failed to give proper consideration to all ecological and energy matters.

(6) The DOT Report did not take specific notice that in Pennsylvania there are 10,000 miles of highways with poor road surfaces and 3,000 substandard bridges, and that the state has an annual highway service debt of $100 million.

(7) The DOT Report failed to take into account future traffic projections.

(8) The DOT Report did not properly examine resource allocation.

(9) The DOT relied too heavily on theory and did not sufficiently consider local conditions such as intermodal alternatives, the dependence of local economies on rail service, unemployment effects, and local growth potential.

(10) The DOT Report did not adequately address the question of abandoned rights-of-way with respect to potential future usage.

(11) The abandonment proposals within the DOT Report would result in excessive circuitry.

(12) None of the many facets of inter- and intramodal competition were adequately treated.

(13) The DOT Report did not properly consider the ability of rail yards to handle additional carload traffic.

(14) The DOT Report failed to consider the effect of cessation of rail service upon the ability of rail users to remain competitive.

(15) Rail users were not allowed sufficient time to adequately prepare their case.

2 The Office of State Planning and Development of Pennsylvania estimated that 56,000 workers would face unemployment if the Pennsylvania rail lines designated potentially excess by the DOT were actually abandoned.

RECOMMENDATIONS

The following suggestions for improving the planning process were offered:

(1) Railroads should not be subsidized.

(2) The state of Pennsylvania or the county should purchase and run the lines in Schuylkill County.

(3) Railroads should be allowed to use either the double-declining balance or sum-of-the-digits methods of depreciation.

(4) Railroads should not be regulated as public utilities.

(5) The federal government should subsidize essential branch lines and the construction and maintenance of railroads.

(6) An energy and environmental impact statement should be filed before a line is abandoned.

(7) Amtrak should recognize the special needs of the elderly, handicapped, rural citizens, the poor, and youth in rail travel. There should be a half-fare rate for the aged.

(8) The USRA should suspend uneconomic rail service but keep the rights-of-way intact.

(9) Work rules should be modernized.

(10) Because of diseconomies of scale, Conrail should not be larger than the Penn Central.

(11) Railroads should be nationalized.

(12) Competition between railroads should be eliminated.

(13) State or local taxes upon railroads should be eliminated.

(14) The methods employed in reaching conclusions regarding alternative rail restructuring must be open to public scrutiny and review.

(15) A tax should be levied on the diesel fuel used by locomotives and the revenues should be applied to the maintenance of track.

(16) A full cost analysis should be undertaken before a rail abandonment is approved.

(17) As an alternative to abandonment, freight rates should be allowed to increase to the level of alternate modes.

(18) All potentially excess branch lines should be offered for public sale.

(19) Demurrage and per diem rates should be adjusted to encourage the expeditious handling of rail cars.

(20) A northeast railroad trust fund should be established, financed by federal surcharges, to improve the railroads.

(21) A comprehensive master plan should be incorporated into USRA's final system plan.
whereby special rail routes are established for the shipment of all radioactive fuel or waste cargoes.

(22) The Midwest and Northeast railroads should be restructured into three competitive railroad systems.
DELAWARE

Delaware is the second smallest state in the union with a length of about 100 miles and an average width of little more than 20 miles. It is situated in the eastern part of the Delmarva Peninsula, formed by the Chesapeake Bay and the estuary of the Delaware River. In population, Delaware ranked 46th in 1970 with 548,104 people, an increase of 22.8 percent over 1960.

While agriculture has always been an important part of Delaware's economy, it has now been surpassed by manufacturing, especially manufacturing of chemicals and food products. The development of manufacturing in Delaware has centered largely within the northern part of New Castle County, which includes Wilmington.

POTENTIAL EXCESS RAIL LINES

While the Department of Transportation divided the entire state of Delaware into only two zones, 84 and 85 (Figure 4), it was the consensus of those who submitted evidence that Delaware, together with portions of Maryland and Virginia, should actually have been considered as one economically interdependent area. The Delaware Department of Transportation, for instance, pointed out that although the DOT report showed only a 4 percent loss in traffic volume as a result of abandonments for the entire Midwest and Northeast area, the loss for the Delmarva region itself is expected to reach 28 percent. Such a loss would, it is felt, cause chaos through price increases, plant relocations, and plant shutdowns. The heavy dependence on rail by Delmarva was perhaps best illustrated when the rail bridge crossing the Chesapeake and Delaware Canal, the Peninsula's only link to the Mainland to the north, was closed due to an accident. Only 40 percent of the shipments, according to Delaware's DOT, could be shipped by other means during the shutdown. In addition, the Delaware DOT estimated that the annual cost of rail-rerouting or using alternative transport modes would be $9.5 million.1

The Delmarva Poultry Institute, Inc., with a membership of 3,300 was also strongly opposed to abandonments in Delmarva and called for improvement of the lines.2

Its interest in the abandonment problem stems from the fact that approximately 8,000 persons are employed in the area to process annually 346,295,000 chickens (11 percent of the nation's broilers), with a market value of $400 million. The institute does not want its members to be wholly dependent upon trucks. It cited the grain crop failures of 1966 and 1968 and expressed worry that, if there was a repeat, it would be difficult or impossible to bring in enough grain by truck. In 1973, 15 million bushels of soybeans and 33 million bushels of corn were consumed as feed. Additionally, much of the agricultural products transported into Delmarva are from Canada, the Midwest, and California, too far away to be economically transported by truck.

The Brotherhood of Railways, Airline, and Steamship Station Employees also opposed abandonments and called for a complete economic and environmental evaluation of the Peninsula as a whole prior to any consideration of rail abandonments.

Of immediate concern to many witnesses was the Cape Charles Rail Car Float connecting the Virginia mainland with the Delmarva Peninsula. Principal arguments advanced for maintaining the operation are as follows:

- It provides a necessary alternate connection to the mainland in case future accidents render the rail bridge crossing the Chesapeake and Delaware Canal inoperable.
- The two alternative rail routes have allegedly inherent disadvantages. The Penn Central main line between Philadelphia and Washington has notable bottlenecks at Baltimore where no car may exceed 14 feet 2 inches in height in order to clear a tunnel and at Washington where the Potomac classification yards are overcrowded and inefficient. The "Great Valley" route from Harrisburg, Pennsylvania, to Roanoke is circuitous and expensive, and complicates interline operations.
- The majority of the roughly 30 thousand rail cars handled annually represents overhead traffic rather than freight originating in Delmarva proper.
- An alternative rail link must be available to the military installations at the Norfolk-Hampton Roads complex.

Within Delaware there are nine rail lines designated potentially excess by the U.S. Department of Transportation; six of the designations have been challenged by the state and by users of the lines.

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1 A number of more specific examples of cost increases were given by the Delaware Department of Transportation. For example, feed cost could expect to rise approximately $9 per ton and fertilizer by roughly $30 per ton.

2 Penn Central estimated the cost of upgrading all Class I track in Delmarva to be $4.0 million.
Zone 84

The RSPO received testimony concerning two lines in Zone 84: the Penn Central line from Elsmere to Hockessin and the Penn Central line from Townsend west to the Maryland state line. There was no expressed opposition to the cessation of rail service for either the Rising Sun Line running north to the Pennsylvania border or the short piece of line at Norma. Although General Motors and E. I. DuPont are major users of the Reading Line running from Rockland north to the Pennsylvania line, they did not indicate any undue hardship if the line was actually abandoned. Since the Reading Railroad is also able to reroute traffic around this particular line, Delaware’s Department of Transportation did not oppose the abandonment.

The Elsmere to Hockessin line is an 8.8 mile track located in the extreme northern area of the state near Wilmington, Delaware. In 1973, according to the Delaware State Department of Transportation, this line generated 1,165 carloads of freight, thereby giving it a rather high probability of financial viability. The major users of this line are shown in Table 86. In addition to freight operations, this line is also leased to the Wilmington and Western Railroad for passenger excursions on weekends and Thursdays. In 1973, 22,000 people traveled on W&W excursions.

Zone 85

Testimony was received concerning the following lines in Zone 85: from Georgetown eastward to Lewes and on to Rehoboth; from Clayton southwest to the Maryland state line; from Seaford west to the Maryland state line; and from Dagsboro to Selbyville. There was no opposition expressed to the cessation of service from Lewes to Rehoboth. Indeed, Joseph T. Conaway, Sussex County Administrator, declared that there actually seemed to be no economic reason for this line’s use. “In fact,” he continued, “the railroad right of way would be better used for other purposes more in keeping with the recreational climate of the area.”

Although the 15.6 mile long track running from Georgetown eastward to Lewes generated only 330 and 426 carloads of freight in 1971 and 1972, respectively, the Delaware DOT believed that this line should be maintained because of its potential. In addition, Sussex County has put up $143,783 of its own money, in concert

Table 86: Traffic Profile of Zones 84 and 85

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973 Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Elsmere-Hockessin Line</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>National Vulcanized Fibers</td>
<td>Pulpwood</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Delaware Brick</td>
<td>Brick</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Penn Del Supply</td>
<td>Feed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Material Transit</td>
<td>Oil</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Haveg Industries</td>
<td>Plastic tanks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passmore Supply Co.</td>
<td>Lumber</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Town and Country Furniture</td>
<td>Furniture</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E. J. Hollingsworth</td>
<td>Lumber</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hercules</td>
<td>Coal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kennett Canning Co.</td>
<td>Canned mushrooms</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Losito Mushroom Corp.</td>
<td>Fertilizer</td>
<td></td>
<td></td>
</tr>
<tr>
<td>L. Guizzetti &amp; Son</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Georgetown-Lewis Line</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seacoast Products, Inc.</td>
<td>Fishmeal</td>
<td>13</td>
<td></td>
</tr>
<tr>
<td>Delaware Pulpwood</td>
<td>Pulpwood</td>
<td>125</td>
<td></td>
</tr>
<tr>
<td>Paramount Poultry 1</td>
<td>Crates</td>
<td>103</td>
<td></td>
</tr>
<tr>
<td>Thomas Best and Sons</td>
<td>Machinery</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Barcroft Co.</td>
<td>Aluminum</td>
<td>86</td>
<td></td>
</tr>
<tr>
<td>Fish Products</td>
<td>Food</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boise Cascade</td>
<td>Lumber</td>
<td>260</td>
<td></td>
</tr>
<tr>
<td>Smith Douglas (division of Borden)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Justin Enterprises</td>
<td>Chemical fibre glass tanks</td>
<td>60</td>
<td></td>
</tr>
<tr>
<td>Virginia Homes</td>
<td>Modular homes</td>
<td>200</td>
<td></td>
</tr>
<tr>
<td>Mid-South Aluminum</td>
<td>Aluminum prod.</td>
<td>50</td>
<td></td>
</tr>
<tr>
<td><strong>Dagsboro to the Maryland State Line</strong> (Zone 85)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southern States Co-op</td>
<td>Fertilizer</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agway, Inc.</td>
<td>Fertilizer</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Murray’s Feed (Frankford)</td>
<td>Feed</td>
<td>222</td>
<td>161</td>
</tr>
<tr>
<td>Fox Co.</td>
<td>Feed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I. W. Long &amp; Son</td>
<td>Lumber</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 Paramount stated that, if it had to convert to truck transportation, there would be an additional $80.00 per carload cost to the firm. The potential cost of conversion to motor carriers was also expressed by others. The state DOT estimated additional costs of shipping by truck of up to $8 per ton for grain and up to $24 per ton for lumber. The Red-White Mills of Wilmington stated that it could not compete if it had to use trucks. The firm’s rail shipping costs are presently $7 per ton and would increase to $10 per ton if shipped by truck.

Be in concert with a $100,000 Economic Development Administration federal grant, to build rail spurs for a new industrial subdivision located just east of Georgetown. Of 29 possible sites, two are leased and a third lease is being negotiated. All three tenants intend to use rail. This spur is expected to add approximately 750 cars per year to the line. Many of the present users of the
line also indicated to the state DOT that they would use the line more (approximately 50 carloads more per year) if it gave better service. The state DOT estimated that it would cost $169 thousand to put the track in Class I condition.

Submitting testimony in opposition to the continued maintenance of the Georgetown-Lewes line was Mr. Rhodes Vessels of Lewes, Delaware. He believed the line should be retained only from Georgetown to the Sussex County Industrial Park. Mr. Vessels advanced the following arguments against its continuation eastward from the industrial park: there is no basis for predicting growth of demand for rail transport on this line within the next 30 years to that level at which substantial state and local subsidy could assure its eventual viability; the line is a liability for the city of Lewes inasmuch as the rail bridge over the Lewes-Rehoboth Canal has a horizontal clearance of only 46 feet, thereby preventing the completion of the Intercoastal Waterway Lewes to Kiptopeke Canal system; and the principal users of this segment of the line are located on Delaware Bay in Lewes and are readily accessible to both barge and motor transportation.

Although the Clayton and Seaford lines, which run westward to the Maryland state line, affect only two users in Delaware, the States of Delaware and Maryland together with the Delmarva Advisory Council urged that these lines be kept open because of the interdependent nature of the Delmarva economy. The Sussex County council was particularly concerned with the Seaford line since Seaford is the largest city in the county and is the location of a large DuPont nylon plant. The Council, which felt that further industrial development of the Seaford area would be curtailed without rail service, would like to attract industry to alleviate Seaford's high rate of unemployment. The Delmarva Advisory Council pointed out that the Dagsboro to Selbyville line is a small segment of a larger line from Harrington, Delaware to Snow Hill, Maryland.1 The DOT's zone approach split that portion of the line, designated potentially excess, into two segments, with the segment from Dagsboro to the zone boundary generating only 384 carloads in 1972. The Council felt that the entire segment from Dagsboro to Snow Hill, Maryland should be analyzed as one line and noted that, if it were, the total carloads generated would be 2,294. The Berlin to Ocean City spur line contributes 1,280 carloads per year, a figure which would increase, according to the Sussex County Administrator, if the line were upgraded. He estimated the cost of such a project at $50,470.

PUBLIC CRITICISM OF THE DOT REPORT

The following specific criticisms were leveled against the U.S. Department of Transportation's February 1 Report.

The Bucroft Company at Lewes felt that a more appropriate evaluation abandonment criteria would have included revenue per car, weight per car, whether revenue produced on a line is head haul or back haul, claim experience on the line, type of car used, and comparison of total expected revenue for a line.

Senator William V. Roth was likewise critical of the abandonment approach when he stated that "...the Department of Transportation Report is, quite frankly, inadequate, irrelevant, and unrealistic." According to Sen. Roth, the Report was inadequate because it did not give adequate consideration to the social and economic problems of or costs to the areas which would lose service; irrelevant in that one cannot expect to use the same formula for all areas, urban and rural; and unrealistic because of its premise that abandonments create economic efficiency from which, in turn, will come profit.

The DuPont Company made the following comments on the DOT Report: (1) the DOT Report was, of necessity, based on 1972 or older data, but final decisions should be based on as recent data as possible; (2) rail revenue should be used instead of car counts as a basis for determining whether a station is recommended for continued service; (3) the traffic density figures used by DOT overlook bridge traffic; (4) it was not clear in the report whether stations not specifically "recommended for local rail service", but located on a line so recommended, would continue to receive rail service; and (5) the recommendations of the report seemed to be based on application of criteria to each of the individual zones without consideration of the effect on overall rail system activity. DuPont stated that "a widespread elimination of alternative rail service not only eliminates the advantages of competition but precludes the use of alternate rail service during periods of strikes, weather problems, derailments, wrecks, bridge outages or other circumstances rendering one system or line incapable of providing service."

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1 The Department of Transportation March 1, 1974 additions and corrections supplement stated that the Delaware segment of the line should be shown as potentially excess from Selbyville to the Indiana River.
MARYLAND

Maryland has a total area of 10,577 square miles. It is a state of diverse economic activity; agriculture and seafood industries are particularly important. Maryland’s small but intensively cultivated farms produce vegetables, fruit, tobacco and broilers. Manufacturing is centered in the Baltimore, Cumberland, Frederick, Hagerstown, and Salisbury areas.

The state has been a commercial and transportation center for many years; the Baltimore Clipper ships operated here in the eighteenth and nineteenth centuries, and the Baltimore and Ohio Railroad opened in 1830, the first railroad in America to offer both passenger and freight service.

The market for transportation services is growing steadily in Maryland because of growing industrialization, the burgeoning Washington-Baltimore corridor, and the development of the Eastern Shore as a recreational area for the entire region. The 1970 population of Maryland was 3,922,399, ranking eighteenth in the nation. The state experienced a growth rate of 26.5 percent in the decade 1960-1970. In 1970 the population distribution was 76.6 percent urban and 23.4 percent rural.

POTENTIALLY EXCESS RAIL LINES

The DOT Report divided the state of Maryland into five zones (Figure 5): Salisbury (Zone 86); Baltimore (Zone 87); Hagerstown (Zone 88); Waldorf (Zone 89); and Washington, D.C. (Zone 90). No rail lines were designated potentially excess by DOT in either Zone 89 (Waldorf) or the Maryland portion of Zone 90 (Washington, D.C.); but 20 percent (225 miles) of Maryland’s trackage was designated potentially excess by the DOT Report.

Zone 86

Zone 86 consists of the Maryland portion of the Delmarva Peninsula. Approximately 65 percent of the track in the zone was designated potentially excess by the DOT Report. It was widely felt that DOT should not have divided the Peninsula into three zones but should have analyzed it as one economically interdependent area.

The most widely discussed concern of witnesses from the Delmarva Peninsula was the impact of the loss of rail service upon their largely agricultural economy. Representative of the general concern was the testimony of the Delmarva Fertilizer Association which stated that the extra cost to their members of conversion to truck transport would be $5.00-$10.00 per ton, plus an extra $3.00-$4.00 per ton for handling. The Association also stated that, due to the long distances involved, trucking would be impractical, and firms forced to use trucks would not be able to compete with those still able to use rail. Prices would rise sharply and severe unemployment would be caused by plant closings and relocations. Similar views were expressed by the Maryland Agricultural Commission and the Delmarva Advisory Council.

The Maryland Department of Economic Community Development also pointed out the increased costs of trucking and expressed the fear that such increases would have adverse effects on the Peninsula’s poultry industry.

The following additional reasons were advanced in favor of maintaining the various Delmarva lines:

1. The lines can accommodate large, modern freight cars which cannot negotiate tunnels along the main line through Washington and Baltimore.

2. The lines can serve as alternate routes in cases of natural disaster, national emergency, or derailment on the main line through Washington, D.C.

3. The route through Delmarva is 100 miles shorter than the alternate route via Richmond, Washington, and Baltimore.

4. The route through Delmarva helps to minimize congestion in the Potomac Yards.

5. The Delmarva lines are a major north-south artery (65 percent of all traffic is through traffic).

6. Maryland, Delaware, Virginia, and the federal government has invested large sums of money in Delmarva to encourage industrial growth and increase job opportunities.

7. There are no alternate rail lines available.

8. The future growth of the Peninsula would be depressed.

The following nine sections of line within Zone 86 were designated potentially excess by the Department of Transportation:

(1) The Penn Central Line which subdivides at

1 James O'Donnell pointed out that local lines throughout Maryland cannot subsist on local traffic and he strongly advocated federal subsidies.
Massey and runs to Centerville and Chestertown.

(2) The Penn Central line from Marydel southwest to Easton.

(3) The Penn Central line from Queenstown through Queen Anne to Denton.

(4) The Penn Central north-south line from Preston through Hurlock to Vienna.

(5) The Penn Central east-west line from Salisbury to Parsonburg.

(6) The Penn Central east-west line from Dessard to Cambridge.

(7) The Penn Central north-south line from Fruitland to the Virginia zone boundary.

(8) The Penn Central north-south line from Bishop to Snow Hill.

(9) The short Penn Central east-west line from Berlin to Ocean City.

The Department of Transportation’s March 1, 1974 additions and corrections supplement indicated a tenth section of line which should be considered potentially excess—the Penn Central line from Kings Creek to Crisfield.²

Two firms expressed specific concern with the Penn Central line from Massey to Centerville, Maryland. The Tidewater Publishing Company of Centerville, which received 250 carloads of paper in 1973, stated that, while it is presently paying from $.82 to $1.16 per hundred weight, that cost would rise to $3.70 if it had to convert to truck. The firm expressed concern that its ability to compete would be jeopardized and it might have to shut down. The Delmarva Sash and Door Company at Barclay, Maryland, which generates 100 cars per year, voiced concern that its competitors would still have rail service after its service has ceased. Rather than incur the additional cost of shipping by truck, the company would relocate and thus cause unemployment. The other firm to present evidence with regard to the Massey to Chestertown line was P. M. Brooks & Son, Inc. of Chestertown which generated 53 cars in 1973 and projects 130 cars in 1974. Brooks stated that it cannot convert to truck due to the long distances involved; Brooks’ fertilizer would have to cost $4 to $5 a ton more if shipped by truck.

Two firms located on the Penn Central line from Marydel to Easton (an extension of the line that begins in Clayton, Delaware) together with three firms on the crossing line from Queenstown to Denton, via Queen Anne, submitted traffic data which is summarized in Table 87.

Table 87: Traffic Profile: Marydel to Easton and Queenstown to Denton

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maryland-Easton line</td>
<td>Agriculture</td>
<td>73</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salisbury Bros.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southern States Easton Service</td>
<td></td>
<td></td>
<td>80</td>
<td>50-100</td>
</tr>
<tr>
<td>Queenstown-Denton line</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Friel &amp; Friel Lumber Co.</td>
<td>Forest products</td>
<td>113</td>
<td>47</td>
<td>300</td>
</tr>
<tr>
<td>Koopers Company</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fox Foods</td>
<td>Vegetables and equipment</td>
<td>39</td>
<td>41</td>
<td>50-325¹</td>
</tr>
</tbody>
</table>

¹ Seasonal.

Businesses on these two lines stated that cessation of service would cause potential unemployment; retard the area’s growth; cause plant shutdowns or relocations; push the cost of fertilizer up $5-$6 per ton; and unfavorably alter competitive positions. Shifting to motor carrier service was rejected outright because of its unavailability, the nature of the products, the distance factor and the cost. Friel & Friel stated that a shift to trucks would result in a cost increase of 25 percent; Fox Foods estimated its alternate cost would be $20,000; and Southern States Easton Service stated that switching over to trucks would necessitate building unloading facilities; would cost $50,000 in buildings and equipment that would have to be abandoned; and would initially increase yearly handling costs to $15,000 ($30,000 by 1976).

The strongest supporter of the short Preston to Hurlock rail line was the Preston Planning and Zoning Commission which stated that Preston users generate approximately 300 cars annually for this spur. The witnesses were concerned about the effect abandonment of the line would have on the growth of the community. This sentiment was echoed by the Dorchester County Commission which stated that loss of rail service would bring disaster to industry and agriculture. It accused Penn Central of intentionally downgrading the line, contending no maintenance has been performed in 12 years. Before 1971, 5,000 cars traveled through Dorchester County, whereas now only 2,118 cars use the tracks. Table 88 presents a traffic profile of those firms who submitted evidence relative to this line. No evidence was received for that portion of the line which extends from Hurlock to Vienna. Table 88 also contains traffic data from those firms located on the crossing track which runs from Dessard to Cambridge (the line begins in Seaford, Delaware). All five of the firms that supplied data were located in Cambridge.

The arguments most often advanced by firms located on these two lines dealt with the costs associated with switching to trucks in the event of rail abandonment. Nagel Farm Service stated that present rail costs on its
Table 88: Traffic Profile: Preston to Hurlock and Dessard to Cambridge

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preston-Hurlock line</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southern States Preston Coop.</td>
<td>Fertilizer</td>
<td></td>
<td>50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Albert W. Sisk &amp; Co.</td>
<td>Bulk feed</td>
<td></td>
<td>198</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nagel Farm Service</td>
<td>concentrates</td>
<td></td>
<td>1</td>
<td>82</td>
<td>300</td>
</tr>
<tr>
<td>Bayshore Foods</td>
<td>Feed and meal</td>
<td></td>
<td>250</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Acme Markets 1</td>
<td>Canned goods</td>
<td></td>
<td>120</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dessard-Cambridge line</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Western Publishing Co.</td>
<td>Paper stock</td>
<td></td>
<td>66</td>
<td>130</td>
<td></td>
</tr>
<tr>
<td>Hanover Brands</td>
<td>Processed food</td>
<td></td>
<td>151</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Connelly Containers</td>
<td>Cartons and fiberboard</td>
<td>424</td>
<td>563</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R.J.R. Foods</td>
<td>Food products</td>
<td></td>
<td>241</td>
<td>754</td>
<td></td>
</tr>
<tr>
<td>National Can Co.</td>
<td>Sanitary cans</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

1 Acme Markets stated that another firm which uses its warehouse in Preston generates 300 cars.
2 These figures are lower than normal because of the accident which closed the bridge crossing the Chesapeake and Delaware Canal.

Concern was expressed for the line running from Salisbury to Parsonburg by the Salisbury Chamber of Commerce, which represents some 600 members including 25 who rely on rail traffic. According to the Chamber of Commerce, Salisbury is the industrial hub of Delmarva; however, only one firm, Perdue Chickens, Inc., submitted traffic data for this line. Perdue, located about 3 miles east of Salisbury, received and originated 537 cars in 1972 and 592 cars in 1973 and expects to receive and originate 642 cars in 1974. Perdue has 2,000 employees and pays 700 local farmers $6.5 million a year, estimated that a change to truck transport would cost $250,000 per year.

Even though the spur line running from Hebron to Salisbury was not marked as “potentially excess” by the Department of Transportation, both the Salisbury Chamber of Commerce and the Marvil Package Company in Hebron expressed a concern for its continued maintenance. Marvil Package, a substantial traffic generator, originated 668 cars and received 1000 cars in 1972. In its statement to the RSPO, the firm noted that the cost to the many industries in the Delmarva area, including Marvil, would be $500,000 if forced to shift entirely to trucks. Marvil estimated that its cost via truck would be $.05 to $.06 more per package, or two times more than via rail.

The Penn Central main line through Delmarva to Cape Charles, Virginia was designated by DOT as potentially excess from just south of Fruitland, Maryland to Cape Charles. This line is of major concern to a number of businesses as noted in Table 89. 6 George P. Volenik, town manager of Princess Anne, Maryland represented the general concern for this line when he said that growth in the area would be retarded and unemployment would increase without rail service. He was also concerned that trucks are three times less efficient than rail and that truck freight costs are higher for those commodities in which this area is most interested.

Mr. Volenik’s emphasis upon the problems associated with conversion to truck transportation was in accord with the strong position taken by other firms in Zone 86. Conversion to truck would cost Somerset farmers $8 more per ton. According to Chesapeake Bay Plywood, the transport rate on glue-x “Cocob” would rise from $.63 per cwt, via rail to $1.56 per cwt. via truck. The Daily and Sunday Times estimated that its alternate shift cost would be $20,000. While not supplying figures, the Glafelter Pulwood Company and the Delmarva Housing Corporation stated that they expect their costs to rise by 50 and 25 percent, respectively, as a result of shifting to trucks.

5 Western Publishing Company and Connelly Containers submitted potential unemployment figures which totaled 310 persons.
6 The Royster Company estimated that 2,200 carloads were produced by industries on the Penn Central line south from Fruitland.

By 1950, shoebox refrigerator sales had hitched a ride to Creamery Crossing and beyond. Attached to the refrigerator was a price tag indicating that, for $10.00 a year, the refrigerator would not only have to remain cool, but also keep out mice and vermin; the owner was responsible for the payment method. The refrigerators were manufactured by General Electric, with a small room to house the liquid cooling system. The cooling system ran through the refrigerator, absorbing heat from the interior and releasing it to the outside air, a process known as refrigeration. The appliance was highly sought after, as it allowed for the storage of food items such as milk, cheese, and meats, which could be kept fresh for longer periods of time. The introduction of the refrigerator revolutionized the way families stored food, and it became an essential appliance in every household.

Freight equal out to $1.50 per ton, but truck costs would jump to $8.50-$10.00 per ton. Bayshore Foods would expect to pay an additional $61,700 and $51,800, respectively, for gluten meal and phosphates, if shipped by truck. Even though it did not supply any figures, Acme Markets anticipated it would incur increased costs of several hundred dollars per car if the rail line were closed. Western Publishing Co. said the difference between truck and rail costs to it range from $.29 to $1.19 per cwt. Hanover Brands and Connelly Containers stated that shipping by truck would cost them 20 and 25 percent more, respectively. A switch to trucks would cost R.J.R. Foods $25,000 in manufacturing expenses alone.

Although witnesses on these two lines criticized labor feather-bedding and railroad management and service failures, they recognized the need for rail service to compete with trucks. Paraphrasing Bayshore Foods, rail service is needed to keep checks and balances on trucks.

Other witnesses stated that switching to trucks would affect their ability to compete or to expand their businesses; that the risk of delays would be increased due to the distance factor and the nature of the product; and that the switch to trucks would cause too much congestion and consume too much gas. Additional results predicted as a result of cessation of rail service included: unemployment; factory relocations; possible abandonment of expansion plan; and area growth retardation.

5 The Royster Company estimated that 2,200 carloads were produced by industries on the Penn Central line south from Fruitland.
Firms along the Fruitland-Cape Charles line were particularly vociferous in their criticism of the railroads. Foremost among their complaints were poor and unreliable service, poor car condition, car shortages, freight losses, and improper equipment.

The line from Bishop to Snow Hill (an extension of the line that begins in Harrington, Delaware) and the spur from Berlin to Ocean City, Maryland, were the last two segments declared potentially excess by DOT in Zone 86. Table 90 presents a traffic profile of those firms which submitted evidence with regard to these two lines.

Additional carload statistics for the Bishop-Snow Hill line were submitted by William H. Price, on behalf of the Mayor and City Council of Snow Hill, and by two shippers located outside Zone 86. Mr. Price stated that, in 1973, 336 carloads were originated and 814 cars were terminated at Snow Hill. Consolidated Blenders shipped 29 cars of alfalfa and meal from Nebraska to Snow Hill in 1973 and expects to ship between 100 and 110 cars in 1974. The Zapata Haynie Corp. of Baltimore shipped 333 carloads of fish to Berlin in 1973. Berlin Milling Company estimated that a shift to trucks would cost it $350,000. Mr. Price estimated conversion would cost $758,721 for users in his area. Holly Farms Poultry, Inc. of Snow Hill detailed its alternate shift costs as follows:

<table>
<thead>
<tr>
<th>New facilities</th>
<th>$100,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>192,000 +</td>
</tr>
<tr>
<td>Shrinkage</td>
<td>150,000 +</td>
</tr>
<tr>
<td>Production cost</td>
<td>50,000 +</td>
</tr>
</tbody>
</table>

Berlin Milling Company, one of the larger firms in Berlin,

---

**Table 89: Traffic Profile: Fruitland to Cape Charles**

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Glattfeiter Pulpwood Co.</td>
<td>Pulpwood</td>
<td>376</td>
<td>840</td>
<td></td>
</tr>
<tr>
<td>Daily and Sunday Times</td>
<td>Newspaper</td>
<td>300</td>
<td>400</td>
<td></td>
</tr>
<tr>
<td>Campbell Soup Co.</td>
<td>Frozen foods</td>
<td>36</td>
<td>63</td>
<td></td>
</tr>
<tr>
<td>Somerset Farmers Service</td>
<td>Fertilizer</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northern Propane Gas Co.</td>
<td></td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C. H. Hayman &amp; Sons</td>
<td></td>
<td>4</td>
<td>33</td>
<td>63</td>
</tr>
<tr>
<td>Cohn &amp; Brock Company</td>
<td></td>
<td>160</td>
<td>250</td>
<td></td>
</tr>
<tr>
<td>Delmarva Housing Corp.</td>
<td>Lumber</td>
<td>6</td>
<td>12</td>
<td>46</td>
</tr>
<tr>
<td>Chesapeake Foods</td>
<td>Feed</td>
<td>442</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Kings Creek Canning Co.</td>
<td></td>
<td>48</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chesapeake Bay Plywood Corp.</td>
<td>Plywood</td>
<td>84</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>Lance J. Eller, Inc.</td>
<td>Crushed stone</td>
<td>846</td>
<td>238</td>
<td></td>
</tr>
<tr>
<td>Anderson Box Co.</td>
<td>Pulpwood</td>
<td>90</td>
<td>90</td>
<td>90</td>
</tr>
</tbody>
</table>

---

**Table 90: Traffic Profile: Bishop to Snow Hill and Berlin to Ocean City**

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bishop-Snow Hill line</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Showell Poultry Feed and Grain Division</td>
<td>Feed</td>
<td>161</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paul M. Jones</td>
<td>Lumber Co.</td>
<td>205</td>
<td>149</td>
<td></td>
</tr>
<tr>
<td>Worcester County Road Commission</td>
<td>Slag</td>
<td>223</td>
<td>218</td>
<td>200-225</td>
</tr>
<tr>
<td>Berlin-Ocean City line</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chesapeake Foods</td>
<td>Grains</td>
<td>48</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adkins Company</td>
<td></td>
<td>40</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Holly Farms Poultry, Inc.</td>
<td>Poultry</td>
<td>404</td>
<td>404</td>
<td></td>
</tr>
<tr>
<td>Moore Business Forms</td>
<td>Paper</td>
<td>356</td>
<td>534</td>
<td></td>
</tr>
<tr>
<td>Berlin Milling Co.</td>
<td>Grains</td>
<td>314</td>
<td>395</td>
<td>500</td>
</tr>
</tbody>
</table>

1 Terminating carloads.
2 The Chesapeake Bay Plywood Corporation claimed that, if more rail cars were obtainable and rail service more dependable, it would make all its traffic available to the railroads. This would mean an additional 560 carloads. The firm also stated that it has plans for a $177,000 expansion which would make another 150 carloads available.

Maryland, estimated a cessation of rail service could result in the loss of 600 jobs.

A number of other firms detailed the additional costs they expect to incur from a shift to truck transportation. Showell Poultry Feed and Grain Division estimated that its freight cost would increase by $9.50 per ton. This figure, taken together with Showell's shrinkage cost, would result in a total cost to the firm of $120,401. To haul freight by motor transport rather than by rail would cost the Worcester County Road Commission and the Paul M. Jones Lumber Company an additional $1.00 and $6.00, respectively, per ton. Zapata Haynie commented that its rail cost for a 50 ton shipment from Baltimore to Berlin is $278.00 compared with $472.00 via truck.

Other problems noted were: businesses would not be able to compete if forced to use trucks; many commodities are too heavy to be moved by truck; the distances are too great for trucking some commodities; a large investment in facilities would be necessary to convert to shipping by truck; trucks are not always available; and shipping by truck results in damage to the commodity.

Railroads were criticized for car shortages, poor track conditions, inadequate and deteriorating service, and the congestion they cause in Berlin because of their 3 day per week delivery schedule.

* The Worcester County Road Commission complained about the increasing unavailability of gondola cars.
* Berlin Milling Company, a substantial receiver of grains, claimed the usage of rails would be 10 to 15 percent higher if service were better.
Many rail users stated that loss of rail service would cause them to close or relocate. The only firm to supply figures on relocation costs was the Showell Poultry Feed and Grain Division. It estimated its relocation cost to be $500,000.

Concern was expressed by representatives of the Railways of America and Historic Railroads, Inc. for the excursion railroad from Berlin to Ocean City. They stated that government subsidies are needed and that, if the connecting line to the north from Berlin is abandoned, the historic railroad which has recently purchased new equipment, would not be able to survive.

**Zone 87**

Four rail lines in this zone were shown as potentially excess by the DOT Report: the short C&O/B&O line running through Fort Meade Jct.; the Penn Central line due north from Cockeysville to the zone border; the Western Maryland line from Woodensburg to Lineboro; and the W&M line from Detour to Eyman to Middleburg and the connecting Penn Central line from Eyman north through Taneytown to the zone border. DOT's March 1 additions and corrections supplement indicated that the W&M line from Middleburg west to Detour should not be shown as potentially excess.

No evidence was received with respect to the possible abandonment of the short C&O/B&O line running through Fort Meade Jct. However, a number of witnesses appeared at the Baltimore hearings who expressed concern over the eventual fate of railroad service to Aberdeen, Havre de Grace and Perryville, even though the lines upon which these communities are located, were not considered potentially excess by the DOT.

The J. M. Huber Corp. of Havre de Grace stated that, if it lost service, it would go out of business and 51 people would lose their jobs. H. & S. Distributing Co. of Aberdeen, Maryland also stated that it would have to cease operations if rail service ceased. Firestone Tire and Rubber Co. supplied traffic data for its Perryville, Maryland plant showing that in 1973 it received 721 carloads and 25 truckloads and shipped out 540 carloads and 1,734 truckloads. Interspace Corporation of Perryman, Maryland generates 600 carloads of traffic per year. Cessation of service could cause abandonment of its facilities in Perryman and in Solon, Ohio. Interspace stated that truck costs are too high.

Baltimore Gas and Electric Company of Perryman noted that a nuclear power station is being constructed next to the Penn Central right-of-way immediately east of Bush River. The expected life of the plant is 40 years. A gas generating plant at the same location presently requires rail service.

While no lines were recommended as potentially excess in the Baltimore metropolitan area, testimony concerning the area was received by the RSPO. Much of the testimony involved proposals to use existing rail lines for commuter service. A common thread running through the testimony of all the urban witnesses was that, if lines must be abandoned, rights-of-way must be preserved for alternative public uses such as recreation. The final system plan should insure that rights-of-way are not lost forever to alternative public use or to possible renewed railroad use. The Director of Transportation Planning of the Baltimore City Regional Planning Council, C. William Ockert, pointed out that the DOT Report completely omitted the unused Baltimore-Annapolis Railroad right-of-way in its analysis.

Three Baltimore firms supplied carload traffic data (Table 91).

**Table 91: Traffic Profile of Three Baltimore Firms**

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>Estimated carloads 1972</th>
<th>Estimated carloads 1973</th>
</tr>
</thead>
<tbody>
<tr>
<td>Container Corp. of America</td>
<td>Paper stock</td>
<td>502</td>
<td>364</td>
</tr>
<tr>
<td>Atlantic Cement Co.</td>
<td>Cement</td>
<td>450-500</td>
<td></td>
</tr>
<tr>
<td>Central Soya Co.</td>
<td>Grain</td>
<td>14.6</td>
<td></td>
</tr>
</tbody>
</table>

The Penn Central line from Cockeysville, Maryland to York, Pennsylvania, known as the Northern Central line, was deemed potentially excess by the DOT Report. The Harry T. Campbell Company of Texas, Maryland ships 30 million tons of cement a year. Campbell complained of poor service and a shortage of freight cars and stated that before passenger service is added, provision must be made for adequate service at present freight levels. Campbell also pointed out that the DOT Report erred in identifying the line north of Baltimore as having a density level of less than .9 million gross ton miles, since its traffic alone generates more than that.

The Stewartstown Railroad Company, an independent short line which interchanges with the Northern Central line at New Freedom, Pennsylvania, reported that the Penn Central has never restored segments of the Northern Central line between Baltimore and York, Pennsylvania which were damaged by Hurricane Agnes. Penn Central is not servicing this line.8

Robert H. McLaughlin, of the Northern Central Protestants Committee, pointed out that the line was well repaired until Hurricane Agnes broke it in many places and that the line is still repairable at no great cost. Mr. McLaughlin estimated that, over the 56.2 miles of track between Cockeysville and Hyde, just prior to Hurricane

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8 An abandonment proceeding concerning the line is pending before the ICC (Finance Docket No. AB-5, Sub-No. 106). In an initial decision, issued May 25, 1973, ICC Administrative Law Judge Robert M. Glennon authorized the abandonment of a segment of the line from Cockeysville, Maryland to New Freedom, Pennsylvania (Zone 83) but denied the application to abandon that portion of the line from New Freedom to Hyde, Pennsylvania (on the outskirts of York).
Agnes, 1,005 carloads per year were shipped, an average of 19 carloads per mile per year.

Mr. Miller of the Harry T. Campbell Co., testified that, of the 5,601 cars per year now shipped from Cockeysville by his firm, approximately 750 cars per year would travel north to York over the Northern Central branch if it were operational. Consequently, he felt that the 34 carloads per mile per year criterion could instantly be met. Although it is impossible to firmly update statistics on the line because it has not been operational since 1972, evidence supplied at the Baltimore hearing suggested that the line has great potential because of the recent industrial growth in the Cockeysville area and the steady growth along the line in Pennsylvania.*

The Stewartstown Railroad, operating between New Freedom and Stewartstown, Pennsylvania is an independent and viable short line railroad which would be put out of business if the Northern Central branch were abandoned. The grade of the Northern Central line is about 50 percent steeper than the alternative Penn Central line through Port Deposit to the east but the Northern Central line is much shorter. Furthermore, although the Port Deposit route is electrified, it is frequently damaged by ice from the Susquehanna River and experiences delays from yard congestion.

Objections to the suggested abandonment of the Western Maryland line above Emory Grove were raised by firms in the area because of their problem in getting access to Hanover and York, Pennsylvania and points north. The track near Union Bridge, Maryland was wiped out by Hurricane Agnes, and the line is not presently used. Abandonment of this line and others designated potentially excess in the area, would make it impossible for firms on the line from Emory Grove to Union Bridge to have a direct northern route.

Traffic data supplied by firms in this area was as follows: the Portland Cement Co. of Union Bridge generates 1,133 carloads per year; Black & Decker of Hampstead generates 151 carloads per year; and Southern States Cooperative at Westminster generates 100 cars per year. General concern was expressed with regard to: retardation of growth in the area; energy consumption; and air pollution. Congoleum Industries complained specifically about the poor service it is presently receiving.

The Economic Development Commission of Carroll County, the Taneytown Grain and Supply Co., Inc. and a number of Taneytown public officials objected to the designation of the Penn Central line through Taneytown as excess. The Taneytown Grain and Supply Co., which indicated it has terminated some 284 cars over the last 10 years, stated that a switch to truck would raise its costs by 20 percent. According to Taneytown's public officials, discontinuance of service would be very detrimental to the town.

**Zone 88**

Six rail lines in Zone 88 were designated potentially excess by the DOT Report: the line from Cannon to Midland Jct.; the C&O/B&O line south from Funkstown to Wevertown; the Penn Central line from Hagerstown through Williamsport to Martinsburg; the Penn Central line from Hagerstown north to the zone boundary; the east-west line between Chewsville and Rocky Ridge; and the Penn Central line north from Frederick, through Legore into Pennsylvania.

The DOT's March 1 additions and corrections supplement indicated the following changes in Zone 88:

1. The Penn Central line from Hagerstown north to the zone boundary should not be shown as potentially excess.
2. The Western Maryland line from Hagerstown through Thurmont to the zone boundary should not be shown as potentially excess.10
3. The C&O/B&O line from Hagerstown due south to Wevertown is not a main line and should not be shown in blue.

The Western Maryland railway line from Cannon to Midland Jct., in the Georges Creek area was designated potentially excess by DOT. Several protesters pointed out that the area is experiencing a revitalization of coal mining. The Western Maryland Coal Owners and Operators Association stated that 7,500 cars per year originate on this line. Due to present energy concerns, there is increased demand for coal which would make this track more profitable. Five million dollars a year is generated by the coal industry in the area, and there are coal reserves of over 1 million tons. The operators feel that abandonment would be inconsistent with the government's goal of

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* Evidence submitted to the RSPO indicates that 25 firms in the area are ready to ship approximately 1,005 carloads over this line.

10 This line, though not now considered potentially excess by DOT, concerned the Moore Business Forms Company in Thurmont and the Cavetown Planning Mill Co. in Cavetown. Moore generated 290 carloads on this line in 1973 and expects a traffic increase of 27 percent in the near future. Moore also stressed concern with regard to the effect abandonment would have upon energy consumption, prices, unemployment, and tax revenues. The Cavetown Planning Mill Co., which received 53 carloads in 1973, is concerned with the status of this track since it is its only rail route north. The company is especially concerned about the potentially excess portions of the track between Cavetown and Frederick, Maryland. Raw materials used by the company travel a considerable distance and shipment by truck would cost 10 percent more than rail. An additional $53,000 would have to be spent on equipment. The company stated that abandonments would have a disastrous effect on small businesses and would accelerate growth of large conglomerates. Furthermore, abandonment is not consistent with the aims of energy conservation. Although the firm says that its present rail service is adequate it fears a potential abandonment would lead to a shut down of its plant and of the town of Cavetown since the mill is Cavetown's largest employer.
rejuvenating the Appalachian coal industry. United States Senator J. Glenn Beall testified that eight coal companies in the George Creek area generate 70 cars per day. If abandonment is carried out, 100 workers would be potentially unemployed. Senator Beall stated: “The federal government should consider the possibilities of partnerships with affected states which would mobilize the talents of our agricultural land-grant colleges to develop new ways and methods to make certain that the giant agricultural production of this country will not be lost or subsequently diminished because of cutbacks in rail service or inadequate rail transportation.” Similar concern was expressed by the Maryland Coal and Realty Company; Maryland delegates Sloan, Williams, Byrnes, and Reed; and C. William Ockert, Director of Transportation Planning for the Regional Planning Council of Baltimore.¹¹

In the same general area, though on another Western Maryland line, the Kaiser Aluminum and Chemical Company plant at Frostburg, Maryland, is concerned about Frostburg's status as a station not recommended for local service. Kaiser employs 137 people at this Allegheny County plant. In 1972, it originated 223 carloads and terminated 424; in 1973, it originated 219 carloads and terminated 477. Kaiser has no alternative mode of transportation available.

Evidence was received from three sources with respect to the C&O/B&O line south from Funkstown to Weverton. Maryland Metals testified that it is located just a few miles down the C&O/B&O line from Funkstown and ships over 350 carloads of scrap metal a year. Scrap metal, according to Maryland Metals, cannot possibly move by motor transport because of the cost and because mills are not geared to accept scrap metal that does not come via rail. Maryland Metals also noted that it would take four trucks to carry the same amount of scrap which moves on a single 70 ton rail car. The firm of Norman S. Early & Son and attorney Emanuel Horn advised that a new industrial park is under construction near Roxbury. Early expects the park to generate 400 carloads in 1975, 800 carloads in 1976 and 900 carloads in 1977.

Table 92 presents a traffic profile of those firms that submitted evidence relating to the use of the Penn Central line from Hagerstown south through Williamsport to Martinsburg (Zone 196) and from Hagerstown north to the zone boundary. Local 1054 of the United Transportation Workers Union contended that the Hagerstown to Martinsburg line is profitable and handles approximately 789 cars per month. Additional arguments advanced for the retention of both of these segments noted: environmental and energy considerations; loss of tax revenues; increased costs associated with shifting to alternate modes;¹² plant closures or relocations; unemployment;¹³ unavailability, unreliability or unsuitability of trucks; business and community retardation; and severe restriction of the production of essential crops.

Table 92: Traffic Profile: Hagerstown to Williamsport to zone boundary

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hagerstown-Williamsport line</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wm. Gower &amp; Son</td>
<td>Coal-feed</td>
<td>53¹</td>
<td>53¹</td>
<td>53¹</td>
</tr>
<tr>
<td>Certain Teed Products Corp.</td>
<td>Plastics-resins</td>
<td>118¹</td>
<td>125-254¹</td>
<td></td>
</tr>
<tr>
<td>Maugansville Elevator &amp; Lumber Co.</td>
<td>Feed-lumber</td>
<td>336¹</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Martins Elevator Manufacturing Co.</td>
<td>Commodity</td>
<td>140-160</td>
<td>140-160</td>
<td>140-160</td>
</tr>
<tr>
<td>Gray Concrete Pipe Co.</td>
<td>Furniture</td>
<td>310</td>
<td>310</td>
<td>620</td>
</tr>
<tr>
<td>Central Chemical Corp.</td>
<td>Cement</td>
<td>80-85¹</td>
<td>80-85¹</td>
<td>80-85¹</td>
</tr>
<tr>
<td></td>
<td>Fertilizer</td>
<td>32¹</td>
<td>32¹</td>
<td>32¹</td>
</tr>
</tbody>
</table>

¹ Terminating carloads.

The Penn Central line from Frederick north, through Legore into Pennsylvania, which has been designated potentially excess, has not been operating north of Frederick because of a washed-out bridge. Instead, the C&O/B&O has been required to serve the area from the Frederick Junction to the location of the washed-out bridge. While the Clorox Company and the Farmer's Supply Company are the heaviest shippers of those that submitted a statement, a number of present users of the rail line indicated that they would use it more if they could get more cars and better and more efficient service (Table 93). The Southern State Woodsboro Co-op stated it would use 135 to 150 more cars per year. Farmer's Supply Co. would increase its usage by 30 percent. Ralston Purina could use 50 more cars. The Frederick Trading Com-

¹¹ The United Transportation Union of Maryland submitted a paper by the State of Maryland's Department of Natural Resources on the coal reserves of Western Maryland. It stated that, due to the energy shortage, this country must examine alternative energy sources. Coal comprises about 80 percent of domestic energy reserves but supplies less than 20 percent of the energy consumed. The paper outlined the extensive reserves in the counties of Garrett and Western Allegheny and discussed the problem involved in extracting that coal. Maryland coal is relatively high in sulfur and, therefore, does not pass present air pollution control requirements. The Maryland Department of Natural Resources recommended a feasibility study in fiscal year 1975 to resolve the problems with regard to the coal reserve in Western Maryland.

¹² Conversion to truck would raise the costs of Wm. Gower & Son of Williamsport $10 per ton.

¹³ Although unemployment projections were not presented by the firms who submitted evidence, employment figures for those firms totaled 557.
pany could expand its use of rail cars to 1,000 car-loads per year. Clorox, a key user of chlorine, stated that it is presently served by the C&O/B&O, and the service is satisfactory; however, C&O/B&O wants to discontinue service. The firm pointed out that chlorine is a volatile chemical and too dangerous to move by truck. Clorox, which has halted an expansion program until the results of the rail crisis are determined, would be content to continue to use the C&O/B&O if it would continue service.

Table 93: Traffic Profile: Frederick to Pennsylvania border

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Estimated carloads</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harry S. Hahn</td>
<td></td>
<td>19</td>
<td>35</td>
<td></td>
</tr>
<tr>
<td>Ralston Purina</td>
<td></td>
<td>67</td>
<td></td>
<td>175</td>
</tr>
<tr>
<td>William D. Bowers</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reliable Junk Co.</td>
<td></td>
<td>17-25</td>
<td>17-25</td>
<td>17-25</td>
</tr>
<tr>
<td>Frederick Junk Co.</td>
<td></td>
<td>36</td>
<td>36</td>
<td>36</td>
</tr>
<tr>
<td>Frederick Iron and Steel</td>
<td></td>
<td>189</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farmer's Supply Co.</td>
<td></td>
<td>125</td>
<td>103</td>
<td></td>
</tr>
<tr>
<td>Clorox Company</td>
<td></td>
<td>100</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>Frederick Trading Co.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1Terminating carloads.

Zone 89

In spite of the fact that no points in Zone 89 were noted as being potentially excess by DOT in their original report, avid interest was nevertheless expressed by several people in the Charles County area (Table 94). Of particular concern was the new track, built by the Potomac Electric Power Co. (Pepco), which runs west of Woodsell, Maryland to serve the power plant on the Potomac River. This new line was not shown on the DOT map of the zone. Then Penn Central line south from Lothair, Maryland to Morgantown, Maryland, site of another large Pepco plant, was also not shown on the DOT map. Pepco testified that the lines are needed for high volume coal shipments that cannot be transported by any other means.

Other evidence presented to the RSPO showed that the J. Lipton Company plans a large facility at Pope's Creek on the Potomac River, with 35 cars per week projected. Moreover, the Charles County Economic Development Committee noted that six new industries have been established in the past 3 years in the county creating 750 new jobs. Railroads are considered necessary to sustain these gains and to attract new growth.

Table 94: Traffic Profile of Zone 89

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potomac Electric Power Co.</td>
<td>Coal</td>
<td>365</td>
<td></td>
<td></td>
</tr>
<tr>
<td>St. Charles</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Industrial Park</td>
<td></td>
<td>572</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lehigh Portland</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cement Co.</td>
<td></td>
<td>4,956</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Congoleum Industries</td>
<td></td>
<td>1,193</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Black and Decker, Inc.</td>
<td></td>
<td>151</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buck Distributing Co.</td>
<td>Beer</td>
<td>261</td>
<td>416</td>
<td></td>
</tr>
<tr>
<td>Pyle's Lumber Co.</td>
<td>Lumber</td>
<td>25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Marlo Furniture Co.</td>
<td>Furniture</td>
<td>416</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Berger Brothers, Inc.</td>
<td>Grains</td>
<td>25-30</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1Terminating carloads.

PASSenger SERVICE

Strong sentiment was expressed in favor of additional commuter lines in the state. It was pointed out that, not only are rails more economical, but they use much less energy than cars. Environmental groups expressed their concern that air pollution would be increased by rail abandonment. The key area recommended for commuter service was Baltimore. Suggested lines were Baltimore to York, Pennsylvania and Baltimore to the Owings Mill area over the WM line. Also suggested was the restoration of the Western Maryland line from Cedarhurst to Westminster. George S. Wills, of the Maryland Environment Trust, stated that, in the past 15 years, Baltimore passenger traffic has increased 100 percent. He listed the problems of energy, air pollution, and traffic congestion as reasons for placing a high priority on increased rail commuter usage. He said that highways have been built over the years at the expense of planned commuter service.

James Aggenbroad of the Maryland Department of Transportation and Bernard L. Berkowitz, Physical Development Coordinator in Baltimore, were quite concerned with the commuter problem in Maryland. They felt that rail service must be integrated into a full commuter transportation program. As evidence of the state's commitment, Mr. Aggenbroad mentioned a new commuter train on the Brunswick, Maryland to Washington, D.C., line, beginning March 18, 1974.

A number of witnesses found the DOT Report to be inconsistent with the national goal of saving fuel.

PUBLIC CRITICISM OF THE DOT REPORT

The three most common complaints with regard to the DOT Report were: it evidenced too little concern for the future; it gave inadequate consideration to the question of competition; and the data used were inaccurate. Other charges were that the DOT failed to consider all of

1The March 1, 1974 DOT additions and corrections supplement indicated that the Penn Central lines south of Woodsell to Lothair should be shown as potentially excess.
the goals of the Act or the future impact which would result from the fulfillment of its proposals.

Witnesses predicted that, if the DOT proposals were carried out, the results would include a halt in economic and industrial growth, a rise in unemployment, increased energy needs and diminished supplies, and harm to communities located on abandoned lines. Witnesses also charged that the DOT failed to take into consideration large, recent investments many shippers have made in new siding facilities and in plans for expansion or for the construction of new plants. In many instances, it would be either impractical or impossible for these shippers to relocate.

Other shippers testified that loss of rail service could force them to go out of business. Some businesses would not be able to compete with competitors who would still have rail service. Others, who ship their products out-of-state by rail, might incur such greatly increased shipping costs that it would be impossible for them to sell their products at a price that would be both competitive and profitable. Many problems were noted with respect to the data used by the DOT.\(^5\) Gerald W. Fauth, consultant to the Delmarva Advisory Council, alleged that DOT did not appear at times to use its own formula. Mr. Fauth criticized strongly the criteria developed for DOT by R. L. Banks & Assoc. He considered the criteria for light density branch line viability an absolute farce. He tested the Banks Study using the Seaford, Delaware to Cambridge, Maryland branch as a model. Using the Banks Study, this branch had a profitability of $34.00 a car. He concluded that there is no loss on this line and went on to quote the R. L. Banks Study:

The approach employed in this study begins with the development of a data base of typical branch line operations; estimates the revenues and costs of each operation; determines an economic abstraction of branch line operations by relating the resulting profit levels to various measures of traffic density; and ends with an evaluation of that abstraction. At the outset it should be noted that although the following study applies several statistical evaluation techniques to the results, the data themselves have necessarily been drawn from a wide diversity of universes. It follows that some of the samples employed were developed without regard to the level of randomness typically required for application of strict statistical testing. Thus, interpretation of the statistical results that follow must be tempered with the knowledge that data limitations have precluded adherence to rigorous statistical sampling procedures.

Given these rather severe limitations, the wisdom of undertaking such a study may be questioned when, whatever the results might be, they cannot be fully endorsed as arrived on sound statistical theory. However, the deviations from statistical tenets were made only to compensate for the absence of sound data and/or where judgment and experience so dictated. The purpose of the study, therefore, neither is, nor could be, to provide precise and final standards superior to the "34-car rule," but merely to perceive and limit the bounds within which more concrete results may eventually be forthcoming.

Miscellaneous complaints about the DOT Report were as follows:

1. Removing rail service would give truckers too great a competitive advantage.
2. Maryland would lose 28.9 percent of its rail service and 65 percent of its trackage if DOT's recommendations were carried out.
3. The data for Westport, Maryland is inaccurate. It does not include the accumulation of unit-train coal cars.
4. Only origin and destination traffic was considered. No traffic flow patterns were compiled.
5. The 2-year period for federal subsidies is insufficient to encourage state participation.
6. If a line connects two major lines it cannot be considered a "branch".
7. Because of different track conditions, certain lines should not be compared solely as to the amount of traffic they handle. For example, the Penn Central track between Spring Grove and West York is in such a bad state of repair, with severe speed limitations and restricted clearance, that it cannot be compared with the Western Maryland track which is in excellent shape.
8. The DOT relied too heavily on railroad-supplied data.
9. Botts Station is on a Western Maryland line, not a Penn Central line.
10. The DOT Report, in evaluating the Delmarva main-line route, considered only locally generated cars and omitted from its counts an approximately equal number of "deadhead" (empty) cars as well as a greater amount of interstate cars which neither originate nor terminate on the Delmarva Peninsula.
11. The DOT should not have designated lines of profitable railroads potentially excess.

RECOMMENDATIONS

The recommendations of the Maryland public were practical in nature. Shippers stressed the belief that, if
service were improved, more cars would be used and the railroads could be profitable. Witnesses testified that the answer to unprofitable railroads is not reckless abandonment but improvements which would make rail a more desirable mode of transportation.

Several persons, including T. Vernon Hansen of the Southern States Cooperative, Inc., stated that they saw no compelling reason for railroads to be required to be profitable. In the light of social and environmental concerns, a break-even or small loss operation should be permissible. Several citizens expressed their approval of government subsidies for the railroads, pointing out that rail is the only major mode of transportation not receiving such subsidies.

The testimony also pointed out that improving service does not simply mean more reliable schedules and shorter delivery times. It also means improving railroad company management and the attitude and morale of railroad employees. Many persons complained of intentional downgrading, a condition which they believe must come to a quick halt.

Another important recommendation was that the final decision makers consider the social and economic impact of abandonment on the rails. If the harm to businesses and communities located on lines to be abandoned outweighs the benefits of maintaining profitable service, the DOT proposals must be rejected since it would be unwise to drop a few unprofitable branch lines at the cost of economic devastation for an area.

Should the DOT Report in its present form be implemented, the Southern States Cooperative, Inc. suggested the following recommendations:

1. If a line is abandoned, the tracks should not be torn up for a period of 60 months after the abandonment. During this period these tracks should either be donated, or offered at minimal cost, to local government or interested shippers.

2. Immediate consideration should be given to the relaxation of certain motor carrier regulations. Section 203(b)(6) of the Act should be broadened to include commodities such as mixed feeds and fertilizer. Communities abandoned by the railroads must have alternative means of transportation.

3. Local contractors should be allowed to compete by sealed bids for track rehabilitation projects under Title V, Section 506 of the Act. Such a procedure should result in a considerable saving to the taxpayer and to local governments.
WASHINGTON, D.C.

Hearings were held in Washington, D.C. from March 4, through March 8, 1974, regarding the Secretary of Transportation’s February 1, 1974 Report. Witnesses appearing at the hearing discussed a wide range of issues. Appearing were concerned citizens and shippers, associations, U.S. Senators and Representatives, and federal agencies.

The testimony from those individuals that discussed local or state railroad concerns will be found in other more appropriate sections of this report. For example, a number of witnesses spoke to the matter of possible abandonment of the Penn Central line in Zones 182 (Cape Charles) and 189 (Winchester). These views were incorporated in that section dealing specifically with the concerns of Virginia. The views of witnesses whose testimony reflected a substantial national constituency and those representing agencies of the federal government will be found later in this volume, as will a summary of testimony presented at the Washington hearing concerning rail passenger service.

Douglas Schneider, testifying for Mayor Walter Washington of Washington, D.C., cited particular needs facing the nation’s capital. He pointed out the need for a rail corridor along New York Avenue because of planned industrial development and tourist traffic flow patterns in the “northeast corridor”. He also pointed out the need for commuter service complementing the new Metro subway development.

Nancy Solly of the Capitol Hill Action Group echoed this call for coordinated and expanded rail service, especially commuter, as did the Northern Virginia Conservation Council. Also stressing the need for more commuter services were the Metropolitan Washington Coalition for Clean Air; the Paralyzed Veterans of America, who stressed the need for services for the handicapped; Richard Rochette of Arlington, Va.; Richard Kordel of Washington, D.C.; James Lange of Silver Spring, Md.; and James Aggenbrood of Garret Park, Md., who pointed out a possible error on the DOT map for Zone 90, relating to the omission of the Garret Park, Md. station as a commuter station. According to Mr. Aggenbrood, Garret Park serves over 40 commuters each way, each day. Mr. Lange suggested using otherwise unused rail rights-of-way around cities for commuter service.

Royal F. Herdeg, a railroad analyst since 1921, submitted a written statement to the Rail Services Planning Office. His statement included a basic plan for reorganizing the Penn Central Transportation Company; a plan to reorganize other bankrupt railroads; discussions of the profitability of joint rail operations, the liquidation of light density lines, and piggyback and container service; and critical comments on the DOT Report.

THE FEDERAL GOVERNMENT RESPONSE TO THE DEPARTMENT OF TRANSPORTATION REPORT

The U.S. Department of Agriculture (USDA)

The response to the February 1, 1974 Report of the Department of Transportation by the USDA in essence was an expression of fear that the end result of following the DOT proposals would be the formation of numerous independent short-line railroads. The USDA did not feel that this would fulfill the goal of adequate rail service to meet the region’s needs. The USDA called for greater intramodal competition since it has doubts about the availability of intermodal competition at the local level. USDA also criticized the DOT for not considering overhead traffic in the branch line criteria and stated that this would affect many zones which are large producers of semiperishable products such as grain. It further stated that:

(1) DOT made no recommendation that future traffic potential be considered in the retention of service decisions.
(2) DOT made no evaluation of energy effects.
(3) DOT was not clear about the fate of stations located on lines recommended for service but not recommended as service points.
(4) The “profitability criteria” should receive further review.
(5) DOT did not consider rural road weight restrictions.
(6) DOT did not consider the factor of economic dislocation.

The U.S. Department of Commerce

The Maritime Administration of the Department of Commerce took issue with the abandonment approach taken by the DOT. It believes, however, that the Great Lakes, inland and coastal waterway systems in the area affected by potential abandonments can offer a substitute means for moving some of the region’s bulk commerce.
The U.S. Department of Defense (DOD)

Colonel Dean Duncan, testifying for the Department of Defense, stated that the elimination, under the Department of Transportation proposal, of much existing intramodal competition could result in a less than adequate car supply. It has been DOD's experience that the ability to draw upon one or more carriers usually results in an adequate supply.

It was also felt by DOD that rates would be disrupted by the DOT proposals, "When competitive forces are removed, whether it be intermodal or intramodal, rates rise drastically." One example cited by the Defense Department was jet fuel. Previous rates on jet fuel via pipeline and railroad were almost identical. Once the railroad decided not to compete, the pipeline increased its rates from $0.25 per barrel to $0.47 per barrel. DOD recommended a temporary rate freeze at all stations affected by the proposed abandonments.

DOD further asserted that national defense requires quick reaction for which DOD needs all forms of transportation, particularly rail, since it lends itself to bulky items such as coal, petroleum, missiles and tanks.

It was determined by DOD that if all lines identified as potentially excess were abandoned, service would be excluded from 23 Defense Department installations (Table 95). There were 44 installations where local service was not recommended by DOT (Table 96). The DOD admitted that due to low volume, impact at many of these points would be slight. However, there were some which DOD pointed to as large traffic generating centers. Joliet Army Ammunition Plant in Zone 131 (Illinois), for example, received and shipped an estimated 7,320 carloads annually. However, this station was not recommended for local service. The apparent cause for this was that the traffic was incorrectly attributed to the Joliet station, 15 miles away. The cost impact at Joliet would be an additional $4.2 million if motor transport had to be used.

The effect of possible abandonments on route direction concerned the Department of Defense as well. It noted a number of stations now on through lines, and thus able to enjoy service in two different directions, which might find themselves on dead-end lines and limited to dispatching shipments to, or receiving them from, one direction only. (Table 97).

Col. Duncan supplied the following data to illustrate the conversion impact of a cessation of rail service to the installations listed in Table 95.

<table>
<thead>
<tr>
<th>Year</th>
<th>Rail carloads</th>
<th>Motor truckloads</th>
</tr>
</thead>
<tbody>
<tr>
<td>1972</td>
<td>1,216</td>
<td>3,040</td>
</tr>
<tr>
<td>1973</td>
<td>969</td>
<td>2,423</td>
</tr>
<tr>
<td>1974</td>
<td>951</td>
<td>2,378</td>
</tr>
</tbody>
</table>

* The limited time available to prepare the DOD statement precluded the furnishing of extensive data, except for Joliet Army Ammunition Plant, Illinois and the carload statistics referred to in Table 1.

Table 95: Traffic Statistics on 23 DOD Installations Affected by Abandonments

<table>
<thead>
<tr>
<th>Zone</th>
<th>DOD installation</th>
<th>1972</th>
<th>1973</th>
<th>1974 Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Lyndonville Air Force Station, VT</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>14</td>
<td>L. G. Hanscom Field, MA</td>
<td>36</td>
<td>42</td>
<td>15</td>
</tr>
<tr>
<td>16*</td>
<td>Activities served thru: Otis Air Force Base, MA Camp Edwards, MA (inactive) Massachusetts Air National Guard, Permanent Field Training Site North Truro Air Force Station, 762nd Radar Squadron</td>
<td>356</td>
<td>132</td>
<td>200</td>
</tr>
<tr>
<td>18</td>
<td>Naval Supply Center, Newport, RI</td>
<td>125</td>
<td>67</td>
<td>0</td>
</tr>
<tr>
<td>27*</td>
<td>Naval Air Station, Quonset Point, RI</td>
<td>284</td>
<td>361</td>
<td>435</td>
</tr>
<tr>
<td>27</td>
<td>Naval Construction Battalion Center, Davisville, RI</td>
<td>95</td>
<td>94</td>
<td>119</td>
</tr>
<tr>
<td>42*</td>
<td>Watervliet Arsenal, NY</td>
<td>770th Radar Squadron, Ocean City, NJ</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>81</td>
<td>Carlisle Barracks, PA</td>
<td>36</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>82*</td>
<td>Indiantown Gap Military Reservation, Annville, PA</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>121*</td>
<td>Jefferson Proving Ground, IN</td>
<td>66</td>
<td>106</td>
<td>77</td>
</tr>
<tr>
<td>122*</td>
<td>Camp Atterbury, IN</td>
<td>18</td>
<td>27</td>
<td>40</td>
</tr>
<tr>
<td>157</td>
<td>Port Austin Air Force Station, MI</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>165</td>
<td>Camp Grayling, MI</td>
<td>27</td>
<td>20</td>
<td>1</td>
</tr>
<tr>
<td>165</td>
<td>Empire Air Force Station, MI</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>182</td>
<td>Cape Charles Air Force Station, MI</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>184</td>
<td>Fort Story, VA</td>
<td>0</td>
<td>30</td>
<td>37</td>
</tr>
<tr>
<td>184</td>
<td>Naval Air Station, Oceana, VA</td>
<td>173</td>
<td>90</td>
<td>27</td>
</tr>
<tr>
<td>189</td>
<td>Vint Hill Farms Station, VA</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

* Points strongly recommended by the DOD for continued service in the interest of national defense.

Source: MTMTS Data Bank and Installations

Table 96: List of DOD Activities Affected by Route Direction of Problems

<table>
<thead>
<tr>
<th>Zone</th>
<th>Activity</th>
<th>Railhead</th>
<th>Serving railroad</th>
</tr>
</thead>
<tbody>
<tr>
<td>81</td>
<td>Naval Supply Depot</td>
<td>Mechanicsburg, PA</td>
<td>PC</td>
</tr>
<tr>
<td>81</td>
<td>Carlisle Barracks, PA</td>
<td>Carlisle, PA</td>
<td>PC</td>
</tr>
<tr>
<td>123</td>
<td>Naval Ammunition Depot</td>
<td>Crane, IN</td>
<td>CMS &amp; P</td>
</tr>
<tr>
<td>205</td>
<td>Charlestown AAP, IN</td>
<td>Charlestown, IN</td>
<td>B&amp;O</td>
</tr>
</tbody>
</table>

In other words, DOD estimated that in 1974 it would take 2,378 truckloads to handle the contents of 951 carloads. It questioned whether trucks would be able to handle this extra volume, and the effect on the highway system.

DOD stated that the DOT Report does not take into consideration potential increases in motor carrier rates, the present physical condition of the track, or revenue received by a line. It recommended a 2 year mora-
### Table 97: List of DOD Installations having Rail Trackage but Identified by the Department of Transportation for Local Service Discontinuance

<table>
<thead>
<tr>
<th>Zone</th>
<th>Activity</th>
<th>Railhead</th>
<th>Serving railhead</th>
</tr>
</thead>
<tbody>
<tr>
<td>4*</td>
<td>Naval Air Station, Brunswick</td>
<td>Brunswick, ME</td>
<td>MEC</td>
</tr>
<tr>
<td>4*</td>
<td>Portsmouth Naval Shipyard</td>
<td>Kittery, ME</td>
<td>BM</td>
</tr>
<tr>
<td>5</td>
<td>Naval Fleet Training Center (Inactive)</td>
<td>Team Track (TT) delivery at Portland, ME</td>
<td>GTW, MEC, BM</td>
</tr>
<tr>
<td>15</td>
<td>Naval Air Station, South Weymouth, MA</td>
<td>North Abington, MA</td>
<td>PC</td>
</tr>
<tr>
<td>30*</td>
<td>Naval Submarine Base, New London, CT</td>
<td>Submarine Base, CT</td>
<td>PC</td>
</tr>
<tr>
<td>49</td>
<td>U. S. Army Support Center, Niagara Falls, NY</td>
<td>Bellaircraft, NY</td>
<td>PC</td>
</tr>
<tr>
<td>52*</td>
<td>Seneca Army Depot</td>
<td>Kendalia, NY</td>
<td>LV</td>
</tr>
<tr>
<td>56</td>
<td>U. S. Military Academy</td>
<td>West Point, NY</td>
<td>PC</td>
</tr>
<tr>
<td>58</td>
<td>U. S. Property and Fiscal Office for NY Subwarehouse, Peekskill, NY</td>
<td>Peekskill, NY</td>
<td>PC</td>
</tr>
<tr>
<td>58</td>
<td>New York Air National Guard (Air Force Base 6325, Westhampton Beach, NY)</td>
<td>Westhampton Beach, NY</td>
<td>LJ</td>
</tr>
<tr>
<td>60</td>
<td>Picatinny Arsenal</td>
<td>Picatinny, NJ</td>
<td>W&amp;N</td>
</tr>
<tr>
<td>62*</td>
<td>Naval Air Station</td>
<td>Lakehurst, NJ</td>
<td>CNJ</td>
</tr>
<tr>
<td>66</td>
<td>McGuire Air Force Base, NJ</td>
<td>Ft. Dix, NJ</td>
<td>PC</td>
</tr>
<tr>
<td>76</td>
<td>Pennsylvania Air National Guard (Air Force Base 6381), Greater Pittsburgh Airport 911th Military Airlift Group</td>
<td>Team Track at Rook, PA</td>
<td>N&amp;W</td>
</tr>
<tr>
<td>76</td>
<td>Hays Army Ammunition Plant, PA</td>
<td>West Homestead, PA</td>
<td>B&amp;O</td>
</tr>
<tr>
<td>87*</td>
<td>Aberdeen Proving Ground</td>
<td>Aberdeen, MD</td>
<td>B&amp;O</td>
</tr>
<tr>
<td>87</td>
<td>Aberdeen, MD &amp; Edgewood, MD</td>
<td>Edgewood, MD</td>
<td>B&amp;O</td>
</tr>
<tr>
<td>87</td>
<td>U. S. Property and Fiscal Office for Maryland</td>
<td>Havre de Grace, MD</td>
<td>B&amp;O</td>
</tr>
<tr>
<td>87</td>
<td>Fort George G. Meade, MD</td>
<td>Fort George G. Meade, MD</td>
<td>B&amp;O, PC</td>
</tr>
<tr>
<td>87</td>
<td>Naval Security Group</td>
<td>Fort George G. Meade, MD</td>
<td>PC, B&amp;O</td>
</tr>
<tr>
<td>88</td>
<td>Fort Ritchie</td>
<td>Fort Ritchie, MD</td>
<td>WM</td>
</tr>
<tr>
<td>90</td>
<td>National Naval Medical Center</td>
<td>Bethesda, MD</td>
<td>B&amp;O</td>
</tr>
<tr>
<td>121</td>
<td>Jefferson Proving Ground, Madison, IN</td>
<td>Wirt, IN</td>
<td>PC</td>
</tr>
<tr>
<td>122</td>
<td>Ft. Benjamin Harrison, Lawrence, IN</td>
<td>Ft. Benjamin Harrison, IN</td>
<td>PC</td>
</tr>
<tr>
<td>125</td>
<td>Newport Army Ammunition Plant</td>
<td>Dana, IN</td>
<td>L&amp;N</td>
</tr>
<tr>
<td>131*</td>
<td>Naval Training Center</td>
<td>Great Lakes, IL</td>
<td>E&amp;J &amp;E</td>
</tr>
<tr>
<td>131*</td>
<td>Joliet Army Ammunition Plant, IL</td>
<td>Upton, IL</td>
<td>CNW</td>
</tr>
<tr>
<td>131*</td>
<td>Joliet Arsenal (Area I)</td>
<td>Joliet Arsenal (Area II)</td>
<td>ICG, ATSF, ICG, CMSP&amp;P</td>
</tr>
<tr>
<td>131</td>
<td>Fort Sheridan, IL</td>
<td>Fort Sheridan, IL</td>
<td>N&amp;W</td>
</tr>
<tr>
<td>131</td>
<td>Illinois Air National Guard, Park Ridge, IL</td>
<td>Team Track of Chicago North Western, Des Plains, IL</td>
<td>CNW</td>
</tr>
<tr>
<td>131</td>
<td>Forward Area Support Shop, Orland Park, IL</td>
<td>Team Track of Norfolk and Western at Orland Park, NJ</td>
<td>CNW</td>
</tr>
<tr>
<td>131</td>
<td>O'Hare International Airport, 928th Tactical Group</td>
<td>Team Track of Chicago North Western at Des Plains, IL</td>
<td>ICG</td>
</tr>
<tr>
<td>131</td>
<td>U. S. Property and Fiscal Office for Illinois</td>
<td>Team Track of Illinois Central at Broadview, IL</td>
<td>CNW</td>
</tr>
<tr>
<td>133</td>
<td>Savanna Army Depot</td>
<td>Proving Ground, IL</td>
<td>BN</td>
</tr>
</tbody>
</table>

125
<table>
<thead>
<tr>
<th>Zone</th>
<th>Activity</th>
<th>Railhead</th>
<th>Serving railroad</th>
</tr>
</thead>
<tbody>
<tr>
<td>133</td>
<td>Army Materiel Command Ammunition Center, Savanna, AD, IL</td>
<td>Proving Ground, IL</td>
<td>BN</td>
</tr>
<tr>
<td>166</td>
<td>Air Force Station 753rd Radar Squadron</td>
<td>Team Track of SOO Line Railroad at Sault Sainte Marie, MI</td>
<td>SOO</td>
</tr>
<tr>
<td>166</td>
<td>Kincheloe Air Force Base, Kinross, MI</td>
<td>Kincheloe Air Force Base Spur, MI</td>
<td>SOO</td>
</tr>
<tr>
<td>167</td>
<td>K. I. Sawyer Air Force Base, MI</td>
<td>Plains, MI</td>
<td>CNW</td>
</tr>
<tr>
<td>183</td>
<td>Camp AP Hill, VA (Inactive)</td>
<td>Team Track of Richmond, Fredericksburg, and Potomac at Milford, VA</td>
<td>RF&amp;P</td>
</tr>
<tr>
<td>185</td>
<td>Oyster Point, Bomarc Site, VA</td>
<td>Team Track of C&amp;O at Oyster Point, VA</td>
<td>C&amp;O</td>
</tr>
<tr>
<td>193*</td>
<td>Radford Army Ammunition Plant, VA</td>
<td>Explosive-Cowan, VA</td>
<td>N&amp;W</td>
</tr>
<tr>
<td></td>
<td>Department of the Army Data Processing Center, Radford Army Ammunition Plant, VA</td>
<td>General Commodities, Pepper, VA</td>
<td>N&amp;W</td>
</tr>
<tr>
<td>198</td>
<td>U. S. Property and Fiscal Office for West Virginia</td>
<td>Team Track of B&amp;O at Point Pleasant, WV</td>
<td>B&amp;O</td>
</tr>
<tr>
<td>205*</td>
<td>Naval Ordnance Station, Louisville, KY</td>
<td>Strawberry Yard, KY</td>
<td>L&amp;N</td>
</tr>
<tr>
<td>323</td>
<td>Scott Air Force Base, IL</td>
<td>Scott Air Force Base, IL</td>
<td>SOU</td>
</tr>
<tr>
<td>323</td>
<td>Headquarters, Military Airlift Command, Scott Air Force Base, IL</td>
<td>Scott Air Force Base, IL</td>
<td>SOU</td>
</tr>
</tbody>
</table>

* Points strongly recommended by the DOD for continued service in the interest of national defense.

The United States Postal Service stated that unit mail trains are economical and fast, but that, due to problems with available service, the Post Office’s use of rail transportation has decreased substantially. In 1950, the Post Office dispatched mail on 10,000 passenger trains nationally; in 1960, 1,000; and in 1970 (prior to Amtrak), 200. Original Amtrak schedules were largely unsatisfactory to the Postal Service because of the elimination of much overnight service, and only a limited number of passenger train schedules have been altered to meet postal needs.
Where piggyback service is available, the mail trailer must often be delivered to ramp areas as much as 10 hours before train time, and in some areas ramps are not open on weekends. The Postal Service pointed out that there has been a drop of over $200 million in railway mail service payments since 1960. In 1960 the Post Office paid the railroads $343 million; in 1973, payments declined to $106 million. It cited several examples of comparative transit times of train versus truck service:

<table>
<thead>
<tr>
<th></th>
<th>Rail</th>
<th>Truck</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlanta to Los Angeles</td>
<td>102 hours</td>
<td>52 hours</td>
</tr>
<tr>
<td>Dallas to Oakland</td>
<td>66 hours</td>
<td>41 hours</td>
</tr>
<tr>
<td>Chicago to Jacksonville</td>
<td>57 hours</td>
<td>30 hours</td>
</tr>
<tr>
<td>New York to Jacksonville</td>
<td>42 hours</td>
<td>21 hours</td>
</tr>
</tbody>
</table>

The Postal Service would like to increase its use of rail transportation due to the fuel situation if the problems associated with adequate service could be overcome.

**The General Services Administration (GSA)**

GSA criticized DOT for using outdated information and for ignoring the energy crisis. Its most pressing concern is for seven facilities which are served by stations not recommended for local service.

**The U.S. Environmental Protection Agency (EPA)**

The United States Environmental Protection Agency stated, “Our main criticism of the DOT Report centers on the emphasis on financial viability of local rail lines to the apparent exclusion of the other goals stated in subsection 206(a) of the Act.” EPA felt that the effect of discontinuance of rail service in diverting rail passengers and freight to highways could threaten the success of transportation control strategies for attainment and maintenance of national ambient air quality standards. Such rail to highway diversion could lead to significant noise level increases as well. Rail service discontinuance might also result in inefficient use of resources, especially energy, a major concern of the agency. Finally, right-of-way disposition associated with rail abandonments might not be carried out, in EPA’s view, with adequate consideration of the potential for environmental good or harm inherent in the use of such lands.

Additional points raised by EPA include DOT’s use of 1972 data, its lack of attention to energy considerations, its failure to analyze factors other than traffic volume in making branch line viability decisions, the failure of its route density figure of 30 million gross ton miles to take into account passenger trains and passenger service generally. Finally, EPA submitted the following list of cities which have been found to require transportation control strategies under the Clean Air Act of 1970, and which, in its view, should be spared any increase in truck and passenger automobile traffic:

<table>
<thead>
<tr>
<th>City</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baltimore</td>
<td>Washington, D.C.</td>
</tr>
<tr>
<td>Boston</td>
<td>Philadelphia</td>
</tr>
<tr>
<td>Chicago</td>
<td>Pittsburgh</td>
</tr>
<tr>
<td>Cincinnati</td>
<td>Rochester</td>
</tr>
<tr>
<td>New York City</td>
<td></td>
</tr>
</tbody>
</table>

**The Executive Office of the President**

The Council on Environmental Quality, an agency located in the Executive Office of the President, cited section 206(c)(1) of the Regional Rail Reorganization Act as a basis of support for possible public use of abandoned rights-of-way for such purposes as mass transit, energy transmission, or open spaces. The Council made the following recommendations:

1. Early identification should be made of public use potential:
   a. Criteria should be developed to assist in the identification of potential public use.
   b. Rights-of-way suitable for public use should be identified.
   c. Rights-of-way not to be used for rail service should be automatically examined for public use.
   d. Only rights-of-way with no public use potential should be disposed of for other purposes.

2. Priority should be given to maintaining rights-of-way in their entirety for the use of the public.

3. DOT should clarify the relationship between “commuter and intercity rail passenger service” and “other public purposes including...other forms of transportation” as those terms are used in the Act.

4. The value of those rail properties that will be made available for public purposes should be established early so that the potential public buyers are aware in advance of the costs of the public use alternatives.

5. Appropriate public authorities should be allowed sufficient time to acquire surplus right-of-way.

**ORGANIZATIONAL RESPONSE TO THE DEPARTMENT OF TRANSPORTATION REPORT**

The National Council of Farm Cooperatives, representing 106 cooperatives and over 3 million farmers, testified that the effect of major rail abandonments would be particularly harmful to the production of food and to rural areas. It also testified that declining rail traffic was the result of poor service, poorly maintained track, and poor equipment. It does not believe that subsidies can provide the answer since there will not be enough funds for urban and rural areas, and since rural areas are likely
to find it difficult to compete with urban areas for what funds are made available through state transportation agencies. The Council argued that abandonment should not be based solely on the concept of profitability and that motor carriers could not handle all the traffic that would be generated by rail abandonments. It also pointed out that rural roads in the region are often in poor condition. According to the Council, 95 percent of the bridges on rural roads in the Northeast were constructed prior to 1935, and many were designed for loads as small as two tons.

The Fertilizer Institute, which represents 90 percent of the fertilizer producers in the nation, stated that rail service is absolutely crucial to that industry. Fertilizer is a high-bulk, low-value product which in many cases must move great distances. The Institute found fault with DOT’s criteria, especially the theory that abandonments would allow the reorganized railroad to be a profitable operation.

The National Milk Producers Federation stated that no meaningful recognition or analysis was given in the DOT Report with respect to either the availability of alternate modes or the impact service termination would have on individual communities. It argued, also, that the DOT Report:

1. Failed to recognize the total needs of the region.
2. Did not note that dairying is the most important agricultural enterprise in the Northeast.
3. Did not note that rates in the Northeast are much higher than rates in the Southeast.
4. Failed to examine the impact on food supply and prices.
5. Contained proposals which would result in higher milk prices.

The Midwest Association of State Departments of Agriculture represents state agriculture departments in 12 central states: Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota, and Wisconsin. In 1973, these 12 states produced 86 percent of the nation’s corn, 54 percent of its dry edible beans, 58 percent of its wheat, 73 percent of its soybeans, 81 percent of its oats, 44 percent of its grain sorghum, and 44 percent of its barley. The Association pointed out that the agriculture industry relies heavily upon railroads for the shipment of agricultural products out of this region and for the shipment of fertilizer, chemicals, and farm machinery into this region.

The Association took particular issue with the DOT’s apparent assumption that large-scale rail abandonments are both necessary and desirable. It saw as underlying the DOT Report the assumption that alternate modes of transportation, primarily motor carriage, would be available and suitable for handling traffic now moved by rail. In the case of shipping bulk items such as grain, fertilizer, fertilizer ingredients, chemicals, and farm machinery, it is the Association’s contention that it is uneconomical to use non-rail transportation, and that truck transportation has become increasingly less available in light of the fuel shortage. The Association also voiced concern about the ability of surviving rail carriers to provide adequate service in light of the poor condition of roadbeds and the shortage of freight cars.

Finally, the Midwest Association of State Departments of Agriculture pointed out that the DOT Report was in apparent conflict with other, previously approved federal policies. The Association cited the Rural Development Act of 1972, designed to improve the living standards of rural communities by encouraging balanced growth, and argued that the DOT’s suggestion that there be large-scale abandonments of rural rail lines would effectively thwart the clearly expressed Congressional intent by eliminating transportation facilities needed to attract new industry to predominantly rural areas.

The National Lumber and Building Material Dealers Association, representing 12,000 establishments, stressed what were described as inaccuracies and inadequacies in the DOT Report. It argued that DOT used an old data base and did not adequately consider the energy problem or the adverse affect of abandonments on small businesses and communities. This group is particularly concerned about the possible loss of available switching service.

The National Industrial Traffic League limited its testimony to the area of freight loss and damage claims. It urged that the rights of shippers with claims against the railroads in the Midwest and Northeast Region be considered as the restructuring process goes forward.

The Railway Labor Executives’ Association, which represents 15 of the 22 railroad unions, and the Congress of Railway Unions (CRU, six unions which represent 70 percent of railroad employees) challenged the DOT Report as not living up to the requirements of the Act. It argued that the Secretary of Transportation expanded his role beyond that envisioned by the Act by suggesting a plan which would restructure profitable as well as insolvent railroads and by calling for the abandonment of lines of profitable and insolvent roads without concern for the resulting viability of the railroads affected. CRU contended that effectuating the recommendation of the DOT Report would require the nationalization of the railroads since it would require certain railroads to surrender profitable lines which they would not give up voluntarily. It also argued that the statutory goals calling for “preservation . . . of existing patterns of service” and “retention of competition in the provision of rail and other transportation services in the region” would not be realized if the DOT’s recommendations were accepted.

The Interreligious Council for Housing took the position that the DOT Report lacked an accurate information base. It suggested the utilization of information developed
by other government departments and a study of the
internal operations of railroads.

The Americans for Democratic Action (ADA) con-
tended that the DOT Report did not consider the overall
needs of the public; that it failed to recognize the im-
portance of transportation as a determinant of patterns
of residential and economic growth; and that it included
inadequate consideration of passenger traffic. ADA called
for development and execution of a national transporta-
tion policy which would include a strong emphasis on
rail transportation. Finally, it made the following recom-
mendations:

(1) Highway construction should be cut back.
(2) Emphasis should be placed upon public mass
transportation.
(3) Air transportation for less than 300 miles
should be eliminated.
(4) The government should take control of all
public transportation.
(5) Cost should not be the only yardstick in de-
veloping the system plan.
(6) Environmental problems should be given con-
sideration.
(7) Funds made available by the cessation of high-
way construction should be used for subsidies to
retain and improve rail lines.

The National Consumer Congress argued that, if all
money-losing railroads are closed down, fuel consumption
and air pollution will increase and that it is incorrect to
assume that consolidation will make the insolvent rail-
roads viable. In addition to maintaining present freight
levels, the Congress believes that Northeast Corridor type
trains should replace short-haul airplane trips. It urged
that additional criteria be developed to gauge the impact
of rail restructuring on communities.

The Sierra Club, representing 140,000 members,
stressed energy conservation. It criticized the DOT Re-
port for being backward looking; for concentrating on
excess capacity and excluding the problem of freight
rates; for not calculating optimal line density on the basis
of lowest unit price per ton miles; and for not recognizing
that reduced competition could ultimately result in
lessened efficiency.

The American Bikeways Foundation recommended
that the government purchase excess rail line as "linear
activity" parks and bike trails as a means of capitalizing
the railroads. The Foundation cited the Elroy-Sparta
state trail in Wisconsin as an example of what can be
done with abandoned rail lines converted to park use.

The Northern Virginia Conservation Council, the Cen-
ter for Environmental Strategy, the National Consumers’
Council, the Capitol Hill Action Group, and the Na-
tional Coalition of the Transportation Crisis appeared in
opposition to extensive rail abandonments, citing the need
for new services, the environmental advantages of rail
over other modes, and the need for rail subsidies. The
general theme was that there are no truly excess lines, but
only under-used lines. The testimony of each of these
groups was general and was aimed at the larger political,
economic, and social decisions that they considered to be
of transcendent importance to decisions regarding rail
services.

PASSENGER SERVICE

Concern over the effect of large-scale rail restructuring
on national rail passenger transportation was expressed
by both J. Richardson Tomlinson, Executive Vice Presi-
dent of the National Railroad Passenger Corporation, and
Anthony Haswell, Chairman of the National Association
of Railroad Passengers and President of the RAIL
Foundation. They appeared at the Washington, D.C.
hearing.

Mr. Haswell urged planners to identify those routes
which logically have the need and potential for future
intercity passenger service. He identified a number of
routes which, in his opinion, should be considered:

- Bangor-Portland-Boston
- New York-New Haven-Springfield
- Philadelphia-Harrisburg
- Washington-Richmond-Hampton Roads
- New York-Albany-Buffalo
- Pittsburgh-Youngstown-Cleveland
- Cleveland-Columbus-Cincinnati
- Chicago-Detroit
- Chicago-Toledo-Cleveland
- Chicago-Indianapolis-Cincinnati
- Chicago-St. Louis

He also asked that consideration be given to a number
of possible rail passenger routes which would be affected
if service was discontinued over lines found to be poten-
tially excess in the DOT Report. He provided the follow-
ing list, in which each possible passenger route is followed
by the segment of the route found to be potentially excess
in the DOT Report:

- Boston-Portland via Newburyport
- Salisbury-Beverly (Zones 12 and 14)
- Boston-Montreal via White River Junction
- Concord-White River Junction (Routes 7 and 8)
- New York and Boston-Cape Cod
- Middleboro-Falmouth-Hyannis (Zone 16)
- New York-Pittsfield via Danbury
- Pittsfield-New Milford (Zones 23 and 35)
- Albany-Boston
- Rensselaer-Castleton (Zone 42)
- Albany-Burlington, Vermont via Rutland
- Troy-Johnsville (Zone 42)
- New York-Pittsfield via Brewster
- Chatham-Mt. Kisco (Zones 55, 56 and 58)
Baltimore-Harrisburg via York
   York-Cockeysville (Zones 83 and 87)
Cleveland-Columbus
   Sims Station-Ashley (Zone 112)
Cincinnati-Columbus via Dayton
   Columbia Heights-London (Zones 103 and 110)
Cincinnati-Indianapolis via Richmond
   Rockdale-Eaton (Zones 107 and 108)
Columbus-Indianapolis via Dayton
   Dayton-New Paris (Zone 108)
   Columbia Heights-London (Zones 103 and 110)
Louisville-Chicago via Indianapolis
   Franklin-Edinburg (Zone 122)
Indianapolis-Chicago via Lafayette
   Indianapolis-Lafayette (Zones 122 and 127)
   Lafayette-Sheff-Munster (Zones 127, 128, and 130) (alternate)
   Francesville-Wanatah (Zone 128) (alternate)
Chicago-Peoria via Streator
   East Peoria-Ancona (Zones 134, 137 and 139) (alternate)
Chicago-Peoria via Streator
   East Peoria-Ancona (Zones 134, 137 and 139) (alternate)
   East Peoria-La Rose (Zone 134 and 137) (alternate)
Chicago-Grand Rapids via Kalamazoo
   Grand Rapids-Plainwell (Zones 149 and 163)
Detroit-Muskegon via Grand Rapids
   Grand Rapids-Muskegon (Zones 163 and 164)
   Grand Rapids-Mackinaw City via Cadillac
   Entire line (Zones 162, 163 and 165)
   Detroit-Mackinaw City via Saginaw and Cadillac
   Clare-Mackinaw City (Zones 162 and 165)
   Front Royal-Washington, D.C.
   Front Royal-Gainesville (Zones 90 and 189)

Mr. Haswell stated, as his organizations’ view, that the need for modern passenger rail service stems from the inability of highways and airways to cope with expanding transportation demands, especially within and between major metropolitan areas, without doing unacceptable damage to the environment. As examples, he cited the new Dallas-Fort Worth Airport, which is as large in area as Manhattan Island, and the fact that, in the Northeast Corridor, 1,240 square miles are devoted to streets and highways. Railroads require relatively little land—Manhattan’s two railroad terminals handle 105 million passengers a year on 124 acres. The three New York Airports handle less than one-third of the passengers on 60 times the land area. The railroads, he said, also cause less air and noise pollution than other modes of transportation.

Mr. Haswell compared the fixed plant investment economics of railroads to that of highways and airports. One mile of new expressway, he contended, costs a minimum of $1 million. In an urban area, it can cost $10 million per mile. The cost of the Dallas-Fort Worth airport, exclusive of access roads, was roughly $250 million. Rail, on the other hand, can utilize present rights-of-way, with necessary upgrading, at a far smaller cost per passenger served.

On energy consumption, Mr. Haswell believed that, as a consequence of anticipated future environmental concerns and the demand for more energy-efficient modes of transportation, further consideration should be given to the need for establishing a more balanced passenger system. He cited several recent studies which appear to indicate that trains are more energy efficient than automobiles and airplanes. The following data, based on equivalent load factors was supplied by Mr. Haswell:

**BTU's per passenger mile—Intercity**

<table>
<thead>
<tr>
<th>Mode</th>
<th>BTU's per passenger mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>740</td>
</tr>
<tr>
<td>Train (high speed corridor)</td>
<td>925</td>
</tr>
<tr>
<td>Train (all intercity)</td>
<td>1,100</td>
</tr>
<tr>
<td>Auto</td>
<td>1,600</td>
</tr>
<tr>
<td>Plane</td>
<td>4,100</td>
</tr>
</tbody>
</table>


**Passenger miles per gallon of fuel—Commuter Only**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Passenger miles per gallon of fuel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Express Commuter Train</td>
<td>252</td>
</tr>
<tr>
<td>Large Bus (transit)</td>
<td>133</td>
</tr>
<tr>
<td>Large Subway Car</td>
<td>115</td>
</tr>
<tr>
<td>Local commuter train</td>
<td>94</td>
</tr>
<tr>
<td>Auto (2 persons)</td>
<td>27</td>
</tr>
<tr>
<td>Auto (1 person)</td>
<td>14</td>
</tr>
</tbody>
</table>

Source: Pennsylvania State Department of Transportation—February 1974

**Passenger-miles per gallon of fuel**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Passenger-miles per gallon of fuel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter trains or subway train</td>
<td>100-150</td>
</tr>
<tr>
<td>Bus</td>
<td>75-150</td>
</tr>
<tr>
<td>Auto (intercity)</td>
<td>35</td>
</tr>
<tr>
<td>Auto (commuter)</td>
<td>25</td>
</tr>
<tr>
<td>Plane</td>
<td>15</td>
</tr>
</tbody>
</table>


Another of Mr. Haswell’s concerns is the provision in the Act for guaranteed government loans to Amtrak to acquire and upgrade facilities in the Northeast Corridor. He fears that Amtrak may pay too much for the property, especially in cases where it would not be the predominate user of the property.

His final concern was over the condition of the track and roadbed in the region. He believes that this problem
must receive top priority in the interests of safety and passenger convenience.

Amtrak participated in this proceeding through the submission of a written statement to the Rail Services Planning Office. It expressed concern over specific existing passenger service routes that would be affected if the lines found to be potentially excess in the DOT Report were actually abandoned. The specific routes that could be affected are:

**Chicago-Florida**

The DOT Report recommended abandonment of two segments of Penn Central line between Indianapolis and Louisville, Kentucky (between Franklin and Columbus, Indiana, and between Austin, and Sellersburg, Indiana). There is no suitable alternative to this line, even though it requires upgrading. Additionally Amtrak plans to institute Chicago-Florida auto-ferry service along this route.

**Chicago-Cincinnati**

The DOT Report recommended abandonment of the entire segment from Kankakee, Illinois, to Indianapolis, Indiana. This line would have to be essentially rebuilt before it could be of any further value as a passenger route. There is an alternative route by way of Logansport, Indiana, but this route also needs some upgrading and bypasses the major point of Lafayette, Indiana. The Kankakee-Indianapolis line is presently used for passenger train use and Amtrak trains are being detoured via Logansport to avoid it.

Between Indianapolis and Cincinnati the situation is somewhat different. Although this segment of the route is also used for service at the present time, the DOT Report appears to recommend retaining it, at least for local service. Volume 1 of the DOT Report recommended giving preference to the C&O route for through-freight service between Cincinnati and Chicago. Although that line is now a good alternative for detouring service on a temporary basis, the absorption of freight traffic now moving over the PC would quite likely make the line an unreliable passenger service route. The route through Indianapolis is better for Amtrak purposes from a marketing standpoint.

It should be noted that a portion of the detour route Amtrak is now using over the PC between Cincinnati and Richmond, Indiana is also identified as potentially excess. This portion runs from Eaton, Ohio in Zone 108 to Rockdale, Ohio in Zone 107. If this line was removed without restoration of the direct line between Cincinnati and Indianapolis, there would seem to be no alternative but to use the C&O between Cincinnati and Chicago and by-pass Indianapolis.

**New York-Chicago**

The DOT Report suggests downgrading the Penn Central mainline between Pittsburgh and Chicago. Depending on the extent of this downgrading, passenger train operating times on this segment of the route could be lengthened.

Amtrak suggested that there be further study of the rail system from Pittsburgh/Cleveland across northern Ohio and Indiana to Chicago since there appears to be enough present track capacity to provide for both good freight and passenger service.

**New York/Washington-St. Louis/Kansas City**

In Zones 108 (Dayton), 109 (Springfield) and 110 (Bellefontaine), the DOT Report identified as potentially excess two segments of the route now used, one between Dayton, Ohio and New Paris, Ohio (Zone 108) and one between Dayton and Columbus. This would cut both PC lines between Columbus and Dayton. These abandonments would prevent Amtrak from serving Dayton on an East-West route or on a Cleveland-Cincinnati route and would make its East-West service more circuitous than at present.

**Detroit-Chicago**

Although the DOT Report showed the Penn Central's Detroit-Chicago line as remaining in service, it suggested that this line be removed from consideration as a possible surviving route for through freight traffic. This indicated a possible rerouting of the present through-freight traffic on the Eastern end of the line. Amtrak is uncertain what effect, if any, this would have upon its operations.

While a satisfactory alternative for through Chicago-Detroit traffic could be provided over routes not recommended for downgrading, the present route serves Niles, Kalamazoo, Battle Creek, Jackson and Ann Arbor, all of which are important from a passenger standpoint and most of which would be by-passed if one of the alternative routes were selected.

**Washington-Montreal**

In Zone 10, the DOT Report suggested elimination of the Central Vermont (part of the Canadian National Railway System) portion of this route between Essex junction, Vermont and Bethel, Vermont. If the line were to be abandoned, there would be no satisfactory alternative route which would allow Amtrak to serve Montreal via Penn Station, New York.
VIRGINIA

Virginia is divided into three physiographic regions: (1) the Coastal Plain or Tidewater Region, including the eastern shore; (2) the Piedmont Plateau; and (3) the Appalachian Mountain Province. The latter is sometimes subdivided (from east to west) into the Blue Ridge, Great Valley and Allegheny Ridges. Virginia is a growing state in terms of population and industrial activity. In 1970, the population of Virginia was 4,648,494, ranking 14th in the nation, an increase of 17.2 percent over 1960. While agriculture, fisheries and mining are still important industries in Virginia, they are gradually being overshadowed by the growth of manufacturing. The heaviest industrial activity is centered in the Richmond-Petersburg and Roanoke-Lynchburg areas and the Hampton Roads complex of Newport News, Norfolk and Portsmouth.

Presently, Virginia has five very large and viable railroad systems which operate throughout the state. These are the Southern, the Seaboard-Coast Line, the Norfolk and Western, the C&O/B&O and the Richmond, Fredericksburg and Potomac. Of the fourteen zones into which the U.S. Department of Transportation divided the state, only four—Washington, D.C. (Zone 90), Cape Charles (Zone 182), Norfolk (Zone 184), and Winchester (Zone 189) were analyzed since only solvent roads operate in the other zones (Figure 6).

The overwhelming majority of oral and written evidence received from Virginia interests concerned Penn Central Railroad operations in the Delmarva area and the connecting Cape Charles car float, located within Zones 182 and 184, respectively. Limited concern for all rail lines in Zones 90 and 189, as well as general concern over the regional rail system, was expressed.1

1In the original Department of Transportation February 1, 1974 Report, the short section of the Southern Railway line from Broadway to Shenandoah Caverns (Zone 189) was marked as potentially excess. A subsequent additions and corrections supplement, issued on March 1, 1974, noted that this section was not to be considered potentially excess.

2At the Washington, D.C. hearing, the mayor, the Chamber of Commerce, the National Park Service, and the Historic Fredericksburg Foundation testified of the need for increased passenger and commuter services to and from Fredericksburg, Virginia (Zone 183). There is now only one passenger train, each way, per day, that stops in Fredericksburg, and this occurs at odd hours for commuter and tourist services. The testimony pointed out that Fredericksburg is a major tourist area, with four major Civil War battlefields and that the energy crisis has drastically cut down on the number of tourists by automobile. An additional statement was received from Ryan Homes, Inc. opposing any termination of service to Fredericksburg on the RF&P. Ryan, one of the largest builders of homes in the eastern U.S., received 60 carloads of lumber products at its Fredericksburg facility in 1972 and 138 carloads in 1973 and projects that it will receive 1,743 carloads by 1979. It is anticipated that discontinuance of rail service at Fredericksburg would cost Ryan an additional $550 per car.

ZONALLY EXCESS RAIL LINES

Zone 90

There are two rail lines noted by the Department of Transportation as being potentially excess in Zone 90. One line is a very small segment off the main RF&P north-south track near Lorton, and the other extends from west of Gainesville to Front Royal in Zone 189 (Figure 6). Concern regarding rail service in this zone was voiced by the Annandale Millwork Corporation and the National LP Gas Association. The Annandale corporation received 90 percent of its shipments by rail and expected to receive approximately 2 million pounds in 1975. The National LP Gas Association, which is located in Arlington and represents some 4,600 members that ship LP Gas, voiced concern about the fate of the rail system.

Zone 182

Many individuals were apprehensive over the cessation of the rail car ferry service to the Virginia portion of the Delmarva Peninsula. Many of the concerns expressed, including unemployment, retardation of economic growth, loss of competitive position, and industrial relocation, are identical to those expressed by those who testified on behalf of the Delaware and Maryland portions of the Delmarva Peninsula. The Accomack-Northampton Planning District Commission pointed out that the temporary closing of the Chesapeake and Delaware Canal Railroad Bridge, the only other rail link to the peninsula, caused layoffs of approximately 7,200 workers just in Delaware. A number of individuals pointed out recent expansion plans which call for rail service. Brown and Root, Inc., of Cape Charles, recently purchased land for a new factory. The Accomack County Board of Supervisors discussed plans for a new industrial park, and the Texagulf Corporation, which originated 306 cars in 1973, plans a 50 percent expansion at its Lee Creek, North Carolina plant.

The importance of agriculture in the peninsula is indicated by Borden Chemical's statement that farmers are
dependent on rail transportation for many materials. Eighty percent of fertilizer for the peninsula comes via rail, a large portion of the early white potato harvest is shipped by rail, and portions of the soybean and corn harvests are shipped by rail-barge to Norfolk for export. Other concerns noted were isolation from markets, highway weight limitations, the investment commitments of the federal and state governments, national defense, and the costs associated with shifting to alternate modes.

A number of firms provided specific information about the additional costs they expect to incur with a shift to truck service. Cargill, Inc., a substantial grain shipper, states that it would cost their firm an additional $11 per ton to shift from rail to motor. Allied Mills estimates that its freight costs would rise $10 per ton. Bayshore Concrete Products Corporation believes that such a shift would result in a yearly cost of $60,000. To haul its highway supplies by motor carriers rather than by rail would cost the Virginia Department of Highways $140,000 annually. The Borden Chemical Company supplied an extensive list of additional costs by commodity and destination, ranging from $2.00 to $17.84 per carload. It concludes that by using 1973 figures it would cost the firm $330,953.60 in additional freight costs to move products to eastern shore destinations, provided truck capacity was available. The substantial cost impact of shifting to motor carrier for the Shore Fertilizer Corporation, located at Belle Haven, is shown below.

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Present rail cost (Per ton)</th>
<th>Motor carrier cost (Per ton)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potash</td>
<td>$24.31</td>
<td>$144.63</td>
</tr>
<tr>
<td>Nitrogen</td>
<td>4.74</td>
<td>11.35</td>
</tr>
<tr>
<td>B. liquid</td>
<td>4.87</td>
<td>22.05</td>
</tr>
<tr>
<td>Phosphate Acid</td>
<td>6.66</td>
<td>28.87</td>
</tr>
</tbody>
</table>

It was also pointed out by a number of firms that abandonment of the Penn Central would force costly re-routings and transit delays. Borden Chemical stated that, if they were forced to go through the “Richmond-Potomac Yards-Wilmington-Philadelphia route,” transit time would likely triple and expenses double. This added expense, in conjunction with stiff industry competition, could possibly cause it to close out their operation.  

General Foods Corporation has a similar concern about the same line, although its freight moves in the opposite direction. Its distribution center in Newark, Delaware presently routes 140 cars per year to Norfolk via the Penn Central Line. It has found that the mainland route through Petersburg takes 2 to 3 days longer.

The Association of Virginia Potato and Vegetable Growers and 12 individual shippers, located along the railroad track from Parksley to the Cape Charles car float, supplied traffic data with which to evaluate the possible abandonment impact of the Penn Central line in Zone 182 on Virginia shippers (Table 98). These figures emphasize the interdependent economy and isolated nature of the entire Delmarva region and the importance of the line as a major north-south route. With respect to “overhead traffic” volume, both the Virginia Port Authority and the Virginia State Corporation Commission pointed out that, in 1972, between 30,000 and 32,000 rail cars came across the Cape Charles car float. A number of shippers in the Norfolk area also supplied traffic statistics showing their usage of the Cape ferry and the connecting Penn Central line. The Borden Chemical Corporation shipped 176 carloads to Virginia, 310 carloads to Delaware, and 234 carloads to Maryland in 1973 from Norfolk. Cargill, Inc., a major user of the Penn Central line, showed traffic volumes of 2,399 and 2,532 carloads, respectively, in 1972 and 1973. Allied Mills, Inc. originated 150 carloads in 1973, and the Bayshore Concrete Products Corporation’s carload volumes in 1972 and 1973, respectively, were 172 and 319 cars.

A number of the present users of the Penn Central line also indicated that they would use the railroad more if it gave them better service, reduced delays (in some areas an eight mile per hour speed limit is imposed due to poor track maintenance), improved claim service, reduced lost or misrouted freight, improved the temperature controls on the cars, and provided more and better cars. For example, Byrd Foods, Inc. at Parksley would send or receive an additional 220 cars yearly. Lance J. Eller, Inc. testified that, because of unreliable rail service, it has shifted from 100 per cent reliance on rail service in 1972 to 63 percent reliance in 1973.

Borden Chemical presented findings of a study done for the Penn Central by H. M. Tiedemann and Company

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*Congressman Thomas N. Downing of the First District of Virginia noted that liquid fertilizer may not be brought by truck through the Chesapeake Bay Bridge Tunnel.

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**Table 98: Traffic Profile of Zone 182 (Cape Charles Car Float)**

<table>
<thead>
<tr>
<th>Rail user</th>
<th>Commodity</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Byrd Foods, Inc.</td>
<td>Food</td>
<td>40-50</td>
<td>50</td>
<td>70</td>
</tr>
<tr>
<td>Blake and Co., Inc.</td>
<td>Raw</td>
<td>150-200</td>
<td>180-220</td>
<td>250-300</td>
</tr>
<tr>
<td>T&amp;W Block, Inc.</td>
<td>Raw</td>
<td>240</td>
<td>240</td>
<td>250</td>
</tr>
<tr>
<td>Economy Feed &amp; Milling Co., Inc.</td>
<td>Feed</td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Shore Fertilizer Corp.</td>
<td>Fertilizer</td>
<td>230</td>
<td>260</td>
<td>280</td>
</tr>
<tr>
<td>Brown &amp; Root, Inc.</td>
<td>Machines</td>
<td>482</td>
<td>594</td>
<td>625</td>
</tr>
<tr>
<td>Webb's Lime Spreading Service</td>
<td></td>
<td></td>
<td>149</td>
<td></td>
</tr>
<tr>
<td>Association of Virginia</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Potato &amp; Vegetable Growers</td>
<td></td>
<td></td>
<td>4,900</td>
<td></td>
</tr>
<tr>
<td>Lance J. Eller, Inc.</td>
<td>Crushed</td>
<td>846</td>
<td>238</td>
<td></td>
</tr>
</tbody>
</table>

\(^1\) Originating carloads.  
\(^2\) Terminating carloads.
of New York, marine engineers, in support of continued operation of the Cape Charles car float. The report recommended that a new self-propelled rail car ferry and required shore facilities be constructed at a total cost of $7.9 million, made up of the following items:

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>48 car capacity, self-propelled rail car ferry</td>
<td>$5,400,000</td>
</tr>
<tr>
<td>Terminal facilities at Cape Charles and Little Creek</td>
<td>1,000,000</td>
</tr>
<tr>
<td>Renovation of railroad marshalling yards at Cape Charles and Little Creek</td>
<td>500,000</td>
</tr>
<tr>
<td>Renovation of other railroad tracks connecting marshalling yards and main tracks at Cape Charles and Little Creek</td>
<td>1,000,000</td>
</tr>
<tr>
<td>Total</td>
<td>$7,900,000</td>
</tr>
</tbody>
</table>

Since the Chesapeake and Delaware Canal railroad bridge closure resulted in estimated losses to Delmarva business of some $9 million, it is Borden's position that the cost of renovating and modernizing the facilities makes the upgrading economically justifiable.

In addition to the estimated $7.9 million cost, Borden also pointed out that approximately $290,000 would be required to upgrade the existing tracks to Class I standards from Cape Charles north to Salisbury, Maryland, a distance of 99 miles.

Borden went on to point out that federal assistance through the United States Maritime Administration would amount to 37½ percent of the car float cost of $5.4 million. In addition, the Maritime Administration could guarantee the mortgage for 87½ percent of the cost of the ferry with the remaining 12½ percent of the mortgage being guaranteed by Maryland, Virginia, and Delaware, alone or in concert with other involved agencies. The remaining $2.5 million for the related shore facilities and $290,000 for track renovation on the Peninsula would, according to Borden, most likely be the responsibility of the three states.

Borden also asserts that, in addition to the Delmarva states, the Virginia Port Authority, the Southern Railroad, the Chessie Railroad System, and the Norfolk and Western have all expressed varying degrees of interest in improving the existing ferry system.

Zone 184

Four rail lines in Zone 184 were shown as being potentially excess by the DOT Report: the South Railway's east-west line from Virginia Beach to Lynn Haven; Southern's north-south line from south of Chesapeake to Northwest, Virginia near the North Carolina border; Southern's line running southwest through Bowers; and the Norfolk and Portsmouth Belt Line Railroad Company's line running directly south from Portsmouth. The Seaboard Coast Line stated at the Washington, D.C. hearings that the potentially excess line from Chesapeake south is mislabeled as Southern whereas it should actually be Seaboard.

There was a large amount of concern expressed over the Norfolk and Portsmouth Belt Line Railroad Co. which provides a switching operation for over 30 firms in Norfolk, Portsmouth, and Chesapeake. Almost all industrial users together with local government officials submitted statements in support of the continuation of this rail service (see Table 99 for the tonnage generated over this line during 1972 and 1973). One representative of the city of Chesapeake stated that there is an investment of $100 million in firms located on the N&P Belt Line and that these firms generate $3 million in city taxes per year.

The major impacts predicted by the respondents were: that abandonment would thwart their planned expansions; that consumer prices would increase; that truck service is economically or physically impractical and/or unavailable; that they would have to curtail operations or would go out of business; that they are solely dependent on rail transportation; and that they have large sums invested in rail facilities. The Atlantic Cement Company predicted a cement shortage if the line is closed, and the Swift Chemical Corporation stated that abandonment would cut off all but one fertilizer plant in Hampton Roads. Both C. W. Priddy & Co. and the Chilean Nitrate Sales Co. pointed out that rails are needed to get fertilizer to farmers. Chilean expects to ship between 65,000 and 70,000 tons of nitrate of soda and nitrate of soda-potash through its Chesapeake warehouse. About 80 percent of agricultural nitrate of soda is used as a sidressing material for vegetables and tobacco, vital crops in the economy of North Carolina and Virginia. Abandonment of this line, according to Virginia Electric and Power Co., would cut off propane gas supplies for 77,000 customers in the area.

Cargill, Inc., while primarily concerned with rail service to and through Delmarva, expressed concern over the loss of the Southern line leading south from Norfolk to Northwest. It received 924 carloads on this line in 1972 and 495 in 1973.

The Royster Company opposed the abandonment of that portion of the Southern's line, formerly Norfolk

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1 The railroad is wholly owned by the linehaul carriers which operate in the area (N&W, Seaboard Coast Line, C&O/B&O, Southern, and Penn Central). These owners contend that the 5 mile track in question is a main line track with two classification lines; is not duplicative; is financially self-sustaining; and serves growing, industrialized Norfolk.

2 The Foster Grant Company has a new $15 million plant under construction that is expected to generate between 600-700 carloads per year.
Table 99: Norfolk and Portsmouth Belt Line
Railroad Company: Total Loaded Car Movements To and From Industries Situated South of Old Virginian Crossing

<table>
<thead>
<tr>
<th>Name of firm</th>
<th>Total carloads 1972</th>
<th>1973</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cavalier Concrete Products</td>
<td>3</td>
<td>216</td>
</tr>
<tr>
<td>Solite Masonry Units Corp.</td>
<td>641</td>
<td>583</td>
</tr>
<tr>
<td>Atlantic Cement</td>
<td>1,297</td>
<td>1,708</td>
</tr>
<tr>
<td>Higginson-Buchanan, Inc. (Int. S. &amp; G. Co.)</td>
<td>50</td>
<td>137</td>
</tr>
<tr>
<td>Lone Star Industries—M. Pt.</td>
<td>807</td>
<td>953</td>
</tr>
<tr>
<td>Diamond Construction Company</td>
<td>29</td>
<td>3</td>
</tr>
<tr>
<td>Tidewater Construction Co.</td>
<td>46</td>
<td>11</td>
</tr>
<tr>
<td>Chilean Nitrate Sales Corp.</td>
<td>781</td>
<td>986</td>
</tr>
<tr>
<td>Cooperative Fertilizer Service</td>
<td>1,216</td>
<td>1,678</td>
</tr>
<tr>
<td>W. R. Grace &amp; Co.</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>C. W. Fiddy &amp; Co.</td>
<td>531</td>
<td>514</td>
</tr>
<tr>
<td>Royster Gracey Co.—M. Pt.</td>
<td>765</td>
<td>283</td>
</tr>
<tr>
<td>Smith Dunkirk Div. of Borden Chem.</td>
<td>3,159</td>
<td>4,509</td>
</tr>
<tr>
<td>Swift Chemical Corporation</td>
<td>1,963</td>
<td>1,753</td>
</tr>
<tr>
<td>Swift Nitrogen Corporation</td>
<td>236</td>
<td>266</td>
</tr>
<tr>
<td>Weaver Fertilizer Company</td>
<td>2,519</td>
<td>2,913</td>
</tr>
<tr>
<td>Gowen Chemical Company</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Davis Grain Co.</td>
<td>92</td>
<td>86</td>
</tr>
<tr>
<td>Eppinger &amp; Russell Co.</td>
<td>591</td>
<td>406</td>
</tr>
<tr>
<td>Norfolk Tallow Company</td>
<td>193</td>
<td>179</td>
</tr>
<tr>
<td>Butts Siding</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>Gordon Paper Company</td>
<td>64</td>
<td>44</td>
</tr>
<tr>
<td>Cities Service Oil Company</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>Tenneco Oil Company</td>
<td>104</td>
<td>50</td>
</tr>
<tr>
<td>N. Block &amp; Co.</td>
<td>86</td>
<td>73</td>
</tr>
<tr>
<td>Jacobson Metal Co. (Ports, Salvage Co.)</td>
<td>1,942</td>
<td>2,840</td>
</tr>
<tr>
<td>Elizabeth River Terminals</td>
<td>1,788</td>
<td>1,523</td>
</tr>
<tr>
<td>Hitch Terminals</td>
<td>280</td>
<td>243</td>
</tr>
<tr>
<td>Virginia Yard Lower #6 Freeman Ave.</td>
<td>14</td>
<td>38</td>
</tr>
<tr>
<td>V. E. &amp; P. Co.—Buell Yard</td>
<td>100</td>
<td>119</td>
</tr>
<tr>
<td>Tidewater Equipment Company</td>
<td>84</td>
<td>42</td>
</tr>
<tr>
<td>Foster Grant Company</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>19,396</strong></td>
<td><strong>22,176</strong></td>
</tr>
</tbody>
</table>

and Southern Railway trackage, serving one of the nation’s largest military installations—the Oceana Naval Air Station.

Zone 189

Table 100 presents a listing of the users of rail service from Virginia who submitted statements to the RSPo relative to abandonments in Zone 189. In addition, evidence concerning this zone was introduced by the Shenandoah Valley Manufacturing Association, the Winchester-Frederick County Chamber of Commerce, and the Woodstock Chamber of Commerce, Inc. Of the five rail lines marked as potentially excess, only the north-south Shenandoah Valley line running through Woodstock and Winchester, Virginia; Martinsburg, West Virginia; Hagerstown, Maryland; and ultimately Harrisburg, Pennsylvania, evoked public response.

While the Crown Cork and Seal Company is the heaviest shipper of those that submitted statements, substantial additional tonnage can be expected from the new Johns-Manville plant at Woodstock, and the Cives Corporation plant at Winchester (350 cars are expected to be received by Cives in 1974). Given better rail service, Crown contends it would generate 200 more cars. The following comment was incorporated within its statement:

At this point, one must ask the obvious question, which came first the curtailment of tonnage offered by the shippers and receivers in the area, or the progressive failure of P.C. to provide adequate service?

According to the evidence presented, abandonment is opposed due to potential unemployment and to the fact that alternative motor carriage is either impractical or too costly.

**PUBLIC COMMENTS AND RECOMMENDATIONS**

Precise comments and recommendations were limited to a few individual statements.

Speaking of both the DOT Report and the Act, John P. Fishwick, president of the Norfolk and Western Railroad, stated that there must be a balance of power and competition between the surviving solvent railroads, like N&W, and Conrail. Meaningful participation in the new system by these financially healthy railroads is necessary; joint routes and competitive routes are vital. The fact that only 19 of the 184 metropolitan area zones in the Northeast meet DOT requirements for competitive service shows, he believes, the inadequacies of the report. Rail companies must have equal rights and duties and competitive strength to coordinate service. Mr. Fishwick agrees that intercity routes should be reduced, but monopolies at the major cities should not be allowed. Profitable lines should share in the distribution of primary routes. Walter Clement, also of N&W, stressed a necessary balance between viable and bankrupt railroads and between railroads and motor carriers.

Concerned citizen Robert Rochette believes that the failure of Penn Central was due to corporate irresponsibility. He stated that the public should finance the railroads through taxes and investment. Mr. Rochette suggests that, after the railroads are once again healthy, all
forms of transportation should be treated equally with the removal of subsidies causing rail costs to dip and all other transportation modes' costs to rise. He wants a train system "... of the people, by the people, and for the people."

Recommendations were also received from Swift Chemical Company and the Royster Company. Swift stated that: (1) the DOT completely ignored the agricultural sector of the economy; (2) the report was based on old data; and (3) the volume of traffic used was not comprehensive and (4) the zone analysis approach was incomplete as it did not consider Class II Railroads, traffic outside of a region, and overhead traffic. Swift believes that profitability should not be the over-riding concern, no segment of line should be abandoned if it meets out of pocket costs, and consideration should be given to permitting strong southern and western railroads to take over stations on lines served by bankrupt roads.

Carl Prendergast, of the Royster Company, offers his firm's plan for solving the Northeastern railroad problem. They believe that a two zone approach is more realistic than lumping the Midwestern and Northeastern lines together. Zone one would include Illinois and central freight territories, and zone two the Trunk Line and New England Territories. They further stated that the cost of whatever subsidies are deemed necessary should be borne by local, state, and federal governments, as well as industry in the area served.
WEST VIRGINIA

West Virginia, located in the Appalachian Mountains of the eastern United States, is divided into two distinct physiographic areas. The Allegheny Plateau, on the West, comprises about two-thirds of the area of the state and forms a part of the Great Appalachian Plateau which extends from New York to Alabama, and the newer Appalachian or Great Valley region on the East. The Allegheny Plateau consists of nearly horizontal beds of limestone, sandstone and shale, including important seams of coal. The plateau inclines slightly toward the Northwest and is dissected by streams into a maze of narrow canyons and steep-sided hills. This rugged topography, among other factors, has prevented the development of large-scale agriculture. Nevertheless, the population still resides primarily in rural areas of the state.

West Virginia is noted for manufacturing iron, steel and metals, chemicals and allied products, glass, lumber and lumber products, clothing and textiles. Mining is the most important industry. Coal is the most valuable mineral mined in the state accounting for over 20 percent of the nation’s total production. It has been estimated that 44 of the 55 counties in the state contain mineable coal. In addition to coal, the state also has significant deposits of natural gas and oil, rock salt, glass sand, clays, and stone, river sand and gravel used extensively in construction. The brines of the Kanawha Valley made possible the beginning of the state’s great chemical industry.

In recent years, an increase in automation and a decline in the economic strength of coal resulted in high unemployment in the state and undoubtedly contributed to the population decrease of 6.2 percent in the decade 1960-1970. However, increasing demand for coal by generating plants brought on by energy problems is expected to cause a resurgence in the industry.

In an effort to lessen its dependence on coal, the state has carried on a continuing campaign to attract new industries. Since 1969, West Virginia has been involved in a massive road building program and increased industrial development. Thirty-one companies announced plans to locate new manufacturing facilities in West Virginia in 1974, and at least 31 additional West Virginia manufacturers have unveiled plans to expand. In 1971, total investment in new plants and expansions was $200 million and jobs increased by 6,500. In 1972, investments rose by another $130 million and the number of jobs increased 3,500.

Governor Arch Moore pointed out in his testimony that the state has been escalating the economic development of West Virginia and Appalachia for 9 years and rail lines are a necessary part of the development, especially in view of West Virginia’s topography. Governor Moore stated:

I sincerely believe that the proposed railroad abandonments in the state of West Virginia, if carried out, would be in direct contradiction to West Virginia’s development philosophy and the intent of the Appalachian Regional Development Act of 1965.2

The Appalachian Regional Commission (ARC) stated that the DOT Report did not allow for the inclusion of economic development in planning for the reorganization of the existing railroad system, analyze the complete range of alternatives open to the railroad industry, nor identify the benefits that could be expected from improvements in rail service in terms of recapturing some of the demand lost to other modes of transportation. The ARC is undertaking an extensive rail transportation study of the area in Appalachia affected by the DOT Report. The major objective of the study is to provide inputs to the transportation planning process from a regional economic development perspective.

A number of economic dislocations and distortions which could result from the cessation of rail service were predicted by various concerned individuals. The issues raised included: (1) rising unemployment,3 (2) tax losses, (3) factory relocations, (4) the difficulty of attracting industry, and (5) inflated rail rates. Concern was also expressed for passenger service, energy and the environment.

POTENTIALLY EXCESS RAIL LINES

Due to the complex nature of the state’s rail network and because the area is dominated largely by solvent carriers, large portions of West Virginia were not analyzed by the United States Department of Transportation.

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1 According to the U.S. Census of 1970 West Virginia ranked 34th in the nation with a population of roughly 1.7 million.

2 A number of firms, including the Allied-Egry Company, a division of SCM Corporation, made reference to the fact that their plants were partially financed by the federal government through the Area Redevelopment Authority (now the Economic Development Administration) to relieve high unemployment in the area.

3 Although the issue of unemployment permeated the West Virginia submissions, only three firms actually submitted potential unemployment figures; these figures totaled 277 persons.
Hence, only six percent (200 miles) of West Virginia’s 3,569 railroad route miles were deemed to be potentially excess. Therefore, public concern centered primarily on only those rail lines located within four of the seven West Virginia zones: Zone 99, containing the Penn Central “Captina” branch that terminates at Herob Church, Ohio; Zones 198 and 199, containing the Charleston area; and Zone 196 containing the Penn Central line from Harrisburg, Pennsylvania, to Winchester, Virginia, which passes through Martinsburg and Tablers, West Virginia (Figure 7).

Several firms located in zones which were not analyzed by the Department of Transportation also presented evidence. These firms apparently feared that, if their zones had been analyzed, the Department of Transportation might have found their lines to be potentially excess. For example, the Novamont Corporation of Kenova, West Virginia vigorously opposed any curtailment of rail service within Zone 200 since its total inbound freight traffic has steadily increased from 591 carloads in 1966, to 835 carloads in 1973 (3,300 carloads are projected for 1980). Outbound traffic has likewise increased from 50 carloads in 1966 to 455 carloads in 1973 (1,750 carloads are projected for 1980). The Huntington Area Chamber of Commerce voiced its concern for Zone 200. According to an individual survey, ten firms located in the Huntington area loaded a total of 89,245 cars in 1973.

The Pardee and Curtin Lumber Company at Curtin submitted testimony concerning a line in Zone 197 from Webster Springs to Elkins. Pardee stated that rail service is crucial to its operation because trucking in the area during winter time is virtually impossible.

Zone 99

The present and potential mining of coal, stated Dwight L. Koerber, Executive Secretary of the Coal Traffic Bureau, necessitates the maintenance of the short Penn Central line that terminates at Herob Church, Ohio. According to Mr. Koerber, the Y&O Coal Company, which has a new mine (Allison) at Herob Church, is expected to ship about 1.2 million tons via rail in 1974. The mine has a life expectancy of 30 years. In addition, the Y&O Coal Company also has sizeable reserves that could be served by this branch.

Mr. Koerber also pointed out that North American’s Powhatan No. 6 mine is another new mine served by this branch. This particular mine expects to ship 24,000 cars annually over the next 25 years. Another North American mine is Powhatan No. 5 which will produce an estimated 10,900 carloads annually during the 7 years it is expected to remain in operation.

Mr. Koerber stated that the station shown on the Department of Transportation’s zone map as Onco represents the location of the Oglebay Norton Company’s mine. Although this tipple was sold about a year ago, it was his understanding that there are a few million more tons of recoverable coal at this location.

Zone 196

There are two specific rail line segments located within Zone 196 which were of concern to West Virginia firms—the Penn Central route southward from Martinsburg to the Virginia border and the C&O/B&O line between Green Spring and Petersburg.¹

The principal argument advanced for maintaining the Martinsburg route was the failure of the DOT to reflect the new industrial activity expected to develop over the next 18 months within this area. In addition to the freight being received or shipped by those firms already established along this line (Table 101), the proposed Western Electric Company distribution center at Tablers, West Virginia is expected to generate between 975 and 1,000 carloads yearly by 1975.

Western Electric is primarily concerned with the continuation and maintenance of the 5 mile segment of Penn Central line from Tablers to Martinsburg, particularly since there is a 10 m.p.h. track into Tablers. Western Electric believes profitability evaluations should not be made only on isolated segments of lines such as the Martinsburg to Tablers. The evaluation should include the line that extends from Hagerstown, Maryland, a major connecting point to other rail systems in the region, to Winchester, Virginia. This point is graphically illustrated by an informal survey conducted by the company (Table 102). The survey indicated that users on this 43 mile line generate approximately 14,291 carloads annually and that, for the 25 mile segment from Tablers to Hagerstown, approximately 8,593 carloads are currently being originated or terminated. If the potential 1,000 carloads from Western Electric are included, the line’s total annual volume would be almost 9,600 carloads.

While not actually a heavy user of rail service, the Thorn Lumber Company, in its testimony, stated that the U.S. Railway Association, in designing the future rail system of the entire Midwest and Northeast region, must consider the potential economic-inflationary impact resulting from the switchover from rail to some other transport mode. Thorn stated that, if it had to convert to truck transportation, it would incur an additional $8,400 freight cost.

¹ On March 1, 1974 an additions and corrections supplement to the U.S. Department of Transportation’s February 1, 1974 Report was issued. Contained therein was the notation that the Penn Central line from Martinsburg through Cumbo Branch Jct. to the northern zone boundary should be shown as potentially excess. It is conceivable that the correction supplement was not received or read by the general public which could, therefore, account for the lack of concern for this particular line in Zone 196.

² Although the E. I. DuPont firm is not located on the aforementioned track, it nevertheless uses that portion of the line located between Martinsburg and Hagerstown.
Ten firms supplied traffic data with regard to the C&O/B&O line from Green Spring to Petersburg. These 10 firms were all located at the lower end of the C&O/B&O line in or near the cities of Moorefield and Petersburg.

From the testimony, the two heaviest users of rail service along this line appear to be Greer Steel Company, a substantial shipper of limestone, and Allied/Ergy Business Systems, which ships various types of business forms. Together, these firms accounted for almost 59 percent of the known traffic. In addition, there are apple shipments during the summer and fall months from various points along the line. According to the evidence presented, abandonment of this particular line would result in: (1) added total freight cost of $20,000 to Central Tie and Lumber Company; (2) an increase in freight rates to Pittsburgh for Greer Steel from the present $5.00 per ton via rail to between $8.25 and $9.25 per ton via truck; and (3) extensive unemployment.

In judging the future viability of this line, it should be noted that a number of firms testified that they have attempted to expand their rail business. However, according to Greer Steel Company, “over the past six years an additional 20% rail tonnage was lost because cars were not available.”

Table 101: Traffic Profile: Martinsburg to Virginia State Line

<table>
<thead>
<tr>
<th>Rail user</th>
<th>1972</th>
<th>1973</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corning Glassworks</td>
<td>249</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Erath Veneer</td>
<td>100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kayser-Roth</td>
<td>300</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lewis and Abrell Packaging House</td>
<td>6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Martinsburg Lumber and Coal</td>
<td>19</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Musselsman (Pet Milk, Inc.)</td>
<td>277</td>
<td>104</td>
<td></td>
</tr>
<tr>
<td>National Fruit Products</td>
<td>50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Schmidt Baking Company</td>
<td>156</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>Shifman Brothers</td>
<td>25</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>Thorn Lumber Company</td>
<td>28</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Western Electric Company, Inc.</td>
<td>975-1,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Spring-Petersburg line:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adel Polymers</td>
<td>96</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Allied/Ergy Business Systems</td>
<td>321</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Central Tie and Lumber Co.</td>
<td>15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grovers Auto Supply</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grant Co. Farm Service</td>
<td>21</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Greer Steel Company (Germany)</td>
<td>450</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Valley Limestone</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hardy County Farm Service</td>
<td>32</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pierce Precooked Foods</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Raygold Cabinet Company</td>
<td>188</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southern States Co-op</td>
<td>187</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 Data supplied by Western Electric Co.
2 According to Musselsman, 1973 was a bad year for growing apples.
3 Originating carloads

Table 102: Western Electric Co. Survey of Rail Users on the Penn Central Line from Hagerstown, Maryland to Winchester, Virginia

<table>
<thead>
<tr>
<th>Station</th>
<th>Company</th>
<th>No. of Cars Originating &amp; Terminating Annually</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hagerstown, Maryland</td>
<td>Martins Elevator</td>
<td>160</td>
</tr>
<tr>
<td></td>
<td>Potomac Dealers</td>
<td>90</td>
</tr>
<tr>
<td></td>
<td>Maryland Metals</td>
<td>425</td>
</tr>
<tr>
<td></td>
<td>Horners Manufacturing Co.</td>
<td>675</td>
</tr>
<tr>
<td></td>
<td>The Creasy Co.</td>
<td>128</td>
</tr>
<tr>
<td></td>
<td>Kenoshia Transport</td>
<td>1,120</td>
</tr>
<tr>
<td></td>
<td>Baker Driveaway</td>
<td>3,618</td>
</tr>
<tr>
<td></td>
<td>Gray Concrete Pipe Co.</td>
<td>90</td>
</tr>
<tr>
<td></td>
<td>Southern States Co-op</td>
<td>50</td>
</tr>
<tr>
<td></td>
<td>Maugansville El &amp; Lumber</td>
<td>364</td>
</tr>
<tr>
<td>Williamsport, Maryland</td>
<td>Certain Teed Products</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>Potomac Edison</td>
<td>100</td>
</tr>
<tr>
<td>Falling Waters, West Virginia</td>
<td>E. I. Dupont</td>
<td>1,000</td>
</tr>
<tr>
<td>Martinsburg, West Virginia</td>
<td>National Fruit Products</td>
<td>50</td>
</tr>
<tr>
<td></td>
<td>Thorn Lumber</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>Schmidt Baking</td>
<td>156</td>
</tr>
<tr>
<td>Tablers, West Virginia</td>
<td>Shifman Bros.</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>Corning Glassworks</td>
<td>396</td>
</tr>
<tr>
<td></td>
<td>Lewis and Abrell Packaging House</td>
<td>6</td>
</tr>
<tr>
<td>Inwood, West Virginia</td>
<td>W. S. Frey Co.</td>
<td>2,800</td>
</tr>
<tr>
<td>Clearbrook, Virginia</td>
<td>Clearbrook Farm &amp; Feed Supply Co.</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td>Kerr McGee Fertilizers</td>
<td>37</td>
</tr>
<tr>
<td></td>
<td>Zuckerman Co.</td>
<td>500</td>
</tr>
<tr>
<td></td>
<td>Virginia Supreme Corp.</td>
<td>90</td>
</tr>
<tr>
<td></td>
<td>Crider Shockey Co.</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>Miller Chemical Co.</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>Crown Cork &amp; Seal</td>
<td>1,352</td>
</tr>
<tr>
<td></td>
<td>Shenandoah Valley Apple Works</td>
<td>235</td>
</tr>
<tr>
<td></td>
<td>General Woods &amp; Veneer Ltd.</td>
<td>120</td>
</tr>
<tr>
<td></td>
<td>Green Chemical Co.</td>
<td>72</td>
</tr>
<tr>
<td></td>
<td>Inland Container Corp.</td>
<td>63</td>
</tr>
<tr>
<td></td>
<td>Mid Atlantic Equip. Co.</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>National Fruit Products</td>
<td>99</td>
</tr>
<tr>
<td></td>
<td>A. C. Slonaker &amp; Son</td>
<td>35</td>
</tr>
<tr>
<td></td>
<td>Southern States Co-op</td>
<td>55</td>
</tr>
</tbody>
</table>

Total 14,291

Zone 198

While two lines were designated by the Department of Transportation as potentially excess in Zone 198, the RSPO received testimony concerning only the Penn Central line from Point Pleasant to Nitro to Charleston, West Virginia in Zone 199. The line is approximately 42 miles long.

Congressman John Slack, in his submission, opposed abandonment of rail service between Nitro and Point Pleasant. Congressman Slack noted that coal production was being encouraged in the area and suggested restudy
of the line's potential in light of projected coal production and electrical energy needs in the foreseeable future.

While concern was expressed for the entire line, which runs through the extremely narrow Kanawha Valley, the majority of shippers who testified were located mainly in or very near Nitro. Among these companies were: Perry Motor Freight Lines, Inc., which received 238 carloads of freight over this line in 1973; Putnam Fabricating Company, a subsidiary of Union Boiler Co., which received 171 carloads in 1973; the Kanawha Manufacturing Co.; and the Mobay Chemical Company. The Trojan Steel Company, located at Charleston, is a user of this line and opposed its abandonment.

Georgia Pacific has recently located in the Rock Branch Industrial Park, which is only about 3 miles north of Nitro. During 1973, Georgia Pacific received 480 carloads of freight and, in 1974, expects to receive 709 carloads. If the line were discontinued, Georgia Pacific could not maintain its plant at this location.

Located approximately 8 miles from Nitro is ACF Industries, the nation's third largest rail freight car lessor with 35,000 cars. This company also repairs and conditions chemical and other tank cars. ACF's traffic is in excess of 1,300 cars per year. The company has plant and equipment valued in excess of $4 million and employs 85 people. ACF is presently planning to increase its employment by about 20 percent, to approximately 100 people. The company has 10,000 feet of rail tracking inside its plant. While the nearest repair facility similar to ACF's is only 20 miles away, those facilities can handle only 10 percent of the ACF plant's capacity. The next closest similar facility is approximately 450 miles away. Thus, if the line was abandoned, a large number of chemical companies near Charleston, which use the ACF facilities, would be faced with shipping their cars in excess of 400 miles for cleaning and repairs. Therefore, ACF believes that the cost of abandoning this track must actually be measured against the effect abandonment would have upon the continued operation of the nation's rail fleet.

North of Nitro along the line to Point Pleasant are the following companies: (1) Amherst Coal Company; (2) Fike Chemicals, Inc. (which averages about 50-60 inbound rail cars per year); and (3) the Excello Cement Company. The West Virginia Malleable Iron Company, which received 100 carloads of freight in 1973, was the only firm that submitted evidence for Point Pleasant. Plans were announced for the construction of a $350 million power plant near Point Pleasant.

The C&O/B&O line from Huntington, West Virginia north up the Ohio River to Point Pleasant is not a feasible alternate to the line designated potentially excess. The C&O/B&O line is considerably longer, and the north side of the Kanawha Valley from Nitro to Point Pleasant along the existing Penn Central line is more suitable for industrial growth.

Zone 199

There were six sections of line within Zone 199 designated potentially excess by the Department of Transportation. These lines are as follows:

(1) The Penn Central line from Charleston northeast to Blue Creek
(2) The C&O/B&O line southeastward from Leewood to a point just past Kayford
(3) The Penn Central line between Kandalia and Bell Creek
(4) A Kanawha Central line from Brounland to Olcott
(5) One-half mile of line on the Winifredes Railroad southeast of Charleston at West Carbon
(6) A short piece of line on the C&O, southeast of Charleston on the Leewood and West Virginia mine No. 4 line, from West Virginia mine No. 1 to mine No. 4.

Dewey E. S. Kuhns, President of the Kanawha County Court, noted in his testimony that the Penn Central line from Charleston to Blue Creek was abandoned about 1967 and the tracks removed. The parallel line southward from Leewood (Red Warrior Jct.) has been abandoned for approximately 20 years.

The short line marked as potentially excess between West Virginia mines number 1 and 4, while not revenue producing, is used by the Carbon Fuel Company to move empty cars beyond its processing plant and maneuver them back into their yard for loading coal. The only alternative method to the present operation would be to build new track below the facility and run the cars through one at a time.

At the present time, approximately 800 carloads per year of coal are being shipped by the Carbon Fuel Company over a privately owned half-mile line of the Winifredes Railroad at West Carbon. Present plans of the mine owners indicate that there will be considerable expansion within the next few years. The mine has a life expectancy of 40 years.

The proposed abandonment of the Brounland to Olcott rail line was also opposed by Mr. Kuhns who stated that this line is privately owned by the Kanawha Central Railroad and serves some 1,700 acres of coal reserves. At the Charleston hearing, Francis G. McKenna of the Interstate Commerce Commission noted that a considerable amount of coal is loaded at Buskirk which is located approximately midway between Brounland and Olcott (C&O records showed that 324 carloads were moved between February 1973 and January 1974). Expanded coal production is expected in this area.

Mr. McKenna pointed out that while the C&O/B&O line between Cherokee and KayFord would be retained under the DOT proposals, service to Acme would be dropped. He noted that the C&O's records indicated that
15,516 carloads were shipped from the mine at Acme between February 1973 January 1974.

Testimony at the hearing noted that the Penn Central line between Kendalia and Bell Creek is in a poor state of repair. The present line operates only to Morris Folk, which is approximately 1.5 miles above that section designated potentially excess. The line between Kendalia and Bell Creek is, in fact, unusable, Clard N. Wilcher, who owns coal fields on both sides of the proposed excess section, was the sole protestant of this abandonment. It should be noted, however, that coal is presently being mined in the area but is shipped by truck to Ward which is about 7 or 8 miles from Bell Creek. The coal is then loaded on the Penn Central line which extends above Cedar Grove. Cedar Grove is about 20 miles southeast of Charleston on the main Penn Central branch. Testimony at the Charleston hearing noted that in view of the recent increase in coal prices, the likelihood was that the mines in the vicinity of this line would be reopened. Attorney Paul Kaufman submitted a number of recommendations including: (1) any abandoned track should be purchased at a fair price by the federal government; (2) there should be heavily subsidized, widespread, cheap rail passenger service; (3) bicycle paths should be constructed on any available right of way; and (4) rail freight should be subsidized sufficiently to increase its use as an energy-efficient mode of transportation.

Passenger Service

Although the major concern in the testimony from West Virginia was with freight service, there were several appeals for continued and additional passenger service. Frank de Martino of the Tug Valley Chamber of Commerce, Williamson, West Virginia, sent in petitions and letters representing more than 2,000 people asking to be assured of passenger service via the Amtrak Cincinnati to Norfolk route. The people of Williamson are far removed from the interstate and Appalachian highway systems. Amtrak has stated that the depots in Williamson and Blue Field and other places need renovation; Mr. de Martino stated that, in the case of Williamson, the city would gladly take on that expense. Representative Ken Hechler stated that due to poor roads and poor bus service, the residents of his district have traditionally depended on the rails. Amtrak estimates that its line serves five million people and costs $4.2 million per year; Representative Hechler took issue with that figure and stated that he believes that Amtrak doesn't adequately consider the increasing public demand for rail passenger service.

Leonard N. Taylor, a concerned citizen, called for commuter service for the greater Morgantown area, including service for students of West Virginia University. Specifically, he proposed the operation of six commuter cars on the old M&K line from Kingswood to Morgantown. His proposal for service to the University would utilize the existing C&O/B&O line from Point Marion to Morgantown. According to Mr. Taylor, there is presently no public transportation for this area of approximately 58,000 people.

The Tourist Railway Association, an organization of those engaged in leisure train operation in the United States, is concerned about its future. Its concern rests largely on the fact that its members usually do not own their own track and must depend upon the trackage of large companies.
GOVERNMENT

Federal

Senator Jacob Javits
Congressman Jonathan Bingham
Congressman Benjamin A. Gilman
Congressman Frank Horton (represented by David Louenheim)
Congressman Robert C. McEwen
Congressman Barber B. Conable, Jr.
Congressman Henry P. Smith
Congressman James F. Hastings
Congressman Ogden R. Reid (represented by James Scherer, Jr.)
Congressman Thaddeus J. Dulski
Congressman Jack Kemp
Congressman Hamilton Fish, Jr.
Congressman Howard W. Robison

State

Governor Malcolm Wilson
Attorney General Louis J. Lefkowitz
Senator J. P. Rolison, Jr.
Senator Warren Anderson
Senator John D. Caemmerer
Senator James H. Donovan
Senator Tarky Lombardi, Jr.
Senator James Griffin
Assemblyman Antonio G. Olivieri
Assemblyman Ronald H. Tills
Assemblyman John B. Daly
Assemblyman Willis H. Stephens
Assemblyman Harold K. Grune
Assemblyman Francis J. Griffin
Assemblyman Daniel Haley
Assemblyman Daniel B. Walsh
Assemblyman Koppel (represented by Gary Moss)
Assemblyman Constance E. Cook
Assemblyman Eugene Levy
Assemblyman George J. Farrell, Jr., Assembly Standing Committee on Transportation
Assemblyman Louis Ingrassia
Assemblyman Lawrence Herbst
Raymond T. Schuler, Commissioner of Transportation (represented by D. W. Harp)
Frank Walkley, Commissioner for the Department of Agriculture and Markets for the State of New York
Department of Transportation
Department of Mental Hygiene
Niagara Frontier Transportation Authority
Port Authority of New York and New Jersey
Tri-State Regional Planning Commission
Metropolitan Transportation Authority
Temporary State Commission to Study the Catskills

County

William F. Davidson, Lake Champlain-Lake George Regional Planning Board.
L. A. Parks, Supervisor, Steuben Co., N.Y.
S. J. Nasca, County Commissioner, Steuben Co.
Louis Mills, County Executive of Orange Co., N.Y.
Robert F. Hart, Chairman of Livingston Co. Board of Supervisors
Steuben County Board of Supervisors
Columbia County Board of Supervisors
Harold Dewey, Chairman, Cattaraugus County Legislature
Byron F. Andrews, Jr., Wayne County Board of Supervisors
The Legislature of Rockland County
Allegany County Board of Legislators
Don B. Winship, Cattaraugus County Legislature
Edward V. Regan, Erie County Executive
Dolf L. Bonenberger, Cattaraugus County Legislature
Ronald P. Bennett, Erie County Legislature
Alfred Del Bello, County Executive of the County of Westchester
Joseph Raffa, Chairman of the Board of Supervisors, Sullivan County
C. Grund, Supervisor, Sullivan County
Louis H. Bevier, Ulster County Legislator
Franklin County Legislature
Steuben County Democratic Committee
John Lee, Attorney for the County of Warwick
Milton Levine, County Attorney for Sullivan County
William Parment, Planner for Chautauqua County
Perry R. Trimmer, Economic Coordinator for Erie County
Kenneth Roberts, Economic Development Coordinator for Allegany County
Eric County Environmental Management Council
Chautauqua County Planning Department
B. Kelleher, Highway Superintendent, Columbia County
Clifford S. MacMullen, Dutchess County Board of Representatives
Carlton W. Laird, Dutchess County Commissioner
Charles R. O'Neill, Jr., Environmental Coordinator, Sullivan County
Tioga County Legislature
Edward V. Regan, Erie County Executive
Dave Seibert, Commissioner of Planning, Sullivan County, N.Y.
Rockland County Planning Board
W. Fox, Allegany County Industrial Development Agency
Earl Wilde, Sullivan County Agricultural Agent
Fred Denman, Chairman, Sullivan County Soil and Water Conservation District

City
Mayor Abraham D. Beame, New York
Mayor Angelo Martinelli, Yonkers
Mayor John L. Tooker, Canajoharie
Mayor Thomas G. Dunn, Elizabeth, New Jersey
Mayor Paul Lattimore, Auburn
Mayor Kenneth Tulloch, Malone
Mayor Donald Walsh, New York State Conference of Mayors
Mayor Donald F. Colon, Baldwinsville
Mayor Leon A. Damian, Dunkirk
Mayor Charles St. George, Fredonia
Mayor Andrew Mazzella, Hornell
Mayor Erastus Corning II, Albany
Mayor Stanley Makowski, Buffalo
Mayor Donald Lazar, Gowanda
Mayor Raymond C. Betsch, Lockport
Mayor Robert Gardner, Village of Wellsville
Mayor Stanley Lundine, Jamestown
Mayor Keith Reid, Salamanca
Mayor Donald Coe, Falconer
Mayor William O. Smith, Olean
Mayor Harold Mosher, Wilson
Mayor Harry A. Calale, Homer
Mayor Albert Anderson, Millerton
Whitney Barnum, Supervisor, Town of Wilson
Eugene Woodward, Town Supervisor, Orchard Park
Lester Loucks, Town Supervisor, Village of Wellsville
Frank F. Smith, Supervisor, Town of Lima
W. A. Feasley, Supervisor, Town of Eden
New York Conference of Mayors
R. Abrams, President, Bronx Borough, New York City

Timothy V. Smith, Sparta Township Council
Vincent D'Angelo, Sparta Township Council
B. W. Read, Member of Rye City Council
Town Board, Town of Edwards
William F. Harvey, Town Councilman, Town of Lima
James Cantwell, Malone Town Board
Board of Trustees, Village of Springville
Colden Town Board, Colden
Kenneth Barie, Supervisor, Town of Concord
Frank R. Barney, Town Supervisor, Sherman
Robert C. Watson, Supervisor, Town of La Fayette
Lawrence R. Merritt, Supervisor, Town of Hamlin
Robert A. Smith, Supervisor, Town of Avoca
Arden Warner, Supervisor, Town of Wayland
Jack O. Gaylord, Supervisor, Town of Collins
Frank Patrizio, Jr., City Manager, City of Canandaigua

Moravia Town Board
Otto Wolf, Town Justice, Town of Patterson
James Saunders, Town of Montgomery
Town of Cherry Creek
Timothy Dye, Village of South Dayton
Town of Hamburg
Peter R. Corrallo, Corporation Counsel for the City of Lockport
Orchard Park Republican Committee
Daniel R. Polowy, City Clerk, City of Dunkirk
Clark Brown, Attorney for Lewiston
Environment Commission, Village of Hamburg
Village of South Dayton
Carl J. Sobermisana, Chairman, Planning Board of Lakehurst Borough
Planning Board of the Town of Northeast
Town Board of Clarkstown
Town Board of Thompson
William C. Craine, Town Supervisor of Sherburne
Deputy Mayor Mary C. Bryan, Village of Pierson
Warwick Valley Central School District Board of Education
Stephen Hopkins, Deputy Supervisor, Town of East Fishkill
Maxwell J. Wortman, Councilman, Town of Ramapo
Fremont Town Board
Town of Callicoon
Town of Edwards
Town of Sherburne
Town of Cochecton Planning Board
Paul J. Upham, Village of Pawling Planning Board

BUSINESS

Manufacturing and Service Industries
C. F. Mueller Co.
General Foods Corp.
Lederle Laboratories, division of American Cyanamid Co.
Industrial Chemicals and Plastics Division, American Cyanamid Co.
American Can Co.
The Nestle Company, Inc.
American Standard, Inc.
Continental Can Co.
Diamond International Corp.
Phillip Gottschalk
Kanaval Brothers
The Celotex Corp.
Louis N. Picciano and Son
Tioga Foundry Corp.
Ward and Van Scy, Inc.
Lee Dyeing Co. of Johnstown, Inc.
Container Corp. of America
Pillsbury Co.
Thatcher Glass Manufacturing Co.
Witco Chemical Corp.
Electro Division, Ferro Corp.
Upson Co.
Beaverboard Co.
Vancle Ear Chemical Co. and Millword Alloys
Diamond Shamrock Chemical Co.
Austin Milling Inc.
Rochester Shoe Tree Co., Inc.
E. I. DuPont De Nemours and Co.
The Hament Corp.
Allied Chemical Corp.
Meyerink Milling Co.
Quakercraft Millwork, Inc.
Metal Clading
Rochester Germicide Co.
Battenfeld Grease and Oil Corp.
Swift Chemical Co.
American Olean Tiles
Shamel Milling Co.
Chemtrol Pollution Services, Inc.
Air Preheater Co.
Steam Turbine Division, Turbodyne Corp.
Red Wing Co.
Gramco, Inc.
Dresser Industries
Carnation Co.
High Point Mills
American Kitchen Products Co.
J. Walter Caves, Inc.
Eastman Kodak Co.
Concord Millwork Division, Concord Lumber Co., Inc.
Gleason Works
Sterling Cooperative, Inc.
Louis J. Gale & Sons
Champion International Corp.
C. H. Stuart & Co., Inc.
Corning Crossroads, Inc.
Corning Glassware
The Gunlocke Co.
Norwich Pharmacal Co.
G. W. Bryant Core Sand, Inc.
Whitehead Brothers Co.
B. H. Tracy & Sons, Inc.
Curtice Burns, Inc.
Interstate Bag Co.
Hercules, Inc.
Grumman Boats
Latex Fiber Industries
Overhead Door Co.
Jones Chemicals, Inc.
Duffy-Mott Co.
Joslyn Mfg. and Supply Co.
Corenco Corp.
Scheidelman, Inc.
Cheesborough Whitman Manufacturing Co.
Xerox Corp.
V.A.W. of America, Inc.
St. Joe Minerals Corp.
Paul Riefler, Inc.
Richardson Milling Co., Inc.
Laing's Mill, Eden, N.Y.
Dryden Implement, Inc.
Patch Brothers, Inc.
Finch, Pruyn, and Co., Inc.
FMC Corporation
Cargill, Inc.
The Telescope Folding Furniture Co., Inc.
Mettowee Lumber and Plastics Co., Inc.
McIntosh Box and Pallet Co., Inc.
Northeastern Industrial Park, Inc.
Maybrook Junction Industrial Park
H. D. Rowell Estate
Allegheny Ludlum Steel Corp.
General Electric Co.
Batavia Waste Material Co., Inc.
Air Products and Chemicals
Cee-Mor Sales Corp.
Lee Knowles, Inc.
Birkett Mills
Tri-Wall Containers, Inc.
Killawog Red Mills, Inc.
Vac Air Alloys Corp.
American Manufacturing Concern
Victor Insulator Division, ITE Imperial Corp.
Markin Tubing
Georgia Pacific Corp.
American Concrete Pressure Pipe Association
Price Brothers Co.
Interpace Corp.
Speas Co.
Westinghouse Electric Corp.
Glidden-Durkee Co.
Metamora Homes
Voplex Corp.
Textile By-Products Corp.
ITE Imperial Corp.
Columbian Rope Co.
Robert Miller Co.
Hewitt Brothers, Inc.
Holman & Holman, Inc.
Mobil Chemical Company, Plastics Division
Atlantic Richfield Co.
Alcan Aluminum Corp.
I. L. Richer Co., Inc.
The West End Brewing Co.
Victor Lumber Division of Bryant
Beacon Milling Co.
Watkins Salt
Comstock Foods, Borden, Inc.
Pfeiffer's Foods, Inc.
International Salt Co.
Allen V. Smith, Inc.
Condec Corp.
N.Y. State Electric & Gas Co.
Niagara Mohawk Power Corp.
Orange and Rockland Utilities, Inc.
The First National Bank of Moravia, N.Y.
Northern Propane Gas Co.
Northeastern Park; Distribution Unlimited, Inc.
Fair Play Caramels, Inc.
Burrows Paper Corp.
Clarence Winter
Forbush Lumber Co.
Growers and Packers Cooperative Canning Co.
Matthews and Fields Lumber of Henrietta, Inc.
Foster Paper Company, Inc.
Salada Foods, Inc.
Atlantic Cement Co., Inc.
The General Crushed Stone Co.
Federal Paper Board Co., Inc.
Rochester Tree Co.
Sodus Cold Storage Co.
Hammermill Paper Co.
Taylor Wine Company, Inc.
Newton Falls Paper Mill, Inc.
Seneca Foods Corp.
Genesee Brewing Company, Inc.
The Lyndonville Canning Co., Inc.
Canandaigua Wine Co.
Giles Logging and Lumber
Brown Co.
Cotton Hanlon, Inc.
Baker/Beach-Nut Corp.
Lifesaver, Inc.
Mohawk Valley Wholesale Grocers, Inc.
Widmer's Wine Cellars, Inc.
Ajayem Lumber Corp.
Gold Bond Building Products, division of National Gypsum
Sadio Lumber and Wood Products, Inc.
Thiele Coal and Feed, Inc.
Bowaters Southern Paper Corp.
Olean Wholesale Grocery Co-op
Ridge Lumber, Inc.
Baker-Miller Lumber, Inc.
Eber Bros. Wine and Liquor Corp.
Rochester Liquor Corp.
Honey-Butter Products Co., Inc.
St. Regis Paper Co.
ITT Continental Baking Co., Inc.
Ethan Allen, Inc.
Modern Builders Supply Co., Inc.
Beckerle Lumber-Supply Co., Inc.
Robert Greene Lumber, Inc.
Ryan Homes, Inc.
Buffacon, Inc.
Rochester Gas and Electric Corp.
Security Trust Co., Cohocton, N.Y.
Citizens' National Bank, Wellsville, N.Y.
American Electric Power Service Corp.
Consolidated Edison
Union Carbide Corp.
Fancher Furniture Co.
International Paper Co.
Nabisco, Inc.
Avon Products, Inc.
Heywood Wakefield Co.
Sheffield Chemical
Paul Riefler, Inc.
Forbush Lumber, Inc.
Rucker Lumber, Inc.
Ivan R. Ford, Inc.
Paper Novelty Manufacturing Co.
Robert Mallory Lumber Co., Inc., subsidiary of Southwest Forest Industries
R. H. Miller Division of Pennwalt Corp.
Hilson Brothers
Brewer Titchener Corp.
Barden & Robeson Corp.
Brockway Motor Trucks, division of Mack Trucks, Inc.
Channel Master, division of Avnet, Inc.
Barrier Chemicals, Inc.
Buckbee-Mears Co.
Wegmans Food Markets, Inc.
Monk's Express, Inc.
Victory Markets, Inc.
United National Bank
Gutches Lumber Co., Inc.
Standard Brands, Inc.
Lloyd Lumber Co., Inc.
Chem-trol Pollution Services, Inc.
Peck Furniture Services, Inc.
Peck Furniture House, Inc.
Monroe-Metz Industrial Supply, Inc.
P&C Food Markets, Inc.
W. G. Potter and Son
Cortland Produce Co.

Agriculture
Jaquay Feed Co., Inc.
R&S Agricultural Supply, Inc.
Schoonmaker Feed Co.
H.H.F. Farms, Sullivan County, N.Y.
Malone Feed and Farm Supply, Inc.
Weidner Feed Service, Inc.
Agway, Inc.
Farm & Home Meats, Inc.
Stanford Seed Co.
Montgomery Feed Mill
Maxon Mills, Inc.
Bouckville Mill, Inc.
Narrowsburg Feed and Grain Co., Inc.
Berry's Mobile Milling, Inc.
Marathon Agway
Continental Grain Co.
Albert Mendel and Son, Inc.
Thorp and Mann, Inc.
Onondaga Farms, Inc.

Organizations
Ramapo Industrial Committee
Brooklyn Chamber of Commerce
Sullivan County Bankers Association
Co-Operative Feed Dealers, Inc.
Broome County Chamber of Commerce
Northeastern Retail Lumberman's Association
Greater New York Chamber of Commerce
Beacon-Fishkill Chamber of Commerce
Associated Industries of New York State
Wallkill Valley Rail Users Association
Manufacturers Association of the Jamestown Area
Dave Teter, Cooperative Extension Agent, Dutchess and Columbia Counties
Sullivan County Farm Bureau
Cortland County Farm Bureau
New York Farm Bureau
Southern Tier Rail Users Association
Inter-County Farmers Cooperative Association, Inc.
Industry of Southeastern New York
Buffalo-Dayton Shippers Committee
Town of Hamburg Industrial Development Committee
Erie County Agricultural Society
Chamber of Commerce, Chemung County

Chamber of Commerce, Ellicottville, N.Y.
Greater Syracuse Chamber of Commerce, Inc.
Wayne Economic Development Corp.
Bath Area Industrial Development Corp.
Southern Tier Central Regional Planning and Development Board
Southern Tier West Regional Planning Board
Rochester-Genesee Regional Transportation Authority
Black River-St. Lawrence Economic Development Commission
Genesee-Finger Lakes Regional Planning Board
Mohawk Valley Economic Development District, Inc.
Herkimer County Area Development Corp.
Delaware Valley Chamber of Commerce
Lockport Area Chamber of Commerce
Buffalo Area Chamber of Commerce
Raymond C. Betsch, representing City of Lockport industry
Kenneth F. Ford, representing Lockport Area Chamber of Commerce and Rail Service Re-organization and Abandonment Committee for Lockport
North Tonawanda Chamber of Commerce
Eastern Federation of Feed Merchants, Inc.
Eugene T. Forhan, representing industries along the Southern Tier
Springville Area Chamber of Commerce
Chautauqua Chamber of Commerce
Agriculture Extension Service
Farmers Mill Cooperative
Chamber of Commerce, Wellsville, N.Y.
Hornell Chamber of Commerce
Dunkirk Chamber of Commerce
Olean Chamber of Commerce
Associated New York State Food Processors, Inc.
Oswego Area Chamber of Commerce, Inc.
Livingston County Chamber of Commerce
Steuben County Area Potato Growers Association
Steuben County Farm Bureau
Hamburg Chamber of Commerce
Chenango County Chamber of Commerce
Council of Industry of Southeastern New York
Ulster County Chamber of Commerce
Orange County Chamber of Commerce
Greater Newburgh Chamber of Commerce
Cortland County Chamber of Commerce
Penn Yan Area Chamber of Commerce
National Lumber and Building Material Dealers Association
Real Estate Board of New York
Walkill Chamber of Commerce
New York Christmas Tree Growers Association
Catskill Resort Association, Inc.
Narrowsburg Chamber of Commerce
Warwick Chamber of Commerce

RAILROADS
New York Dock Railway
The Lehigh and Hudson River Railway Co.
Delaware & Hudson Railway Co.
Lehigh Valley Railroad Co.
Erie-Lackawanna Railroad
Watervliet Arsenal
Genesee and Wyoming Railroad
Mohawk Valley Railway Co.
Brooklyn Eastern District Terminal

LABOR
Bakery and Confectionery Workers International Union
Brotherhood of Locomotive Engineers
Brotherhood of Railway, Airlines and Steamship Clerks
United Electrical, Radio and Machine Workers of America
United Transportation Union
AFL-CIO

CONCERNED CITIZENS
Organizations
Northwest Citizens Union
Syracuse Metropolitan Transportation Study
Barlow School
Natural Resources Defense Council
Regional Plan Association
The West Hudson Environmental Association
National Steering Committee of the Gray Panthers
Council on the Environment of New York City
Earth Action Group
Institute for Public Transportation
North East Corridor Rail Action Group
National Consumers Congress
Citizens for Sound Planning
Citizens for the Preservation of Dutchess County
National Audubon Society
Harlem Consumer Education Council
Committee for Better Transit
Council for Better Transportation Planning
Eastern Paralyzed Veterans Association
Sierra Club, New York Group
Environmental Defense Fund
Edwin Ferber, Delaware Planning Board
Essential Rail Service Committee
Pattern for Progress
Catskill Mountain Transportation Corp.
Atlantic Chapter of Sierra Club

Lockport Area Transportation Committee
League of Women Voters, Capital District
Railroad Passengers of America
Saratoga Springs Mass Transit Council
Capital Region Citizens’ Committee
Paul Adams, Supervisor of Transportation,
Wappingers Central School District
New York Public Interest Research Group
Cooperative Extension, Cornell University
Cornell University Dept. of Buildings and Properties
Rensselaer Polytechnic Institute
University of Rochester
Harlem Valley Transportation Association
Harper and Central Electric Rail Trains Association
Democratic Party
New York State Grange
Senior Citizens Club of Eden
Housewives to End Pollution in Buffalo
Sierra Club, Buffalo
The Town of Tonawanda Volunteer Recycling Committee
Cattaraugus Community Action Inc.
Eden Conservation Advisory Council
Citizens National Bank, Wellsville, N.Y.
Citizens Energy Council of Western New York American Association of University Women
The League of Women Voters of Erie County
Kiwanis Club of Roscoe
Kiwanis Club of Callicoon
Lamola Civic Association, Inc.
Fremont Taxpayers and Civic Association
Mid-Hudson Pattern for Progress, Inc.
Cooperative Extension Association of Chenango County
Environmental Association of Delaware and Otsego Counties, Inc.
Cochecton Mens Club, Inc.
New York State Transportation Council
Lions Club of Highland
Friends of the Earth
Cohocton Service Club
Citizens Advanced Transit Council
Natural Resources Defense Council
National Audubon Society
Hudson Valley Community College
Citizens for Sound Planning
Erie County Agricultural Society

Individuals
Gary Nelson
Richard Walker
John Knelling
Robert Wiczkowicz
Mrs. Bayard W. Read
GOVERNMENT

Federal
Senator Clifford P. Case
Senator Harrison A. Williams
Congressman Joseph J. Maraziti
Congressman Frank Thompson
Congressman William Widnall
Congressman Edward J. Patten (represented by Judith Cooper)
Department of Defense

State
Joseph A. Hoffman, Commissioner, Department of Labor and Industry
Phillip Alampi, Secretary of Agriculture
Alan Sagner, Commissioner of Transportation
Andrew C. Paszkowski, Department of Planning Conservation and Economic Development
Senator Wayne Dumont

NEW JERSEY

Senator Herbert J. Buehler
Senator Anne C. Martindell
Assemblyman Myron Baer
Assemblyman Morton Salkind
Assemblyman Robert E. Littell
Delaware River Port Authority
Senator Bernard J. Dwyer
Bernard J. Minetti, Principal in the Bureau of Rail and Motor Carriers of the Division of Common Carriers of the Board of Public Utility Commissioners of the State of New Jersey
Assemblyman James R. Hursky (represented by Meade Landis)

County
Vaughan D. Cooper, Acting Clerk, Board of Chosen Freeholders, County of Sussex
Dean A. Gallo, Director of Morris County Board of Chosen Freeholders
Charles T. Juliana, Clerk, Burlington County Board of Chosen Freeholders
Frank Tilley, Executive Director, Bergen County Board of Transportation
Henry W. Peterson, Board of Public Transportation of Morris County
Bernard Cedar, Director of Planning, Burlington County Planning Board
George Ververides, Assistant Planning Director, Middlesex Planning Board
James E. Fogarty, representing Monmouth County Planning Board
Anne O'Malley, Director, Hudson County Transportation Committee
Benjamin Kirkland, representing Hunterdon County Board of Chosen Freeholders
Cyrus Gutman, President, Industrial Development Corporation of Lehigh County
Frederick Eckhart, Jr., Monmouth County Planning Board
Albert E. Driver, Member, Mercer County Board of Chosen Freeholders
Theodore J. Labrecque, Chairman, Monmouth County Transportation Coordinating Committee
Golda Gottlieb, Executive Director of the Middlesex, Somerset, and Mercer Regional Study Council
Joseph E. Buckelew, Director, Ocean County Board of Chosen Freeholders
The Board of Chosen Freeholders of the County of Warren
The Warren County Board of Agriculture
Gloucester County Development Council, Inc.
Camden County Department of Planning
Southern New Jersey Development Council
Cumberland County Economic Development Commission
Sussex-Warren Resource Conservation and Development Project
Passaic County Board of Public Transportation
The Board of Chosen Freeholders, County of Morris
Morris County Planning Board
Ocean County Planning Board
Somerset County Planning Board
Middlesex County Planning Board

City
William H. Collins, General Manager, Vineland Municipal Utilities
Carl E. Vanlier, Township Clerk, Upper Deerfield
Donald F. Campbell, Chairman, Jackson Township Industrial Commission
Eric Kelly, representative of Gloucester New Communities Company

R. A. Davenport, President, Ocean City Chamber of Commerce
Robert F. Mooney, Clerk, Borough of Princeton
Mayor Arthur J. Holland of Trenton
Ridgeway A. Gaun, Township Clerk, Lumberton Township Committee
Mrs. Elizabeth L. Hutter, representing the Joint Transportation Advisory Committee of Princeton Borough and Township
Samuel Inglese, Attorney for Monroe Township
Mayor Joseph Indyk of Monroe Township
Jerry Hersch, Councilman, City of Englewood
Richard Ilnicki, Edward Vicinski, Karl Hintz, representing South Brunswick Township
Lawrence Pepper, Jr., First Associate Solicitor of the City of Vineland
Joseph Pulaski, representing the City of Bayonne
Frank Brine, representing Mayor Kenneth A. Gibson of Newark
Township of Medford
City of Sea Isle City, Board of Commissioners
The Township of Hamilton, Mayor Fred J. Gmitter
Township of Upper Deerfield
West Windsor Township Parking Authority
Mayor William Hodas
Township of Sparta
Mount Olive Township Industrial & Economic Development Committee
West Milford Township Industrial Commission
Borough of Tenafly
Borough of Cresskill
Borough of Hillsdale
Borough of Frenchtown, Mayor John Dale Seip
Borough of Spotswood, Mayor Donald J. Brundage
Mayor Philip Pittore of Lambertville
Borough of Closter
Luther Wallace, Commissioner of Public Safety, Ocean City
Mayor Fred M. Eden of Cranbury Township

BUSINESS
Space Farms
Co-operative Growers Association, Inc.
Limestone Products Corporation
Armour-Dial, Inc.
TPCO, Inc.
Kimberly-Clark Corporation
New Jersey Charcoal Company
New Jersey Porcelain Company, Inc.
Kontline-Sanderson Engineering Corporation
Jamco Products, Inc.
BASF Wyandotte Corporation
Weyerhaeuser Company
Wheeling-Pittsburgh Steel Corporation
Tenneco Chemicals, Inc.
Stephan Chemical Company
Riegel Products Corporation
Royal Glass and Millwork Corporation
National Battle Corporation
Fred Reuten, Inc.
Reichhold Chemicals, Inc.
Thatcher Glass Manufacturing Company
Plant Food Chemical Company
Firestone Tire and Rubber Company
Betz Laboratories
Oakite Products, Inc.
New Jersey Zinc Company
E. I. Du Pont de Nemours and Company
McGraw-Edison Company
Air Products and Chemicals, Inc.
Monmouth Rubber Corporation
Mobil Chemical Company, Plastics Division
Midland Glass Company
Imperial Oil Company
IMCO Container Company
International Paper Company
Advanced Computer Supplies, Inc.
Ingersoll Rand Corporation
ICI America, Inc.
Airco, Inc., Airco Welding Products Division
Ber Plastics, Inc.
Champale, Inc.
Carpenter Technology Corporation, Tube Division
Degen Oil and Chemical Company
Homatose Corporation
Greif Brothers Corporation
Ethyl Corporation
CPC International, Inc.
Scovill Manufacturing Company, Caradco Division
Charms Company
Chamberlin and Barclay, Inc.
Cities Service Company
Brockway Glass Company
Anchor Hocking Corporation
Woodward Plastics
Atlantic Plastic Containers, Inc.
MacMillan Bloedal Containers, Inc.
Ewing Industrial Park
Owens Illinois Corporation
Morris Industries, Inc.
Mohawk Laboratories, subsidiary of National
Chemsearch Corporation
Kenrich Petro-Chemicals, Inc.
Mars Incorporated, M&M/Mars Division
Reed and Perrine, Inc.
Link Paper Company
Platz Food and Chemical Company
H. M. Royal, Inc.
Hightstown Team Track Spur
Home Furnishings Group of the De Sota, Inc.
Amway Corporation
Certified Steel Company
Holland Manufacturing Company
Woodhull Equipment Company
Tapco Limited
Michigan Oil Company
Medlin Lumber Corporation
General Motors Corporation, Parts Division
Mobil Oil Company
Peter Lumber Company
Champion International Corporation
Kirby Brothers, Inc.
Wyraugh and Loser, Inc.
Theobald Industries
Trap Rock Industries, Inc.
Teleg Transportation, Inc.
Standard Roofings, Inc.
Princeton Commercial Development Corporation
Amerace Corporation
New Jersey Lumber and Building Materials
Association
Certain-Teed Products Corporation
Jersey Central Power and Light Company
Northern Propane Gas Company
Manufacturers Reserve Supply, Inc.
Mohawk Lumber Company
S. C. Johnson & Son, Inc.
Interstate Transportation Company
Con Tech, Inc.
Christy's Supplies
Elro Supply Company
Freehold Lumber Company, Inc.
Gas Construction Company, Inc.
Held Warehouse and Transportation Corporation
Farmers Storage Company, Inc.
Gallo Wine Sales of New Jersey
J. S. Collins and Sons, Inc.
Chandler & Maps Company, Inc.
Pennsylvania Power and Light
A. B. Murray Company, Inc.
Reisen Lumber Industries
Lumber Distributors, Inc.
Eckco Products
I.T.T. Continental Baking Company
Halecrest Company
Empire Clay Products Company, Inc.
Sears Roebuck Company
Allgood Terminal Warehouses
Rex Lumber Company
Dee Wood Industries, Inc.
Rollings Terminals, Inc.
Mrs. Paul's Kitchens, Inc.
Alpha
Peter J. Schweitzer Division of Kimberly-Clark
Corp.
Action Plastics Co.
Pulverizing Services, Inc.
Wheeling Corrugating Co., division of Wheeling-Pittsburgh Steel Corp.
Rodhelm-Reiss, Inc.
New Jersey Zinc Co.
Gloucester New Communities Co.
Contech, Inc.
Held Warehouse and Transportation Corp.
Campbell Soup Co.
Bemis Co., Inc.
MacMillan Bloedel Containers, Inc.
Ecko Products
Phelps Dodge Tube Co.
Mid-Point Industrial Park
Standard Brands, Inc.
Scott Tabulating Card Stock

Port Jersey Railroad Company
New York and Long Branch Railroad Company
New York, Susquehanna and Western Railroad Company

LABOR
Carlo Simone, United Paperworkers International Union
Charles Thompson, Chairman, New Jersey State Legislative Board of the Brotherhood of Locomotive Engineers
Richard P. Venus, United Transportation Union
Harold Kendler, Local 1370, United Transportation Union
George J. Kennedy, Brotherhood of Locomotive Engineers
Irvin McFarland, United Transportation Union

CONCERNED CITIZENS
Otto Janssen
Michael M. Meyers
Jack Barbour
Thomas G. Lee
Mrs. William J. Broderick
Mary L. Kelly
Warren C. Reis
Rose Marie Kelly
Kenneth T. Giebel
Emil J. Stevens
Mrs. Hannah Atwood
G. J. Chadwick
John R. Harrington
Mrs. Mary Buckley
Michael Bindas
Charles E. Powell
Martin Rathke
Thomas C. Sutherland, Jr., Asst. Dean of Arch. and Urban Planning, Princeton University
Mrs. Thomas H. Dowbein
Margaret A. Belcher
Joseph F. Shanahan, representing South Hunterdon Taxpayers Association
Raymond F. Male, President, New Jersey Citizens Transportation Council
Nancy Bristol, Harry Myer and Maria Vizzorando, student representatives from Kean College
Christopher J. Burke, Executive Director, New Jersey Public Interest Research Group
Thomas T. Taber
North Jersey Conservation Foundation
Helen P. Chase, representing West Windsor Environmental Commission
Robert N. Rickles, Executive Director, Institute for Public Transportation
V. D. Bradley
Walter J. Murphy, Jr., Chairman, Concerned Citizens for Improved Northeast Rail Service
Margaret C. Reinhart
Rose Sakel, President, Environmental Action Coalition
Edwin C. Hatter
Middlesex County Citizens Conservation Council
John F. Kraus, Chairman, Inter-Municipal Group for Better Rail Service
Phillip Barbash
William T. Sutphen, representing Princeton Intervenors
David F. Moore, Executive Director, North Jersey Conservation Foundation
Herbert Harvey
William F. Thompson, President, Hunterdon County Taxpayers Association
Mrs. Frank Rooney, Air Chairman, New Jersey League of Women Voters
John Barry
Esther F. Berk
Alice Gibson, Vice President, New Jersey Citizens for Clean Air
Diane Graves, Conservation Chairman, Sierra Club
Thomas J. Smith

Kevin Quinn, representing Delaware Valley Citizens Council for Clean Air
Charles E. Humiston
Richard G. Juve
Martha L. Stohlman, member, Mercer Hill Associates, and Environmental Commission of Princeton
Dr. Felix Yerzley
John Ahrens
Henry Posner
Joan M. Sabeck
William Jackson
Raymond F. Male, New Jersey Citizens Transportation Council
Leonard J. Wyzalek
Anne T. Szmigiel
John J. Bagnell
Margaret Boal
George J. Muth
Fred G. Wright
John N. Bissell
Mr. & Mrs. William H. Francis
Francis J. Dennis, Jr.
Clayton F. Smith, Canal Society of New Jersey
James M. Symes

PENNSYLVANIA

GOVERNMENT

Federal
Senator Hugh Scott
Senator Richard S. Schweiker
Congressman Edward G. Biester, Jr.
Congressman Lawrence Coughlin
Congressman Daniel J. Flood
Congressman Albert W. Johnson
Congressman Joseph M. McDade
Congressman John P. Murtha
Congressman Fred B. Rooney
Congressman Herman T. Schneebeli
Congressman E. G. Shuster
Congressman Clark S. Smith
Congressman Joseph P. Vigorito
Congressman Gus Yatron
Daniel J. Snyder, Environmental Protection Agency

State
Governor Milton J. Shapp
Department of Environmental Resources
Department of Transportation
Department of Labor and Industry
Department of Commerce
Governor's Energy Council
Public Utility Commission

E. L. Tennyson, Deputy Secretary for Local and Area Transportation
Office of State Planning and Development
Secretary of Agriculture James A. McHale
Senator Henry Hager
Senator Robert J. Mellow
Senator Richard A. Snyder
Representative William W. Foster
Representative Jon Vipond
Coal Advisory Board
Senator Franklin L. Kury, represented by Ron Bartholomew
Industrial Development Authority
Highway Information Association
Representative Donald Dorr
Representative Fred C. Noye
Representative Harry H. Gring
Representative Carville Foster
Representative Walter F. Deverter
Representative Denny J. Bixler
Representative W. William Wilt
Representative John S. Renninger
Representative Clark S. Smith
Representative Forest W. Hopkins
Representative Joseph M. McDade
Representative Joseph V. Grieco
Representative Philip S. Ruggiero
Representative Charles F. Mebus
Representative Joseph R. Pitts
Representative Raphael I. Musto
Representative Joseph G. Wargo
Representative William H. Yohn, Jr.
Representative Frank J. O'Connell, Jr.
Representative James J. Ustynoski
Representative John Hope Anderson
Delaware River Port Authority
Pennsylvania State University Cooperative Extension Service
Elaine M. Freeman, Consumer Coordinator, Region III, Department of Agriculture
Auditor General Robert P. Casey

Regional
South Jersey Port Corporation
Delaware Valley Regional Planning Commission
Southeastern Pennsylvania Transportation Authority
William W. Scranton, Chairman, Railroad Task Force for the Northeast Region
Economic Development Council of Northeastern Pennsylvania
Richard Greenburg, Executive Director, North Central Pennsylvania Economic Development District
Charles Wiggins, Economic Development Director, Northern Tier Regional Planning and Development Commission
Transportation Committee of the Northwest Regional Planning and Development Commission
Regional Planning Commission for Higher Education
Susquehanna Economic Development Authority—Council of Governments
Southern Alleghenies Planning and Development Commission
Endless Mountains Resource Conservation and Development Project
Eastern Pennsylvania Comprehensive Health Planning Board
Tri-County (Cumberland, Dauphin, and Perry Counties) Regional Planning Commission
West Chester Regional Planning Commission
Northeastern Pennsylvania Industrial Development Commission
Turtle Creek Valley Model Cities Agency

T. Graney, Planning Director, Lawrence County
Ross Nese, Deputy Director, Allegheny County Model Cities
Brian Scruby, on behalf of Allegheny County Commissioner William R. Hunt
Thomas Shumaker, County Commissioner, Lawrence County
Richard Ackland, Senior Planner, Montgomery County Planning Commission
Joseph F. Catania, Chairman, Bucks County Board of Commissioners
David C. Yaeck, Special Assistant, Chester County Board of Commissioners
Richard Byler, County Planner, Chester County Planning Commission
Robert Hollywood, Executive Director, Chester County Development Council
Hugh Purnell, Chairman, Chester County Industrial Development Authority
Robert W. Pettinato, Chairman, Lackawanna County Board of Commissioners
Keith Eckel, President, Lackawanna County Agricultural Extension Executive Service
James Keenan, Representative, Schuylkill County Commissioners
Albert U. Koch, Chairman, Carbon County Commissioners
Agnes T. McCartney, Executive Director, Carbon County Planning Commission
Edward Heiselberg, Director, Luzerne County Planning Commission
Thomas Jurchak, County Extension Director for Penn State University, Cooperative Extension Service in Lackawanna County
Nancy Shukaitis, Chairman, Monroe County Commissioners
Marshall Rees, Monroe County Planning and Zoning Commission
Thomas Shepstone, Director of Wayne County Planning Commission
Charles N. Johnson, Chairman of the Northumberland County Planning Commission
Jack E. Naus, Chairman, Columbia County Industrial Development Authority, Inc.
North Central Economic Development District
Willard Baker, Chairman, Wyoming County Board of Commissioners
John A. Noreika, Tioga County Planner
Harold Woodward, Chairman of Bradford County Commissioners
Milton Levine, representing Sullivan County
John Pieski, Lu Lac, Luzerne - Lackawanna Environment Council
John Trone, Planning Director, Union County
David J. Bond, Director of Planning for Port
Authority of Allegheny County
Armando V. Greco, Asst. Dir. of Joint Planning
Commission of Lehigh Northampton Counties
Township Planning Commission of Washington County
Victor A. Reed, Elk County Planning Commission
Colson E. Jones, Chairman of the Transportation Committee of the Six County Southern Alleghenies Substate Region
Robert K. Sweet, Chairman of the Bedford County Board of Commissioners
Winston R. Chesney, Huntington County Board of Commissioners
Richard T. Haines, Planning Director, Blair County Planning Commission
Jay W. House, Blair County Council of Economic Opportunity
John P. Bevacqua, Director, Franklin County Planning Commission
Commissioners of Union County
Robert Decker, Planning Director, Snyder County Planning Commission
Commissioners of Northampton County
P. Meredith Beegle, Bedford County Industrial Development Authority
William A. Jordan, President, Bedford Heritage Commission, Inc.
Huntingdon County Conservation District
William R. Hunt, M.D., Allegheny County Commissioner, represented by Brian C. Scruby
Eli G. Corak, Beaver County Commissioners
Adams County Board of Commissioners
Blair County Conservation District
Commissioners of Huntingdon County
Commissioners of Warren County
Warren County Planning and Zoning Commission
Washington County Industrial Development Agency
Westmoreland County
Municipal Authority of Westmoreland County
County Commissioners of York County
Luzerne County Tourist Promotion Agency
Board of Lehigh County Commissioners
West Bradford County Council of Governments
Franklin County ASC Committee
Franklin County Conservation District
Fayette County Development Council
Pike County Commissioners
Mifflin County Planning Commission
F. D. Whalen, Administrator, Washington County
Charles E. Smoke, Cumberland County ASCS
City
Mayor Tony Angelo of Latrobe
Louis Bell, representing Mayor Peter J. Page, Bethel Park
Del Borgsdorf, Manager, Ellwood City
Albert D. Brandon, Utility Counselor, Pittsburgh
Mayor Peter Flandery of Pittsburgh
Mayor Mike Giannini of Derry
J. W. Hamphries, Councilman, Derry
Mayor William L. Hurst of Irwin
James Lillie, President, Board of Commissioners, North Huntington Township, Westmoreland County
Rockwell O'Sheill, Warren Borough City Council
Joseph Pandy, Jr., Electric Power Superintendent, City of Painesville, Ohio
Mayor William Potoka of Mount Pleasant
Thomas A. Schilinski, Smith Township
Mayor Kenneth Showers of Dubois
Mayor William Strouler of Altoona
George Yakis, Chairman, Smith Township Planning Commission
Harry J. Fisher, Secretary, Philadelphia Port Corporation
Harry Belinger, Director of Commerce for the City of Philadelphia
Frank Ferraro, Supervisor, North Hampton Township
Will Heiser, Chairman, New Britain Township Commission
Beatrice Garber, Board of Commissioners of Springfield Township
Mayor Donald A. Buchman of Kutztown
J. William Siefert, President, Board of Commissioners of Springfield Township
John B. Roberts, Chairman, Springfield Township Planning Commission
John Kerrigan, Counsel for the Borough of Newton and Newton Township
Larry Waetzman, Director of Planning, Norristown
Clyde Stone, Township Manager and Secretary, Cheltenham Township
William Hodson Miller, Whitmarsh Township
Rowland Read, Borough Manager, Boyertown
Mayor Alvin E. Eby of Carlisle
Mary Bean Rogers, on behalf of John W. Kohr, Chairman, Board of Supervisors of Upper Salford Township
Mayor Eugene J. Peters of Scranton
Mayor James Turnbach of Hazelton
Wilbur Pohle, President of Honesdale Borough Council
Mayor John Keegan of Honesdale
Warren E. Hause, Berwick Industrial Development Assoc., Inc.
Richard West, Sayre Borough Council
Paul Nardi, Lower Tioga Council of Governments
Mayor John G. Wilkins of Wilkinsburg
Gary Lee Krause, Councilman from the Borough of St. Marys
Mayor Robert P. Linn of Beaver
Murray W. Laite, Derry Township in Mifflin County
David A. Wion, representing the Borough of Hummelstown
Thomas S. Summers, President of Borough Council of New Freedom
Stanley E. Seitz, representing Forks Township (Northampton County)
Bert Lamport, Township Commissioner for Mt. Lebanon Township
Travis B. Young, City Councilman, City of Altoona
Shenandoah Valley Board of Education
Mayor Frederick L. Eberharter of Scottsdale
Malcolm Hopkins, President, Borough of Shenandoah
Council of the Borough of Carlisle
Mayor Emerson D. Portner of North York Borough
Daniel G. Grow, President of Ringtown Borough
J. Delton Plank, Borough Manager of Souderton
Southampton Township Supervisors
Andrew Barilla, Sr., Swoyersville Borough Council
South Centre Township Supervisors
West Mahanoy Township Sewer Authority
Sheldon D. Ickes, President, Bedford Borough Council
Mercersburg Planning Commission
Middlecreek Township Supervisors
Chalfont Borough Council
Greenfield Township Board of Supervisors
Greene Township Board of Supervisors
City of Hazleton
Township of Delano
Township of Hazle
Township of Kline
Borough of McAdoo
Township of Packer
Borough of West Hazleton
Borough of Glendon
Board of Supervisors of Charleston Township
Borough of Trenton
Upper Gwynedd Township Board of Commissioners
Township of Upper Hanover
Borough of Union City
Wood Township Supervisors
Borough of Wilson
Washington Township Board of Supervisors
Borough of Warren
Borough of Waynesboro
Mayor John D. Krout of York
Anthony J. DiFiliippi, President of Leechburg Borough Council
Lower Swatara Township Board of Commissioners
Borough of Lansdale
Borough of Chambersburg
Carlisle Planning and Zoning Commission
Borough of Canonsburg
Borough of Blossburg
City of Easton
Port Commission of the City of Erie
Mayor Louis J. Tullio of Erie
Borough of East Stroudsburg
Township of Forks
Borough of Doylestown
Peters Township Supervisors
Township of Palmer Board of Supervisors
Mount Pleasant Township Supervisors
Montgomery Township Board of Supervisors
Borough Council of Mount Holly Springs
Borough of Mercer
Mount Lebanon Township
Schwenksville Borough Planning Commission

BUSINESSES

Hydrl Co.
Everite Door Co.
Koppers Corp.
Iron City Sash Door Co.
Brown Thompson Newspapers
Allegheny Ludlum Steel Corp.
C & W Mining Co.
PBI Industries
Constantine Farms
Crane Co.
D. W. Dickey & Sons Inc.
Bedford Farm Bureau Cooperative Association
Presidential Homes
H. Wolfe Iron and Metal Co.
Climax Molybdenum Co.
Buckeye Publishing Co.
Lishon Steel Fabricating
Hammermill Paper Co.
National Forge Co.
Hanley Company
Witco Chemical Co.
Victoria Industrial Properties
PPG Industries
Erie Crawford Dairy Cooperative Association
West Penn Oil Company, Inc.
Lan Metal Products Company, subsidiary of Bethlehem Steel
Herminie Feed and Supply Co.
Stackpole Carbon Co.
Larimer & Norton, Inc.
Stanford Lumber Co.
Serro Travel Trailer Co.
M. W. Platt & Sons
Hedstrom Co.
Westinghouse Electric Corp.
Sharon Steel Corp.
H. H. Robertson Co.
Central Chemical Corp.
Harbison-Walker Refractories
Shusters Building Components
Babcock and Wilcox Co.
Union City Chair Co.
Jones & Laughlin Steel Corp.
Standard Register Co.
Struthers Wells Corp.
Halliburton Services
United Refining Co.
Germany Valley Limestone Co.
Baloughne Mining Co.
Penntech Papers
Z & L Lumber Co.
Glen-Gery Corp.
William H. Rorer, Inc.
Navron Mines
Anchor Hocking Corp.
Lukens Steel Co.
E. I. Du Pont de Nemours & Co.
Redman Mobile Homes
ITT Grinnell Corp.
Sperry Rand Corp.
Shirley-Ayr Farms
Cumberland Valley Cooperative Association
Frost-Watson Lumber Corp.
Algonquin Chemical Co., Inc.
Del Monte Corp.
Erdner Brothers
Allied Tube and Conduit Corp.
AMSAT Corp.
Jiffy Manufacturing Co.
Pennsylvania Power and Light Co.
Supradur Manufacturing Corp.
Scott Paper Co.
Pennsylvania Malleable Iron Co.
Loewengart and Co.
A. P. Parts Co.
Hastings Pavement Co.
United Cabinet Corp.
Allis-Chalmers
Lee Metal Products
Crowne Cork and Seal Co.
Caloric Corporation
Metropolitan-Edison Co.
Grocery Store Products Co.
Zenith Electronics Corp.
Mrs. Paul's Kitchens
Frank Sahd Salvage Center
Gordon Waste Co.
Superior Combustion Industries
Lenape Forge Division of Gulf & Western Industrial Products Co.
Pennsylvania Mineral & Mining Co.
Pennsylvania Steel Foundry & Machine Co.
Wood-Metal Industries, Inc.
Peter Lumber Co.
N.V.F. Co.
Luria Brothers Co.
G. O. Carlson, Inc.
Merck Sharp and Dohme
Chemetron Corp.
Hainesport Industrial Park and Material Fabrication Corp.
General Refractories Co.
Acme Markets, Inc.
Mack Printing Co.
The Wickes Corp.
Nachman Corp.
Bateman Brothers Lumber Co.
Boyertown Area Industries
Duffy-Mott, Inc.
Knouse Foods Cooperative, Inc.
Reading Industries, Inc.
Oxford Manufacturing Co.
Berks Products Corp.
Paramount Nurseries
Farmer's Storage Co.
Amherst Industries, Inc.
J. C. Snavely & Sons
Campbell's Soup Co.
Pfizer, Inc.
H. J. Heinz Co.
Martin Marietta Corp.
Gallo Wine Co. of New Jersey
Allentown Portland Cement Co.
Budd Co.
Valley Paper Mills
Arbogast & Bastian, Inc.
Atlas Minerals and Chemicals
Beck's Feed & Grain
Kutztown Foundry and Machine Corp.
Tidewater Grain Co.
Gloucester New Communities Co.
Superior Combustion Industries
Conewago Industrial Park
National Cash Register
Keystone Lamp Manufacturing Corp.
Waste Management Inc.
Harris Pine Mills
Keystone Mushroom Farms, Inc.
Tyler Pipe Industries
Westinghouse Electric Corp.
C. Schmidt & Sons, Inc.
Pagnotti Coal Co.
Blue Coal Corp.
United Wiping Cloth Co.
Potlatch Corp.
Bercon Packaging, Inc.
Shamokin Filler Co., Inc.
Glen Burn Colliery, Inc.
Kennedy Van Saun Corp.
Fiebus-Gordon & Co.
Giant Markets
International Correspondence Schools
International Salt Co.
RCA Corp.
Kane Warehousing, Inc.
Mifflin Warehouse Co.
Jos. Notarianni and Co.
Channel Master Corp.
United Gilsonite Laboratories
Suckle Corp.
Claverack Rural Electric Cooperative, Inc.
Pennsylvania Gas and Water Co.
Commonwealth Telephone Co.
Stanley Lipinski
First National Bank of Eastern Pennsylvania
Wyoming Valley Broadcasting Co.
Scranton Times and Sunday Times
Atlas Powder Co.
CAN-DO, Inc.
Edward Cherkoski, representing independent truckers
Meyer Industries
Hazleton Standard-Speaker, Inc.
Cadbury Corp.
Dorr-Oliver, Inc.
Beltrami Enterprises, Inc.
Hazleton National Bank
Marshall Railway Equipment Co.
Air Products and Chemicals, Inc.
Craft Associates, Inc.
Consolidated Transportation Services, Inc.
Topps Chewing Gum, Inc.
Schott Optical Glass, Inc.
The Celotex Corporation
Scranton Lackawanna Industrial Building Co.
Haddon Craftsmen, Inc.
Philco-Ford Corp.
Scrantonian Publishing Co.
Independent Explosives Co.
Moore Business Forms, Inc.
S. J. Bailey & Sons, Inc.
Ball Brokerage Co., Inc.
Trylon Chemicals Division of Emery Industries, Inc.
Clinton Paper Co.
Glyco Chemicals, Inc.
M. W. Kellogg Co.
Ceco Corp., Milton Manufacturing Division
ACF Industries, AMCAR Division
Sitkin Smelting and Refining Co., Inc.
Merck & Co., Inc.
Champion Valley Farms, Subsidiary of Campbell
Soup Co.

Yoch Bakery
Cellus Products Co.
Clark’s Feed Mills, Inc.
Central Pennsylvania Savings Association
Whipple Brothers, Inc.
Procter & Gamble Co.
Louden Hill Farms
Masonite Corp.
Shaffer’s Feed Service
Pocono International Raceway, Inc.
Flory Milling Co.
Snyder Milling Co.
Scholl Lumber Co.
Mann & Parker Lumber Co.
General Interiors Corp.
The Lumber Yard, division of Wolfe Supply of York
Kimberly-Clark
National Gypsum Co.
Diversified Metals/Diversified Industry
Catawissa Lumber & Specialty Co.
Certain Teed Products Corp.
Towanda Wholesale Co., Inc.
Fuller Co.
C. H. Masland and Sons
Carlisle Tire and Rubber Co.
Yorktowne Kitchens, division of Wickes Corp.
Arden Tewksbury, dairy farmer
Pennsylvania Electric Co.
Homes by Keystone
Shirley-Ayr Farms, Inc.
Ziegler Brothers, Inc.
Newville Builders Supply and Manufacturing Inc.
Inland Container Corp.
Michael Baker Jr., Inc.
Allied Mills
J. H. Rearick and Sons Lumber Co.
Thomas W. Schneck Coal Co.
Grove Manufacturing Co.
Musselman Fruit Products Division of PET Inc.
Thomasville Stone & Lime Co.
Airco Speer Carbon-Graphite
Barnes and Tucker Coal Co.
Jones and Laughlin Steel Corp.
George A. Hornel Co.
J. P. Ward Foundries, Inc.
H. Rockwell and Son
Klinger Lumber Co.
Susquehanna Broadcasting Company of York
Charles G. Summers Jr., Inc.
Cal Summers
Transportation Advisory Services, Inc.
Stackpole Carbon Co.
E. H. Gerhart Co., Inc.
The Frog, Switch and Manufacturing Co.
Thrine Lumber Co.
Chapman Industries, Inc.
ConAgra, Inc.
Community National Bank of Southern Pennsylvania
Corning Glass Works
Continental Can Co., Inc.
Eastern Pennsylvania Storage
Kutskiel Lumber Yard
Kreamer Feed Store, Inc.
H. H. Knoebel Sons
Kawneeer/Amax
J. A. Kohlepp Sons
Kocjanec and Horn
Kane Hardwood
Kawcki Berylco Industries, Inc.
Kama Corp.
E. Keeler Co.
Knoll Enterprises, Inc., subsidiary of Heller
International
Juniata Lumber & Supply Co.
Jamy, Inc.
Jeddo-Highland Coal Co.
Just Born, Inc.
Joseph Ayers, Inc.
May & Bigley, Inc.
Maryland Refractories Co.
Marine National Bank
Myers Lumber Co., Inc.
Midway Broadcasting Co., Inc.
Modulus Corp.
Masonite Corp.
Moulton H. Davis Estate
Matlack, Inc.
McGraw Edison
The Lumber Yard of Stewartstown
Lane Metal Products Co., Inc.
Lehigh Navigation-Dodson Co., subsidiary of
Greenwood Stripping Corp.
Lok-Box, Inc.
Lehigh Valley Chemical Co.
Landes Bros., Inc.
Lansdale Warehouse Co., Inc.
Lionel Leisure, Inc.
Lotts Feed Mill, Inc.
Heath Feed Mill
Vandervoort Feed Mill, Inc.
Sun Oil Co. of Pennsylvania
Schaible’s Bakery
Sprout, Waldron & Co., Inc.
Sam Levin Furniture Co.
L. E. Smith Glass Co.
Saul Spec, Inc.
Spaulding Bakeries, Inc.
St. Regis Paper Co.
Shenandoah Rag Co., Inc.
Spaulding Brick Co., Inc.

Town and Country
Tenneco Chemicals
WMJW Thunder Broadcasting Corp.
Trail Implement Co.
Molded Materials Corp.
Triangle Pacific
Trailmobile
Trojan-U.S. Powder, division of Commercial Solvents
Corporation
Trexler-Haines Gas, Inc.
York Container Co.
Universal Rundle Corp.
First National Bank of Eastern Pennsylvania
White Cap Division, Continental Can Co., Inc.
Wilkes-Barre Publishing Co.
Weatherly Foundry & Manufacturing Co.
Luzerne Electric Division, UGI Corp.
United Wiping Cloth Co.
Wood-Metal Industries, Inc.
Valley Bank and Trust Co.
Warren Car Co.
Wyoming Valley Distributing Co.
Valley Distributing & Storage Co.
Pfaltzgraff Co.
Nitterhouse Concrete Products, Inc.
Northern Engineering and Plastics Corp.
Revonah Spinning Mills
Roland & Roland, Inc.
L-co Cabinet Corp.
Air Products & Chemicals, Inc.
Eastern Diversified Metals Corp.
Atlas Powder Co.
Hart Metals, Inc.
Lumber Distributors, Inc.
H. H. Robertson Co.
Williamsport Paper Co.
Welles Mill Co., Inc.
Victor-Balata Belting Co.
Redman Mobile Homes, Inc.
Rhoads Mills, Inc.
Rex-Hide, Inc.
Reliable Lumber and Supply Co.
Ryan Homes, Inc.
Carbonite Filter Corp.
Cabinet Industries, Inc.
Clapper and DeShong
Cicioni Stone Co.
American Home Foods
National Dairy Division, Great Atlantic and Pacific
Tea Co., Inc.
Permali, Inc.
Pocono International Raceway, Inc.
Pocono Produce Co., Inc.
Pennsylvania Electric Co., subsidiary of General Public Utilities Corp.
Penn-Dixie Industries, Inc.
People’s Ice Co.
Pennzoil Co.
Pennsylvania Bank and Trust Co.
Pine Creek Coal Co.
Procter & Gamble Co.
Pennsylvania Glass Sand Corp.
Pakwell Paper Products Co.
Penn-Del Supply Co.
Penland Container
Pet, Inc., Frozen Foods Division

ORGANIZATIONS
Institute of Scrap Iron and Steel Corp.
Building Owners and Managers Association of Pittsburgh
Huntington Business and Industries, Inc.
Penns’ Southwest Association
Kane Chamber of Commerce
Central Westmoreland Chamber of Commerce
Golden Triangle Association
Johnstown Industrial Development Corporation
Titusville Area Chamber of Commerce
Coal Traffic Bureau of Northern West Virginia, Ohio and Pennsylvania
Warren County Chamber of Commerce
Industrial Development of Washington County
Meadville Area Chamber of Commerce
Pymatuning Area Industrial Development Group
Greater Pittsburgh Chamber of Commerce
Delaware River Port Authority
Philadelphia Industrial Development Corp.
Reading Chamber of Commerce
Mercersburg Area Chamber of Commerce
Lebanon Valley Chamber of Commerce
Bucks County Industrial Development Corp.
Transportation Committee, Central Bucks County Chamber of Commerce
Middle Atlantic Lumbermens Association
Philadelphia Chapter, American Institute of Planners
Wyoming Valley Building Trades Council
New York-Pennsylvania Shippers Association
Eastern Federation of Feed Merchants
Pennsylvania State Grange
Wyoming Valley Retail Merchants Association
Pocono Mountains Vacation Bureau
The Non-Profit Corporation of the Eastern Industrial Development Company of Northeastern Pennsylvania
Southern Tier Rail Users Association
Greater Pottsville Industrial Development Corp.
Greater Tamaqua Industrial Development Enterprises
Shenandoah Chamber of Commerce and Shenandoah Industrial Development Enterprises
Greater Hazleton Chamber of Commerce
Greater Hazleton Industrial Council
Luzerne County Tourist Promotion Agency
Greater Scranton Chamber of Commerce
Pocono Mountains Chamber of Commerce
West Branch Manufacturers Association
Greater Williamsport Chamber of Commerce
Central Susquehanna Valley Chamber of Commerce
Valley Economic Development Association
Wayne County Farmers Association
Delaware Valley Chamber of Commerce
Pittston Chamber of Commerce
Greater Carlisle Area Chamber of Commerce
Greater Chambersburg Chamber of Commerce
Gettysburg Area Chamber of Commerce
Greater West Shore Area Chamber of Commerce
Golden Triangle Association
Altoona Area Chamber of Commerce/Altoona Enterprises Inc.
Altoona Area Taxpayers League
Pennsylvania Coal Mining Association
Blair-Center Chapter Pennsylvania Association for the Blind and General Industries for the Handicapped
Central Pennsylvania Industries
Shamokin Area Industrial Corp.
Penn Ag Industries Association
Bedford Development Council
Stroudsburg Businessmen’s Association
Allentown-Lehigh Valley Chamber of Commerce
Bethlehem Area Chamber of Commerce
Oil City Area Chamber of Commerce
Greater Harrisburg Area Chamber of Commerce
Industrial Development Corporation of Lehigh County
Greater Scranton Board of Realtors
Greater Valley Chamber of Commerce
Greater Waynesboro Chamber of Commerce
Greater Wilkes-Barre Chamber of Commerce
Greater Wilkes-Barre Industrial Fund, Inc.
Everett Area Industrial Development Corp.
Eastern Industrial Traffic League
York County Industrial Development Corp.
Pennsylvania State Council of Farm Organizations
Ringtown Valley Industrial Commission
Chester County Development Council
Broad Top Chamber of Commerce
Berwick Industrial Development Association, Inc.
Cumberland County Industrial Enterprises, Inc.
Chambersburg Area Development Corp.
Shippensburg Area Transportation Improvement Council
Shippensburg Area Chamber of Commerce
Littlestown Chamber of Commerce
Lancaster Chamber of Commerce
Manufacturer's Association of Lancaster
Manufacturer's Association of York
Mechanicsburg Area Chamber of Commerce
Mount Pleasant Area Chamber of Commerce
Mercer Area Chamber of Commerce
Manufacturer's Association of Berks County
Middletown Area Association of the Chamber of Commerce of the Greater Harrisburg Area
Northern Tier Planning Economic Development Administration
North Penn Chamber of Commerce
National Electrical Manufacturers Association
Shamokin Area Industrial Corp.
Shenandoah Business and Professional Association
Towanda Area Chamber of Commerce
Tamaqua Industrial Development Enterprises
York Area Chamber of Commerce
Upper Perkiomen Valley Chamber of Commerce
Northern Pennsylvania Association of Manufacturers' Representatives, Inc.
Railway Industrial Clearance Association
Economic Development Council of Northeastern Pennsylvania
Pennsylvania State Grange
Wayne Industrial Development Corp.
Waynesboro Industrial Development Corp.
Corry Area Industrial Development Corp.
Ridgway Area Chamber of Commerce
Ridgway Industrial Development Corp.
Philadelphia Port Corporation
Pennsylvania Farmers' Association
Pennsylvania Rural Electric Association
Pennsylvania & New Jersey Traffic Bureau
Peninsula East Access Association, Inc.
Philadelphia Industrial Development Corp.
Pennag Industries Assoc.

RAILROADS
Everett Railroad Company
Philadelphia Belt Line Railroad Company
Reading Railroad
Penn Central Company
Lehigh Valley Railroad Company
Eric-Lackawanna Railroad Company
Lehigh and New England Railway Company
Delaware and Hudson Railway Company
Lehigh and Hudson River Railway Company
Stewartstown Railroad Company
Philadelphia, Baltimore and Washington Railroad Company
Lehigh Coal and Navigation Company
Union Railroad Company
Bessemer and Lake Erie Railroad Company
Pittsburgh and Lake Erie Railroad Company

Connecting Railway Company
Northampton and Bath Railroad Company

LABOR
John R. Francis, Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees
Frank Gillespie, United Transportation Union Adjustment Committee
Ben Lambert, Jr., Brotherhood of Railway Clerks
Yolando Munoz, Brotherhood of Railway, Airline and Steamship Clerks
Bernard Porta, Local 2017, Transport Workers Union of America AFL-CIO
John Ravella, Local 1311, VAW at Climax Molybdenum, Langeloth, Pennsylvania
Milo Shimrak, Transportation Workers Union of America, AFL-CIO
Charles J. Sludden, United Transportation Union
Jack Paradise, Delaware United Transportation Union
Thomas P. Shearer, United Transportation Union
William Savitsky, District 25, United Mineworkers of America
William Cockerill, International Association of Machinists
Everett W. Croyle, Railroad Brotherhoods in the State of Pennsylvania
Griff Davis, United Transportation Union for the Erie Lackawanna Railway Company (Eastern District)
James M. Reilly, United Transportation Union for Lehigh Valley Railroad System
Donald J. Regan, Local 1932, United Transportation Union
Jack Gallagher, Local 1932, United Transportation Union
Robert Evans, Brotherhood of Railroad Carpenters
Frank C. Seeber, United Transportation Union, Lodge 408
Joseph T. Gunning, Local 387, United Transportation Union
Nick Andrianos, Lodge 1968, United Transportation Union
George Goodmiller, United Transportation Union out of Sayre
H. Dropkin, Amalgamated Clothing Workers Union
Nicholas Sedon, United Labor Council, Lower Luzerne and Carbon Counties
Jerome Dennen, AFL-CIO, Oil, Chemical and Atomic Workers, Local 8-580
E. M. Wesołowski, Brotherhood of Railroad Clerks, Lodge 421
Harry Boyer, Pennsylvania AFL-CIO
Kenneth Karstetter, Transportation Worker's Union
Walter Williams, Local 1722, United Transportation Union
Jack McCartney, Brotherhood of Railway, Airline and Steamship Clerks.
George Datres, Altoona Lodge Lodge 1931, International Association of Machinists and Aerospace Workers.
Chester Cornman, Local 1739, Textile Workers Union of America, AFL-CIO.
John Garritano, Juniata Local Lodge 1639, International Association of Machinists and Aerospace Workers.
Charles Elder, Juniata Local Lodge 1639, International Association of Machinists and Aerospace Workers.
Charles Mumma, District 22, International Association of Machinists and Aerospace Workers.
Gil Ciombotti, International Brotherhood of Electrical Workers, Local 2273, AFL-CIO.
William Dunchuck for Chester Mayberry.
John E. Penny, United Steel Workers of America.
Roy D. Kyler, United Transportation Union.
E. M. Welsey, Square Deal Lodge No. 421, Brotherhood of Railway and Steamship Clerks.
Leo Ward, General Chairman, United Transportation Union, Reading Railroad.
John H. McKee, Altoona Lodge No. 1931, International Association of Machinists.
Philip F. Brady, Railroad Task Force for Northeast Region.
Helen C. Milberger, Vice-President, Pennsylvania AFL-CIO.
James J. Kelly, Chairman, Pennsylvania State Legislative Committee, Brotherhood of Railway, Airline and Steamship Clerks.
R. E. Dixon, Local Union No. 525, Sheet Metal Workers’ International Association.
Francis B. Zuber, St. Nicholas Local Union No. 7226, United Mine Workers of America.
John H. Reese, Local No. 90, United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry.
John Buchinsky, Local Union 807, United Mine Workers of America.
Jack R. Corkran, United Paperworkers International Union.
James Purcell, Local No. 1932, United Transportation Union.
A. H. Bartles, Sr., Local No. 1954, United Transportation Union.
Thomas Shelburne, Railroad Task Force for the Northeast Region.

CONCERNED CITIZENS

Dr. C. E. Blakeslee

Suzanne Broughton, North Area Environmental Council.
Group Against Smog and Pollution.
Rod Curtis, Transportation Task Force, Pittsburgh Neighborhood Alliance.
Lawrence L. Giventer, American Youth Hostels, Inc.
Samuel Hays, Sierra Club, Pennsylvania Chapter.
Whitney W. Irons.
E. Kent Kane.
Pat Mc Ardle, representing TRAIN.
Mary T. McCormick.
Michael Mead.
John C. Oliver, Western Pennsylvania Conservancy.
Carl Pfeffer.
Jonathan B. Robison, Transportation Task Force, Pittsburgh Neighborhood Alliance.
John S. Ruch, Alliance for Consumer Protection.
Brian T. Scales.
George Shankey, Civic Club of Allegheny County.
Darrell Holmes, East Stroudsburg State College.
Stanley Myers, Izaak Walton League.
Elizabeth Shepler.
Albert C. Strauss, Concerned Taxpayers of Allegheny County.
Harry Hyde, Jr., Delaware Valley Association of Railroad Passengers.
Maggie Kuhn, Gray Panthers Tabernacle Church.
Edward Morlok.
Emil F. Weitz, Delaware Valley Council Transportation Committee.
Henry Dickinson, The Historic Red Clay Valley, Inc.
Debbie Yager, Disabled in Action of Pennsylvania.
Alfred A. Siew, Jr.
Joseph Oberman.
Jeff P. Price.
Robert G. Bellwoar, Ocean City Commuters Club.
Paul M. Felton.
Marilyn Manchester, League of Women Voters of the Southern Pennsylvania Region.
Richard A. Walter, Delaware Valley Citizens Transportation Commerce.
Elaine Cohen, Delaware Valley Citizens Committee for Better Transportation.
David I. Grunfeld, Delaware Valley Commuters Organization, Inc.
C. W. Guthrie, Whitemarsh Village Association.
Charles W. Bowser, Philadelphia Urban Coalition.
Ellen Wells, Chestnut Hill Community Association.
Stanford Belden, Lehigh Valley Environmental Federation.
Lillian Waldman.
Gerald Muskin.
Louis Weiner
Bruce Allen
Frank Jones, Citizens Committee for Ethical Insurance
Dan Walsh, III
Edward T. Gavin, Frankford Senior Citizens Central
Northern Central Protestant's Committee
Martin W. Davenport, Eastern Pennsylvania Group, Sierra Club
Rita Saul, Philadelphia Bar Association's Committee on Environmental Law
Kevin Quinn, Delaware Valley Citizen's Council for Clean Air
Mary Bean Rogers, Stop the Oil-Pipeline Society
William Petrecca
John E. Wilkens, Pennsylvania Conference Association of Seventh Day Adventists
Daniel Clark, Altoona Area Vocational-Technical School
Albert Simkins, Juniata Valley School District
Marianna Thomas, Philadelphia Chapter of the Society of Architectural Historians
Joseph A. Schafer
Sanford E. Balick, Temple University Law School Public Interest Research Group
Elmer L. Letcher
Bonnie Gellman
Marie A. Spadafora
Alfred B. Riedel
Richard Pallman
Pennsylvania Economy League
Tom Shaughnessy, representing Pennsylvania collieries
Gerry Grimaud
Dr. Larry Rymon
Thomas J. Halligan
Matthew J. Freda, Kiwanis Club of Callicoon, N.Y.
Harley L. Swift
Alice Belensky
Doris B. Malloy on behalf of housewives of Lower Bakerton, Pa.
Gerry Yescavage
Bishop James J. Hogan
Kathy Muri, Altoona Area Vocational-Technical School
Mrs. Charles Bucher for Reverend Jameson, on behalf of area homemakers
Philip Ray
Roy Ogbum
Norman Kennedy
Barbara Walsh (represented by Betty Burgett), League of Women Voters of Pennsylvania
Thomas E. Stewart
Joseph B. Gocłowski
Arthur Berger
Thomas P. Shearer
Robert Jubelirer
Thomas Doty, Flood Victims Action Council
Residents of Barnes & Tucker Coal Co. # 25 Area
William J. H. Hough, Jr.
Cooperative Extension Service, Chambersburg
Cumberland County Agricultural Extension Service
Bradford-Sullivan Counties Pomona Grange No. 23
Citizens' Council of Montgomery County
Office of Veterans Affairs, Schuylkill County
Dean E. Arnold
Keith W. Eckel
Philadelphia Chapter of the American Institute of Planners
Glenavie Norton
Solomon Lubin
South Schuylkill Chapter No. 77, Disabled American Veterans
Mrs. Elmer D. Diamond
Miss Mabel Cross
David Dure
Schuylkill County Meralda Brennan Discussion Club
Ecology/Alert of Bloomsburg
Glovers Hill Ladies Auxiliary
Walter H. Wardigo Post No. 7, AMVETS
Mrs. Louis Addeo
Anthony P. Damato Post No. 792, The American Legion
Michael Harrington
Blair County War Veterans' Council
Royal F. Herdeg
B’Nai B’Rith Lodge #1199, North Schuylkill County
Mrs. Penny Sebring
Kathryn Powers
Kenneth C. Springirth
Sara G. Woy
Mark B. Howard
E. R. Schmidt
Thomas J. Halligan
Mr. and Mrs. Edward G. Marcus
John D. Sieber
Clarence W. Rinebolt
Andrew Osinski Chapter 31, Disabled American Veterans
Pennsylvania Highway Information Association
William R. Kampf
John J. Haines
Charles and Joy Lord
Jerry Wolman Chapter, Pennsylvania Sports Hall of Fame
Mrs. Anna Pike
Victor E. Oru
Civic Club of Allegheny County
Citizens Council of Delaware County
Gladys M. and Mary D. Dudwig
Citizens Fire Co. No. 1, Brandonville
Mrs. George W. Wormley
Allegheny County Environmental Coalition
Shenandoah Area Barracks 2122, Veterans World
War I, U.S.A., Inc.
Liths Club
Paul Fein
William F. Goodling
Mrs. Elizabeth C. Shepler
Jan Massoth
Mrs. Penny Sebring
Shenandoah Moose Lodge No. 922
Tony Ramos
Ringtown Area Lions Club
Ringtown Valley Rotary Club
Elsa G. Richter
Robert Evans
Joseph Figured
Residents of Gloria Dei Towers, Huntington Valley
Jack Gallagher
Lackawanna Bar Association
Martin Noone
William Liasson Phillips
James Purcell
Ernest D. Preate, Jr., Esq.
Joseph T. Gunning
George A. Goodmiller
Charles W. Hargens, III
Mrs. Gertrude Hope
Robert E. Kimmel
Kiwani Club of Kane
Future Alternative Surface Transit Concept
Pennsylvania Economy League

Arthur Clink
L. E. Payne
Dr. Harris Blumberg
Jonathon Benson
Frank Basciani
George Shawger
C. T. Fenderone
Frank C. Seeber
Lost Creek Fire Co. No. 1
Shipshiqua Shipshinski
Mr. and Mrs. Leo Brady, Jr.
Mrs. Connie Nolon
Rotary Club of Central Perkiomen
Blair County Pomona Grange No. 37
Donald J. Regan
Lloyd E. Sheneman
Mary T. Sommers
Wyalusing Rainbow Club
United Way of Lackawanna County
MRS. STANLEY MAKSMIK, LOCUST MT. HOSPITAL AUXILIARY
William Stewart
Helene Emlen
Columbia Hose and Steam Fire Co., No. 1, Shenandoah
Andrew Shaw, Jr., Wilkes College
Polish American Fire Co. No. 4, Shenandoah
Phoenix Fire Co. No. 2, Shenandoah
Barbara Paul, Perkiomen Valley Watershed Association
Curtin Winsor, Pennsylvania Environmental Council, Inc.
Joseph K. Folckemmer

GOVERNMENT
Federal
Senator William V. Roth, Jr.
Senator Joseph R. Biden
Congressman Pierre S. Du Pont
State
Governor Sherman W. Tribbitt
Robert J. Taylor, Department of Highways
John O. Hidinger, Department of Highways
Delaware Division of Transportation
Senator David H. Elliott
County
Joseph T. Conaway, Sussex Co. Engineer’s Office

BUSINESS
Agriculture
Delmarva Poultry Industry, Inc.
Seaford Feed Co.
Paramount Poultry
Manufacturing
Hercules, Inc.

Delaware
Delaware Brick Co.
Leeds Travelwear, Inc.
Red-White Mills, Inc.
E.I. DuPont de Nemours & Co.
Seacoast Products, Inc.
Kaiser Aluminum and Chemical Corp.
Leon Morse, representing William H. Roser and Barcroft Co.
Service Industry
Southern States Cooperative Store
Organization
Delaware State Chamber of Commerce

LABOR
Brotherhood of Railway, Airline and Steamship Station Employees
United Transportation Union

CONCERNED CITIZENS
Brian Woodstock
Rhodes Vessels
Fred Holdengreen
MARYLAND

GOVERNMENT

Federal
Senator J. Glenn Beall, Jr.
Senator Charles McC. Mathias, Jr.
Congressman Robert E. Bauman
Congressman Clarence D. Long
Congressman Goodloe E. Byron
Paul Phillips, Department of Agriculture

State
Governor Marvin Mandel
House of Delegates
James J. O'Donnell, Deputy Secretary of the Maryland Department of Transportation
Harry R. Hughes, Secretary of Transportation
Young D. Hance, Secretary of Agriculture
David H. Elliott, Senator, 21st District of Delaware
Franklin Burres, Executive Secretary of the Maryland Agriculture Commission
Joseph Annastasi, Secretary of the Department of Economic Community Development
Edward P. Thomas, Senator, 2nd District, Carroll and Frederick Counties
Charles H. Smelser, Senator, 2nd District, Carroll and Frederick Counties
James E. Agenbroad, Maryland Department of Transportation
Charles H. Smith, Maryland Department of Transportation
Delegates Sloan, William, Byrnes and Reed
Robert E. Wagner, Cooperative Extension Service, University of Maryland

County
James P. Earp, representing the Economic Development Commission of Carroll County; County Commissioners of Carroll County; Westminster-Carroll County Chamber of Commerce
Donald Lewis, representing the Board of County Commissioners of Frederick County
Larry Johnson, Planning Director for Frederick County
Kenneth Green, Director of Planning for Harford County
Norman E. Gerber, Chief of the Community Plans Division of the Baltimore County Office of Planning and Zoning
Leonard W. Dayton, Dorchester County Commissioners
Robert L. Kiley, Executive Director of Salisbury Wicomico Economic Development, Inc.
William J. Argo, Executive Director of Charles County Economic Development Commission
Leonard W. Dayton, President of County Commissioners - Dorchester County
Harold W. Morris, Planning Director of Worcester County
G. Herbert Rice, Jr., President of County Commissioners of Carroll County
Dr. James P. Earp, Director of Economic Commission of Carroll County
Richard C. Matthews, Carroll County Committee, Economic Matters
John A. Derr, Board of County Commissioners of Frederick County
Earl L. Brenneman, Commissioners of Cumberland County
George W. Aldridge, Jr., County Administrator for County Commissioners of Queen Anne County

City
Bernard L. Berkowitz, Physical Development Coordinator for the City of Baltimore, representing Mayor William Donald Schaefer
C. William Ockert, Director of Transportation, Regional Planning Council (Baltimore)
Alan George Merchant, representing Mayor Ronald Young of Frederick, Maryland
George Olsen, representing Mayor D. T. Warwick of Denton, Maryland
George P. Volenik, Town Manager of Princess Anne
Mayor William H. Price of Snow Hill
Mayor Clayton Rose of Preston
Mayor James J. Conway of Bowie
Mayor Neal W. Powell of Taneytown
Max Chambers, Preston Planning and Zoning Commission
Robert W. Cook, Greater Salisbury Committee
Richard D. Howell, Town of Warwick Commissioners of Thurmont
BUSINESS

Agriculture
Maryland Farm Bureau
Frederick County Pomona Grange
Berlin Milling Co., Inc.
Perdue Inc.
Holly Farms Poultry Industries, Inc.
Chesapeake Foods, Inc.
Showell Poultry, Inc.
Delmarva Poultry Industry, Inc.
Somerset Farmers Service, Inc.
Nagel Farm Service
Southern States Easton Service
Southern States Taneytown Co-op
Southern States Woodsboro Co-op
Southern States Co-op, Inc. Cambridge Service and Preston Service
Saulsbury Brothers
Fair Hill Farm
Consolidated Blenders
Fox Foods, Inc.
Accomack County Farm Bureau
Anderson Box Co.
Southern States Kent Co-op
Dulany Foods, Inc.
Farmers Supply Co. of Walkersville, Md.

Extracting/Mining
Maryland Coal and Realty Co.
Phoenix, Inc.
Northern Propane Gas Co.
Cardinal Mining Co.
George's Creek Coal and Land Co.
Buffalo Coal Co.
Winner Bros. Coal Co.

Manufacturing and Service
Campbell Soup Co.
Moore Business Forms
National Can Corp.
Maryland Metals, Inc.
Central Chemical Corp.
Cavetown Planing Mill Co.
Martin's Elevator, Inc.
William Gower and Son
Clorox Co.
Certain-Teed Products Corp.
Farmer's Supply Co.
Peter Parker for Harford Sands, Suscohana
Concrete Products
Interpace Corp.
Harry T. Campbell Sons Co.
Borden Chemical
Gray Concrete Pipe Co.
H. & S. Distributing Co., Inc.

E.I. DuPont de Nemours and Co.
Chesapeake Bay Plywood Corp.
Bayshore Foods, Inc.
RJR Foods, Inc.
Seaford Feed Co.
Hanover Brands, Inc.
Friel and Friel Lumber Co.
Albert W. Sisk and Sons, Inc.
Delmarva Modular Housing Corp.
Lance J. Eller, Inc.
Western Publishing Co.
Thomas J. Lipton Co., Inc.
Penland Containers
Delmarva Sash and Door Co. of Maryland, Inc.
Horner Manufacturing Co.
Ralston Purina Co.
Frederick Iron and Steel
J. M. Huber Corp.
Connelly Containers
Glatfelter Pulpwood Co.
Kerr McGee Chemical Corp.
Westvaco Corp.
Salisbury Steel Co.
H. D. Metal Co.
Congoleum Industries
Somerset Farmers Service, Inc.
Kaiser Aluminum and Chemical Corp.
Worthington Engineered Pumps, Inc.
Shore Fertilizer Corp.
Bayshore Concrete Products Corp.
Firestone
Container Corporation of America
W. S. Frey Co.
Taneytown Grain and Supply Co., Inc.
Maugansville Elevator and Lumber Co.
Frederick Trading Co.
Delmarva Power and Light Co. of Maryland
Dresser Industries
Tidewater Publishing Corp.
Marvil Package Co.
Barrick Lime Co.
Allied Mills
P. M. Brooks and Son, Inc.
E. S. Adkins and Co.
Zapata Hanie Corp.
C. H. Hayman and Sons, Co.
Cohn and Bock Co.
Paul M. Jones Lumber Co.
Koppers Co.
Daily and Sunday Times
Norman S. Early and Son
Buck Distributing Co.
Pyles Lumber Co.
Marlo Furniture
Benger Brothers, Inc.
Boggs Water and Sewage, Inc.
Kings Creek Canning Co.
Hickman Lumber Co.
The Thurmont Bank
The Bank of Somerset
Baltimore Gas and Electric Co.
Atlantic Cement Co.
Northern Propane Gas
Central Soya Co.
Acme Markets
Potomac Electric Power Co.
Howard Shockey and Sons, Inc., Grider and
Shockey, Inc., Shockey Brothers, Inc., and
Shockey Realty Co.
David L. Johnson, Esq.
Edward Holland, division of Fruit and Produce
Packaging Co.
Wm. D. Bowers Lumber Co.
Reliable Junk Co., Inc.
Buck Distributing Co., Inc.
Adkins Co.
Chevron Asphalt Co.
Kings Creek Canning Co.

Organizations
Western Maryland Coal Owners and Operators
Assoc.
Delmarva Advisory Council
Greater Salisbury Committee
Charles County Chamber of Commerce
Delmarva Advisory Council Railroad Committee
Upper Eastern Shore Crops Advisory Council
Tri-County Field Crops Advisory Council
Taneytown Chamber of Commerce
Northern Central Protestants Committee
Delaware/Maryland Plant Food Association
Delmarva Peninsula Fertilizer Association
Bank Administration Institute
Carroll County Chamber of Commerce
Mid-Atlantic Food Processors Association, Inc.
Salisbury Area Chamber of Commerce
Wicomico Economic Development, Inc.
Chamber of Commerce of Frederick County
Seaboard Chapter, Institute of Scrap Iron and
Steel, Inc.

RAILROAD
Chessie System, Inc.
Stewartstown Railroad Co.

LABOR
United Transportation Union, Local 1722
United Transportation Union for the State of
Maryland
Brotherhood of Railway, Airlines and Steamship
Clerks

CONCERNED CITIZENS
John L. Crothers, Jr.
Joyce Barker, Joint Committee for Cold Spring Lane
Ed A. Gallagher, III
Harriet Douthiert
Harry W. Miller, Rail Ways of the Americas, Inc.
George S. Wills, Maryland Environmental Trust
Mrs. Thomas Eastman, Maryland Transportation
Coalition
Robert Goldfein
Frederick Smallkin
Elinore Lewis
Linda Smaney, Better Air Coalition
George Tyson
Dorothy Graham
Fred Durr
George A. Norcross, Historic Railroads, Inc.
Sue Stanley
Lynne McCoy, Federated Garden Clubs of Maryland
H. V. Bace
Merilyn Reeves, League of Women Voters of
Maryland
Roger D. Marino, Ellicott City Businessmen's Assoc.
W. A. Stewart Wright
Maryland Rural Affairs Council
Dr. and Mrs. E. Leon Moore
A. K. Reese
Howard M. Harris
Leonard P. Seger
Lawrence R. Ambush
William Kleinwachtner
Richard Posch
John C. Armor
Marshall L. Matthews
Raymond E. Beck
Emanuel H. Horn
Thomas Lawrence, Taneytown Jaycees
Kenneth H. Fields, Kiwanis Club of Taneytown
Harry W. Allers
Elvin R. Curtis
Fred Pruce, Jr.
Better Air Coalition
GOVERNMENT
Mayor Walter Washington, District of Columbia, represented by Douglas N. Schneider
Secretary of Agriculture, represented by John A. Harris
Donald Whitehead for the Appalachian Regional Commission
Council on Environmental Quality
Sheldon Meyers, Environmental Protection Agency
Colonel Dean D. Duncan, USAF, Department of Defense
J. Richard Tomlinson, The National Railroad Passenger Corp. (Amtrak)
Joseph E. Kaspuyts, Maritime Administration of the Department of Commerce
Kenneth McLennan, Department of Labor
Congressman George E. Brown, Jr.
General Services Administration
John C. Whitaker, Department of the Interior
N. Thomas Harris, Federal Maritime Commission
William A. Brobst, Atomic Energy Commission
Department of Housing and Urban Development
National Milk Producers Federation
The Fertilizer Institute
National Council of Farm Cooperatives
National Milk Producers Federation

LABOR
United Mine Workers of America
The Congress of Railway Unions
Railway Labor Executive’s Association

CONCERNED CITIZENS
Charlotte Harrington of the Washington Coalition for Clean Air
Elizabeth Horvath of the Northern Virginia Conservation Council
Peter Arballo, Paralyzed Veterans of America
Leonard Lane of the Sierra Club
Brian Lederer of the National Consumer Congress
Richard Rochette
Richard A. Hollander
Grant Sykes and Reed Hamilton for the American Bikeways Foundation
Nancy Solly for the Capitol Hill Action Group
Angela Rooney, Steering Committee of the National Coalition on the Transportation Crisis
Richard Krodel
James Lange
James Aggenbrod
James Alsip of the Interreligious Coalition for Housing
Dr. George Brown, for the National Coalition on the Transportation Crisis
Helen Leavitt for the Center for Environmental Strategy
Anthony Haswell, National Association of Railroad Passengers and Rail Foundation
Thomas M. Raysor of Benjamin B. French Lodge No. 15
Louis P. Dolbeare, Americans for Democratic Action

BUSINESS
Agriculture
National Council of Farmer Cooperatives
Service
Buck Distributing Co.
McCalls
U.S. Postal Service
Organizations
National Lumber and Building Material Dealers Association
National Industrial Traffic League
U.S. Chamber of Commerce
VIRGINIA

GOVERNMENT
Federal
Senator Harry F. Byrd
Congressman Thomas N. Downing
Congressman William Whitehurst
Robert K. Krick, National Park Service, Department of the Interior
Donald W. Whitehead, representing Appalachian Regional Commission

State
The Senate and the House of Delegates
Wayne A. Whitham, Secretary of Transportation and Public Safety, Commonwealth of Virginia
S. Mason Carbaugh, Commissioner of Agriculture and Commerce
J. K. Brookshire, Jr., Department of Highways
Marvin V. Craft, Jr., Deputy Executive Director for Port Development and Plans of the Va. Port Authority
Lowrie W. Richardson, Senior Transportation Specialist, Va. State Corporation Commission
J. William Mapp, Marketing Specialist, Department of Agriculture and Commerce
J. Frank Alsopugh, Director of the Virginia Division of Industrial Development
Robert J. Griffith, Associate Director of Finance, Division of State Planning and Community Affairs

County
T. Hume Dixon, representing Northampton County Board of Supervisors
Arthur P. Grothouse, representing Accomack County Board of Supervisors
C. D. Marsh, representing Accomack-Northampton Planning District Commission and Accomack County Board of Supervisors
David McGaughey, representing Kerr-Tar Regional Council of Government

City
James W. Rein, Assistant City Manager, Chesapeake
Olive B. Williams, City Clerk, Chesapeake
P. H. Cox, Jr., Director of Industrial Development, Chesapeake
Durwood S. Curling, City Manager, Chesapeake
Mayor Marian P. Whitehurst of Chesapeake
George E. Ward, Jr., Mayor-Town Manager, Cape Charles
Mayor Edward H. Cann of Fredericksburg
Kenneth R. Scott, representing Norfolk Port and Industrial Authority
William A. Diggs, Real Estate Assessor, Chesapeake
B. M. Perrero, representing Common Council City of Winchester
Mayor Stewart Bell, Jr., of Winchester

BUSINESS
Agriculture
Accomack County Farm Bureau

Extracting/Mining
Texasgulf Inc.
Ashland Oil Co.
Shenandoah Iron Works

Manufacturing and Service Industries
Atlantic Cement Co., Inc.
Lone Star Industries, Inc.
Southern States Cooperative, Inc.
Weaver Fertilizer Co.
Gowen Chemical Corp.
Royster Co.
Swift Chemical Co.
Eppinger & Russell Co.
Solite Masonry Units Corp.
Brown & Root, Inc.
Shore Fertilizer Corp.
Johns-Manville Corp.
Ryan Homes, Inc.
Chilean Nitrate Sales Corp.
Davis Grain Corp.
Elizabeth River Terminals, Inc.
Foster Grant Co., Inc.
Jacobson Metal Co.
Gordon Paper Co., Inc.
Higgerson-Buchanan, Inc.
Norfolk Tallow Co., Inc.
Tidewater Construction Corp.
Virginia Electric and Power Co.
Chas. W. Priddy & Co., Inc.
Solite Corp.
Cavalier Concrete Products, Inc.
Hitch Terminal
Smith-Douglas Division of Borden Chemical
L. R. Capshaw, Inc.
Shenandoah Apple Co-operative, Inc.
Tidewater Equipment Corp.
T. & W. Block, Inc.
Westvaco Corp.
Lance J. Eller, Inc.
United Va. Bank/Seaboard National
Blake & Co., Inc.
Cargill, Inc.
Cives Corp. - Shenandoah Iron Works Div.
Howard Shockey & Sons, Inc.; Crider & Shockey, Inc.; Shockey Bros., Inc.; Shockey Realty Co.
G. L. Webster Co., Inc.
Byrd Foods, Inc.
Allied Mills, Inc.
National Fruit Co., Inc.
Economy Feed & Milling Co., Inc.
Bayshore Concrete Products Corp.
Annandale Millwork Corp.
R. C. Evans & Sons
Webb's Lime Spreading Service
Boggs Water & Sewage Co.
Crown Cork & Seal Co., Inc.
W. S. Frey Co., Inc.
Growers Seed and Fertilizer Co.
Cape Charles Oil Co.
Webb's Lime Spreading Service
Organization
Southern States Cooperative, Inc.

National LP-Gas Association
Association of Virginia Potato and Vegetable Growers
Shenandoah Valley Manufacturer's Association
Winchester-Frederick County Chamber of Commerce
Virginia State Chamber of Commerce
Eastern Shore of Virginia Chamber of Commerce, Inc.
Board of Directors of the Chesapeake Chamber of Commerce
Fredericksburg Chamber of Commerce
Woodstock Chamber of Commerce, Inc.

RAILROAD
Norfolk & Western Railway Co.
Norfolk & Portsmouth Belt Line Railroad

CONCERNED CITIZENS
D. K. Chacey
Glenn E. Nelson
James H. Webb, Jr.
Richard Rochette
Elizabeth Horvath - Northern Virginia Conservation Council
Ronald E. Shibley - Historic Fredericksburg Foundation, Inc.
Ronald C. Brown - Kiwanis Club
Frank Messick

WEST VIRGINIA

GOVERNMENT
Federal
Senator Robert Byrd
Appalachian Regional Commission
Congressman John Slack
Congressman Ken Hechler, represented by Judy Roach

State
Governor Arch A. Moore, Jr.
Senator Robert F. Hatfield
Senator William J. Oates, Jr.
Senator Louise Leonard
Commissioner Lysander Dudley, Dept. of Commerce

County
Charles Farley, President of the Putnam County Court

Jack Whiting, representing Regional Development Authority, Kanawha County
Benjamin Howitt, representing the Regional Inter-Governmental Council
William L. Clark, Agriculture Extension Agent
Dewey E. S. Kuhns, representing Kanawha County Court
Edmond S. Williams, representing Berkley County Court
Grant County Development Authority

City
Mayor Paul Williams of Moorefield
Bill Harper, Councilman from Moorefield
City of Martinsburg

BUSINESS
Extracting/Mining
William Talbot, representing:
Peaker Run Coal Company
Bemis Holding Company
Cowen Coals, Inc.
George B. Edmiston
Moore Brothers
Sink Coal Company
S. S. Joe Burford, Inc.
Dickinson Fuel Company
Amherst Coal Company
Carbon Fuel Company
Martinsburg Lumber and Coal Company, Inc.
Claud N. Wilcher
Bergoo Coal Co.

Manufacturing and Service Industries
Allied/Egry Business Systems
Fike Chemicals, Inc.
Mead Corporation
Georgia Pacific Corporation
Western Electric Company, Inc.
Trojan Steel Company
Perrow Motor Freight Lines, Inc.
Johns-Manville Fiber Glass, Inc.
West Virginia Malleable Iron Company
West Virginia Steel Corporation
Corning Glass Works
Erath Veneer Corporation
Novamont Corporation
Shifman Brothers
Martinsburg Mills, division of Kayser-Roth Corp.
Musselman Fruit Products Division of PET Inc.
Dupont Corporation
Greer Steel Company
Mobay Chemical Company
Exxelio Cemento, Inc.
Kanawha Manufacturing Company
Columbia Gas of West Virginia
Shippers Car Line, division of A.C.F. Industries
Union Boiler Company
Appalachian Power Company
Schmidt Baking Company, Inc.
A&S Warehouse, Inc.
Pual C. Tabb, Inc.
Coastal Lumber Company

Thorn Lumber Company
Central Tie and Lumber Company
Pardee and Curtin
J. O. Dickerson and Company

Organizations
West Virginia Industrial Development Association
Business and Industrial Development Corporation
of Kanawha Valley
Committee of 100
Charleston Area Chamber of Commerce
Tug Valley Chamber of Commerce (Frank de
Martino presented petitions signed by more than
2,000 concerned citizens in the Tug Valley)
Appalachian Research and Defense Fund, Inc.
Berkley County Industrial Park, Inc.
Martinsburg-Berkeley County Chamber of
Commerce
Hampshire County Fruit Growers Association
Huntington Area Chamber of Commerce
The Coal Traffic Bureau of Northern West Virginia,
Ohio, and Western Pennsylvania
Builders Supply Association of West Virginia

RAILROAD
Kanawha Central Railroad
Tourist Railway Association
Winifred Railroad Company
Chesapeake & Ohio/Baltimore & Ohio

LABOR
United Steelworkers of America
West Virginia Labor Federation, AFL-CIO
Brotherhood of Railway Clerks, Penn Central,
Charleston

CONCERNED CITIZENS
William H. Loy
Robert Sheets, representing Kanawha County citizens
Paul Kaufman
Leonard N. Taylor
Ed Light, representing Citizens for Environmental
Protection
Darryl Gosnell