

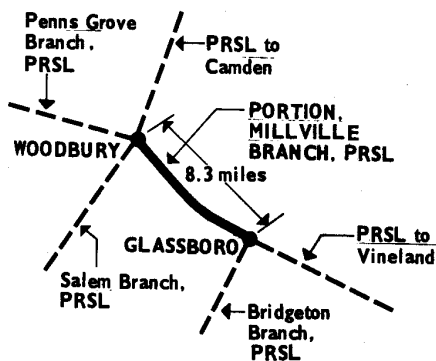
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	278, 378
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost) -	0
Cost incurred beyond the branch line.....	130, 650
<hr/>	
Total variable (avoidable) cost.....	409, 026
<hr/>	
Net contribution (loss) : total.....	(216, 128)
Average per carload.....	(114)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Information received by the USRA staff indicates that a large industrial development is being located on this line. This complex is known as the Seabrook Development and is near Bridgeton. 4,000 to 5,000 acres of industrial property should be developed over the next several years.

Preliminary Recommendation

Although the preliminary recommendation is that the Bridgeton Branch not be included in the ConRail system, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$216,128 or \$114 per carload. Recovery of costs would require approximately a three-fold increase in traffic or a 110 percent rate increase over the 1973 levels. The inclusion of this smaller bankrupt carrier in ConRail will improve carrier revenue as the acquiring road can "long haul" the traffic. The present carloads per mile indicate that the line may be viable under this circumstance.

PORTION OF MILLVILLE BRANCH
USRA Line No. 1805
Pennsylvania-Reading Seashore Lines



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

Traffic and Operating Information

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

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PRSL.....	\$16, 084
Average revenue per carload.....	\$84
<hr/>	

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

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

Preliminary Recommendation

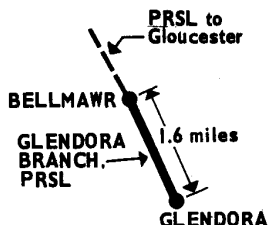
It is *not* recommended that this portion of the Millville Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess finan-

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

PORTION OF GLENDORA BRANCH

USRA Line No. 1806

Pennsylvania-Reading Seashore Lines



This portion of the Glendora Branch extends from *Bellmawr* (Milepost 7.9) to *Glendora, New Jersey* (Milepost 9.5), a distance of 1.6 miles, in Camden County, New Jersey. At Bellmawr, this line continues to Gloucester. This line was described as potentially excess in the U.S. DOT Report (see Zone 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Runnemede	72
Glendora	46
<hr/>	
Total carloads generated by the line.....	118
Average carloads per week.....	2.3
Average carloads per mile.....	73.8
Average carloads per train.....	2.4
1973 operating information:	
Number of round trips per year.....	50
Estimated time per round trip (hours).....	2.7
Locomotive horsepower.....	1,200
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that firms located on this portion of the line generated 28 carloads of freight in 1972 and 61 carloads in 1973.

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

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

Information for Line Retention Decision

Revenue received by PRSL.....	\$18,171
Average revenue per carload.....	\$112
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	21,985
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	7,165
<hr/>	
Total variable (avoidable) cost.....	29,160
<hr/>	
Net contribution (loss): total.....	(15,989)
Average per carload.....	(136)

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

Preliminary Recommendation

It is *not* recommended that this portion of the Glendora Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$15,989 or \$136 per carload. Recovery of costs would require approximately a 260 percent increase in traffic or a 120 percent rate increase over the 1973 levels. The inclusion of this smaller bankrupt carrier in ConRail will improve carrier revenue as the acquiring road can "long haul" the traffic. The present carloads per mile indicate that the line may be viable under this circumstance.

PORTION OF CAMDEN TO ATLANTIC CITY LINE

USRA Line No. 1807

Pennsylvania Reading Seashore Lines

