

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that there was strong disagreement with the conclusions reached in the DOT Report. Reference was made to the carloads generated on this line (1,950 in 1973) as well as the large number of carloads moving overhead on the line. There were also comments directing attention to the increased costs and problems associated with changing from rail to motor carrier service.

Information for Line Retention Decision

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

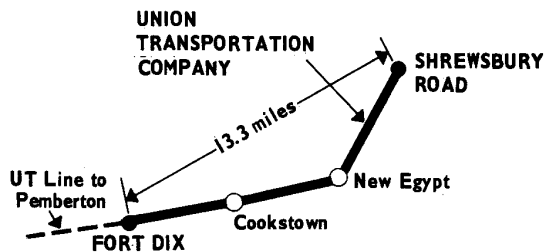
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,200 crossties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

Recommendation

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

PORTION OF UNION TRANSPORTATION COMPANY

USRA Line No. 127/128



The portion of the Union Transportation Company, extends from *Fort Dix* (Milepost 5.6), to *Shrewsbury, N.J.* (Milepost 18.9), a distance of *13.3 miles*, in Monmouth and Burlington Counties, New Jersey. At Fort Dix this line continues to Pemberton. In January 1972, an application was filed with the ICC for permission to abandon this line (Finance Docket No. AB-38). No final action has been taken on this application. This line was described as potentially excess in the U.S. DOT Report (see Zones 62 and 66).

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

Information for Line Retention Decision

This line is leased from the PC and operated by the Union Transportation Company. Therefore, it has not been subjected to detailed analysis. Current operations can be continued by Union Transportation Company.

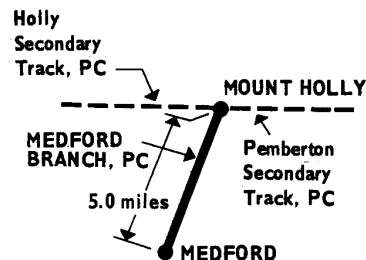
Preliminary Recommendation

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

MEDFORD BRANCH

USRA Line No. 130

Penn Central



The Medford Branch, formerly part of the Pennsylvania RR, extends from *Mount Holly* (Milepost 1.3), to *Medford, N.J.* (Milepost 6.3), a distance of *5.0 miles*, in Burlington County, New Jersey. At Mount Holly, the line connects with the PC Holly Secondary Track and the PC Pemberton Secondary Track. This line was described as potentially excess in the U.S. DOT Report of February 1, 1974 (see Zone 66).

Traffic and Operating Information

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

Medford	180
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Total carloads generated by the line.....	190
Average carloads per week.....	2.5
Average carloads per mile.....	26.0
Average carloads per train.....	0.9

1973 operating information:

Number of round trips per year.....	150
Estimated time per round trip (hours).....	2
Locomotive horsepower.....	2250
Train crew size.....	4

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Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" centered on the potential impact of the loss of rail service on area employment, business activity and local tax revenues.

Information for Line Retention Decision

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

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

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

Preliminary Recommendation

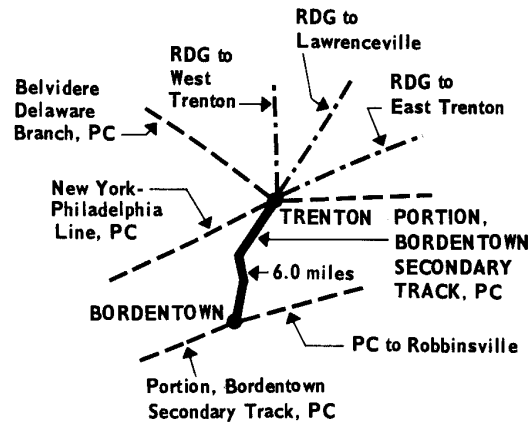
Although the preliminary recommendation is that the Medford Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require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

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

PORTION OF BORDENTOWN SECONDARY TRACK

USRA Line No. 131

Penn Central



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

Traffic and Operating Information

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

Trenton ¹	1,155
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Total carloads generated by the line.....	1,155
Average carloads per week.....	22.2
Average carloads per mile.....	288.0
Average carloads per train.....	3.9

1973 operating information:

Number of round trips per year.....	300
Estimated time per round trip (hours).....	8
Locomotive horsepower.....	1,800
Train crew size.....	3

¹ Includes only traffic on segment.