

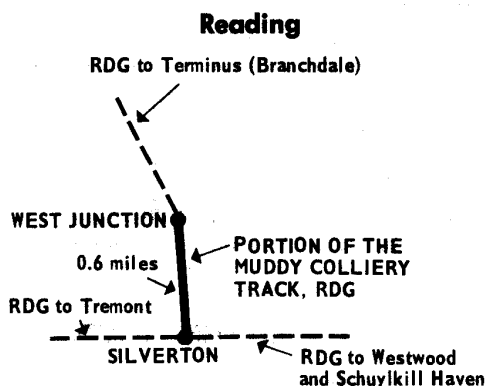
Swatara Coal Company who shipped 36,188 net tons, or 565 carloads, in 1974. The coal generated on this line is billed at West Cressona and therefore does not appear in the above traffic data.

Recommendation

It is recommended that the Swatara Colliery Track be included in the ConRail System.

PORTION OF MUDDY COLLIERY TRACK

USRA Line No. 931



This portion of the Muddy Colliery Track extends from *Silverton* (Milepost 2.0) to *West Junction, Pa.* (Milepost 2.6), a distance of *0.6 miles*, in Schuylkill County, Pa.

At *West Junction*, this line continues to *Terminus*. At *Silverton*, this line connects with the Reading West End Branch, segments of which are also under study in this Report. This line was not shown in the U.S. DOT Report (see Zone 82).

Information Provided by RSPO, Shippers, Government, Agencies

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

Information for Line Retention Decision

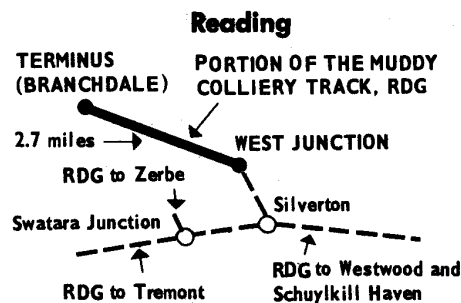
An evaluation of coal reserves by USRA staff confirms no coal activity here. Available data indicates that there is no traffic generated by this line.

Preliminary Recommendation

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

PORTION OF THE MUDDY COLLIERY TRACK

USRA Line No. 932



This portion of the Muddy Colliery Track extends from *West Junction, Pa.* (Milepost 0.0) to *Terminus* (Milepost 2.7), a distance of *2.7 miles*, in Schuylkill County, Pa.

At *West Junction*, this line continues to the Reading West End Branch at *Silverton*. This continuation is also under study in this Report. This line was not shown in the U.S. DOT Report (see Zone 82).

Information Provided by RSPO, Shippers, Government Agencies

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

Information for Line Retention Decision

An evaluation of coal reserves by USRA staff confirms no coal activity here. Available information indicates that no traffic is generated by this line.

Preliminary Recommendation

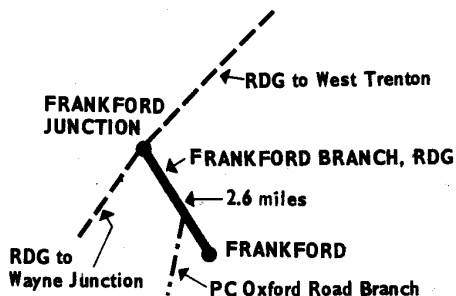
It is *not* recommended that this portion of the Muddy Colliery Track be included in the ConRail System.

FRANKFORD BRANCH

USRA Line No. 933

Reading

The Frankford Branch extends from *Frankford Junction* (Milepost 8.1) to *Frankford, Pa.* (Milepost 10.7), a distance of *2.6 miles*, in Philadelphia County, Pennsylvania. This line is in northeast Philadelphia and runs from Frankford Junction on the RDG. Co. freight line to New York eastward to Frankford. There is a connection to the PC Oxford Road Branch at *Sears*, also being studied in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 66).



Traffic and Operating Information

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

Crescentville	1
Summerdale	1,762
Frankford	6
Total carloads generated by the line	1,769
Average carloads per week	33.9
Average carloads per mile	678.9
Average carloads per train	6.8

1973 operating information:

Number of round trips per year	260
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that there are 1,743 carloads annually (599 of which are Sears). Sears is also served by the PC's Oxford Road Branch (2,400 cars in 1973) but its use of the Oxford Road Branch is restricted because of an underpass with low clearance. The Frankford Branch can accommodate hi-cube box cars.

Information for Line Retention Decision

Revenue received by RDG	\$309,107
Average revenue per carload	\$175
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	118,088
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	92,586
Total variable (avoidable) cost	205,674
Net Contribution (loss): total	103,433
Average per carload	59

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

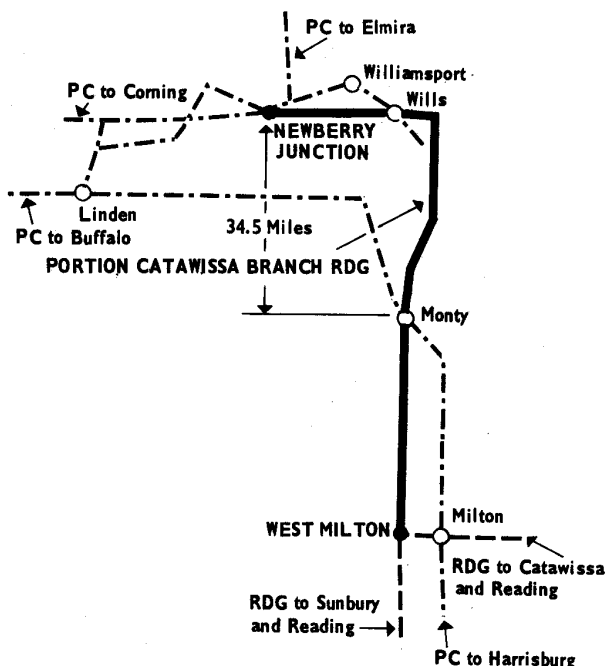
Recommendation

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

PORTION OF CATAWISSA BRANCH

USRA Line No. 934

Reading



This portion of the Catawissa Branch of the Reading Company extends from *Newberry Junction* (Milepost 169.0) to *West Milton* (Milepost 203.5), a distance of 34.5 miles, in Lycoming, Union and Northumberland Counties, Pa. At Wells this line crosses Penn Central's Williamsport Secondary extending to Williamsport and connects at Newberry Junction with the Penn Central line extending westward to Buffalo and Harrisburg. It also crosses this line at Monty. At West Milton, the line connects with the Reading Co. Shamokin, Sunbury and Lewisburg Branch extending south to Lewisburg and Sunbury. This line was not described as potentially excess in the U.S. DOT Report (see Zones 73 and 82).

Traffic and Operating Information

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

New Columbia	2,008
Allenwood	2
Montgomery	8
Muncy	1,442
Halls	2
Montoursville	648
Williamsport	3,087
Newberry Junction	2
Total carloads generated by the line	7,195
Average carloads per week	138.3
Average carloads per mile	208.5
Average carloads per train	27.7