

**1973 operating information :**

Number of round trips per year.....	260
Estimated time per round trip (hours).....	5.0
Locomotive horsepower.....	1,500
Train crew size.....	4

**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 RDG.....	\$1,452,753
Average revenue per carload.....	\$202

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	524,895
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	759,163
<b>Total variable (avoidable) cost.....</b>	<b>1,284,058</b>

Net contribution (loss) : total.....	168,695
Average per carload.....	23

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).

An evaluation of coal reserves by USRA staff confirms no anthracite coal; however, a new bituminous coal producer is trucking coal from north of Newberry Jct. to the Reading Branch at Newberry Jct. and loading it there. In 1974, they loaded 56,164 tons (749 carloads).

**Recommendation**

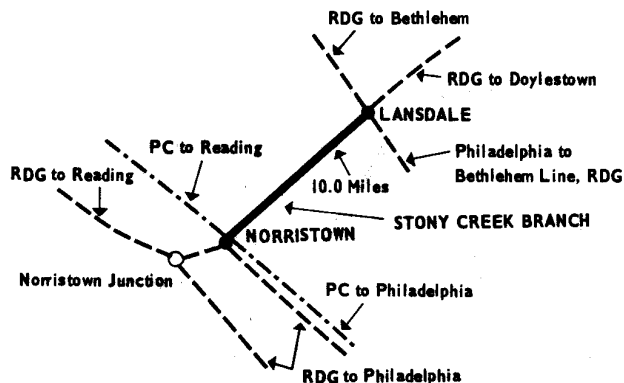
It is recommended that this portion of the Catawissa Branch be included in the ConRail System.

**STONY CREEK BRANCH**

**USRA Line No. 935**

**Reading**

The Stony Creek Branch extends from *Norristown* (Milepost 0.0) to *Lansdale, Pa.* (Milepost 10.0), a distance of 10.0 miles, in Montgomery County, Pa. At Norristown this line connects with the Reading Norristown Branch, and the Reading Philadelphia to Pottsville Line. At Lansdale it connects with the Reading Philadelphia to Bethlehem Line, and the Reading Doylestown Branch. The Reading Doylestown Branch is also under study 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:

Belfry.....	3
Hartranft.....	18

Total carloads generated by the line..... 21

Average carloads per week.....	0.4
Average carloads per mile.....	2.1
Average carloads per train.....	0.5

**1973 operating information :**

Number of round trips per year.....	42
Estimated time per round trip (hours).....	2.0
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." This line is being considered by SEPTA for electrified commuter passenger service, but no decision has been made. USRA staff has requested SEPTA to complete a detailed inventory of its passenger service needs.

**Information for Line Retention Decision**

Revenue received by Reading.....	\$2,868
Average revenue per carload.....	\$136

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	77,208
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	2,082
<b>Total variable (avoidable) cost.....</b>	<b>79,240</b>

Net contribution (loss) : total.....	(76,372)
Average per carload.....	(3,636)

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.).

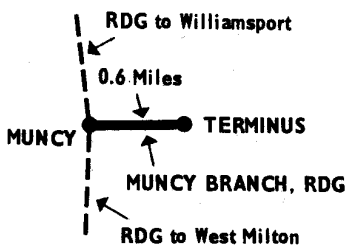
**Preliminary Recommendation**

It is *not* recommended that the Stony Creek Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under the 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to \$76,372 or \$3,636 per carload. Recovery of costs would require approximately a ninety-fold increase in traffic or a 2,675 per cent rate increase over the 1973 levels.

**PORTION OF READING AT MUNCY**

**USRA Line No. 946**

**Reading**



This portion of the Reading at *Muncy* extends from Milepost 0.0 to Milepost 0.6, a distance of *0.6 mile*, in Lycoming County, Pa. This line runs from Muncy to Terminus. It connects at Muncy with the Reading line which runs between West Milton and Williamsport. This line was not described as potentially excess in the U.S. DOT Report (see Zone 73).

**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**

All traffic generated by this line is billed to USRA Segment 934 which is recommended for inclusion in the ConRail system.

**Recommendation**

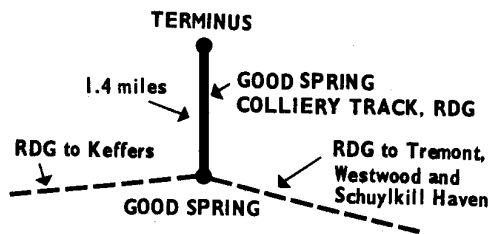
It is recommended that this portion of the Reading at Muncy be included in the ConRail system.

**GOOD SPRING COLLIERY TRACK**

**USRA Line No. 947**

**Reading**

The Good Spring Colliery Track extends from *Good Spring, Pa.* (Milepost 0.0), to *Terminus* (Milepost 1.4),



a distance of *1.4 miles*, in Schuylkill County, Pa. At Good Spring, this line connects with the Reading West End Branch, 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**

The coal traffic generated by this line is billed at West Cressona and therefore does not appear in the traffic, revenue and cost data reported above.

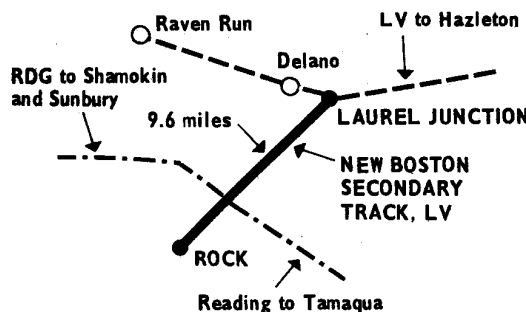
**Recommendation**

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

**NEW BOSTON SECONDARY TRACK**

**USRA Line No. 1007**

**Lehigh Valley Railroad**



The New Boston Secondary Track extends from *Laurel Junction* (Milepost 157.5) to *Rock, Pa.* (Milepost 167.1), a distance of *9.6 miles*, in Schuylkill County, Pa. At Laurel Junction, this line connects with the Lehigh Valley line to Hazleton and the Lehigh Valley Delano Secondary Track to Kohinoor Junction. A portion of the latter line is also under study in this Report.