

# News

## United States Railway Association

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### USRA ISSUES REPORT ON ERIE-LACKAWANNA

The United States Railway Association today announced that roughly two-thirds of the lines of the bankrupt Erie-Lackawanna, or about 2,000 miles, will be recommended for continued operation as part of a reorganized rail system in the Northeast and Midwest.

The information was contained in a special report issued by the Association which examined the economic viability, or self-sufficiency, of light density lines in the Erie-Lackawanna system located in the states of New York, Pennsylvania, New Jersey, Ohio and Indiana.

The Association pointed out that the Erie-Lackawanna (E-L) was late in joining the reorganization of bankrupt railroads taking place under the Regional Rail Reorganization Act of 1973 and it was therefore not fully examined in the Preliminary System Plan for restructuring the bankrupt carriers made public on February 26.

The Association noted that the E-L system operates over 2,932 miles of road overall. The roughly two-thirds of the lines earmarked for continued service, primarily through or heavy-density lines, will be recommended to become a part of the restructured rail system in the region.

The focus of today's report was the light density lines in the Erie-Lackawanna system. The Association's line by line analysis, involving traffic, tonnages, revenues and costs and other factors, shaped up overall as follows:

- \* Sixty-three line segments totaling 1,092.1 miles were examined in detail

- \* Twelve lines totaling 70.4 miles were found to be out of service, either for lack of traffic, poor condition and damage to the track, or both.
- \* Four of the lines were, in effect, split decisions--that is, a part of the line was found to be economically viable and part of it was not. These lines were divided into subsegments.
- \* Seventeen of the lines, plus four of the subsegments, were recommended for inclusion in the restructured system, and these totaled 192.3 miles.
- \* Thirty lines and four subsegments totaling 829.4 miles were recommended not to be included in the restructured system. These lines may be eligible for joint federal-state rail continuation subsidies under Title IV of the Act and may remain in service under that program.

Among the 30 lines not recommended for inclusion in the reorganized rail system, according to the report, the longest segment stretches between Marion, Ohio, and Hammond, Indiana, nearly 250 miles in all. The Association noted that a parallel Penn Central line will be recommended for use instead. At the same time, it was noted that key points along the E-L's Hammond-Marion line presently receive service from solvent carriers, including the Chessie and the Norfolk & Western.

The Association report also recommended that the Marion-Dayton, Ohio, line be excluded from the reorganized system, except for two segments, between Urbana-Bowlingville and Fairborn-Dayton, both of which will be served via Penn Central trackage.

The lines on which service will be continued, as disclosed in the report, will include, among others, the line from Marion to the Hoboken, Newark, Jersey City area; Binghamton to Fulton, and Binghamton to Utica; and Buffalo to Hornell.

The Association report pointed out that the line analysis was largely based on data and information supplied by the Erie-Lackawanna. Public hearings will be conducted on the report by the Rail Services Planning Office of the Interstate Commerce Commission. RSPO has indicated the hearings will be held in early June at locations in the five states.

The analysis considers only freight service in those cases where lines are used both for freight and publicly subsidized passenger service. Passenger service will not be impacted by the recommendations made in such cases if that service is presently supported by public subsidies, as in New Jersey.

The purpose of the E-L analysis report, it was noted, was to "Supplement" Volume II of the Preliminary System Plan, made public on February 26. It explains the report "does not deal with the industry structure implication of

the restructuring of the Erie-Lackawanna," since "these implications were addressed in Chapters 3 and 4 of the Preliminary System Plan and will be fully dealt with in the Final System Plan," due to be made public on July 26.

The Erie-Lackawanna had announced on January 9 that it could not successfully reorganize on an income basis under Section 77 of the Bankruptcy Act, and it moved to be included under the Act. On January 24, the Association's Board of Directors formally decided to recommend to Congress that the carrier be included as a "railroad in reorganization" under the Act. Analysis of the carrier's lines and facilities went into high gear at that time, even before litigation on the move was fully resolved.

The United States Railway Association is the federal corporation established under the Regional Rail Reorganization Act to reorganize bankrupt railroads in a 17-state area including, in addition to the Erie-Lackawanna, the Penn Central, Reading, Central of New Jersey, Lehigh Valley, Lehigh and Hudson River and the Ann Arbor.

The key to the light density line analysis follows:

Key

- CRC - Line is in the ConRail System
- AVS - Line is available for subsidy
- CRC/AVS - A portion of the line is in ConRail and a portion is available for subsidy
- FA - Further Analysis (The preliminary recommendation for the line is AVS but there are special conditions or the decision on the line has been postponed.)
- O/S - The line is out of operation due to damage, lack of demand for service, etc.

ERIE LACKAWANNA  
 LIGHT DENSITY LINES  
 INDIANA  
 (Intrastate Mileage)

LINE	TERMINI	CRC	AVS	CRC/AVS	FA	O/S
1262	Huntington-Hammond		124.4			
			<u>124.4</u>			
<u>TOTAL</u>						

ERIE LACKAWANNA  
 LIGHT DENSITY LINES  
 NEW JERSEY  
 (Intrastate Mileage)

LINE NO.	TERMINI	CRC	AVS	CRC/AVS	FA	O/S
1200	Newark-Orange	2.0				
1201	Orange-Summit	9.0				
1202	Summit-Morristown	10.2				
1203	Denville Jct-Morristown	6.3				
1204	Summit-Gladstone	10.0	12.3	22.3		
	(Milepost 20.0-Milepost 42.3) (20.0-30.0)		(30.0 -42.3)			
1205	Newark (Roseville Ave) - Montclair	4.2				
1206	Bloomfield-West Orange		2.7			
1207	Great Notch-Essex Falls		6.0			
1208	Mountain View-Pompton Jct	6.7				
1210	Chester Jct-Succasunna	3.7				
1211	Sussex Branch Jct-Andover Jct		13.8			7.6
1212	Washington-Phillipsburg					
<u>TOTAL</u>		<u>52.1</u>	<u>34.8</u>			<u>7.6</u>

ERIE LACKAWANNA  
 LIGHT DENSITY LINES  
 NEW YORK  
 (Intrastate Mileage)

LINE NO.	TERMINI	CRC	AVS	CRC/AVS	FA	O/S
1209	Orangeburg-Nanuet Jct.					
1213	Nanuet Jct.- Spring Valley	2.5				4.6
1214	Spring Valley-Tallmans	5.0				
1217	Grey Court-Newburg	19.1				
1219	Campbell Hall Jct.-Montgomery		4.7			
1220	Middletown-Fair Oaks	4.9				
1221	Crawford Jct-Pine Bush		10.0			
1233	Fulton-Oswego		11.4		22.1	
1239	Bath-Wayland					
1240	N. Alexander-Avon		29.5			
1241	Avon-Rochester	18.4				
1242	Depew Jct.-Lancaster		3.0			
1243	Lockport-Lawerton	5.8				
1244	River Jct.-Cuba Jct.		32.6			
1246	Buffalo(BC.Jct)-Dayton		36.3			
1247	Dayton-Dunkirk		21.8			
1248	Dayton-Waterboro	15.5		19.5		
	(Milepost 39.0) -					
	Milepost 58.5)	(58.5-43.0)	(43.0-39.0)			
1249	Dayton-Cattaraugus		14.2			8.3
1250	Salamanca-Cattaraugus					1.8
1257	Lancaster-East Lancaster					6.8
1268	Spring Valley-Thiells					21.5
	<u>TOTAL</u>	71.2	167.5		22.1	

ERIE LACKAWANNA  
 LIGHT DENSITY LINES  
 OHIO  
 (Intrastate Mileage)

LINE NO.	TERMINI	CRC	AVS	CRC/AVS	FA	O/S
1258	Niles-Lisbon (Milepost 3.0-31.6)	11.5 (3.0-14.5)	17.1 (14.5-31.6)	31.6		
1259	Phalanx-Solon		23.0			
1260	Marion-Lima		51.8			
1263	Marion-Richwood		14.3			
1264	Richwood-Urbana		32.7			
1265	Urbana-Bowlusville	7.9				
1266	Bowlusville-Fairborn		16.1			
1267	Fairborn-Dayton	12.4				
		31.8	155.0			
<u>TOTAL</u>						

ERIE LACKAWANNA  
LIGHT DENSITY LINES  
PENNSYLVANIA  
(Intrastate Mileage)

LINE NO.	TERMINI	CRC	AVS	CRC / AVS	FA	O/S
1222	At Bath		1.5			
1223	Plains Jct.-Pittston (Thompson St.)					1.8
1224	Avoca-Pittston (Thompson Street)		4.5			
1225	Rock Jct.-Jessup		6.7			
1226	Avoca-Jefferson Jct.		51.5			
1228	Kingston-Northumberland		59.6			
1229	Old Line Jct.-Nicholson		5.7			
1238	Lackawaxen-Honesdale		25.7			
1245	Lawrenceville-Blossburg		69.5			26.9
1252	Howard-Crenshaw		1.8			
1254	Jefferson Jct. Connection- D&H at Lanesboro					
1256	Farrell-New Castle (Milepost 3.6-Milepost 23.3)	0.8 (3.6-4.4)	18.9 (4.4-23.3)	19.7		
1269	Crenshaw-Hydes					3.5
1270	Loomis Breaker-Hanover					3.1
1271	Warrior Run Branch at Hanover					0.7
1272	Avondale-Loomis					1.6
	<u>TOTAL</u>	0.8	245.4			37.6

LIGHT DENSITY LINES  
 ERIE LACKAWANNA  
 (Interstate Mileage)

LINE NO.	TERMINI	CRC	AVS	CRC/AVS	FA	O/S
	INDIANA					
1261	Huntington, Ind.-Lima, Ohio		70.9			
	<u>TOTAL</u>		<u>70.9</u>			
	NEW JERSEY					
1215	N. Hackensack, N.J. - Nanuet Jct., N.Y.	12.2				
	<u>TOTAL</u>	<u>12.2</u>				
	NEW YORK					
1215	N. Hackensack, N.J. - Nanuet Jct., N.Y.	(See mileage above)				
1251	Carrolton, N.Y. - Lewis Run, Pa.	24.2				
1253	Limestone, N.Y. - Bradford, Pa.					
1255	Niobe Jct., N.Y. - Corry, Pa.		9.3			3.7
	<u>TOTAL</u>	<u>24.2</u>	<u>9.3</u>			<u>3.7</u>

LIGHT DENSITY LINES  
 ERIE LACKAWANNA  
 (Interstate Mileage)

LINE NO.	TERMINI	CRC	AVS	CRC/AVS	FA	O/S
	OHIO					
1261	Lima Ohio - Huntingdon, Ind.		70.9			
	<u>TOTAL</u>		<u>70.9</u>			
	PENNSYLVANIA					
1251	Carrolton, N.Y. - Bradford, Pa.	24.2				
1253	Limestone, N.Y. - Bradford, Pa.					3.7
1255	Niobe Jet. - Corry, Pa.		9.3			
	<u>TOTAL</u>	<u>24.2</u>	<u>9.3</u>			<u>3.7</u>