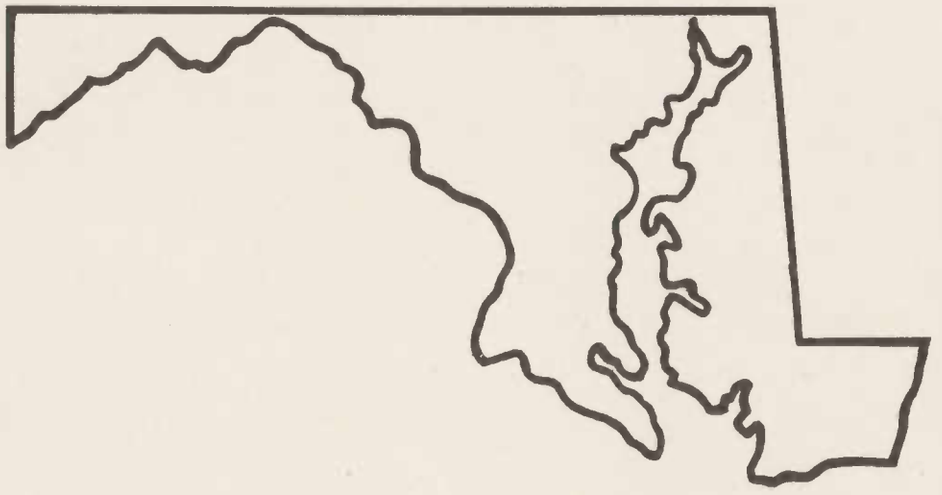
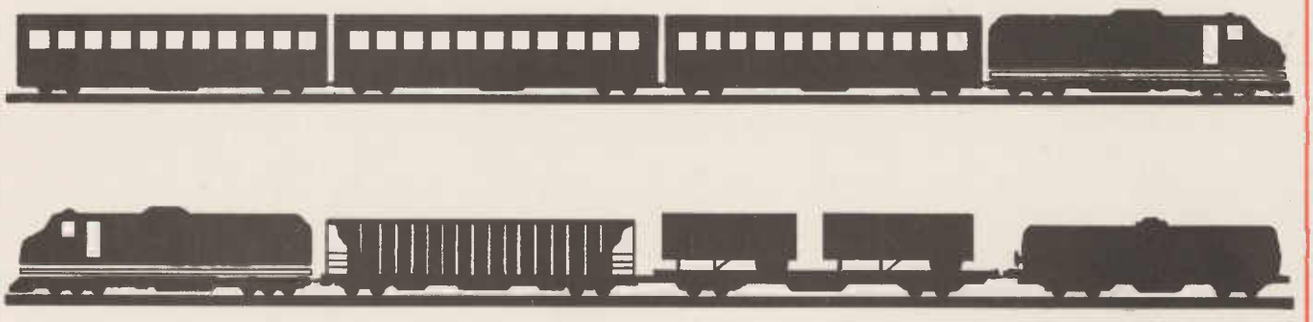
Maryland Department of Transportation

MARYLAND STATE RAIL PLAN

1984-85





MARYLAND STATE RAIL PLAN

January 1985

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EXECUTIVE SUMMARY

This is the seventh edition of the Maryland State Rail Plan. Initially, the document was developed solely to meet Federal requirements for receipt of funds under the Local Rail Service Assistance Program. The Plan has since been expanded to include all rail issues -- both passenger and freight. As such, it is the comprehensive rail planning document for the State of Maryland.

Maryland has had a long history of rail service. Since the early 1800s when the Baltimore & Ohio Railroad first established a competitive edge for the Port of Baltimore, the rail system has been vital to Maryland's economy. Today, Maryland is served by four Class I freight railroads, seven shortline or terminal railroads, and Amtrak's Northeast Corridor high speed passenger trains.

The Chessie System has the most route miles within the state and provides direct service to the largest geographic area. Conrail, with approximately half the route miles of Chessie, provides direct service within more limited areas but is of critical importance to both the Port of Baltimore and the Eastern Shore.

With the creation of Conrail through the implementation of the United States Railway Association's (USRA) Final System Plan, service on almost 240 miles of rail branch lines in the state was proposed for termination. The State initially continued service on six branch lines or line segments (165 miles) with federal, state, and local financial support. At the present time, four remain in operation (109 miles).

The state has placed a high priority on continuing freight rail service on existing lines where the service provides a positive economic benefit and where no reasonable alternative mode of transportation exists. Through FY 1984, over $27 million has been invested for lease, acquisition, rehabilitation and operation of these state-owned branch lines. With the ever decreasing level of federal capital assistance, the state continues to provide the majority of necessary funds to sustain these operations.

An analysis of freight operations on each state subsidized line is conducted periodically to determine the feasibility of continued operations. The 1984 survey of shippers on the branch lines indicates that most shippers have an alternative mode of transportation available if rail service were discontinued. Although some shippers stated that they may be forced to close or relocate without direct rail service, the majority of the shippers indicated they would switch to an alternate mode of transportation. However, the alternate mode would result in increased transportation costs.

A benefit/cost analysis indicated that two of the three lines supported by the state had favorable B/C ratios as shown in the following table.

Branch	B/C Ratio
Cambridge/Preston	1.84
Centreville/Chestertown	1.19
Frederick Secondary	0.76

The Frederick Secondary branch line had the lowest B/C ratio when analyzed for the cost effectiveness of continuing rail service. Since the costs exceed the benefits of providing service, the state will continue to monitor the operation closely to determine whether service should be continued beyond FY 1985 when substantial rehabilitation expenditures will be required.

In the case of Cambridge/Preston and Centreville/Chestertown, the benefits of continued rail service clearly exceed the costs indicating a strong rationale for continued rail service.

Traffic declines on all state-subsidized branch lines create problems for both the shippers and the state. Freight rail traffic on Maryland-subsidized branch lines declined from approximately 5,000 carloads in FY 1976 to 1,311 in FY 1983. Such traffic declines reduced revenues, and with the fixed cost of operations increasing due to inflation, the operating deficit increased, sometimes raising the total rail transportation cost to shippers above alternative transportation costs. However, in FY 1984, the historical trend was finally reversed with traffic increasing by 22 percent over FY 1983. Thus far in FY 1985, traffic is continuing to increase further.

Following approval of this State Rail Plan by the Federal Railroad Administration, the state will submit a grant application for federal fiscal years 1984 and 1985 under the Local Rail Service Assistance Program. This funding will be used to rehabilitate 14 grade crossings on the Cambridge/Preston branch line. The total cost of this project is estimated to be $700,000.

All available federal funding will be applied to this project. It appears the federal share will be only 25 percent of the total project cost. Additional state funds will be used to complete safety projects begun in FY 1984 and to initiate new safety projects in FY 1985. Over $4 million in capital expenditures are planned through FY 1989.

In addition to freight service, the state also supports commuter service between Baltimore and Washington, and between Washington and Montgomery and Frederick Counties. These programs include operating subsidies, acquisition of rolling stock, yard improvements and station improvements.

The state has put a high priority in preserving essential passenger rail service in metropolitan corridors in order to provide an alternative for long distance commuting. Over $47 million will be invested in capital projects between FY 1985 and FY 1990. The federal government will contribute over $34 million of that amount.

There are a number of current issues which could affect Maryland's rail system. The impending sale of Conrail could have an impact on competition, particularly within the Port of Baltimore. Accordingly, Maryland has communicated its views and concerns to the U.S. Department of Transportation. The ever-decreasing availability of federal funds for the freight capital program also affects the state's transportation system by limiting our ability to complete planned projects or undertake new ones. On the state level, proposals to terminate rail service within Cambridge Yard and to restore service on the Cedarhurst to Westminster line and Easton rail line will have an impact on area shippers.

Regardless of the level of federal funding under the Local Rail Service Assistance Program, the state will continue to prepare the Maryland State Rail Plan as a means to advise the public of the state's plans for the freight and passenger programs and to advise of significant national and state issues which will affect these programs.

CHAPTER I

RAIL SERVICE POLICIES

The policies which guide the department in establishing its rail service programs are formulated within the areas of system preservation, economic development, and public transportation.

System Preservation

System preservation continues to be a high priority for the department. System preservation is defined as the capital improvements necessary to periodically rehabilitate or replace existing facilities and aging equipment. This definition does not include routine maintenance, since maintenance expenditures are part of the department's operating program, nor does it include major improvements that add substantially to the capacity of the facility. Within this definition, rail capital improvements are included under system preservation. Specifically, the department's policies are:

(1) To maintain and improve operating, state-owned freight rail lines in accordance with applicable federal and state safety standards where such improvements are cost-effective; and,

(2) To rehabilitate or replace rail equipment and station facilities as necessary for continuing operations.

Economic Development

The department supports the state's economic growth and programs to attract industry and private investment, consistent with local plans and the state's development policies. The state's emphasis on economic development was reinforced when the Governor signed an Executive Order in 1982, entitled:

"Policies to Guide State Actions for the Physical and Economic Development in Maryland." A major thrust of the order is to promote economic development opportunities in existing communities and designated growth areas. Currently, all department policies regarding freight rail service have been formulated within the area of economic development. Maryland's role in freight rail operations is based on three basic policies:

(1) To preserve and/or subsidize essential freight rail services whenever the private sector cannot profitably provide such services, when there are no reasonable alternative modes of transportation, and where the service is cost-effective;

(2) To require a financial commitment by the freight users for continued state support; and

(3) To support and promote economic and industrial development along subsidized rail freight lines so that new traffic can be generated, thus increasing revenues and decreasing the need for state support.

These policies are supportive of maintaining and enhancing economic activities whenever it is cost-effective, while, at the same time, attempting to return the operation of the rail lines to the private sector.

Public Transportation

The department improves the quality and efficiency of public transportation and commuter rail systems: to assure the long-term availability of transit service for commuting purposes; to serve the essential transportation needs of those who have no access to an automobile; and, in support of the state's policy of enhancing the viability of existing communities and urban areas.

Maryland's role in commuter rail operations is based on the following policies:

(1) Preserve essential passenger rail service in metropolitan corridors to provide an alternative mode for long distance commuting;

(2) Maintain a reasonable fare structure for commuter rail services that covers at least 50% of operating costs; and,

(3) Support expansion and improvement of existing commuter and intercity passenger rail services as an energy efficient public transportation alternative to the automobile where feasible and cost effective.

CHAPTER II

THE RAIL PLANNING PROCESS
(49 CFR 266.15(a))

Overview

The Maryland State Rail Plan is developed in accordance with federal requirements, by the Maryland Department of Transportation's Office of Transportation Planning (OTP) and the State Railroad Administration (SRA). The plan development process is carried out in close coordination with other state and local agencies. Opportunities are provided for input from shippers, carriers, other interested groups, and the general public. Although federal requirements for rail planning deal only with some aspects of freight rail service, the department has chosen to expand the contents of the Maryland State Rail Plan and views it as the comprehensive rail plan for the state.

The Maryland State Rail Plan is developed as part of the comprehensive transportation planning process of the Maryland Department of Transportation. The legislation which created the Maryland Department of Transportation (MDOT) in 1970 called for "...the development and maintenance of a continuing, comprehensive, and integrated transportation planning process."

Under requirements adopted by the General Assembly in 1982, the Secretary of Transportation is required to develop and, with the approval of the Governor, adopt a State Report on Transportation (SRT), consisting of the Consolidated Transportation Program (CTP), and the Maryland Transportation Plan (MTP). The SRT is to guide the department in program development and is intended "...to foster efficient and economical transportation services throughout the state." Within MDOT, the Office of Transportation Planning is

responsible for developing and maintaining the state's transportation planning process including preparation of the Maryland Transportation Plan of which this Rail Plan is an element.

The State Railroad Administration, a modal administration within the Maryland Department of Transportation, is the state agency responsible for the development and implementation of programs aimed at the preservation, improvement, or provision of railroad transportation facilities and services within the state. The SRA administers operating agreements with various railroads to provide rail freight and passenger services to supplement those activities provided by the private sector. The Administration also develops departmental positions on railroad legislation, abandonment applications, merger proceedings and regulations promulgated by federal and state agencies.

The Maryland Transportation Plan (MTP) (49 CFR 266.15 (11))

The Maryland Transportation Plan was adopted in 1978 and is reviewed annually. Under the revised planning requirements adopted by the General Assembly in 1982, the MTP is to be expressed in terms of program objectives and an updated plan is to be published every two years. The MTP relates transportation objectives on a statewide, multi-modal basis to expected departmental revenues.

The Maryland State Rail Plan

The first Maryland State Rail Plan was developed in 1975. That document provided basic information on the status of various rail branch lines threatened by abandonment as a result of the bankruptcy of the Penn Central Transportation Company. The 1975 Maryland State Rail Plan set the state's priorities for continuation of services on these branch lines and needed rehabilitation utilizing federal funds.

Since 1975, the Maryland State Rail Plan has been updated seven times. In each of these updates, additional, more detailed information was presented. The intent has been to move towards a comprehensive Maryland State Rail Plan covering all rail issues. The plan is designed to set forth the rail policies, strategies, plans, and programs of the state. It also serves as a tool in analyzing alternative courses of action for the department, and prioritizing existing projects in relation to current and future resources.

Special Studies

In addition to the ongoing effort to maintain an up-to-date plan, the department periodically undertakes special studies to address rail issues as they arise. These studies have improved the department's rail data base, analytical capability, and the comprehensiveness of the rail planning process. In addition, pertinent results of studies not specifically developed as part of the rail planning process are included in the Maryland State Rail Plan where appropriate.

Public Participation (49 CFR 266.15(C)(10))

Public participation in the transportation planning process has been an ongoing activity within the Department of Transportation. Over the years this activity has been expanded and strengthened as a result of a growing concern over the impact of transportation planning on a local and regional level.

The MTP sets forth two specific policies for public participation:

(1) Assure that transportation investments help to meet multiple objectives - economic, social and environmental, as well as transportation, and

(2) Plan and design transportation service improvements allowing for early, continuous, and two-way communication with all segments of the public prior to selection of a course of action.

The rail planning process also responds to federal requirements as appropriate. The Local Rail Service Assistance Program administered by the Federal Railroad Administration (FRA) prescribes requirements for public participation including the requirement for holding public hearings on the State Rail Plan Update. For rail passenger capital programs administered by the Urban Mass Transportation Administration (UMTA), public hearings on improvement projects are held in accordance with prescribed requirements.

Implementation of departmental policy and federal requirements is carried out through a variety of public information meetings and informational mailings which afford full opportunity for public comment. The department annually presents the latest MTP and CTP updates at meetings held with the elected officials of each county, members of the Maryland General Assembly, and the general public. The opportunity is given for public comment on transportation programs and specific projects including rail passenger and freight programs and projects.

Meetings are also scheduled when needed with county officials and rail users to discuss current rail freight issues and the development and execution of annual funding arrangements for the State's rail freight subsidy program. In the past, these meetings were scheduled monthly, then quarterly. Regularly scheduled freight rail meetings were discontinued due to the lack of local attendance. Therefore, all freight rail meetings the department holds with the public are on an as needed basis.

Public hearings on rail passenger projects are generally held in the affected area. Public hearings for the Maryland State Rail Plan are held regionally. Public buildings, convenient for public access and centrally located, are utilized and thirty days notice is given for all public hearings. These notices are in the form of local newspaper advertisements, publication in the Maryland Register, and public service announcements over local broadcasting stations. General news releases are also issued statewide. These public hearings are conducted in the manner prescribed by the Code of Maryland Regulations.

Written comments on the Maryland State Rail Plan are solicited through a mailing which goes to county planners, railroad operators, elected officials, and public libraries. In addition, mailings are made on request to rail users and the general public. Also, written comments from public agencies are solicited through the "Maryland Intergovernmental Review Process." Comments obtained through these public participation processes are incorporated, to the extent practical, into the final or subsequent State Rail Plans.

Coordination with Other Agencies

The department maintains continuing interaction with state and local agencies to plan and promote future rail programs. Specific contacts include county planning, transportation, and economic development agencies, the Maryland Department of Economic and Community Development, and the Delmarva Advisory Council. This interaction not only facilitates rail planning efforts, but also provides other avenues for public participation.

The department is committed to working within the ongoing cooperative comprehensive transportation planning process carried out by regional organizations. The sections of the Maryland State Rail Plan dealing with

regional transportation issues have been and will continue to be developed in close coordination with the appropriate regional agencies.

Energy Planning (49 CFR 266.15 (c) (11A))

The state rail planning process, as an element of the overall state transportation planning process, addresses energy efficiency, fuel conservation and domestic use of coal. In developing policies and programs to deal with rail service abandonments, preservation of cost-effective rail service on light density lines, and the provision of commuter rail service in major metropolitan corridors, the rail planning process includes consideration of the fuel-efficient aspects of rail transportation. This planning process also focuses on the importance of the state's rail system in transporting the nation's coal for domestic and foreign use.

When SRA evaluates an abandonment application and selects certain cost-effective operations for rail service continuation assistance, consideration is given to the energy impact of the loss of rail service. In most cases, transporting certain commodities by truck as compared to rail will result in the consumption of greater amounts of fuel. Furthermore, the increased number of trucks will accelerate the deterioration of the state's highways and bridges. However, due to the minimal amount of rail traffic which moves over these lightly used lines, these impacts are minimal. Consequently, most departmental decisions relative to abandonment or service preservation are based on the projected economic impact which can be significant even on light density branch lines.

Provision of commuter rail service in major metropolitan corridors does have a significant impact on energy efficiency and fuel consumption. Each day in Maryland, nearly 3,500 commuters contribute to an overall reduction in fuel

consumption by using one of the state-supported commuter rail systems rather than private automobiles.

From the earliest days of railroading to the present, most of the nation's coal has been transported by railroads. This is particularly important in Maryland where substantial amounts of coal are transported both for domestic use and for shipment to foreign consumers through the Port of Baltimore. The rail planning process includes an evaluation of the state's rail system with respect to its ability to accommodate the increasing volumes of coal being transported. Special attention is given to the rail system serving current and planned coal-fired electrical generating stations and what congestion problems may occur with increased usage. Congestion problems involve conflicts with the existing rail operation serving other industries as well as community impacts at grade crossings.

Maryland will continue to recognize the importance of fuel conservation and the national goal to increase the domestic use of coal. The rail planning process will continue to focus on these areas due to the significance for both the state and nation.

CHAPTER III

THE FREIGHT RAIL SYSTEM
(49 CFR 266.15 (C)(2)(i) and (ii))

Overview

Maryland's freight rail system has played a major role in the development of the state. Historically, the rail network helped the Port of Baltimore gain a competitive advantage over other east coast ports by linking Baltimore with the geographically closer midwest. The rail system also has been important to the communities of Maryland's Eastern Shore and Western Maryland, where development occurred more slowly.

On the Eastern Shore, the rail system is essential in the shipment of bulk agricultural goods and also serves the expanding manufacturing segment of the area's economy. Western Maryland and the Baltimore Region are linked through the rail system, accounting for most of the intrastate traffic movements. Western Maryland serves as an interchange point for the Chessie System, Conrail, and the Norfolk and Western Railway and serves as a major gateway for oversize shipments unable to clear the Northeast Corridor tunnels.

In recent years, the state has become involved in the preservation of rail service on several branch lines. Maryland has provided subsidized rail service on several light density branch lines since 1976. This subsidized rail service will be discussed in more detail later in this chapter.

Class I Railroads (49 CFR 266.15 (C)(2)(i))

Operating railroads are classified pursuant to Interstate Commerce Commission criteria as Class I, Class II, or Class III carriers. Railroad companies with operating revenues of $50 million or more are classified as

Class I carriers. Class II railroads are those having annual operating revenues of more than $10 million but less than $50 million, while Class III railroads are those having operating revenues of $10 million or less.

Class I railroads operating in Maryland are as follows:

Railroad	Route Miles
1. Baltimore and Ohio Railroad (B&O)	469.0 miles
2. Consolidated Rail Corp. (Conrail - CR)	181.1*
3. Norfolk and Western Railway (NW)	15.6
TOTAL	665.7 miles

In addition to these Class I railroads, the Delaware and Hudson Railway has trackage rights over the Northeast Corridor through the state, but provides no direct service to Maryland shippers. (Map 1 shows Class I freight railroads operating in Maryland).

The Baltimore and Ohio (B&O)

The B&O currently operates a total of 469 miles of track in the State of Maryland. The following chart details B&O's mainline and branch line trackage:

	Miles of Track		
	Double	Single	Total
B&O Mainline	191.4	241.5	432.9
B&O Branch Line	9.8	26.3	36.1
Total	201.2	267.8	469.0

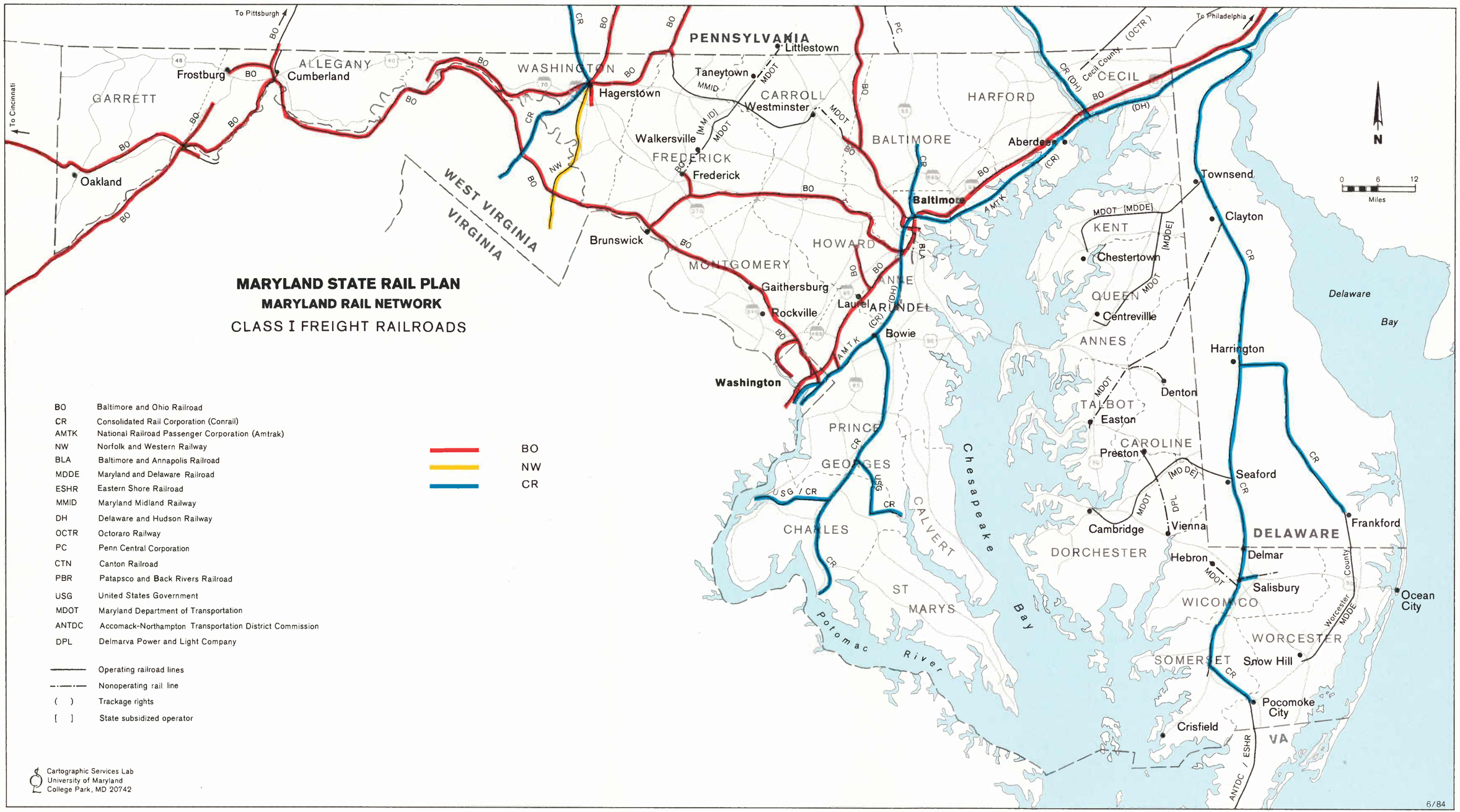
The Baltimore and Ohio Railroad was one of the first railroads organized in the country and is the largest railroad in Maryland. The B&O's original purpose was to link Baltimore with the midwest and thereby enhance the competitive position of the Port of Baltimore. The railroad helped the Port of Baltimore compete with the Port of New York which enjoyed superior access

*Conrail also operates over Amtrak's electrified, multiple track, 90.0 mile Northeast Corridor between Washington, D.C. and Delaware. These route miles are not included.

MARYLAND STATE RAIL PLAN

MARYLAND RAIL NETWORK

CLASS I FREIGHT RAILROADS



BO	Baltimore and Ohio Railroad
CR	Consolidated Rail Corporation (Conrail)
AMTK	National Railroad Passenger Corporation (Amtrak)
NW	Norfolk and Western Railway
BLA	Baltimore and Annapolis Railroad
MDDE	Maryland and Delaware Railroad
ESHR	Eastern Shore Railroad
MMID	Maryland Midland Railway
DH	Delaware and Hudson Railway
OCTR	Octoraro Railway
PC	Penn Central Corporation
CTN	Canton Railroad
PBR	Patapsco and Back Rivers Railroad
USG	United States Government
MDOT	Maryland Department of Transportation
ANTDC	Accomack-Northampton Transportation District Commission
DPL	Delmarva Power and Light Company

BO
NW
CR

Operating railroad lines

Nonoperating rail line

( ) Trackage rights

[ ] State subsidized operator

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Map #1

superior access to the interior of the country via the Erie Canal. The B&O was also important to development of the coal fields of West Virginia.

The Baltimore and Ohio Railroad, Chesapeake and Ohio Railway (C&O), and affiliated lines are operated as a coordinated entity, the Chessie System Railroads. Each is a separate Class I railroad, but they have the same general officers. The B&O was acquired by the C&O in 1962, and the Western Maryland Railway (WM) was acquired in 1967. In 1983, the B&O undertook direct operations of the Western Maryland Railway, and now conducts all of WM's activities. All Western Maryland lines are leased to B&O for continued operations.

On November 1, 1980, the Chessie System and Seaboard Coast Line Industries (SCLI) merged under the common control of CSX Corporation. This merger provides direct rail connections into the southeastern states via the Seaboard System Railroad.

The main east-west line of the B&O extends through Maryland from Oakland at the western extremity of the state to the Delaware State line at Newark, Delaware, on the eastern extremity. The line passes through Cumberland, Brunswick, suburban Washington, Jessup, and Baltimore. A second mainline (the carrier's original main trunk, customarily identified as the "Old Main Line") extends from Baltimore to Point of Rocks where it joins the mainline to the west. The two mainlines carry all B&O traffic between the Midwest and the East Coast.

All westward bound trains break up at the major classification yard at Cumberland where the cars are reclassified for movement on different trains. Most of the traffic for the midwest originates in Baltimore, Philadelphia and the Potomac Yard south of Washington, D.C. The eastward bound traffic

destined for Baltimore and points on the east coast originates in Chicago, St. Louis, Cincinnati, Toledo, Cleveland, Buffalo and numerous smaller points along the way.

Daily trains moving north and south on the B&O system are interchanged at the Potomac Yard. Northbound trains pick up cars at Bayview and Mt. Clare in Baltimore before proceeding to Wilmington, Philadelphia and New England States via the Delaware and Hudson Railway. For southern bound traffic, B&O originates a daily train in Philadelphia with stops at the Bayview and Jessup yards.

B&O operates daily mainline service between Baltimore (Port Covington) and Hagerstown over its line via Porters, Hanover and Gettysburg, Pennsylvania. The carrier interchanges with Conrail at Baltimore for service linking points on its system with Philadelphia and Port Elizabeth, New Jersey.

The B&O operates major yards at Cumberland, Hagerstown, and Baltimore (Bayview, Locust Point, Port Covington, Mt. Clare, and Curtis Bay) and has expanded its yard at Brunswick. Important facilities for maintenance and repair of equipment are also located at Cumberland and Baltimore with smaller facilities at Brunswick. Facilities and personnel for maintenance-of-way are located at strategic points along the system.

B&O interchanges with the Norfolk and Western Railway at Hagerstown for movement to the south and west. It advertises service via this routing between Cincinnati and points on the N&W in Virginia and North Carolina to the south, and Philadelphia and Port Elizabeth to the north.

B&O operates daily trains between Cumberland, Hagerstown and Rutherford, Pennsylvania, for interchange with Conrail as part of the Central States Dispatch Route of through commerce between points west of Cumberland and the northeast.

Consolidated Rail Corporation (Conrail)

The Regional Rail Reorganization Act of 1973 ("3R" Act) created Conrail and the United States Railway Association (USRA). USRA was responsible for the reorganization of the Penn Central Transportation Company and other bankrupt railroads in the Northeast and Midwest. USRA's Final System Plan (FSP), implemented by the Railroad Revitalization and Regulatory Reform Act of 1976 ("4R" Act) transferred 297.8 route miles of Penn Central trackage in Maryland to the government-financed Conrail for continued operations. That portion of the Penn Central known as the "Northeast Corridor" (Washington to New York to Boston) was acquired by Conrail, but subsequently sold to the National Railroad Passenger Corporation (Amtrak) with Conrail maintaining trackage rights.

Conrail's current track mileage in the State of Maryland is shown in the table below.

	Miles of Track		
	Double Track	Single Track	Total Route
Conrail Mainline	8.2	60.1	68.3
Conrail Branch Line	-	112.8	112.8
Total	8.2	172.9	181.1 *

Conrail's most frequent service in the state occurs along Amtrak's Northeast Corridor (NEC). Scheduled freight trains operate daily between Potomac Yard in Alexandria, Virginia, and points in Pennsylvania and New Jersey. Most of these trains pick up and set out cars at Bay View or Mt. Vernon Yards in Baltimore. North of Baltimore, trains either continue on the NEC to Wilmington, or leave the NEC at Perryville and proceed into Pennsylvania. Daily trains link Baltimore with Detroit and points north. There are also daily trains between Hagerstown and Harrisburg, Pennsylvania (Enola Yard).

*Route mileage does not include its "Northeast Corridor" trackage rights.

Local freight trains originate in Bay View Yard to serve a large area including Potomac Yard, Benning, Cockeysville, Havre de Grace, Charlestown and Wilmington, Delaware. Southern Maryland is served by a train originating in Washington, D.C. and stopping at Marlboro, La Plata, Morgantown and Chalk Point on a rotating basis. Daily local trains in each direction link Hagerstown with Chambersburg, Pennsylvania, and Winchester, Virginia.

Maryland's Eastern Shore and Delaware are served by Conrail's line between Wilmington (Edgemoor Yard) and Pocomoke City where Conrail interchanges with the Eastern Shore Railroad (ESRR) for service to Norfolk, Virginia. A daily train operates between Harrisburg, Pennsylvania, and Harrington, Delaware, via Dover, Delaware. Local service from Dover picks up and sets out cars at Townsend, Delaware, for interchange with the Maryland and Delaware Railroad (MDDE) serving lines to Chestertown and Centreville, Maryland.

Another daily local train between Harrington and Delmar, Delaware handles MDDE interchange traffic at Seaford, Delaware for Cambridge and Preston, Maryland. From Harrington, local trains serve Salisbury, Fruitland, and Pocomoke City, Maryland. Service is provided as needed to the interchange with the Maryland and Delaware Railroad at Frankford, Delaware for the Snow Hill line.

The Norfolk and Western Railway Company (N&W)

The Norfolk and Western is a major line haul railroad with 7,865 miles of track. However, N&W has only limited trackage in the Maryland as shown on the following chart:

	Double Track	Single Track	Total Route
N&W Mainline	0.0	15.6	15.6
N&W Branchline	0.0	0.0	0.0
	0.0	15.6	15.6

The N&W normally operates two trains daily in each direction between Hagerstown and Roanoke, Virginia, plus occasional coal trains as required. Hagerstown functions principally as an interchange point for the N&W with a relatively small proportion of its traffic originating or terminating there. Traffic to or from the northeast is interchanged at Hagerstown for movement via B&O and Conrail. The N&W has received trackage rights from the Chessie System between Connellsville, Pennsylvania, and Hagerstown via Cumberland to connect the Pittsburgh and Shenandoah Divisions.

The N&W and the Southern Railway consolidated under the common management of the Norfolk Southern Corporation on June 1, 1982. Under the merger each railroad maintains its own identity.

Delaware and Hudson Railway Company (D&H)

The D&H, a Class I railroad operating primarily in New York and Pennsylvania, is authorized to operate its trains between Sunbury, Pennsylvania, and Potomac Yard, Virginia, over the lines of Conrail and Amtrak. It owns no trackage in Maryland and is not authorized to serve points in Maryland. D&H trains presently traverse Maryland via Perryville and the Northeast Corridor.

In January, 1984, the Guilford Transportation Industries' (GTI) acquired the D&H. GTI also owns and operates two other regional northeastern railroads - the Maine Central and the Boston and Maine.

State Freight Movement Characteristics (49 CRF 266.15 (C)(2)(ii))

Freight Traffic Density

The amount of traffic moving over lines in Maryland is shown in Map 2. The map displays freight traffic density in millions of gross tons per year. The five ranges of traffic density indicated on the map are:

A - 20 million or more gross tons per year

B - Less than 20 million gross tons per year, but at least 5 million

C - Less than 5 million gross tons per year, but at least 3 million

D - Less than 3 million gross tons per year, but at least 1 million

E - Less than 1 million gross tons per year

The most intensely used rail line in Maryland is the Chessie System's mainline between Cumberland and Cherry Run, west of Hagerstown, where B&O traffic exceeded 70 million gross tons in 1983. West of Cumberland, the traffic is divided between the line to Connellsville, near Pittsburgh, Pennsylvania and the lines through West Virginia. East of Cherry Run, B&O tonnage divides between the B&O's mainline (approximately 58 million gross tons) and the B&O's line through Hagerstown and Pennsylvania (approximately 16 million gross tons).

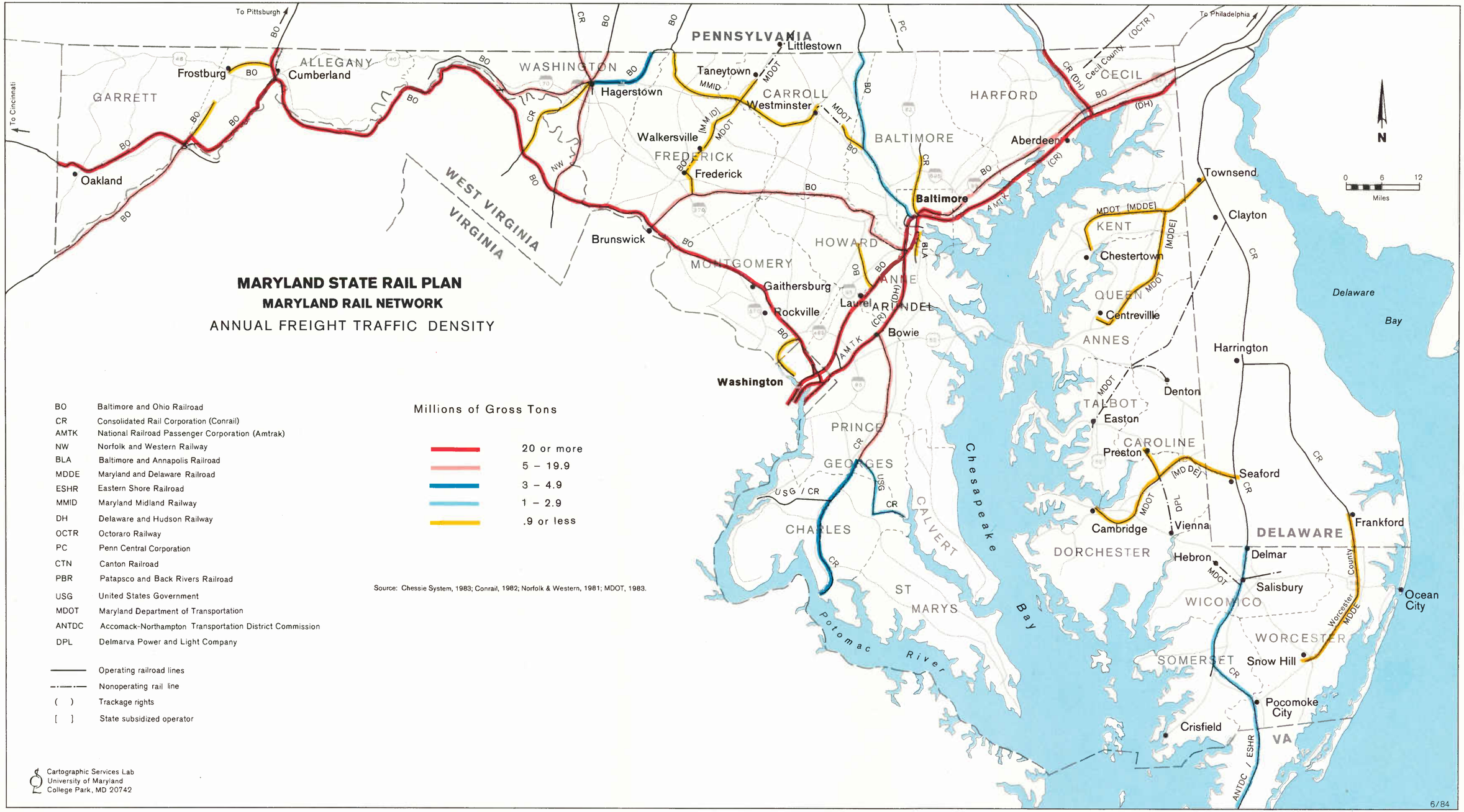
The B&O tonnage between Western Maryland and Baltimore is divided between the single track "Old Main Line" (approximately 17 million gross tons) and the multiple track mainline via Washington, D.C. (approximately 25 million gross tons). At Washington, D.C., a portion of the traffic terminates, but the largest share (approximately 24 million gross tons) continues on the mainline to Baltimore. Traffic east of Baltimore toward Wilmington and Philadelphia is approximately 13 million gross tons.

Conrail traffic density on the Northeast Corridor south of Baltimore is approximately 30 million gross tons, higher than the density on the B&O's parallel route. North of Baltimore, Conrail's traffic density on the NEC is 44.5 million gross tons, much higher than that of B&O's parallel line. The Conrail line from Perryville to Harrisburg carries over 57.9 million gross tons and accounts for a major portion of the northeast-bound traffic.

MARYLAND STATE RAIL PLAN

MARYLAND RAIL NETWORK

ANNUAL FREIGHT TRAFFIC DENSITY



Millions of Gross Tons

	20 or more
	5 – 19.9
	3 – 4.9
	1 – 2.9
	.9 or less

BO	Baltimore and Ohio Railroad
CR	Consolidated Rail Corporation (Conrail)
AMTK	National Railroad Passenger Corporation (Amtrak)
NW	Norfolk and Western Railway
BLA	Baltimore and Annapolis Railroad
MDDE	Maryland and Delaware Railroad
ESHR	Eastern Shore Railroad
MMID	Maryland Midland Railway
DH	Delaware and Hudson Railway
OCTR	Octoraro Railway
PC	Penn Central Corporation
CTN	Canton Railroad
PBR	Patapsco and Back Rivers Railroad
USG	United States Government
MDOT	Maryland Department of Transportation
ANTDC	Accomack-Northampton Transportation District Commission
DPL	Delmarva Power and Light Company

———	Operating railroad lines
—·—·—	Nonoperating rail line
( )	Trackage rights
[ ]	State subsidized operator

Source: Chessie System, 1983; Conrail, 1982; Norfolk & Western, 1981; MDOT, 1983.

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Map #2

Lines with Restricted Clearance

The railroads have established standard maximum dimensional criteria applied to rail cars referred to as "plates." Each plate (B, C, E, or F) has a maximum car width based on the distance between wheel truck centers and a maximum height above rail. When a rail line will not accommodate cars which exceed these dimensions due to bridge or tunnel dimensions, the line has restricted clearance.

Tunnels are the major restriction in Maryland and primarily affect Conrail. The B&P Tunnel on the NEC in Baltimore can only accommodate single direction freight operations and has an additional restriction for all cars exceeding plate "C" (15' 6" height above rail). North of Baltimore, cars up to plate "F" (17' height above rail) can be accommodated. The Virginia Avenue Tunnel in Washington, D.C., used by both Conrail and B&O, is restricted for all cars greater than plate "C." The B&O has plate "F" restrictions in a tunnel near Gettysburg, Pennsylvania which affects traffic between Baltimore and Hagerstown using this route. In Baltimore, the single track Howard Street Tunnel of the B&O does not have a plate restriction, but a 1.7 percent northbound grade requires helper engines and the one-way operations cause occasional delays.

The Delmarva mainline serves as an alternative route for trains moving north and south along the NEC and has no clearance restrictions. This route includes Conrail's mainline through Delaware and Maryland and the Eastern Shore Railroad line and carfloat operation. This operation will be discussed later in this Chapter.

Rail Freight Services to Military Installations

In June 1983, the Department of Defense (DOD) published a report analyzing the condition of civil rail lines which have been designated as important to national defense. The 175 miles of Strategic Rail Corridor Network (STRACNET) lines and 76 miles of connecting lines located in Maryland have all been assessed as meeting DOD readiness conditions.

DOD installations and activities in Maryland which have been identified as requiring rail service are Aberdeen Proving Ground and Edgewood Arsenal, Baltimore Outport, U.S. Property and Fiscal Office (Havre de Grace), and Indian Head Naval Ordinance Station.

Baltimore Area Short Lines and Switching Companies

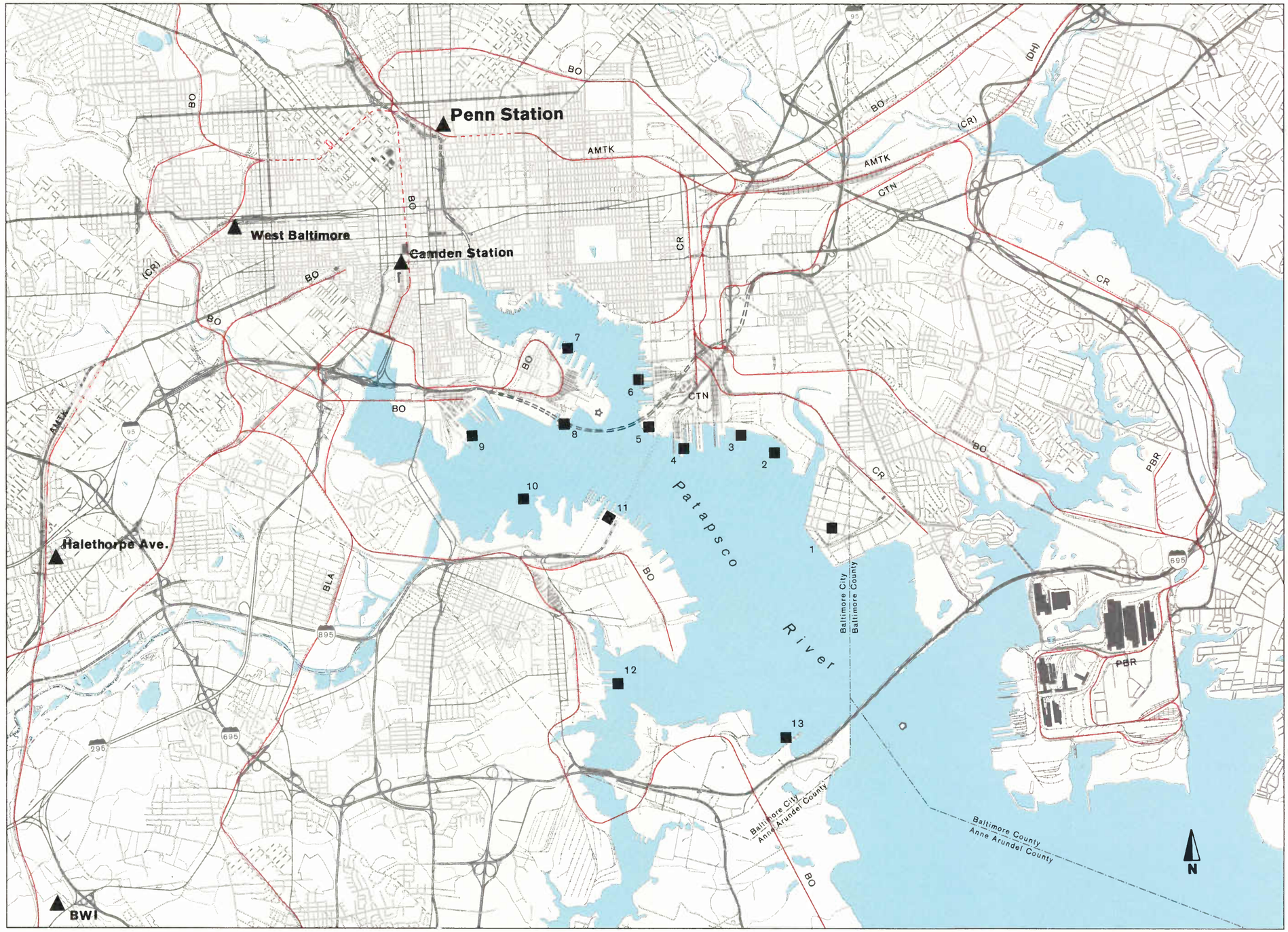
Many Baltimore harbor and industrial areas are served directly by Conrail and B&O via their extensive yard facilities and by local freights. In addition to the Class I railroads, three specialized carriers serve area industries by providing local switching services. These carriers are shown on Map #3.

The Baltimore and Annapolis Railroad Company (BLA)

The BLA is the smallest of the Baltimore area railroads. The 6.5 mile rail line from the B&O Curtis Bay Branch line to Glen Burnie serves five regular shippers plus occasional cars for a few others. Volume averages approximately 500 carloads of mixed freight per year with 90 percent being inbound traffic. The BLA is a Class III carrier.

Patapsco and Back Rivers Railroad Company (PBR)

The PBR, a Class I Switching and Terminal Company, is a subsidiary of the Bethlehem Steel Corporation. The railroad owns and operates approximately 100 miles of track located primarily within the grounds of Bethlehem Steel's Sparrows Point facility. The PBR interchanges with Conrail and the B&O at



MARYLAND STATE RAIL PLAN

BALTIMORE AREA RAIL LINES

Railroads

BO	Baltimore and Ohio Railroad
CR	Consolidated Rail Corporation (Conrail)
AMTK	National Railroad Passenger Corporation (Amtrak)
BLA	Baltimore and Annapolis Railroad
CTN	Canton Railroad
PBR	Patapsco and Back Rivers Railroad
DH	Delaware and Hudson Railroad
( )	Trackage rights

▲ Passenger Stations

■ Marine Terminals

1 Dundalk
2 Seagirt (under construction)
3 Sea-Land
4 Consolidation Coal
5 Rukert Terminals Corporation
6 Clinton Street
7 North Locust Point
8 South Locust Point
9 Port Covington
10 Masonville (future)
11 Atlantic
12 Curtis Bay
13 Hawkins Point

Map #3

Gray's yard. It serves 16 shippers located in the Sparrows Point area in addition to Bethlehem Steel, but these account for less than 10% of the approximately 29,000 annual carloads handled by the PBR. The industries include container and aggregate manufacturers, but the bulk of the products shipped are steel and metal products. Almost all of Bethlehem Steel's rail shipments are finished or semi-finished products either in or out of the plant. Coal and ore arrive primarily by water.

Canton Railroad Company (CTN)

The CTN is a Class III Switching and Terminal Company. The railroad operates 16.2 miles of track within the industrial area of Baltimore City and Baltimore County and provides interline switching services to approximately 30 industries and the line-haul carriers. CTN handles approximately 6,000 carloads annually. The major commodities handled by CTN are chemicals, plastics, fertilizers, pulp and paper products, metals and general freight.

Publicly Supported Operations

History

The Regional Rail Reorganization Act of 1973 established a regional program, the Local Rail Service Assistance Program (LRSAP), to provide federal assistance to the states in the Northeast and Midwest to subsidize, rehabilitate, acquire or lease light density rail lines which would be excluded from the United States Railway Association's Final System Plan. The program was designed to reduce the economic impact on communities which might otherwise lose rail service. The Railroad Revitalization and Regulatory Reform Act of 1976 extended this federal assistance program nationwide.

Eastern Shore

Five Maryland branch lines off Conrail's Delmarva mainline were excluded from the Final System Plan: Centreville/Chestertown; Easton/Denton;

Cambridge/Preston; Hebron; and Crisfield (see Map #4). In 1976, Maryland began leasing these lines from the Penn Central Corporation and entered into contracts with Conrail to continue providing service to each of these branches except the Crisfield line. In 1977, the state replaced Conrail with the Maryland and Delaware Railroad (MDDE) as the operator of the Cambridge/Preston, Easton/Denton, and Centreville/Chestertown branches; Conrail continued to serve the Hebron branch. Service on the Hebron and Easton/Denton branch lines has since been discontinued due primarily to declining usage.

In addition to those Eastern Shore lines directly subsidized by the department, the former Penn Central line from Pocomoke City, Maryland south to Cape Charles, Virginia then to Norfolk via a car float, is owned and operated by the Accomack-Northampton Transportation District Commission's Eastern Shore Railroad. Between federal fiscal years (FFYs) 1976-80, Maryland transferred a portion of its FRA's LRSAP entitlement to Virginia for the operation and rehabilitation of the Eastern Shore Railroad. In FFY 1983, Maryland supported Virginia's application for discretionary funds under the LRSAP for further rehabilitation of the Eastern Shore Railroad.

Still another Eastern Shore rail line receiving state support is the Snow Hill branch in Worcester County. Upon Conrail's application for abandonment authority, Worcester County purchased the Snow Hill line between Frankford, Delaware and Snow Hill, Maryland. The line was purchased using a low interest Maryland Industrial Land Act (MILA) loan. The state has since provided $1.75 million through the sale of General Obligation bonds to rehabilitate the line to Federal Railroad Administration (FRA) Class 2 safety standards. This branch line is leased by the county to a shipper's association which in turn contracts with the Maryland and Delaware Railroad to provide service. A further discussion of this operation is presented later in the Chapter.

MARYLAND STATE RAIL PLAN

MARYLAND RAIL NETWORK

SHORT LINE RAILROADS

MDOT OWNED LINES AND

RIGHTS OF WAY

BO	Baltimore and Ohio Railroad	
CR	Consolidated Rail Corporation (Conrail)	
AMTK	National Railroad Passenger Corporation (Amtrak)	
NW	Norfolk and Western Railway	MDDE
BLA	Baltimore and Annapolis Railroad	ESHR
MDDE	Maryland and Delaware Railroad	MMID
ESHR	Eastern Shore Railroad	BLA
MMID	Maryland Midland Railway	CTN
DH	Delaware and Hudson Railway	PBR
OCTR	Octoraro Railway	
PC	Penn Central Corporation	
CTN	Canton Railroad	
PBR	Patapsco and Back Rivers Railroad	
USG	United States Government	MDOT owned property
MDOT	Maryland Department of Transportation	
ANTDC	Accomack-Northampton Transportation District Commission	
DPL	Delmarva Power and Light Company	

Short Lines

Operating railroad lines

Nonoperating rail line

( ) Trackage rights

[ ] State subsidized operator

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6/84

Map #4

Western Maryland

Pursuant to the Final System Plan, the Frederick Secondary Track from Frederick, Maryland to Littlestown, Pennsylvania was not included in the list of lines to be conveyed to Conrail. This line is actually two separate segments as a result of the collapse in 1972 of the Monocacy River Bridge between Frederick and Walkersville.

In 1976, Maryland began leasing this line from the Penn Central Corporation and contracted with the Maryland and Pennsylvania Railroad (MA & PA) to provide service from Littlestown, Pennsylvania to Walkersville, Maryland. However, in March 1978, the state decided to terminate service on the line due to the high cost of operations and the extensive rehabilitation required on the trackage. In 1979, the state, Carroll and Frederick Counties made a commitment to reinstate service on the 17.4 mile segment of the line between Walkersville and Taneytown. In May 1980, Maryland Midland Railway began providing service under contract for the state.

The B&O has been serving the City of Frederick since the collapse of the Monocacy River Bridge in 1972. Initially, the B&O provided this service under an order of the Interstate Commerce Commission (ICC). However, after the 1976 reorganization, the B&O was no longer required to continue providing this service. The state first entered into an informal agreement with the B&O to continue service, and finally formalized the arrangement in 1981 with a five year operating agreement.

Description of Subsidized Lines

In FY 1985, the lines continuing to operate with state subsidies are Cambridge/Preston (see Map 5), Centreville/Chestertown (see Map 6), Frederick Secondary (see Map 7) and the East Street Track in Frederick (see Map 8). The following tables provide a description of each.

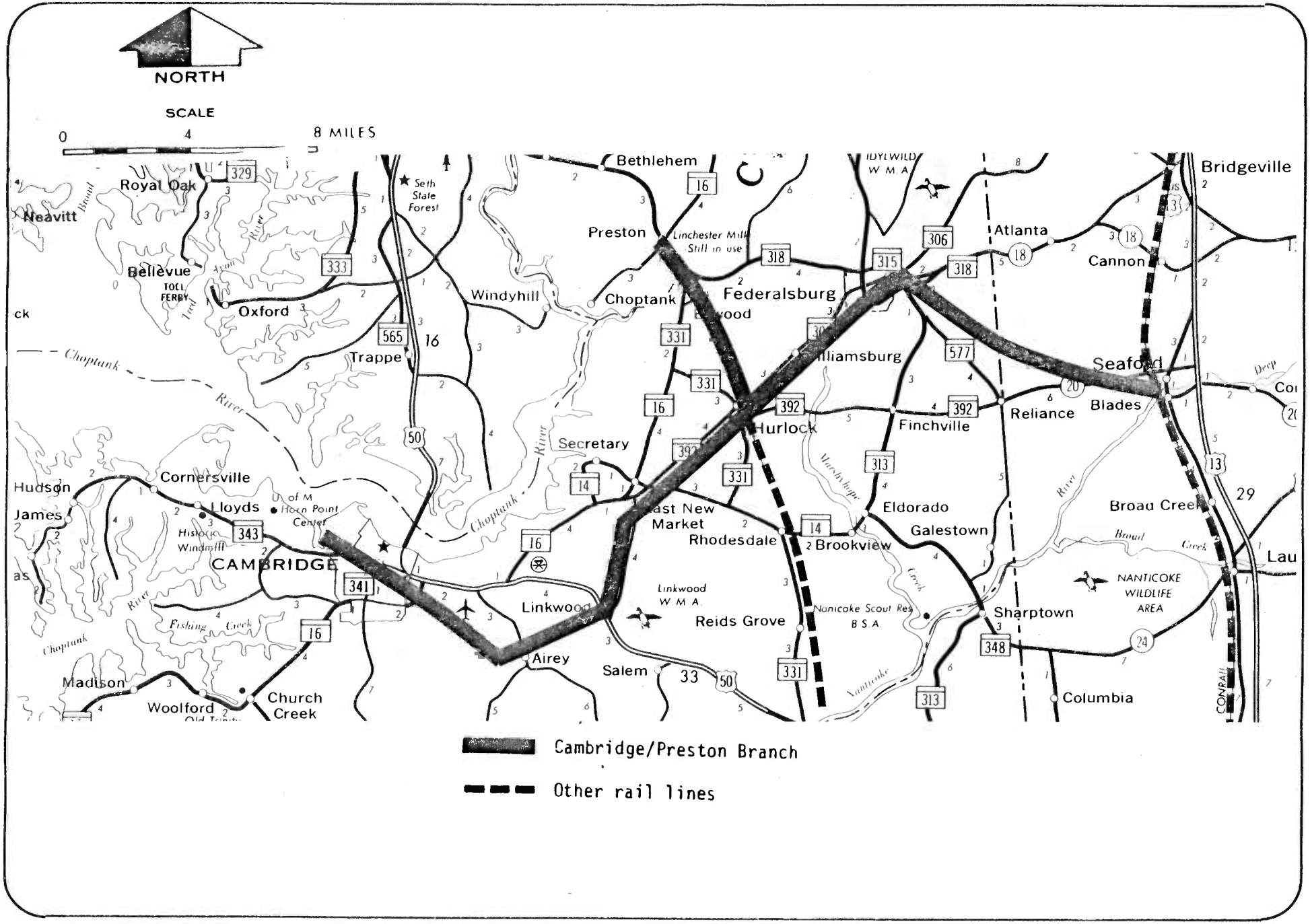

NORTH
SCALE
0
4
8 MILES
Royal Oak
Neavitt
Bellevue
TOLL FERRY
Oxford
Trappe
Seth State Forest
Bethlehem
Preston
Linchester Mill Still in use
Windyhill
Choptank
Federalsburg
IDYLWILD W M A
Atlanta
Cannon
Bridgeville
Williamsburg
Seaford
Reliance
Blades
Hurlock
Finchville
Secretary
Cornersville
Hudson
James
Lloyds
Horn Point Center
Historic Windmill
CAMBRIDGE
East New Market
Rhodesdale
Brookview
Eldorado
Galestown
Broad Creek
Linkwood
Linkwood W M A
Reids Grove
Nanticoke Scout Res B S A
NANTICOKE WILDLIFE AREA
Sharptown
Columbia
Airey
Salem
Madison
Woolford
Church Creek
Choptank River
Fishing Creek
Marshyhope
Nanticoke
Broad Creek
CONRAIL
Cambridge/Preston Branch
Other rail lines

TABLE III-1

ROUTE/LINE: Cambridge/Preston
USRA Lines #168 and 152

LENGTH: Seaford-Cambridge, 30.4 miles
Hurlock-Preston, 6.1 miles

LOCATION: Sussex County, Delaware and Caroline and Dorchester Counties, Maryland

FRA TRACK STANDARD: Class 1

MAJOR COMMODITIES: Fertilizer, Chemical Products, Feed, Canned or Frozen Foods, Lumber, Fiber or Pulp Board, Scrap and Waste, Field Crops, Paper

OPERATOR: Maryland and Delaware Railroad

SERVICE: Three (3) trips per week to Cambridge, One (1) trip per week to Preston

CURRENT OPERATIONS:

	FY 1981 Actual	FY 1982 Actual	FY 1983 Actual	FY 1984 Actual	FY 1985 Estimate
Revenue	$436,645	$405,418	$271,997	$328,638	$263,000
Costs	550,806	465,934	438,383	529,869	442,000
Deficit	$114,161	$ 60,516	$166,386	$201,231	$179,000
Carloads	1,644	1,170	764	986	1,000
Total Carload Deficit	$69	$52	$218	$204	$179
State Share	$39	$40	$175	$124	$125
Local Share	$30	$12	$ 43	$ 80	$ 54
Revenue as % of Cost including surcharge	88%	90%	70%	77%	72%

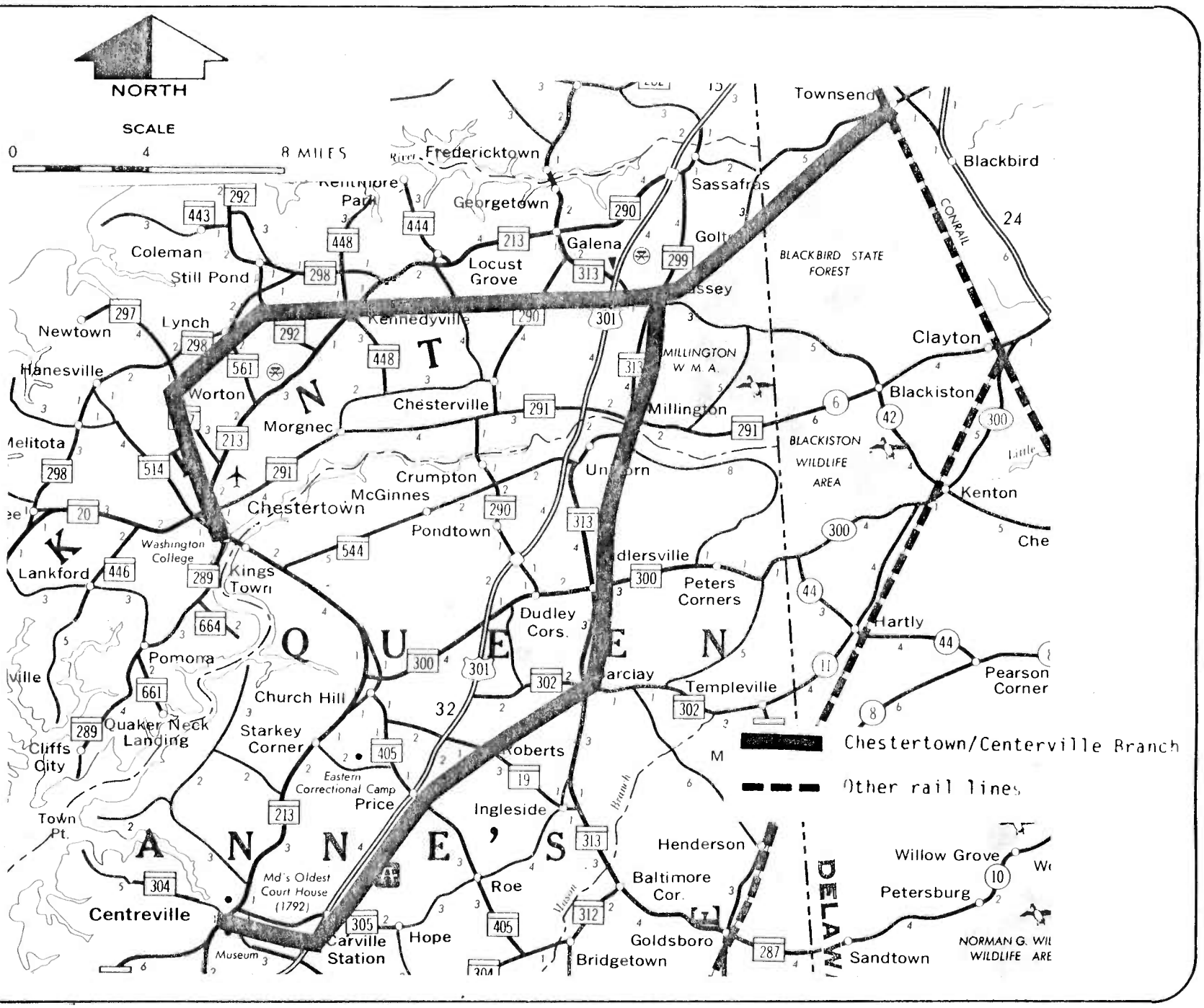

NORTH
SCALE
0
4
8 MILES
Frederickton
Georgetown
Sassafras
Townsend
Blackbird
Galena
Locust Grove
Still Pond
Coleman
Newtown
Lynch
Kennedyville
Clayton
Millington
Blackiston
Chesterville
Morgnec
Worton
Chestertown
Crumpton
McGinnes
Pondtown
Kenton
Lankford
Washington College
Kings Town
Peters Corners
Dudley Cors.
Hartly
Pearson Corner
Templeville
Pomona
Church Hill
Starkey Corner
Quaker Neck Landing
Cliffs City
Roberts
Ingleside
Price
Eastern Correctional Camp
Town Pt.
Centreville
Md's Oldest Court House (1792)
Carville Station
Hope
Roe
Bridgetown
Goldsboro
Baltimore Cor.
Henderson
Willow Grove
Petersburg
Sandtown
BLACKBIRD STATE FOREST
MILLINGTON W.M.A.
BLACKISTON WILDLIFE AREA
CONRAIL
Chestertown/Centerville Branch
Other rail lines
QUEEN ANNE'S
DELAW

TABLE III - 2

ROUTE/LINE: Centreville/Chestertown
USRA Lines #147, 148 and 149

LENGTH: Townsend-Centreville, 34.9 miles
Massey-Chestertown, 20.3 miles

LOCATION: New Castle County, Delaware and Kent and Queen Anne's Counties, Maryland

FRA TRACK STANDARD: Class 1

MAJOR COMMODITIES: Fertilizer, Chemicals, Feed, Field Crop, Lumber, Petroleum Products, Farm Machinery, Paper, Mill Work, Beverages

OPERATOR: Maryland and Delaware Railroad

SERVICE: Two (2) trips per week to Centreville, Two (2) trips per week to Chestertown

CURRENT OPERATIONS:

	FY 1981 Actual	FY 1982 Actual	FY 1983 Actual	FY 1984 Actual	FY 1985 Estimate
Revenue	$194,610	$209,965	$212,121	$200,220	$147,000
Costs	387,723	474,847	441,917	458,763	431,000
Deficit	$193,113	$264,882	$229,796	$258,543	$284,000
Carloads	723	549	483	513	500
Total Carload Deficit	$267	$482	$476	$504	$568
State Share	$187	$388	$340	$353	$398
Local Share	$80	$94	$136	$151	$170
Revenue including surcharge as % of costs	65%	55%	63%	60%	54%

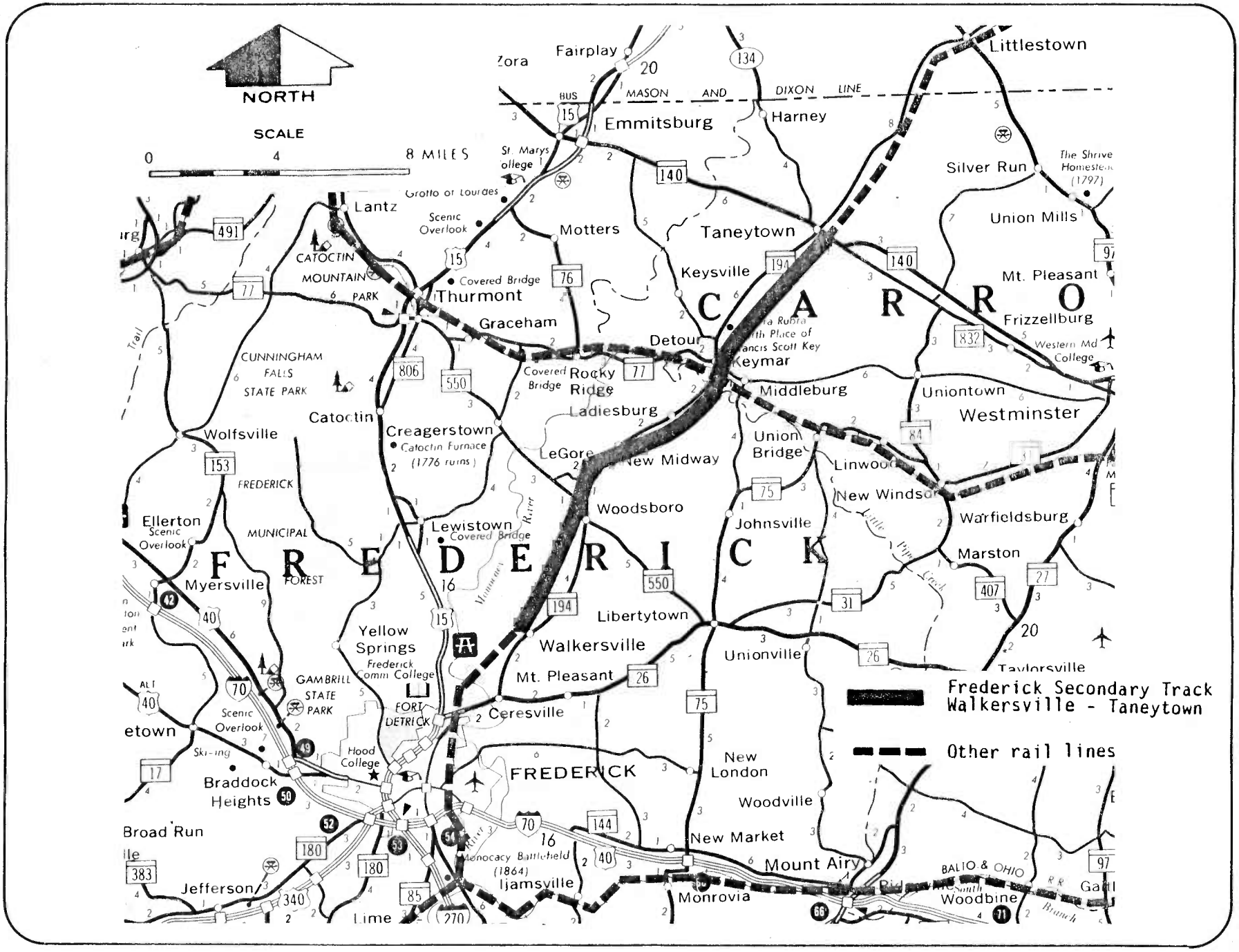

NORTH
SCALE
0 4 8 MILES
Littlestown
Fairplay
Zora
BUS
MASON AND DIXON LINE
Emmitsburg
Harney
St. Marys College
Grotto of Lourdes
Scenic Overlook
Lantz
Motters
Taneytown
Silver Run
The Shrive Homestead (1797)
Union Mills
CATOCTIN MOUNTAIN PARK
Covered Bridge
Thurmont
Keysville
Mt. Pleasant
Frizzellburg
Graceham
Detour
Keymar
Western Md College
CUNNINGHAM FALLS STATE PARK
Covered Bridge
Rocky Ridge
Middleburg
Uniontown
Westminster
Ladiesburg
Catoctin
Creagerstown
Catoctin Furnace (1776 ruins)
Wolfsville
LeGore
New Midway
Union Bridge
Linwood
New Windsor
FREDERICK MUNICIPAL FOREST
Woodsboro
Johnsville
Warfieldsburg
Ellerton Scenic Overlook
Lewistown
Covered Bridge
Marston
Myersville
Libertytown
Yellow Springs
Frederick Comm College
Walkersville
Unionville
Taylorsville
GAMBRILL STATE PARK
FORT DETRICK
Mt. Pleasant
Ceresville
Scenic Overlook
Hood College
FREDERICK
New London
Braddock Heights
Woodville
Broad Run
New Market
Monocacy Battlefield (1864)
Mount Airy
Jefferson
Ijamsville
Monrovia
Woodbine
Lime
BALTO. & OHIO R.R.
Frederick Secondary Track
Walkersville - Taneytown
Other rail lines

TABLE III - 3

ROUTE/LINE: Frederick Secondary
USRA Line #198, Walkersville-Taneytown

LENGTH: Walkersville-Taneytown, 17.4 miles

LOCATION: Carroll and Frederick Counties, Maryland

FRA TRACK STANDARD: Class I

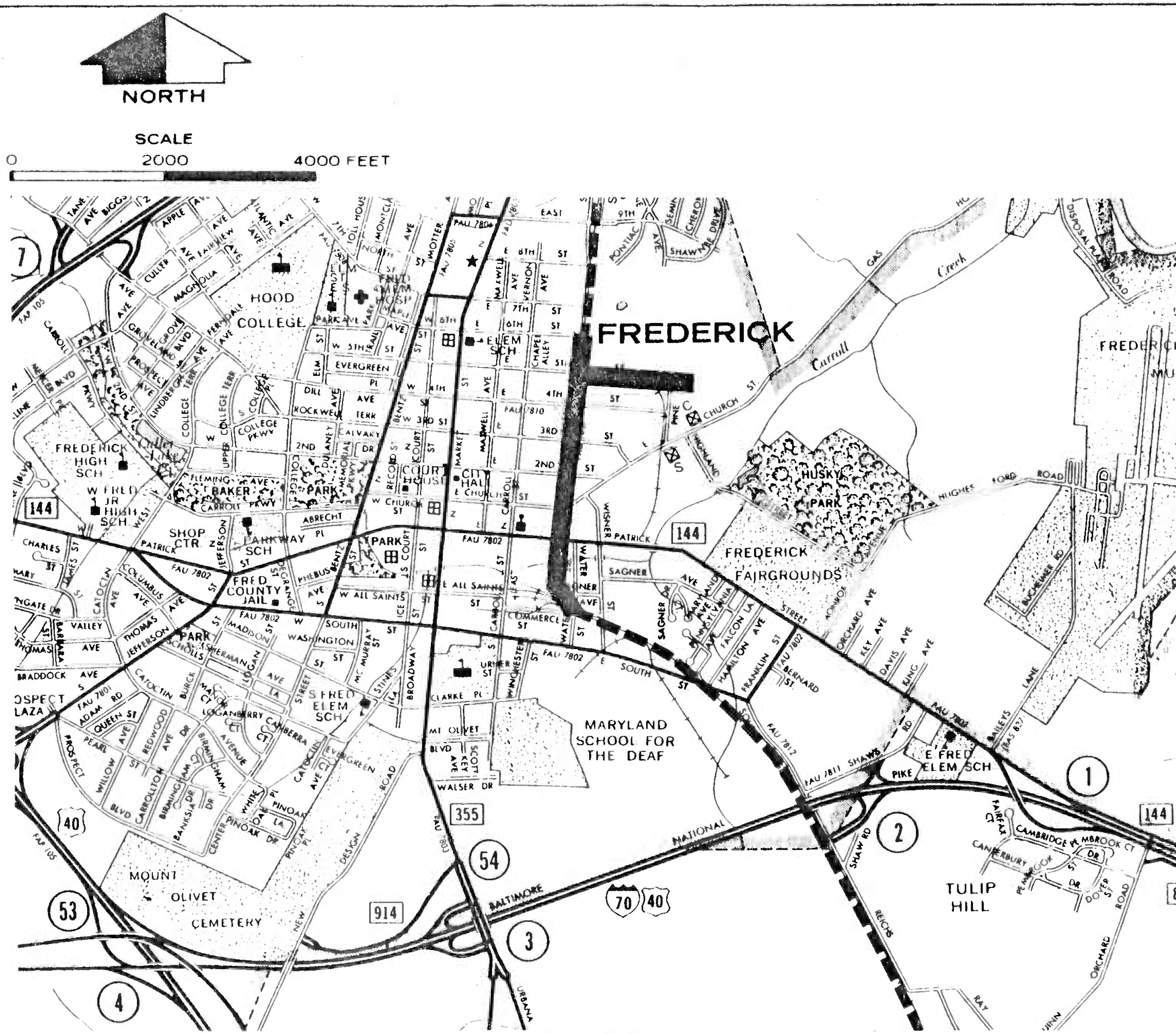
MAJOR COMMODITIES: Feed and Grain Mill Products, Lumber and Mill Work, Fertilizer and Chemicals, Liquified Petroleum Gas, and Field Crops

OPERATOR: Maryland Midland Railway

SERVICE: Two (2) trips per week

CURRENT OPERATIONS:

	FY 1981 Actual	FY 1982 Actual	FY 1983 Actual	FY 1984 Actual	FY 1985 Estimate
Revenue	$ 51,580	$ 42,496	$ 50,428	$ 49,716	$ 49,000
Costs	131,221	121,622	141,337	111,923	104,500
Deficit	$ 79,641	$ 79,126	$ 90,909	$ 62,207	$ 55,500
Carloads	212	127	64	99	110
Total Carload Deficit	$376	$623	$1,420	$628	$505
State Share	$296	$552	$1,321	$515	$464
Local Share	$80	$71	$ 99	$113	$ 41
Revenue including surcharge as % of costs	52%	42%	40%	55%	51%



Frederick Secondary Track
City of Frederick

Other rail lines

TABLE III - 4

ROUTE/LINE:	Frederick (City) East Street USRA Line #199, Frederick (City)
LENGTH:	B&O Junction - 9th Street .93 miles
LOCATION:	Frederick, Maryland
FRA TRACK STANDARD:	Class 1
MAJOR COMMODITIES:	Chemicals, Scrap and Waste
OPERATOR:	B&O
SERVICE:	As Needed

CURRENT OPERATIONS: The state has entered into a 5 year operating agreement with the B&O which expires December 1986. The terms of the agreement are for the B&O to provide common carrier service as needed; the state will reimburse the operator for all maintenance of way and inspection expenses up to a maximum of $8,000 per year. The state will be reimbursed by the shippers. The estimated annual traffic is 125 carloads.

Other Short Lines with Influence on Maryland

Octoraro Railway (OCTR)

The OCTR operates the Octoraro Secondary Track (USRA Line 142) from Wawa, Pennsylvania to Sylmar on the Maryland/Pennsylvania state line. The Octoraro Secondary Track continues into Maryland ending 5.7 miles from the state line at Colora. That portion of the line is out-of-service and was purchased by Cecil County from the Southeast Pennsylvania Transportation Authority (SEPTA) on October 21, 1983 for $24,009 and forgiveness of past state and local property taxes. SRA provided approximately 73% of the money in the form of a grant.

The OCTR has authorization from the ICC to operate to Colora, Maryland but the track is in need of rehabilitation. Two Maryland shippers are indirectly served by the OCTR; 20 to 30 carloads are offloaded at Sylmar and trucked to the Rising Sun area. At least four industries in Colora and Rising Sun have been identified by the railroad as shippers who would use rail service if it was available. In addition, this branch provides the only rail access to the former Bainbridge Naval Training Station. Although declared surplus by the federal government, the site has future industrial development potential. The Department of Natural Resources' Power Plant Site Program has also identified the property for acquisition as a future power plant site.

Eastern Shore Railroad (ESHR)

The 96-mile Delmarva mainline from Pocomoke City, Maryland to Norfolk, Virginia, is owned by the Accomack-Northampton Transportation District Commission (ANTDC). The line is operated by the Eastern Shore Railroad which is also owned by the ANTDC. The north-south route consists of 70 miles of main track and a 26-mile car float operation from Cape Charles, Virginia to Little Creek, Virginia.

The Eastern Shore Railroad provides daily train service for local and bridge traffic over the Delmarva mainline. ESHR interchanges on the north with Conrail and on the south with Seaboard Coast Line, Norfolk and Western, Southern and the Chessie System. Service over the ESHR and its connecting railroads provides an alternative to the Northeast Corridor.

ESHR handles a variety of import-export traffic because of its access to the port of Norfolk. In 1983, ESHR carried over 7,600 carloads. The major commodities handled are coal, grain, cocoa beans, fertilizers, chemicals, petroleum products, paper products, synthetic fibers, food products, machinery, steel and automobiles.

Snow Hill

In March 1982, Worcester County acquired Conrail's Snow Hill branch line from Frankford, Delaware to Snow Hill, Maryland after Conrail began abandonment proceedings. The County purchased the Snow Hill line with a $275,000 Maryland Industrial Land Act loan from the Maryland Department of Economic and Community Development.

The county leases the line to the Snow Hill Shippers Association, a non-profit corporation consisting of local shippers. The shippers in turn sublease the line to the Maryland and Delaware Railroad for operations. The Snow Hill Shippers Association is responsible for funding the operation of the line and repaying the state loan.

In 1982, the Maryland General Assembly authorized the sale of $750,000 in General Obligation Bonds to rehabilitate the 26-mile line segment to meet minimum federal track safety standards. In 1983, the General Assembly authorized an additional $1.0 million to rehabilitate the Snow Hill branch line to FRA Class 2 standards. Work to meet minimum FRA safety standards has been completed; work is currently underway to upgrade the line to Class 2 standards and should be completed by July, 1985.

The line carries approximately 1,000 carloads a year. The primary materials handled are fertilizer, feed, chemicals, paper and lumber products.

MMID's Highfield to Westminster

In September 1983, the Maryland Midland Railway, Inc. purchased the Western Maryland Railway's Highfield to Westminster line. The Maryland Midland Railway, Inc. also operates the state-owned Walkersville to Taneytown line which is connected to the Highfield to Westminster line via an interchange at Keymar, Maryland.

The Highfield line is 37 miles in length extending from Westminster in Carroll County to Highfield in Frederick County. The line was formerly a part of WM's mainline extending from Baltimore to the coal fields of West Virginia. After several washouts and rail service termination on the Westminster to Cedarhurst portion of the line, the Highfield line had become a stub-end branch.

The line handles over 3,200 carloads annually with a majority of the traffic being generated by Lehigh Portland Cement Company. The primary materials handled on the line are concrete, stone, wood, fertilizer, grain, and paper products.

CHAPTER IV

THE PASSENGER RAIL SYSTEM

Overview

The state began subsidizing commuter rail passenger service on two B&O lines to Washington, D.C. in FY 1974 after an extensive evaluation of the need and feasibility of continuing this service. This service provided by the state is known as the Maryland Rail Commuter Service or "MARC." In FY 1976, the state began subsidizing Conrail service between Baltimore and Washington and later, in FY 1978, the state, in partnership with the State of Pennsylvania, began subsidizing Amtrak's "Chesapeake" train between Philadelphia and Washington. Amtrak replaced Conrail as the operator of the Baltimore-Washington trains in January 1983 due to a congressional mandate terminating Conrail as a passenger operator. Finally, in July 1983, the "Chesapeake" was eliminated due to Pennsylvania's decision to discontinue its share of the subsidy. Maryland expanded its service between Baltimore and Washington to accommodate Chesapeake riders in this region.

The growth of the MARC program is attributed to the demand for a reliable and fast alternative to automobile travel. The subsidized service provides a convenient, safe, and comfortable alternative which has grown in popularity and use since the program's inception.

Figure IV-1 shows the ridership on the state's total commuter system between 1974 and 1984. Total ridership increased steadily from an average of about 3,400 trips per day in 1973 to 7,700 trips per day in 1980. A 30 percent fare increase in 1981 resulted in a ridership decline that only recently has begun to rebound.

Operations

MARC rail service is operated on three lines that basically serve workers commuting to Washington. These services are operated by B&O and Amtrak as shown on Map 9. Because of the different nature of these systems and the fact that they are operated by different entities, they are discussed separately.

MARC Service on the B&O Lines

The B&O operates four round trip trains each weekday between Camden Station in Baltimore and Union Station in Washington, D.C. They stop at St. Denis, Elkridge, Jessup, Laurel, Berwyn, College Park, Riverdale and Hyattsville. As can be seen in Figure IV-2, the Baltimore line carries an average of 1,100 passengers each weekday. Generally, ridership on the line has remained relatively constant with the exception of 1980 when ridership peaked at about 1,300 trips per day.

The B&O also operates five round trip trains daily on its rail line between Brunswick and Washington, D.C. Stops are made at Point of Rocks, Dickerson, Barnesville, Boyds, Germantown, Gaithersburg, Washington Grove, Rockville, Garrett Park, Kensington, Forest Glen, and Silver Spring. The Brunswick line carries an average of 3,500 passenger trips each weekday as shown in Figure IV-2. Ridership declined to an average of 2,800 trips per day in 1982, but has shown an increase in 1984 to over 3,500 daily trips.

For the FY 1984 period, SRA paid B&O $2.8 million in operating assistance for the two lines.

The B&O service equipment improvement program is complete. Delivery of the five locomotives, 10 rail diesel cars and 22 coaches was completed in late 1982. A study is underway to determine future equipment enhancements for the

MARYLAND STATE RAIL PLAN

MARC
Maryland Rail Commuter Service

FREDERICK
CARROLL
BALTIMORE
HOWARD
MONTGOMERY
ANNE ARUNDEL
PRINCE GEORGES
VIRGINIA

BRUNSWICK
POINT OF ROCKS
DICKERSON
BARNESVILLE
BOYDS
GERMANTOWN
METROPOLITAN GROVE (proposed)
GAITHERSBURG
WASHINGTON GROVE
ROCKVILLE
GARRETT PARK
KENSINGTON
FOREST GLEN
SILVER SPRING
Washington
UNION STATION
BERWYN
COLLEGE PK
RIVERDALE
HYATTSVILLE
GREENBELT (proposed)
LAUREL
JESSUP
ELKRIDGE
ST. DENIS
HALETHORPE
WEST BALTIMORE
Baltimore
PENN STATION
CAMDEN STATION
B.W.I.
ODENTON
BOWIE
SEABROOK
NEW CARROLLTON

BO Baltimore & Ohio RR
AMTK National Railroad Passenger Corp. (Amtrak)
——— Operating railroad lines

● Rail Passenger Service
BO Commuter Service
Amtrak Commuter Service
Metrorail (Existing)
Metrorail (Proposed)

N
0 2 4
Miles

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College Park, Md 20742

Map #9

B&O service which includes parking expansion, shelters, safety improvements and several new stations.

Amtrak Service

The Amtrak Blue Ridge train provides service to Washington over the Brunswick line. The train supplements B&O service by making stops at some of the same stations. Figure IV-2 shows Amtrak commuter ridership between 1974 and 1984. Since 1974 ridership has grown from about 300 to about 700 daily riders in FY 1984. MDOT does not contribute financially to this service.

Amtrak offers two types of service along the Northeast Corridor route -- Metroliners and conventional trains. Metroliners provide express inter-city service between New Haven/New York and Washington, D.C. In Maryland, all Metroliners stop at Baltimore and about half of these trains stop at the New Carrollton Station.

Conventional trains provide service between Washington, D.C. and Boston. In Maryland, all conventional trains stop in Baltimore and nearly all trains stop at the New Carrollton. Limited service to Baltimore/Washington International Airport and Aberdeen is also provided by several conventional Amtrak trains.

MARC Service on the Amtrak Lines

Amtrak operates five morning and five evening trains during rush hours between Penn Station in Baltimore and Union Station in Washington. The trains operate over the Amtrak mainline making stops at West Baltimore, Halethorpe, BWI Airport, Odenton, Bowie, Seabrook, and New Carrollton.

In July 1983, the Chesapeake train was discontinued due to the termination of financial assistance by Pennsylvania which jointly sponsored the train with Maryland. The service, which operated between Philadelphia and Washington, D.C., was consolidated with the AMDOT service between Baltimore and Washington, D.C.

Figure IV-3 shows commuter ridership on the Amtrak line between 1974 and 1984. As can be seen from this figure, daily ridership on the line grew steadily from 1974 until 1980, averaging about 800 and 1,400 trips, respectively. After 1980, ridership declined to an average of about 1,000 trips per day in 1982, but has increased to 2,000 for 1984.

Operating subsidies to Amtrak in FY 1984 amounted to $1.2 million.

SRA currently leases equipment for use in the service. Long term rolling stock requirements are being addressed through a grant application to UMTA as part of a $27.0 million program providing for the acquisition of four (4) locomotives and fifteen (15) coaches to replace the leased equipment.

Fare Structure

Effective July 1, 1981 commuter rail fares were increased an average of 30 percent to comply with a new state law which requires at least 50 percent of operating costs be recovered from the fares and other revenues. This increase was the major cause of the ridership decreases discussed earlier. For FY 1984, the operation of the commuter trains cost $8.1 million. Revenues totalled $4.0 million, resulting in a 50 percent recovery ratio.

Capital Projects

Equipment and Yard Facilities

In an effort to eliminate the lease costs and provide permanent equipment for the MARC service on the Amtrak line, the purchase of four locomotives and fifteen passenger coaches is scheduled for completion in FY 1985 at an estimated cost of $27.0 million.

To provide overnight storage and service facilities for the coaches and locomotives used on the B&O Brunswick line, a new coach yard will be built in Brunswick, Maryland. The estimated cost of this project is $965,000. These improvements will be done within the existing railroad yard.

Station Improvements

Station improvements are planned in Prince George's, Montgomery and Frederick Counties. In Montgomery County, improvements are being planned for the Germantown, Gaithersburg, and Barnesville stations. Plans have been developed to improve and increase station parking and to make necessary building repairs.

In Prince George's County, funds have been requested from UMTA to construct new stations at Greenbelt and Seabrook. The Greenbelt station, to be located on the B&O Baltimore Line will be constructed adjacent to the proposed Greenbelt Metrorail station providing the opportunity for interface between the two systems. When opened in 1986, the commuter rail station will be accessed by ramps off the Capital Beltway (I-95) and utilize a 450 space interim parking lot and pedestrian underpass constructed by the Washington Metropolitan Area Transit Authority. Metrorail service to Greenbelt is now planned for the early 1990's. The estimated cost of the Greenbelt station is $2,415,000.

A new station is also planned to replace the Seabrook station on the Amtrak line in FY 1988. The new station will provide improved and expanded parking and a grade separated pedestrian crossing which alleviates the existing overcrowded parking, deteriorated facilities and unsafe pedestrian at-grade crossing. The estimated cost of this project is $2,100,000.

Station and parking improvements are also planned for the Brunswick station on the B&O Brunswick Line in Frederick County. The existing parking area is in poor condition and overcrowded. The estimated cost of this project is $350,000.

A complete listing of station improvements for MARC service is shown in Table IV-1.

Maryland Department of Transporation
State Railroad Administration

COMMUTER RAIL STATION IMPROVEMENT PROGRAM
TABLE IV - 1

Station	Station Improvement	Start Date	Cost ($000)	Funding*
B&O Brunswick:				
Brunswick	parking, platforms, shelter	FY85	350	80f 20s
Point of Rocks	parking, platforms, shelter	FY87	125	80f 20s
Dickerson	parking, building restoration	FY86	75	80f 20l
Barnesville	parking	FY86	100	80f 20s
Boyds	none	--	--	--
Germantown	parking	FY85	300	80f 20s
Metropolitan Grove	new facility	FY86	725	80f 20s
Gaithersburg	parking,shelter, platforms	FY86	325	80f 20l
Washington Grove	none	--	--	--
Rockville	none	--	--	--
Garrett Park	none	--	--	--
Kensington	none	--	--	--
Forest Glen	none	--	--	--
Silver Spring	none	--	--	--
Union Station	none	--	--	--
B&O Baltimore:				
Camden Station	none	--	--	--
St Denis	landscaping	FY86	25	90l 10s
Relay	new facility	FY88	700	80f 20s
Elkridge	none	--	--	--
Jessup	parking, lighting	FY85	40	50l 50s
Md 32	new facility	FY86	1,320	80f 20s
Laurel	none	--	--	--
So. Laurel	new facility	FY86	1,100	80f 20s
Greenbelt	new facility	FY86	2,415	80f 20s
Berwyn	none	--	--	--
College Park	none	--	--	--
Riverdale	none	--	--	--
Hyattsville	none	--	--	--
Amtrak Baltimore:				
Penn Station	none	--	--	--
West Baltimore	new facility	FY88	1,600	80f 20l
Halethorpe	parking, platforms, shelter	FY84	25	100s
BWI	none	--	--	--
Odenton	parking, shelters	FY85	527	80f 20l
Bowie	relocation	FY86	1,850	80f 20s
Seabrook	relocation	FY86	2,100	80f 20s
New Carrollton	none	--	--	--

*f = federal
s = state
l = local

Figure IV-1

ANNUAL AVERAGE DAILY RIDERSHIP

MARC SERVICE OVER B&O LINES.

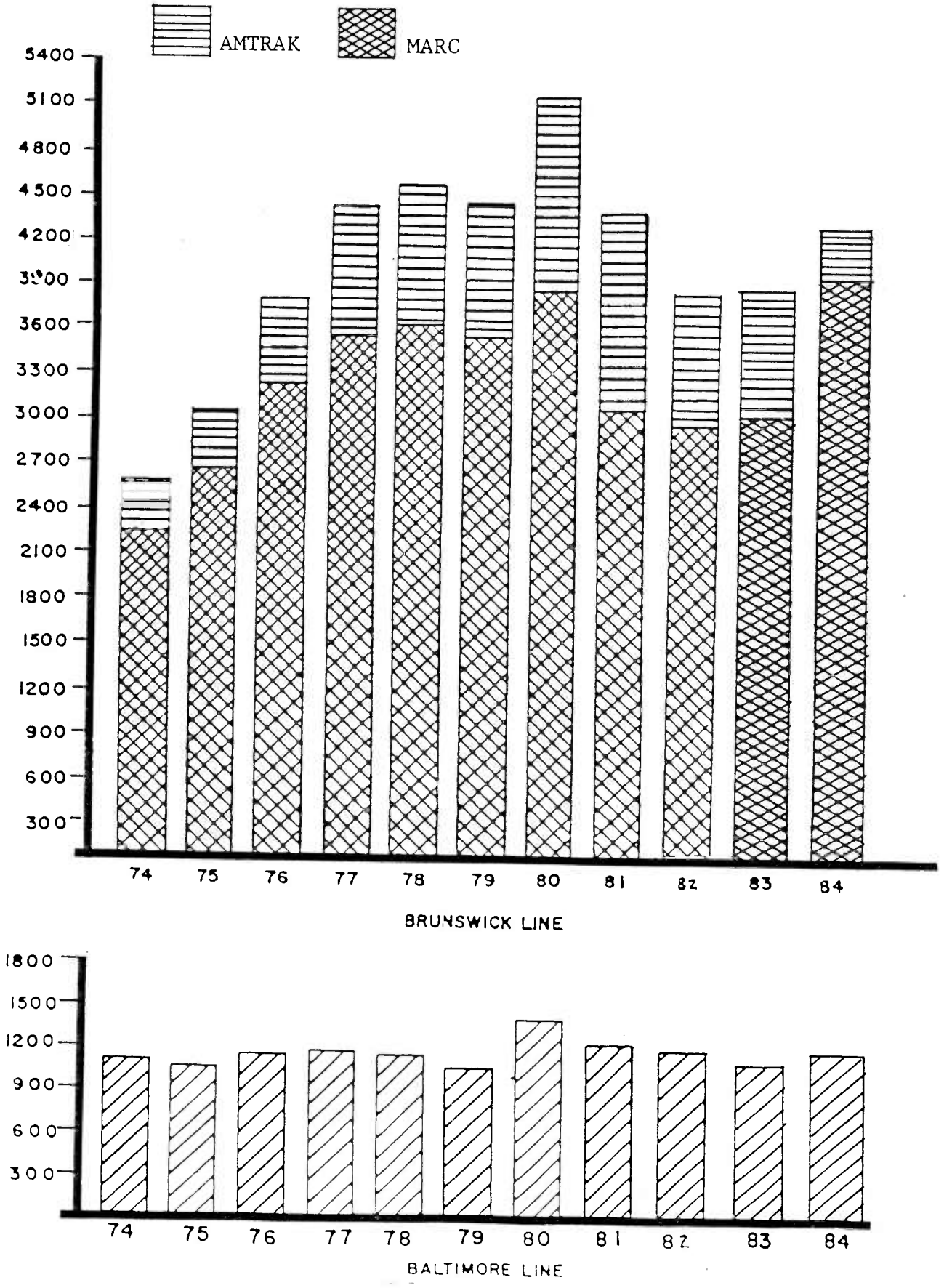
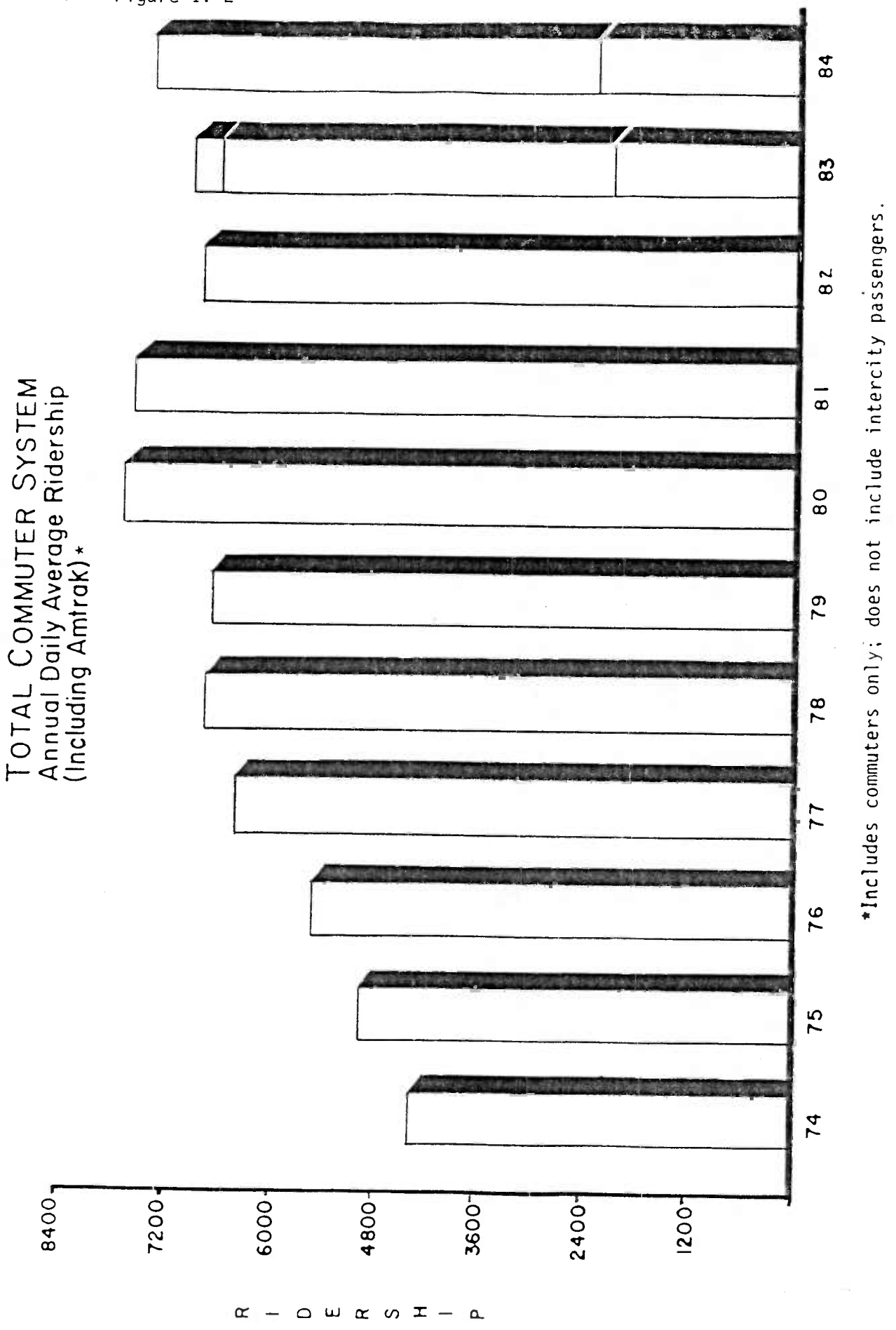


Figure IV-2

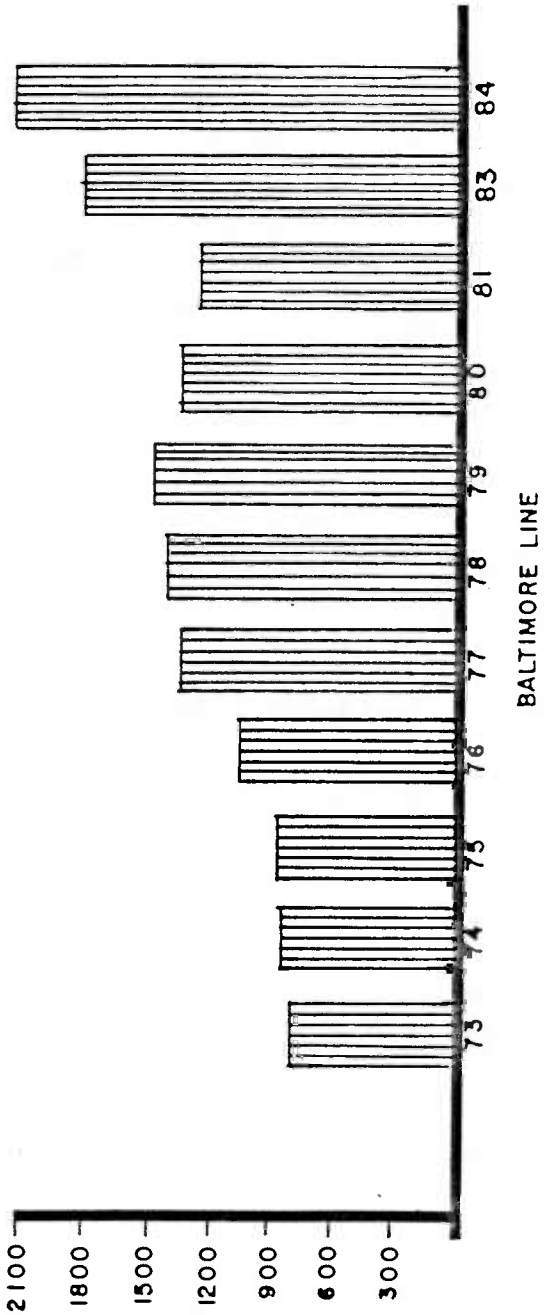


*Includes commuters only; does not include intercity passengers.

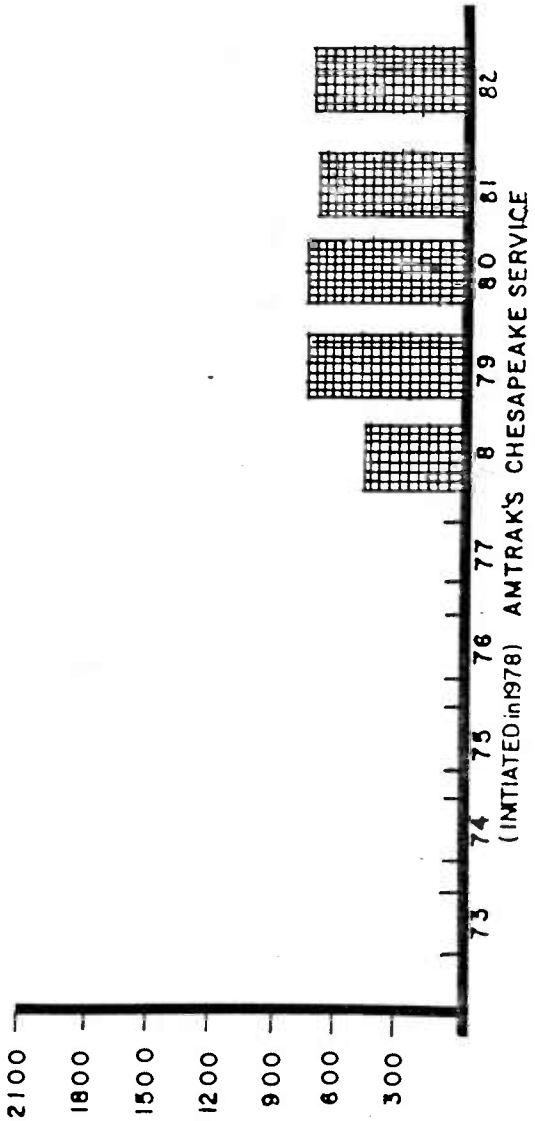
Figure IV-3

Annual Average Daily Ridership

MARC service over Amtrak Line



Note: Conrail operated service through Dec. 1982; Amtrak thereafter



CHAPTER V
PROGRAM IMPLEMENTATION
(49 CFR 266.15 (c)(1))
(49 CFR 266.15 (c)(8))

Maryland's Local Rail Service Assistance Program

Maryland's Local Rail Service Assistance Program's primary objective is to preserve essential freight rail service whenever the private sector cannot profitably provide such service, when there are no reasonable alternative modes of transportation available, and where the service is cost-effective. The state currently owns a total of 203 miles of branch lines/rights-of-way and provides subsidized service on approximately 110 miles.

There are four state-owned branch lines operating under the program: Cambridge/Preston; Centreville/Chestertown; Walkersville/Taneytown; and Frederick East Street. A detailed description of each line was provided in Chapter III.

The Local Rail Service Assistance Program assists in supporting the state's economy and its economic development programs for business retention, expansion and attraction. Due to the availability of rail service to rural communities in the state, many businesses have been able to continue operating and expand operations. The freight rail program on the Eastern Shore has enhanced the viability of the area and has proven to be a valuable marketing tool for attracting new industry. Major promotional literature for the area mentions the availability and convenience of local rail freight service.

Funding

Through the end of FY 1984, $27.3 million has been invested by Maryland in rail service preservation projects statewide. The following chart details these expenditures by cost category and funding sources:

Freight Rail Expenditures
By Year, By Category
Through FY 1984
($000's)

FY	Lease	Rehabilitation	Operating Subsidies	Acquisition	Total
77	452	-	747	-	1,199
78	452	1,122	1,230	-	2,804
79	550	2,094	432	-	3,076
80	471	1,424	654	-	2,549
81	878	663	705	-	2,246
82	1,378	922	673	9,295	12,268
83	47	944	657	452	2,100
84	-	579	522	-	1,101
Total	4,228	7,748	5,620	9,747	27,343

Freight Rail Expenditures
By Funding Sources Through FY 1984
($000's)

Activity/Source	Federal	State	Local	Total
Operating Subsidies	3,371	1,391	858	5,620
Lease	2,880	1,052	296	4,228
Rehabilitation	4,628	3,120	-	7,748
Acquisition	-	9,747	-	9,747
Total	10,879	15,310	1,154	27,343

The acquisition of the rail lines consumed 36 cents of each subsidy dollar. Rehabilitation accounted for 28 cents, operations 21 cents, and lease 15 cents. In terms of funding sources, the state has contributed 56 cents, the federal government contributed 40 cents and only 4 cents came from local sources, i.e., shippers and counties.

Given the recent, relatively modest federal entitlements under the federal Local Rail Service Assistance Program and the continuing likelihood of termination of that federal program, most if not all funding for future freight rail expenditures will come from state and local sources.

Legislative Directive

In approving the FY 1985 budget of the Department of Transportation, the Maryland legislature directed the department to conduct quarterly reviews of the financial performance of all state-supported branch lines. As stated in the FY 1985 budget bill:

> ...funds for operating subsidies for all state subsidized rail freight lines may not be increased by budget amendment or other means during fiscal year 1985. The Secretary of Transportation will conduct a quarterly assessment of all state-subsidized rail freight lines performance to verify that projected revenue and traffic estimates materialize. The Secretary of Transportation is authorized to cancel the contract with a rail freight line on 90 days notice if the operating projections do not materialize.

The legislature's concern was founded in the continuing traffic declines and increasing deficit requirements of all subsidized operations. Prior to committing still additional funds to subsidize operations and continue capital improvements, the legislature directed MDOT to closely monitor financial trends on these lines. SRA does and will continue to prepare these quarterly analyses on behalf of the Secretary and will recommend appropriate action if traffic and operating revenues fail to materialize as projected. Furthermore, the shippers have been advised that any increased deficit requirements during the course of the year will be the responsibility of the rail users.

Rail Line Acquisition Program

The largest single expenditure for the state has been the acquisition of the 203 miles of rail lines/rights-of-way. Through FY 1984, the state spent approximately $10 million on acquiring the rail property. Funds for acquisition were provided through General Obligation bonds approved by the Maryland legislature.

In January of 1982, the state completed its purchase of 195 miles of rail lines some of which it had previously leased from the Penn Central Corporation. The cost was $9.3 million. Annual lease costs at the time of acquisition were approximately $1.4 million. The purchase of these lines not only eliminated this burden of lease expense, but also demonstrated a commitment to preserve rail corridors for continued (and/or future) rail service in an effort to encourage industrial development and expansion.

In May of 1983, the state acquired the Cedarhurst to Westminster rail line for $451,000.

This 8-mile, out-of-service line segment was purchased to preserve the corridor intact for future transportation use thus enhancing the economic development potential of Carroll and Frederick Counties. The proposal to restore service on the Westminster to Cedarhurst line will be discussed in detail in Chapter VI.

Financial Viability of Subsidized Branch Lines

Traffic Trends

In recent years, total traffic on subsidized branch lines has been declining. The total traffic on operating lines has dropped from a high of 4,489 in 1977 to only 1,598 in 1984. The decline in traffic was due to a sluggish economy, the inability to attract new businesses, and a shift to alternative modes of transportation.

Traffic declines on state-subidized branch lines create problems for both the state and shippers as subsidizers. When traffic declines, the reduction in revenues is greater than the reduction in expenses due to the predominately fixed costs of these operations. Hence, the resultant deficit will increase, sometimes raising the total rail transportation cost for certain remaining shippers above the alternative transportation cost available. As these

shippers in turn switch to alternative modes, the deficit increases still further for the remaining shippers making their rail service less competitive.

With the recent upswing in the economy, traffic on subsidized branch lines showed a 22% increase in FY 1984 compared to FY 1983. Even with this increase in traffic, all lines will continue to incur deficits and will require continued state support into the foreseeable future.

Analysis of Benefits and Costs

In 1984, the department conducted its biannual analyses to determine the ratio of benefits to costs in continuing rail service on each line. These analyses demonstrate the public benefits generated as a result of the expenditure of public funds. The results of each analysis are but one factor in the department's overall decision making process with respect to future expenditures. Other factors considered include unquantifiable benefits, e.g., the value of a rail line in enhancing local industrial development efforts.

The state's federally approved benefit-cost methodology is utilized in this evaluation. The alternative analyses involve determining the net value of continuing service versus discontinuing service. In such analyses, the benefits identified include transportation cost savings, job and salary loss savings, additional equipment cost savings, and relocation cost savings. The costs are the railroad operating deficit and anticipated rehabilitation costs. In this way, the identified benefits are compared to the total operating and capital costs of providing rail service over a five-year period. The salvage value of the recoverable assets is also considered.

The data base for this analysis was developed from FY 1983 operating statistics and shipper information obtained through a survey of present day usage and future impacts likely to occur if service were discontinued. The results of the analysis are as follows:

Branch	Benefits	Costs	B/C Ratio
Cambridge/Preston	$4,553,000	$2,468,000	1.84
Centreville/Chestertown	$3,932,000	$3,308,000	1.19
Frederick Secondary	$1,313,000	$1,737,000	.76

Cambridge/Preston

This analysis indicates that over a five-year period $4.553 million in benefits would be generated while only $2.468 million in costs would be incurred. The resultant ratio of benefits to costs is 1.84 meaning that every dollar invested in providing service will produce $1.84 in community benefits.

The survey of the shippers on this branch line did not disclose any business closures or relocation associated with the discontinuance of rail service. However, as is evident by the results, the transportation cost savings were significant.

In recognition of the benefits generated in relation to costs incurred, the State Railroad Administration will continue supporting this line in FY 1985. The state will pay 70% of the operating deficit, up to a maximum of $125,300. Any additional funding needed to operate the line through June 30, 1985 will be the responsibility of the shippers.

Centreville/Chestertown

For this branch line, two alternatives were evaluated because it appeared shippers may have overstated the projected impact of termination of rail service. The first alternative accepts the assertion that one shipper would close, one would relocate and two would reduce operations. The relocation costs were estimated to be $1.0 million. The second alternative assumes there will be no closures or relocations. Past experience has shown that without rail service, shippers have not relocated or closed, but have found alternative means of transportation.

The first alternative indicated that over a five-year period, $3.932 million in benefits would be generated while only $3.308 million in costs would be incurred. The resultant benefit cost ratio is 1.19 which means every dollar invested in providing service yields $1.19 in community benefits.

The second alternative indicated for the same time period $3.777 million in benefits would be generated compared to the same $3.308 million in costs. The resultant benefit-cost ratio is 1.14, virtually the same as in the first alternative.

Here also, SRA intends to continue supporting this service since benefits clearly exceed the costs. During FY 1985, the state will pay 70% of the operating deficit up to $198,800. Any additional funding needed to sustain operations through June 30, 1985 will be the responsibility of the shippers.

Frederick Secondary

The Frederick Secondary branch line continues to have the lowest benefit cost ratio. For this line, the costs clearly exceed the benefits. The analysis indicates that over a five-year period, $1.313 million in benefits would be generated while $1.737 million in costs would be incurred. The resultant ratio of benefits to cost is 0.76 - meaning that every dollar invested in providing service will produce only 0.76 cents in benefits.

The results of any such analysis must be viewed with caution because many benefits are unquantifiable and cannot be factored into this analysis. For example, the presence of the rail lines will clearly enhance the economic development potential of the areas served. Accordingly, the benefit-cost analysis is an important tool for comparing the relative worth of competing

projects and for estimating whether net benefits are being derived from the expenditure of public funds.

In the case of the Frederick line, all shippers had affordable transportation alternatives and no plant closures or relocations with resultant job losses would occur if rail service were terminated. This is further supported by the fact that area shippers were without rail service between 1978 and 1980 with no obvious adverse effects noted.

The state will continue to support this operation during FY 1985. The state will reimburse the carrier for actual costs incurred maintaining the line up to a maximum of $51,000. All remaining costs will be the responsibility of the shippers. Also, the state will continue to monitor the Frederick operation closely to determine whether service should be continued beyond FY 1985 when substantial capital expenditures will be required (see Table V-1). The impact on this line of the proposed restoration of service on the neighboring Cedarhurst to Westminster line will also be considered in the decision-making process.

Future Plans for Out-Of-Service Rail Lines

The state currently owns seven out-of-service rail lines/corridors:

Clayton, Delaware to Easton	(Easton branch)
Queen Anne to Denton	(Denton branch)
Salisbury to Hebron	(Hebron branch)
Kings Creek to Crisfield	(Crisfield right-of-way)
Cedarhurst to Westerminer	
Taneytown to Littlestown, Pennsylvania	
Walkersville to Frederick	

Subsidized rail service was initially provided on the Easton, Denton and Hebron branches as well as on the Taneytown to Littlestown line. In each case, service was subsequently discontinued due to declines in usage and increasing operating and capital improvements costs.

The lines from Kings Creek to Crisfield, Cedarhurst to Westminster and Walkersville to Frederick were each purchased as out-of-service lines to preserve the assembled corridor intact for possible future transportation purposes and to enhance the economic development potential of the areas served.

Recently, the State Railroad Administration has received proposals for the restoration of service on the Cedarhurst to Westminster line and the Clayton to Easton branch. Each of these will be discussed in Chapter VI.

The State Railroad Administration will re-evaluate each out-of-service line segment owned by the state. Where there are no realistic possibilities for the resumption of active rail service in the foreseeable future, SRA will determine whether long-term preservation is in the taxpayers' best interest or, alternatively, whether the property should be disposed of to recover a portion of the state's investment while returning the property to the tax rolls.

Freight Capital

The Maryland Transportation Plan sets forth the priorities for transportation projects that could be implemented over a 20-year period based on an assumed inflation sensitive revenue structure. The Consolidated Transportation Program allocates funds for implementation during the next six years. Proposed capital projects are divided into the major capital projects that increase the capacity of the transportation system and other minor capital projects needed to preserve and rehabilitate existing facilities or replace equipment--generally referred to as system preservation. All SRA projects are included under system preservation of the department's plan and program.

The 1985-90 CTP includes over $5 million for the Track Restoration and Construction Program.

1985-1990 CTP ($ Million)

	85	86	87	88	89	90	Total
Track Restoration and Construction	.9	1.0	.8	.8	.8	.9	5.2

The FY 1985 projects include $350,000 for rail purchase and installation, survey work, and construction of a team track on the Cambridge/Preston line. On the Centreville/Chestertown line, work will include $553,000 for bridge and yard work and grade crossing improvements. The balance of the funds will be used for survey work on the Frederick Secondary.

Screening Criteria (49 CFR 266.15 (C)(4))

For purposes of determining which potential projects will be included in applications for federal funding, a simple screening criteria has been developed in compliance with federal requirements. At present, the state will consider only state-owned and operated lines for rehabilitation assistance. These lines have been described in detail earlier in Chapter III.

Capital projects for these lines have been categorized into two priorities, safety and efficiency. Safety projects will have the highest priority and include those which will correct safety deficiencies and maintain lines in compliance with FRA Class 1 Safety Standards. Efficiency projects include those which will enhance railroad operations and reduce the cost of operations. Those will be funded only after all safety projects have been funded.

The capital projects planned for FY 1985 to FY 1989 are listed in Table V-1. All of these projects are safety improvements with the exception of the Chesapeake Industrial Park Side Track and Chestertown Yard improvements. The

TABLE V - 1

CAPITAL EXPENDITURES BY FISCAL YEAR
($000's)

Branch	85	86	87	88	89	Totals
MDDE-Cambridge/Preston						
Rail purchase and installation	261	17				278
Chesapeake Ind. Park Track	83					83
Surveys	6					6
14 grade crossings		600	100			700
Bridge 9.65				30		30
Ties, ballast, lining/surfacing					240	240
Cambridge/Preston Total	350	617	100	30	240	1,337
MDDE-Centreville/Chestertown						
Chestertown yard	65	17				82
Bridge 13.27	32					32
Trestle replacement near Sudlersville	50					50
15 grade crossings	400					400
Surveys	6					6
20 grade crossings			100	800	100	1,000
2 bridges					30	30
Ties, ballast, lining/surfacing					240	240
Centreville/Chestertown Total	553	17	100	800	370	1,840
MMID - Frederick Secondary						
Surveys	5					5
Big Pipe Creek trestle		20				20
12 grade crossings		285	345			630
Little Pipe Creek trestle			200			200
Ties, ballast, lining/surfacing					240	240
MMID Total	5	305	545	0	240	1,095
B&O - Frederick East Street						
Carroll Creek trestle		33	22			55
B&O Total	0	33	22	0	0	55
SRA Capital Expenditure Totals	908	972	767	830	850	4,327

Chesapeake Industrial Park side track project was necessitated by the local plan for the redevelopment of the waterfront area in Cambridge. To accommodate the local redevelopment initiative, the state agreed to relocate the present yard unloading area to another location. The project to improve the Chestertown yard is necessary to accommodate the state and local plan to improve Maryland Route 289 adjacent to the present rail yard.

Federal Funding

During federal fiscal year 1984, $125,000 in federal funds were available for Maryland under the FRA's LRSAP. For federal fiscal year 1985, the department will be entitled to $50,000. These funds will be used in rehabilitate grade crossings on the Cambridge/ Preston branch line.

Federal Program of Projects (49 CFR 266.15 (C)(3)(vi)) and 49 CFR 266.15 (12)(ii)), See Appendix B for detail description

Branch Line	Project	Federal	State	Total
Cambridge/Preston	14 Grade Crossings	$175,000	$525,000	$700,000

The state will submit an application in FY 1985 for federal funds to implement this project. The previously discussed benefit-cost ratio includes this project as one of many costs considered in the overall computation.

CHAPTER VI

ISSUES AND TRENDS

National Issues

Freight Program Funding

To date, Maryland has received over $10 million under the federal Local Rail Service Assistance Program. This funding was matched with state and local funds and used for operating assistance, lease and rehabilitation of state-supported branch lines.

The funding available to the state under this federal program has been drastically reduced from over $1 million per year initially to only $50,000 in FFY 1985. The future of the federal program beyond FFY 1985 is far from certain. At best, it will continue at the present modest level. It is more likely the program will be terminated.

To provide for the continued support of the state-owned branch lines consistent with current state policy, most of the necessary funding will come from Maryland's Transportation Trust Fund. The available federal funding will be applied to the capital program with the state providing the balance needed. It would appear available federal funding will provide only about 10 percent of the total amount needed on a yearly basis to complete the previously described capital program. In addition, the state will continue to provide operating assistance as previously described with the shippers providing the requisite local share.

Sale of Conrail

During the late 1960s and early 1970s, the Northeast and Midwest regions of the nation were faced with a major economic crisis due to the

bankruptcy of eight major rail systems: Penn Central; Erie Lackawanna; Reading; Central Railroad of New Jersey; Lehigh Valley; Ann Arbor; Lehigh and Hudson; and Boston and Maine. Congress enacted several major pieces of legislation to address the restructuring of the region's rail network.

The Regional Rail Reorganization Act of 1973 created Conrail and the United States Railway Association. USRA was charged with preparing a Final System Plan for the transfer of the bankrupt carriers' properties to the newly created, government-financed Conrail for continued operations.

The FSP was produced by USRA in 1975 and implemented by enactment of the Railroad Revitalization and Regulatory Reform Act of 1976. Most of the property of the bankrupt carriers, except the Boston and Maine, was conveyed to Conrail which began operating on April 1, 1976.

Since 1976, the federal government has invested over $7 billion in Conrail, most of that amount for acquisition and rehabilitation. The federal government owns 85 percent of Conrail's common stock with the remaining 15 percent held in trust for the employees.

As a result of the FSP reorganization, major federal rehabilitation expenditures, further system rationalization to reduce the excessive physical plant, decreased employment with increased productivity, employee wage concessions, state tax exemption and regulatory reform of the railroad industry, Conrail has emerged eight years later as a financially viable and strongly competitive rail carrier with 14,200 route miles serving 15 states, the District of Columbia and two Canadian provinces. The carrier's financial performance has done a dramatic turnaround from losing in excess of $1 million daily in 1977 and 1978 to earning nearly $1 million daily in 1983. Current projections call for net income of $450-$500 million during 1984.

The Northeast Rail Service Act (NERSA) of 1981 authorized the sale of Conrail as an entity at any time after its enactment. "Entity" has since been defined by the Federal Railroad Administration as the entire ownership interest of the U.S. government in Conrail, i.e., 85 percent of the common stock. Control and, for the most part, ownership of Conrail's assets and liabilities at the time of the sale will be transferred with the stock.

NERSA also specified that Conrail may be broken up and sold piecemeal if it failed the June, 1983 prospective profitability test or it failed the November 1983 actual profitability test or it required additional federal funding or the federal government was unable to sell Conrail as an entity by June 1, 1984.

Conrail passed both the June and November 1983 profitability tests. With its continuing profitability, it's unlikely Conrail will require additional federal funding. Finally, since fourteen offers were received for Conrail, thirteen of which are for entity sales, the United States Department of Transportation (USDOT) will pursue sale of Conrail as an entity and will be precluded from attempting a piecemeal sale.

In attempting to sell Conrail pursuant to Congressional guidelines, the Federal Railroad Administration on behalf of the U.S. Department of Transportation has identified three criteria for the sale:

(1) Leave Conrail in a strong financial position;

(2) Protect existing service patterns; and,

(3) Maximize the return on the federal government's investment.

As of the June 18, 1984 deadline for submission of purchase offers to USDOT, 14 bids were received and announced: Alleghany Corporation; Norfolk Southern; Guilford Transportation Industries; CSX Corporation; Citicorp; First Allied Corporation; Consolidated American Transportation Systems; Kenneth

Perryman; Railway Labor Executives Association; Allen and Company; Arthur Imperatore and Sol Kantz; J. Willard Marriott; Tippecanoe Warehousing; and William McCulloch and Associates.

USDOT has offically indicated the list of bidders has been narrowed down to three finalists:

Alleghany Corporation - The New York-based operating company bid $1 billion in cash plus waiver of certain tax benefits valued at over $1 billion; Alleghany formerly controlled the Chesapeake and Ohio and New York Central Railroads.

Norfolk Southern - Offered $1 billion in cash plus waiver of all tax benefits valued at over $2 billion. Norfolk Southern currently controls the Norfolk and Western Railway and Southern Railway.

J. Willard Marriott - Mr. Marriott and other investors offered $1 billion in cash plus waiver of Conrail's existing tax benefits.

Maryland supports an orderly return of Conrail to the private sector. Maryland is concerned with maintaining Conrail's strong financial performance, preservation of service on Conrail's entire 271 route mile system currently serving the state, and preservation/enhancement of the existing competitive structure. The most critical competitive issue involves Conrail maintaining or improving its present level of service to the Port of Baltimore, and exerting a strong competitive influence on the pricing and service of import/export cargo between inland points and the port. Accordingly, Maryland supports the sale of Conrail as a single entity, preferably to a financially strong non-competing railroad or non-railroad company.

It is the state's view that both the Alleghany and Marriott bids meet the criteria of preserving Conrail's financial strength while maintaining existing trackage, service patterns, and competition. The state's support of the offer by Norfolk Southern would be contingent upon receiving binding guarantees with respect to preservation and improvement of competitive rail service to Maryland markets - particularly the Port of Baltimore.

The CSX Corporation proposed that the Conrail system be broken up and its lines and markets transferred to other carriers. Under this plan the majority of Conrail lines would be transferred to CSX or NS. Should this proposal be seriously considered by USDOT, Maryland will evaluate the benefits and impacts this plan would have on the state rail system.

Local Issues

Sale of Cambridge Yard

The Cambridge rail yard is a state-owned unloading facility located near the waterfront area within the city of Cambridge. The facility serves several local and off-line rail users.

With the Cambridge Creek Redevelopment Project, a multi-million dollar residential and commerical revitalization on the waterfront area, county and city officials requested the state to relocate the present rail facility out of the Cambridge Creek area and to sell the state-owned property to the city of Cambridge. In response to this request, the State Railroad Administration worked closely with local interests to relocate the public unloading facility to the new Chesapeake Industrial Park. The new site will allow for more efficient rail operations and offer the opportunity to provide more adequate facilities for unloading. The new facility will accommodate most, if not all, shippers presently using the Cambridge yard, and will also serve to attract new shippers.

The public unloading facility is being jointly funded by the state and Dorchester County. The state is funding the construction of a 1,400-foot passing track and unloading pit. Dorchester County is funding the construction of the access road and unloading dock.

When the new unloading facility is completed and operations begin, the state will terminate service within the Cambridge Yard area. As requested by local interests, the property will be offered to the city of Cambridge at the appraised market value.

Westminster-Cedarhurst Rehabilitation

The Westminster to Cedarhurst rail line was originally part of the Chessie System's East Subdivision extending from Highfield, Maryland in the west to Emory Grove in the east. The line was a mainline route linking western Maryland with the Baltimore-Washington Metropolitan area.

The Westminster to Cedarhurst portion of this main line was washed out in several places by tropical storm Agnes in June, 1972. It was restored to service only to be destroyed again in 1975 by tropical storm Eloise. The line remained out-of-service thereafter and, at the request of the Chessie System, was approved for abandonment by the Interstate commerce Commission in August 1981.

After the 1975 storm damage, the Chessie System provided branch line service between Highfield and Westminster for the benefit of local shippers. Out of necessity, all outbound shipments first moved west to Highfield, then further west or east depending on the final destination. Traffic for the Baltimore-Washington area was forced to take a circuitous route through southern Pennsylvania or via western Maryland.

In September 1983, the Maryland Midland Railway (MMID) purchased the 37-mile Highfield to Westminster line from the Chessie System. MMID intends to continue providing service on this line and should be able to do so profitably barring unforeseen traffic declines.

In 1983, the state purchased the out-of-service Westminster to Cedarhurst line for $451,000. This acquisition was made to preserve the already assembled corridor intact for possible future transportation use. It was felt that this would enhance the long-term economic development potential of the area by assuring the continued presence of a rail link to assist in attracting new industry to the area.

Local officials, businessmen, and other interested parties in Carroll and Frederick Counties have expressed an interest in restoring the 8-mile, out-of-service Westminster to Cedarhurst rail line. This interest stems from a concern that lack of access over this rail corridor adversely affects the industrial development of this region.

SRA inspected the line and concluded it will cost $1.5 million to rehabilitate the 8-mile segment to minimum operating standards. MMID has estimated that an additional 2,000 carloads could be generated as a result of reestablishing this more direct link to the Baltimore-Washington Metro area. Also, they feel a major portion of their existing traffic base could be rerouted more efficiently through a re-established Cedarhurst connection.

The state is currently studying the feasibility of restoring the Westminster-Cedarhurst line segment. Thus far, the study indicates the proposed project will enhance local industrial development efforts as well as preserving the current industrial and employment base by reducing transportation costs. Further, the state would receive rental income from the operator of the line and the present state subsidy on the Walkersville to Taneytown line would be eliminated. A final decision is expected by June 30, 1985.

Easton Rail Corridor

The state provided subsidized rail service on the 55-mile Easton/Denton branch line from April, 1976 until February, 1983. Traffic on this line

declined 77 percent from FY 1977 (964 carloads) to FY 1982 (224 carloads). During the last six months of operation, only 50 carloads were transported. These traffic declines occurred for a variety of reasons: business closures; relocations; the state of the economy; and/or, a switch from rail to truck.

As traffic declined, the rail operating deficits increased. During the period between FY 1980 and FY 1982, the per carload deficit for the line increased by 243 percent, from $349 to $1,198. For the last six months of operation on the line, the actual per car deficit was $1,996.

At the same time, traffic was declining and deficits were increasing, safety inspections of the Easton/Denton branch line indicated a need to rehabilitate five bridges at a cost of approximately $600,000. Additional rehabilitation needs identified included tie installation, drainage improvements and correcting line and surface defects. The total cost to restore the line was estimated to be over $1.0 million.

Since only minimal public benefits of service continuation could be identified, the department decided to discontinue rail service on the Easton/Denton branch line, but preserve the line intact for possible future rail use.

In 1983, the Chesapeake Railroad Company, a newly formed short line railroad company, indicated an interest in leasing the Easton line and operating it at their own expense. Chesapeake Railroad began working closely with the area shippers to determine how many would use rail service if the line were reopened.

To date, their anticipated shipper support has failed to materialize. It appears unlikely the necessary support will materialize in the near future.

Without sufficient commitments for usage, the Chesapeake Railroad will not be in a position to submit a definitive proposal for operation.

Delmar to Pocomoke City

In 1982, Conrail announced its intention to abandon the 32-mile segment of the Delmarva mainline between Delmar, Delaware, and Pocomoke City, Maryland. In response to this announcement, an ad hoc rail committee was formed consisting of the Maryland, Delaware and Virginia Departments of Transportation, the Delmarva Advisory Council, the Greater Salisbury Committee, and other interested parties. The committee was formed to develop a plan that would assure the preservation of this line for the benefit of local rail shippers and the traffic moving overhead between Conrail and the Eastern Shore Railroad.

The plan developed by the committee consisted of Maryland purchasing the line from Delmar to Pocomoke City and rehabilitating it to Class 2 standards. Funding was to be provided with $3 million appropriated by the legislature.

In June 1983, Conrail reconsidered and advised they would continue operating this line. To demonstrate their commitment to serving Delmarva, they agreed to make major renovations to the entire Delmarva mainline including the Delmar to Pocomoke City segment.

In the event Conrail again considers abandoning this line in the future, they have agreed to give Maryland the right of first refusal to purchase the line at 75 percent of net liquidation value.

Impact of Metrorail Service in the Brunswick Corridor

The department's Office of Transportation Planning has completed a study to determine the future of commuter rail service on the B&O Brunswick line.

Principally, the study focused on what effects the opening of Metrorail service to Shady Grove in late 1984 will have on commuter rail ridership. As well as continuation of the current service, termination of service at Silver Spring and Rockville was also analyzed. The study concluded that overall ridership levels would remain unchanged with ridership decreasing 40 to 50percent at stations within the Metrorail service area and increasing at stations in outer Montgomery County, Frederick County, and in West Virginia. The ability to interchange with Metrorail at Rockville and population growth account for the ridership increases in the outlying areas.

Termination of service at Silver Spring with direct transfer to Metrorail resulted in the highest ridership level and lowest operating expenses. Continuation of service to Union Station was the next most attractive with termination of service at Rockville the least attractive. Should SRA be successful in reducing the terminal charge at Union Station, the alternative of terminating trains at Union Station would then be the most attractive.

SRA intends to closely monitor ridership after Metrorail service opens to Grosvenor in mid-1984 and Shady Grove in late 1984. As appropriate, service levels and train consists will be adjusted. There are no plans at this time to terminate service at either Silver Spring or Rockville.

Commuter Rail Station Analysis

In response to the need for a comprehensive analysis of the current status of existing stations and future potential for the existing and possibly new stations, the "Commuter Rail Station Analysis" was begun in late 1983 and completed in March, 1984. The objective of the study was to determine the functional adequacy of existing stations for present and future patronage and to recommend modification which would result in an improved system.

The evaluation involved a physical inventory of each station as the first phase. The second phase involved the definition of station market areas from which patronage growth potential was calculated. This, in turn, was compared with present and potential station capacities resulting in conclusions concerning station closings, maintaining the present level of service, stations requiring improvements and, finally, those requiring relocation, consolidation or new sites.

The recommended station program would slightly decrease the number of existing stops and provide, in some cases, more accessible new locations. Such a system would encourage new ridership and provide a more attractive environment for existing riders. Implementation of the recommendations will be addressed in the FY 1985-1990 Consolidated Transportation Program.

APPENDIX A

PLAN REVIEW

In order to provide an adequate opportunity for the public to comment on the Draft 1984-1985 State Rail Plan, (1) two public hearings were held and (2) comments were solicited from Maryland's operating railroads, county governments, state agencies and the Federal Railroad Administration.

The first public hearing was held in Frederick, Maryland on January 2, 1985. Twelve people attended the hearing. SRA made a presentation on the state's rail programs focusing on the freight rail program in Carroll and Frederick Counties. None of the individuals attending this hearing presented any testimony.

The second public hearing was held in Cambridge, Maryland on January 3, 1985. Ten people attended this hearing. SRA made a presentation on the state's rail programs focusing on the freight rail program in Kent, Queen Anne's, Caroline and Dorchester Counties. None of the individuals attending this hearing presented any testimony.

Numerous written comments were received from railroads, counties, and state agencies. Most of the comments were obtained by the Department of State Planning through the Maryland Intergovernmental Review Process. All substantive comments are summarized and addressed below:

1) The Octoraro Railway (OCTR) has recommended $258,500 in capital improvements to the presently out-of-service line segment between Sylmar and Rising Sun. This line is owned by Cecil County. The repairs would enable OCTR to extend their rail service south to the Rising Sun area.

At the present time, the Department is applying all available state and federal funds to the continued upgrading and operation of state-owned rail lines. The continuation of this program will consume all available funding in the foreseeable future precluding financial assistance to privately owned or county-owned rail lines.

2) The Maryland Historical Trust (MHT) expressed concern that improvements to historically significant stations and trestles should be coordinated through MHT and care taken not to adversely affect these structures.

SRA will continue to cooperate fully with MHT to assure the preservation of the historical qualities of stations and trestles. Station improvements are limited to building repairs which prevent deterioration of the structure, and expansion of parking facilities. The planned repairs to the trestles involve safety improvements to restore those structures to the originally designed load specifications. SRA has no plans to replace or significantly change historically significant structures.

3) Howard County provided numerous comments relative to (a) promoting Maryland Rail Commuter Service (MARC), (b) pathfinder signs, (c) highway improvements, (d) improved passenger station amenities, (e) coordinating bus schedules, (f) future rail facility demands, (g) expansion of the discussion of commuter rail issues and trends, (h) provision of rail spurs to industrial sites and (i) further explanation of recent abandonment activity.

a) SRA concluded a marketing study in FY 1984 and is implementing several aspects of the study. During 1984, SRA used radio and newspaper advertisements to promote MARC service; more extensive media advertisements will be used in 1985. Additional promotional material is being developed, e.g., MARC Newsletter, system map, etc.

b) SRA continues to work with the State Highway Administration to expand the use of signs for the MARC Service. This effort includes installation of additional directional signs, MARC signs affixed to international directional signs, station signs and platform signs.

c) SRA's commuter rail program does not contain funds for highway improvements. Improvements to the intersection of Railroad Avenue and Old Main Street should be pursued by the county and/or the State Highway Administration.

d) SRA's station improvement program includes shelters, improved lighting, expanded parking, and new platforms. There are no plans at present to heat the shelters due to the cost of installation and maintenance. Informational cylinders were installed at many locations but, regrettably, were repeatedly vandalized. SRA is increasing its budget for station maintenance and landscaping.

e) AT the BWI station area, a private/public transportation collaborative is being developed. There are no plans at this time to provide bus service to the Elkridge or Jessup stations.

f) SRA and the Office of Transportation Planning have prepared a station analysis which developed ridership trends in growth areas. This information will be included in the next State Rail Plan.

g) An expanded discussion of commuter rail issues and trends will be included in the next State Rail Plan.

h) The provision of rail connections between industrial sites and private-sector rail carriers will continue to be a private-sector responsibility. SRA's programs are designed to supplement, not replace, the private-sector's efforts in this regard. Provision of such connections will continue to be determined by the shipper and railroad based on economic considerations.

i) The list of abandonments contained in Appendix E is merely a summary of recent abandonment activity. In general, each segment was abandoned due to insufficient usage to justify continued operations.

SRA continues to advise all affected parties of all potential/pending abandonments as the abandonment process progresses to enable such parties to demonstrate a need for service continuation. More detailed information on any abandonments listed in Appendix E can be obtained by contacting SRA.

4) Carroll County indicated analysis of the proposed restoration of the Cedarhurst to Westminster rail line should consider the public benefits to be generated.

In evaluating this project, SRA will fully consider such public benefits including reduced transportation costs, enhancement of local industrial development activities, preservation of existing industries and employment base, rental income paid to the Department and elimination of operating assistance on the Walkersville to Taneytown line.

5) Frederick County expressed its strong support for the restoration of freight service on the Cedarhurst to Westminster line and the continuation of commuter rail service between Brunswick, Point of Rocks, and Washington.

The state is continuing its analysis of the restoration of freight service on the Cedarhurst to Westminster rail line. The full economic impact is still being assessed. The Department intends to continue commuter rail service between Brunswick and Washington, and has plans for station improvements and expanded marketing efforts.

6) Worcester County stated the Plan should contain a more affirmative statement of the Department's support for the Delmarva mainline.

The Department remains fully committed to the long-term preservation of the entire Delmarva Mainline. Recently, the Department supported Virginia's successful attempt to secure additional federal financial assistance for

the continued upgrading of the southern portion of this line. Further, our evaluation of potential Conrail purchasers fully considers the likely affect on the Delmarva route. The text of the Plan coupled with demonstrated actions clearly affirms the Department's support for continuation of this essential rail artery.

7) The Office of Environmental Programs commented that all projects involving significant earth moving must meet sediment control specifications. Further, for projects involving a significant amount of paving, porous asphalt paving should be used to reduce rainfall run-off.

All SRA projects involving significant earth moving do and will continue to meet sediment control specifications. Projects involving a significant amount of paving will use porous asphalt.

8) The Department of Natural Resources (DNR) specified their office should be contacted should any projects fall within the non-tidal 100-year floodplain.

SRA will advise DNR of any projects other than maintenance which fall within the specified floodplain.

9) The Department of State Planning suggested the state should make a long-term commitment for the continuation of essential rail services to encourage shippers to construct plants adjacent to these rail lines.

To date, the Department has invested over $27 million to purchase, upgrade, and operate the state-owned rail network. Past and continuing efforts clearly illustrate the Department's commitment to preserving such essential services. Since the Department is subject to annual budget appropriations, long-term funding commitments are not possible.

APPENDIX B

Federal Aid Grade Crossing Projects
(49 CFR 26615 (c) (12) (i) and (ii))
(49 CFR 266.15 (3) (vi))

Route: Central Avenue - Town of Federalsburg

Branch Line: Cambridge, USRA 168

County: Caroline

Milepost: 9.4

Road System: State

Description:

Crossing Surface:	Blacktop
Road Surface:	Blacktop
Crossing Width:	40 feet
Road Width:	26 feet
Number of Tracks:	One
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Rail, ties, loose joints, gage and drainage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing, joint bonding and drainage.

Estimated Cost: $45,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Very bad condition. Rails moving in roadway. Signalized crossing.

Route: Delaware Road 553

Branch Line: Cambridge 168

County: Sussex

Milepost: 2.2

Road System: County

Description:

Crossing Surface:	Surface treatment
Road Surface:	Surface treatment
Crossing Width:	88 feet
Road Width:	20 feet
Number of Tracks:	one
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, gage, loose joints and drainage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Very sharp skew. Very poor condition. Rails moving in roadway. Intersecting road in north side.

Route: Delaware Road 552

Branch Line: Cambridge 168

County: Sussex

Milepost: 2.4

Road System: County

Description:

Crossing Surface:	Surface treatment
Road Surface:	Surface treatment
Crossing Width:	36 feet
Road Width:	18 feet
Number of Tracks:	One
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints, drainage and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and ditching.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Sharp skew. Very poor crossing surface. Rails moving in roadway.

Route: 313/318

Branch Line: Cambridge, USRA 168

County: Caroline

Milepost: 10.7

Road System: State

Description:

Crossing Surface:	Timber
Road Surface:	Blacktop
Crossing Width:	54 feet
Road Width:	44 feet
Number of Tracks:	One
Weight of Rail:	130#

FRA Class I Defects (present or potential):

Ties, rail, and loose joints.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing, joint bonding and drainage.

Estimated Cost: $45,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Signalized crossing.

Route: 307

Branch Line: Preston - USRA 152

County: Dorchester - Town of Hurlock

Milepost: 15.9

Road System: State

Description:

Crossing Surface:	Timber
Road Surface:	Blacktop
Crossing Width:	56 feet
Road Width:	39 feet
Number of Tracks:	One
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $45,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Very poor road surface in crossing. Rails moving in roadway.

Route: Railroad Avenue - Town of Hurlock

Branch Line: Cambridge

County: Dorchester

Milepost: 15.9

Road System: Town of Hurlock

Description:

Crossing Surface:	Surface treatment
Road Surface:	Surface treatment
Crossing Width:	44 feet - 112 feet
Road Width:	36 feet - 104 feet
Number of Tracks:	Two
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints, and drainage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing, drainage and switch timbers.

Estimated Cost: $55,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Rough road surface. Poor condition. Rails moving in roadway.

Route: Nealson Street - Town of Hurlock

Branch Line: Cambridge - USRA 168

County: Dorchester

Milepost: 15.8

Road System: Town of Hurlock

Description:

Crossing Surface:	Surface treatment
Road Surface:	Surface treatment
Crossing Width:	32 feet - 32 feet
Road Width:	24 feet - 24 feet
Number of Tracks:	Two
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber surface, welded rail in crossing, drainage & switch timbers.

Estimated Cost: $50,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Poor condition. Rails moving in crossing. South rail shelling.

Route: Delaware Road 459

Branch Line: Cambridge

County: Sussex

Milepost: 5.5

Road System: County

Description:

Crossing Surface:	Flange timbers and blacktop
Road Surface:	Surface treatment
Crossing Width:	54 feet
Road Width:	20 feet
Number of Tracks:	One
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints, and drainage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing, drainage and switch timbers.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Turnout near crossing.

Route: Kinder Road

Branch Line: Cambridge

County: Caroline

Milepost: 6.7

Road System: County

Description:

Crossing Surface:	Gravel
Road Surface:	Gravel
Crossing Width:	48 feet
Road Width:	24 feet
Number of Tracks:	One
Weight of Rail:	100# East - 85# West

FRA Class I Defects (present or potential):

Ties, loose joints, and rail.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing, ditching and roadway paving.

Estimated Cost: $45,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Roadway should be hard surfaced into crossing to preserve integrity of the crossing.

Route: Wright Road

Branch Line: Cambridge

County: Caroline

Milepost: 7.7

Road System: County

Description:

Crossing Surface:	Gravel
Road Surface:	Gravel
Crossing Width:	38 feet
Road Width:	30 feet
Number of Tracks:	One
Weight of Rail:	100#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and drainage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing, roadway paving and drainage.

Estimated Cost: $45,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Roadway should be hard surfaced away from crossing to preserve integrity of the crossing.

Route: Main Street - Town of Federalsburg

Branch Line: Cambridge

County: Caroline

Milepost: 9.7

Road System: Town of Federalsburg

Description:

Crossing Surface:	Timber
Road Surface:	Blacktop
Crossing Width:	48 feet
Road Width:	34 feet
Number of Tracks:	One
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, and loose joints.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing, and switch timbers.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Turnout near roadway. Timber surface worn badly.

Route: 318

Branch Line: Cambridge, 168

County: Caroline

Milepost: 9.1

Road System: State

Description:

Crossing Surface:	Timber
Road Surface:	Blacktop
Crossing Width:	64 feet
Road Width:	44 feet
Number of Tracks:	One
Weight of Rail:	130#

FRA Class I Defects (present or potential):

Ties, rail, and loose joints.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $45,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Signalized crossing. Crossing timbers loose and moving under auto traffic.

Route: MD 331

Branch Line: Preston - USRA 152

County: Dorchester

Milepost: 12.5

Road System: State

Description:

Crossing Surface:	Flange timbers & blacktop
Road Surface:	Blacktop
Crossing Width:	75 feet
Road Width:	40 feet
Number of Tracks:	One
Weight of Rail:	100#

FRA Class I Defects (present or potential):

Ties, rail, gauge and drainage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $55,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Sharp skew angle. Marginal tie condition. Very bad road surface in crossing.

Route: Guard Road

Branch Line: Cambridge - USRA 168

County: Caroline

Milepost: 7.1

Road System: County

Description:

Crossing Surface:	Flange timbers and blacktop
Road Surface:	Surface treatment
Crossing Width:	32 feet
Road Width:	20 feet
Number of Tracks:	One
Weight of Rail:	130# P.S.

FRA Class I Defects (present or potential):

Ties, loose joints, and drainage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Route: Big Woods Road

Branch Line: USRA 148 - Centreville

County: Queen Anne's

Milepost: 22.7

Road System: County

Description:

Crossing Surface:	Timber
Road Surface:	Blacktop
Crossing Width:	40 feet
Road Width:	24 feet
Number of Tracks:	one
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing & welded rail in crossing.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Route: Hacketts Corner Road

Branch Line: USRA 148 - Centreville

County: Queen Anne's

Milepost: 14.8

Road System: County

Description:

Crossing Surface:	Timber
Road Surface:	Blacktop
Crossing Width:	32 feet
Road Width:	20 feet
Number of Tracks:	one
Weight of Rail:	100#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Very poor road surface in crossing. Rails moving in roadway.

Route: Dixon Tavern Road

Branch Line: USRA 148 - Centreville

County: Queen Anne's

Milepost: 18.7

Road System: County

Description:

Crossing Surface:	Timber
Road Surface:	Blacktop
Crossing Width:	32 feet
Road Width:	20 feet
Number of Tracks:	one
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Very poor road surface in crossing. Rails moving in roadway.

Route: Md. Route 444 - Blacks Station

Branch Line: USRA 149 - Chestertown

County: Kent

Milepost: 6.1

Road System: State

Description:

Crossing Surface:	Timber
Road Surface:	Concrete & blacktop
Crossing Width:	32 feet
Road Width:	20 feet
Number of Tracks:	one
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $45,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Route: Charles Street - Town of Hurlock

Branch Line: Cambridge

County: Dorchester

Milepost: 16.2

Road System: Town of Hurlock

Description:

Crossing Surface:	Surface treatment
Road Surface:	Surface treatment
Crossing Width:	40 feet - 40 feet
Road Width:	30 feet - 30 feet
Number of Tracks:	Two
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail and loose joints.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $50,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Abandoned side track to be removed and repaved. Second track goes to Agrico Company.

Route: Md. Route 290

Branch Line: USRA 149 - Chestertown

County: Kent

Milepost: 3.7

Road System: State

Description:

Crossing Surface:	Timber
Road Surface:	Concrete & Blacktop
Crossing Width:	48 feet
Road Width:	20 feet
Number of Tracks:	one
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $45,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Skew crossing.

Route: Md. Route 299

Branch Line: USRA 148 - Centreville

County: Kent

Milepost: 0.2

Road System: State

Description:

Crossing Surface:	Timber
Road Surface:	Blacktop
Crossing Width:	32 feet
Road Width:	18 feet
Number of Tracks:	one
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Poor road surface in crossing. Rails moving in roadway.
Skew crossing.

Route: Md. Route 302 - Barclay

Branch Line: USRA 148 - Centreville

County: Queen Anne's

Milepost: 21.1

Road System: State

Description:

Crossing Surface:	Timber
Road Surface:	Blacktop
Crossing Width:	50 feet
Road Width:	40 feet
Number of Tracks:	one
Weight of Rail:	100#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Poor road surface in crossing. Rails moving in roadway. Turnout near crossing.

Route: Morris Road

Branch Line: USRA 149 - Chestertown

County: Kent

Milepost: 17.1

Road System: County

Description:

Crossing Surface:	Timber
Road Surface:	Blacktop
Crossing Width:	32 feet
Road Width:	20 feet
Number of Tracks:	one
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Poor road surface in crossing. Rails moving in roadway.

Route: Chinquapin Road

Branch Line: USRA 149 - Chestertown

County: Kent

Milepost: 16.2

Road System: County

Description:

Crossing Surface:	Timber
Road Surface:	Blacktop
Crossing Width:	24 feet
Road Width:	18 feet
Number of Tracks:	one
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $45,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Poor road surface in crossing. Turnout in east approach.

Route: Lambson Road

Branch Line: USRA 149 - Chestertown

County: Kent

Milepost: 3.2

Road System: County

Description:

Crossing Surface:	Timber
Road Surface:	Blacktop & Concrete
Crossing Width:	40 feet
Road Width:	20 feet
Number of Tracks:	one
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Poor road surface in crossing. Skew crossing.

Route: Walnut Tree Road

Branch Line: USRA 149 - Chestertown

County: Kent

Milepost: 10.6

Road System: County

Description:

Crossing Surface:	Timber
Road Surface:	Blacktop
Crossing Width:	28 feet
Road Width:	20 feet
Number of Tracks:	one
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Poor road surface in crossing.

Route: Sharrett Road

Branch Line: USRA 199 - Frederick

County: Frederick

Milepost: 50.8

Road System: County

Description:

Crossing Surface:	Timber
Road Surface:	Gravel
Crossing Width:	24 feet
Road Width:	16 feet
Number of Tracks:	one
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Very poor road surface in crossing. Rails moving in roadway.

Route: Backlanding Road

Branch Line: USRA 152 - Preston

County: Caroline

Milepost: 11.5

Road System: County

Description:

Crossing Surface:	Timber
Road Surface:	Blacktop
Crossing Width:	54 feet
Road Width:	24 feet
Number of Tracks:	one
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Poor road surface in crossing. Skew crossing.

Route: Maple Avenue

Branch Line: USRA 152 - Preston

County: Caroline

Milepost: 11.7

Road System: County

Description:

Crossing Surface:	Timber
Road Surface:	Blacktop
Crossing Width:	48 feet
Road Width:	36 feet
Number of Tracks:	one
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $45,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Poor road surface in crossing. Turnouts in approaches.

Route: Delaware Road 462

Branch Line: Townsend-Massey - USRA 147

County: Newcastle, Delaware

Milepost: 2.7

Road System: County

Description:

Crossing Surface:	Surface treatment
Road Surface:	Surface treatment
Crossing Width:	32 feet
Road Width:	16 feet
Number of Tracks:	One
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints & drainage.

Proposed Improvements:

Ties, ballast timber crossing, welded rail in crossing and ditching.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Rough road surface. Evidence of rail movement.

Route: Delaware Road 459

Branch Line: Townsend-Massey - USRA 147

County: Newcastle, Delaware

Milepost: 1.4

Road System: County

Description:

Crossing Surface:	Surface treatment
Road Surface:	Surface treatment
Crossing Width:	24.0 feet
Road Width:	18.0 feet
Number of Tracks:	One
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints, and drainage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and ditching.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Rough road surface. Evidence of rail movement.

Route: Delaware Road 463

Branch Line: Townsend-Massey - USRA 147

County: Kent

Milepost: 2.6

Road System: County

Description:

Crossing Surface:	Surface treatment
Road Surface:	Surface treatment
Crossing Width:	28.0 feet
Road Width:	18.0 feet
Number of Tracks:	One
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and drainage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing, and ditching.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Rough road surface. Some evidence of rail movement.

Route: Delaware Road 47

Branch Line: Townsend-Massey, USRA 147

County: Kent

Milepost: 3.8

Road System: County

Description:

Crossing Surface:	Surface treatment
Road Surface:	Surface treatment
Crossing Width:	28.0 feet
Road Width:	18.0 feet
Number of Tracks:	One
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints, and drainage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing, ditching and pipes.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Rough road surface. Some evidence of rail movement. Poor drainage West side.

Route: Hayden-Hope Road

Branch Line: USRA 148 - Centreville

County: Queen Annes

Milepost: 28.7

Road System: County

Description:

Crossing Surface:	timber
Road Surface:	blacktop
Crossing Width:	32 feet
Road Width:	20 feet
Number of Tracks:	one
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Route: Brierly Mill Road

Branch Line: 148 - Centreville

County: Queen Annes

Milepost: 23.6

Road System: County

Description:

Crossing Surface:	timber
Road Surface:	blacktop
Crossing Width:	32 feet
Road Width:	20 feet
Number of Tracks:	one
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Skew crossing.

Route: Rabbit Hill Road

Branch Line: 148 - Centreville

County: Queen Annes

Milepost: 26.3

Road System: County

Description:

Crossing Surface:	timber
Road Surface:	blacktop
Crossing Width:	40 feet
Road Width:	20 feet
Number of Tracks:	one
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Route: Barclay Cut Off Road

Branch Line: 148 - Centreville

County: Queen Annes

Milepost: 20.8

Road System: County

Description:

Crossing Surface:	timber
Road Surface:	blacktop
Crossing Width:	32 feet
Road Width:	26 feet
Number of Tracks:	one
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $35,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Poor road surface in crossing. Turnout in west approach.

Route: Middleburg Road

Branch Line: USRA 199 - Frederick

County: Carroll

Milepost: 51.7

Road System: County

Description:

Crossing Surface:	Timber
Road Surface:	Blacktop
Crossing Width:	32 feet
Road Width:	24 feet
Number of Tracks:	one
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $45,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Very poor road surface in crossing. Rails moving in roadway.

Route: Oak Hill Road

Branch Line: USRA 199 - Frederick

County: Frederick

Milepost: 56.8

Road System: County

Description:

Crossing Surface:	Timber
Road Surface:	Blacktop
Crossing Width:	24 feet
Road Width:	16 feet
Number of Tracks:	one
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Very poor road surface in crossing. Rails moving in roadway.

Route: Warner Road

Branch Line: USRA 199 - Frederick

County: Frederick

Milepost: 54.3

Road System: County

Description:

Crossing Surface:	Timber
Road Surface:	Blacktop
Crossing Width:	32 feet
Road Width:	24 feet
Number of Tracks:	one
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Very poor road surface in crossing. Rails moving in roadway.

Route: Lower Glade Road

Branch Line: USRA 199 - Frederick

County: Frederick

Milepost: 62.2

Road System: County

Description:

Crossing Surface:	Timber
Road Surface:	Blacktop
Crossing Width:	32 feet
Road Width:	25 feet
Number of Tracks:	one
Weight of Rail:	100#

FRA Class I Defects (present or potential):

Ties, rail, loose joints.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Very poor road surface in crossing. Rails moving in roadway.

Route: Good Intent Road

Branch Line: USRA 199 - Frederick

County: Frederick

Milepost: 53.9

Road System: County

Description:

Crossing Surface:	Timber
Road Surface:	Blacktop
Crossing Width:	32 feet
Road Width:	22 feet
Number of Tracks:	one
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Very poor road surface in crossing. Rails moving in roadway.

Route: Gravel Hill Road

Branch Line: USRA 199 - Frederick

County: Frederick

Milepost: 58.6

Road System: County

Description:

Crossing Surface:	Timber
Road Surface:	Blacktop
Crossing Width:	24 feet
Road Width:	18 feet
Number of Tracks:	one
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Very poor road surface in crossing. Rails moving in roadway.

Route: Devilbiss Bridge Road

Branch Line: USRA 199 - Frederick

County: Frederick

Milepost: 61.8

Road System: County

Description:

Crossing Surface:	Timber
Road Surface:	Blacktop
Crossing Width:	32 feet
Road Width:	20 feet
Number of Tracks:	one
Weight of Rail:	100#

FRA Class I Defects (present or potential):

Ties, rail, loose joints.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in corssing and drainage.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Very poor road surface in crossing. Rails moving in roadway.

Route: Renner Road

Branch Line: USRA 199 - Frederick

County: Frederick

Milepost: 56.2

Road System: County

Description:

Crossing Surface:	Timber
Road Surface:	Blacktop
Crossing Width:	40 feet
Road Width:	20 feet
Number of Tracks:	one
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints.

Proposed Improvements:

Ties, Ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Very porr road surface in crossing. Rails moving in roadway.

Route: Md. Route 194 (New Midway)

Branch Line: USRA 199 - Frederick

County: Frederick

Milepost: 56.3

Road System: State

Description:

Crossing Surface:	Timber
Road Surface:	Blacktop
Crossing Width:	64 feet
Road Width:	40 feet
Number of Tracks:	one
Weight of Rail:	130#

FRA Class I Defects (present or potential):

Ties, rail, loose joints.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $50,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Very poor road surface in crossing. Rails moving in roadway.

Route: Upper Glade Road

Branch Line: USRA 199 - Frederick

County: Frederick

Milepost: 60.1

Road System: County

Description:

Crossing Surface:	Timber
Road Surface:	Blacktop
Crossing Width:	24 feet
Road Width:	17 feet
Number of Tracks:	one
Weight of Rail:	100#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Very poor road surface in crossing. Rails moving in roadway.

Route: MD Rte. 550

Branch Line: Frederick USRA 199

County: Frederick

Milepost: 58.4

Road System: State

Description:

Crossing Surface:	timber
Road Surface:	blacktop
Crossing Width:	48 feet
Road Width:	43 feet
Number of Tracks:	one
Weight of Rail:	130# and 85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $45,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Poor road surface in crossing. Turnout near crossing.

Route: Legore Bridge Road

Branch Line: Frederick USRA 199

County: Frederick

Milepost: 57.3

Road System: County

Description:

Crossing Surface:	timber
Road Surface:	blacktop
Crossing Width:	44 feet
Road Width:	60 feet
Number of Tracks:	one
Weight of Rail:	130#

FRA Class I Defects (present or potential):

Ties, rails, loose joints.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $50,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Poor road surface in crossing. Most of south approach is buried in roadway for quarry.

Route: Pennsylvania Avenue

Branch Line: Frederick

County: Frederick

Milepost: 62.7

Road System: County

Description:

Crossing Surface:	timber
Road Surface:	blacktop
Crossing Width:	64 feet & 64 feet
Road Width:	40 feet
Number of Tracks:	two
Weight of Rail:	130# M.L. 85# side

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $65,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Poor road surface in crossing. Several turnouts in the north approach.

Route: Crouse Mill Road

Branch Line: Frederick USRA 199

County: Carroll

Milepost: 47.5

Road System: County

Description:

Crossing Surface:	timber
Road Surface:	blacktop
Crossing Width:	52 feet
Road Width:	24 feet
Number of Tracks:	one
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Very poor road surface in crossing. Rails moving in roadway. Excessive cross level throughout the curve.

Route: MD Rte. 32 - Baltimore Street

Branch Line: Frederick USRA 199

County: Carroll

Milepost: 46.4

Road System: State

Description:

Crossing Surface:	timber
Road Surface:	blacktop
Crossing Width:	3 at 60 feet
Road Width:	40 feet
Number of Tracks:	three
Weight of Rail:	130#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $65,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Several turnouts within approaches

Route: Baker Road

Branch Line: Frederick USRA 199

County: Frederick

Milepost: 55.8

Road System: County

Description:

Crossing Surface:	timber
Road Surface:	blacktop
Crossing Width:	24 feet
Road Width:	16 feet
Number of Tracks:	one
Weight of Rail:	100#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $40,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Very poor road surface in crossing. Rails moving in roadway.

Route: Angel Road

Branch Line: Frederick USRA 199

County: Carroll

Milepost: 45.2

Road System: County

Description:

Crossing Surface:	timber
Road Surface:	blacktop
Crossing Width:	24 feet
Road Width:	16 feet
Number of Tracks:	one
Weight of Rail:	85#

FRA Class I Defects (present or potential):

Ties, rail, loose joints and gage.

Proposed Improvements:

Ties, ballast, timber crossing, welded rail in crossing and drainage.

Estimated Cost: $35,000

Net Salvage Value: 0

The cost to remove the salvageable material from the highway roadbed and to refinish the road surface will exceed the salvage value of the track materials recovered.

Remarks:

Poor road surface in crossing.

APPENDIX C

BENEFIT-COST METHODOLOGY
(49 CFR 266.15 (C)(5))

Introduction

Section 5 of the Department of Transportation Act, as amended by the Local Rail Service Act of 1978, requires that states participating in the Local Rail Service Assistance Program adopt a methodology for determining the ratio of benefits to costs of eligible projects, i.e., acquisition, rehabilitation, substitute service, or new facility construction. This appendix will describe the methodology used by Maryland in arriving at a benefit-cost (B-C) ratio.

In developing the proposed methodology, real economic benefits and costs are considered where practical, but the unavailability of a complete data base makes a completely theoretically valid methodology difficult, and in some cases impossible to apply. Maryland's approach will be to use available data on a consistent basis in analyzing all potential projects. In this way, meaningful comparisons can be made and the B-C analysis will be a valid input to the decision making process.

Costs

The denominator of the B-C ratio is the total cost for each alternative. Depending on the alternative being considered, cost data will be provided by the following sources.

- Cost for rehabilitation of a line will be estimated by SRA based on previous experience with line rehabilitation, and detailed analysis.
- Cost for purchasing a line will be based on appraisal and/or negotiation.
- Cost to the state for providing operating assistance will be based on prior experience.

- Cost for providing alternative service (where applicable) will be obtained from appropriate sources such as trucking companies.

- Cost for adding facilities, such as team tracks, will be estimated by SRA.

Capital costs will be incurred in the year expended, usually year 0 of the project life.

Cost data will be for the entire project cost, including Federal, State, local and other funds as applicable.

The net liquidation value of the line before project implementation will be calculated as a cost where abandonment is the alternative.

Economic Benefits

Benefits are defined as costs avoided or gains achieved as a result of project actions. These are efficiency benefits which can be grouped into primary--those that are the direct effect of the alternative concerned and caused by changed transportation costs, and secondary-changes in the value of goods and services produced caused indirectly by the alternative. In all cases, the frame of reference for benefits and costs will be the State of Maryland. This will minimize the effect of transfer payments within the state.

Increased Transportation Costs

Possible abandonment of light density lines will require the exclusive use of alternate modes of freight transport (truck or water) by businesses which now rely on rail service, or the use of trucks to transport freight to/from the nearest alternative rail head. If this amounts to a significant increase in transportation costs, it could cause some businesses to move their operations or to close. Other businesses will remain at their existing

locations but may experience lower profits, increased prices, and/or reduced production or employment. The effects of increased transportation costs on individual shippers will depend on the type of business or industry, the internal economics of the particular firm, the absolute and relative amounts of the increase, and the difficulty of moving operations to a new location.

In determining increased transportation costs associated with a particular set of alternatives, the following computation is used:

1. Increased transportation costs for commodities trucked to/from nearest rail head:

   Increased Transportation Cost = Annual Tonnage x Cost Per Ton Per Mile x Distance to Nearest Rail Head + Transshipment Cost.

2. Increased transportation costs for commodities shipped or received via an alternate mode.

   Increased Cost = Tonnage Shipped x Difference in Rail and Truck Costs (or Water Transport Costs).

3. Total Increased Transportation Cost = Step a + Step b. The costs of truck (or water transportation) will be obtained from local trucking companies, or if not readily obtainable, from ATA published data, or from other available sources.

Where rehabilitation is the project alternative, the impact on rail operations will be calculated to determine the effect on operating profits or loss.

On some lines where abandonment is not threatened due to stable traffic and satisfactory shortline operations, alternatives may include upgrading track beyond Class 1 to allow higher operating speeds. In this case, the operator's cost presumably would be reduced and would result in lower subsidy costs to the SRA and/or lower surcharges paid by the shippers. To analyze this type of alternative, detailed operating costs would be obtained from the railroad.

Operating Profit or Loss

The profit generated or loss incurred on operations after project implementation will be calculated based on projections of transportation efficiencies.

Wage and Salary Losses

Some shippers will be unable to absorb or pass on the transportation cost increases that loss of rail service can cause. Subsequent job losses may occur, due to reduced production, transfer of operations, or plant closings. In contrast, some potential employment gains may be experienced by the local trucking industry resulting from increased use of trucks. If an alternative involves improvement of rail service and shippers can be assured of continued service, new industry may be attracted to a line or exising businesses may expand. These would be primary benefits of a given alternative. For purposes of the B-C analysis, shipper survey job losses or gains estimates will be used.

Secondary job and wage losses may be induced in the service-related sectors of the economy if sufficient jobs are lost by the basic industries served by rail. The magnitude of these losses will depend on the ratio of "basic" to "non-basic", (i.e., service) industries in the affected area. Multipliers of total employment divided by base employment have been derived for all Maryland counties by the State Department of Human Resources. These will be used to compute secondary job losses.

The economic loss due to jobs being eliminated has two components. The first is the loss of wages and disposable income while the person is unemployed, and the second is the cost of unemployment compensation.

The duration of unemployment is difficult to predict and data directly describing residual unemployment has not been developed for the state. The

Department of Human Resources, which is responsible for unemployment compensation, periodically surveys the number of weeks of unemployment compensation filed for by claimants. This is the best indication available for residual unemployment and will be used to estimate the duration of unemployment. The economic loss to the community is the loss of disposable income: i.e., the difference between the wages the employee would have earned, less the amount of unemployment compensation paid to him. Thus for each unemployed person the economic loss equals:

(Average weekly compensation wage - weekly unemployment benefit) x Average duration of unemployment.

Unemployment benefits range from $25-$165 weekly depending on wage base. Applicable benefits will be used.

Additional Equipment Costs

The loss of direct rail service will, in some instances, result in the need to purchase additional equipment such as trucks or unloading equipment. Shipper estimates of this cost will be included in the benefit-cost calculations.

Relocation Costs

Some businesses are dependent on direct rail service. Service discontinuance could result in business closures or the need to relocate. The net cost of relocation will be factored into the benefit-cost calculations.

Salvage Values

Discounted salvage values shall be counted as benefits, and not as reductions in cost.

Since the state has acquired branch lines where it is considering eligible projects, the net liquidation value (NLV) of the line after the project

implementation will be counted as a benefit where abandonment is the alternative.

Additional Jobs Created in Trucking Industry

Alternatives which assume the replacement of rail service with trucks will create additional jobs for truck drivers and support personnel. These job gains will offset losses on the railroad and in rail dependent industries. The net effect is minimal. Therefore, these job gains will not be factored into the benefit-cost calculations.

Taxes

Taxes are generally considered transfer payments and thus are not usually economically significant at the state level. For this reason, taxes will not be factored into the benefit-cost calculations.

Discounting Costs and Benefits

All project costs and benefits will be discounted and expressed in present dollars.

The discount rate should reflect the rate of return which money to be invested in the project (its cost) would command if invested elsewhere. Interest rates reflect two components--opportunity costs and inflation costs, and the discount rate should reflect only the opportunity costs. Opportunity cost (the uninflated rate of return on investment) is generally acknowledged to be between 3% and 5%. For Maryland B-C analyses, the Department has determined a discount rate of 4.5% will be used for all projects and alternatives. All costs and benefits will be expressed in constant dollars (no inflation).

Costs and benefits will be estimated only over the service life of the project. The service life of the project will normally be the period of time over which the railroad operations are programmed to continue, or ten years, whichever is less.

BENEFIT/COST ALTERNATIVE ANALYSIS

ABANDONMENT VERSUS
ACQUISITION/REHABILITATION/SERVICE CONTINUATION

I. Benefits

A. Increased Transportation Costs Avoided

B. Operating Profit or Loss

C. Wage and Salary Losses Avoided

1. Primary wage losses

2. Secondary wage losses

D. Equipment Cost Avoided

E. Relocation Costs Avoided

F. Net NLV of Line After Project

Total Benefits = A + B + C + D + E + F

II. Cost

A. Federal Funds Expended

B. Matching (State) Funds Expended

C. Net NLV of Line Before Project

Total Cost = A + B + C

III. Calculation of B-C Ratio

B-C = Total Benefits ÷ Total Costs

BENEFIT/COST ALTERNATIVE #2 ANALYSIS

EXISTING SERVICE VERSUS
TRACK/FACILITY IMPROVEMENT

I. Benefits (Economic Impacts)

A. Decreased Transportation Costs

B. Operating Profit or Loss

C. Discounted Salvage Values

Total Benefit = A + B + C

II. Cost

A. Federal funds expended

B. Matching (state) funds expended

Total Cost = A + B

III. Calculation of B-C ratios

B-C = Total Benefit - Total Costs

APPENDIX D

RAILROAD ABANDONMENT PROCEDURES

Railroad abandonments within the state are analyzed on a case-by-case basis consistent with the Department's policies and goals. Interstate Commerce Commission procedures under the Interstate Commerce Act allow adequate time to decide whether an abandonment is in the best interest of the state and local economy. Described below is the procedure used by the Department for the review of potential and proposed abandonments and the notification of interested and affected parties.

SRA REVIEW OF PROPOSED ABANDONMENTS

The State Railroad Administration has developed a procedure for the review of potential and proposed abandonments which provides for the input of affected parties, local jurisdictions, and other interested state agencies, at the earliest possible points in the abandonment process.

Upon receiving System Diagram Map:

1. Review map for Category 1 (lines potentially subject to abandonment within 3 years) and Category 2 (lines the railroad has under study for possible future abandonment) lines located in Maryland, or in adjacent states if impacting on Maryland rail lines.
2. Inform affected regional, county and local officials.
3. Inform other modal administrations and state agencies with possible interest in continued service or property acquisition.
4. If line appears appropriate for state acquisition or subsidy, or if line abandonment would impact upon existing state subsidized rail operations, request track condition and traffic data from railroad.

Upon receiving a Notice of Intent to file an Application for Abandonment:

1. Solicit comments from affected local governments, regional planning agencies, other state agencies with possible interest (e.g., Public Service Commission, Mass Transit Administration, State Highway Administration, Department of Natural Resources, etc.).
2. Review Application for Abandonment, when received.
3. Analyze information received in light of pertinent Departmental policies, goals, objectives, financial capabilities.
4. Formulate Departmental position.
5. If MDOT protests the abandonment, follow through with actions required under ICC regulations.
6. If MDOT does not protest the abandonment, monitor progress of case through ICC process, and inform other interested parties, as appropriate.

APPENDIX E

ABANDONED RAIL LINES
(49 CFR 266.15 (C)(3)(ii and iv))

In the 1981-1983 State Rail Plan (Appendix E), there is a listing of lines abandoned since 1981.

The following Table E-1 lists those lines for which abandonment applications have been approved since the publication of the 1981-1983 Plan.

Table E-2 lists lines within Interstate Commerce Commission (ICC) categories 1 through 3 which are pre-abandonment categories.

TABLE E-1

LINES APPROVED FOR ABANDONMENT SINCE PUBLICATION

OF THE 1981-1983 STATE RAIL PLAN

Railroad	Line Name	Maryland Mileage	Location	Date Decided	Comments
Chessie	Canton	0.62	Baltimore (City)	11/13/82	Petition for exemption filed 07/29/82.
Chessie	West Sub-division	8.25	Washington County	03/13/84	Petition for exemption filed 01/24/84.
Chessie	Hillen St.	0.32	Baltimore (City)	07/09/84	Filed 05/01/84; Protested.
Chessie	Patuxent	0.17	Howard County	05/23/84	Notice of exemption filed 05/17/84.
Chessie	Antietam	0.24	Hagerstown	06/29/84	Petition for exemption filed 05/17/84.
Chessie	Antietam	0.46	Washington County	08/10/84	Notice of exemption filed 07/31/84
Chessie	Highland-town	0.55	Baltimore (City)	07/19/84	Filed 06/05/84.
Chessie	Frostburg Subdivision	1.34	Allegany County	08/31/84	Notice of exemption filed 08/17/84

TABLE E-2

RAIL LINES POTENTIALLY SUBJECT TO ABANDONMENT

ICC Category 1

Potentially Subject to Abandonment Within Three Years

Railroad	Line Name	Terminals & Mileposts
Chessie System	Fell Street	Station 0+00 to Station 11+05 and Station 0+00 to Station 9+53, a total distance of 0.39 mile.
Chessie System	West Sub-division	Milepost 104.90 at Big Pool to milepost 116.99 at Hancock, a total distance of 12.09 miles.
Conrail	Iron Hill Industrial Track	Milepost 0.0 to milepost 0.13, a distance of 0.13 mile in Cecil County.

ICC Category 2

Under study and potentially subject to abandonment.

NONE

ICC Category 3

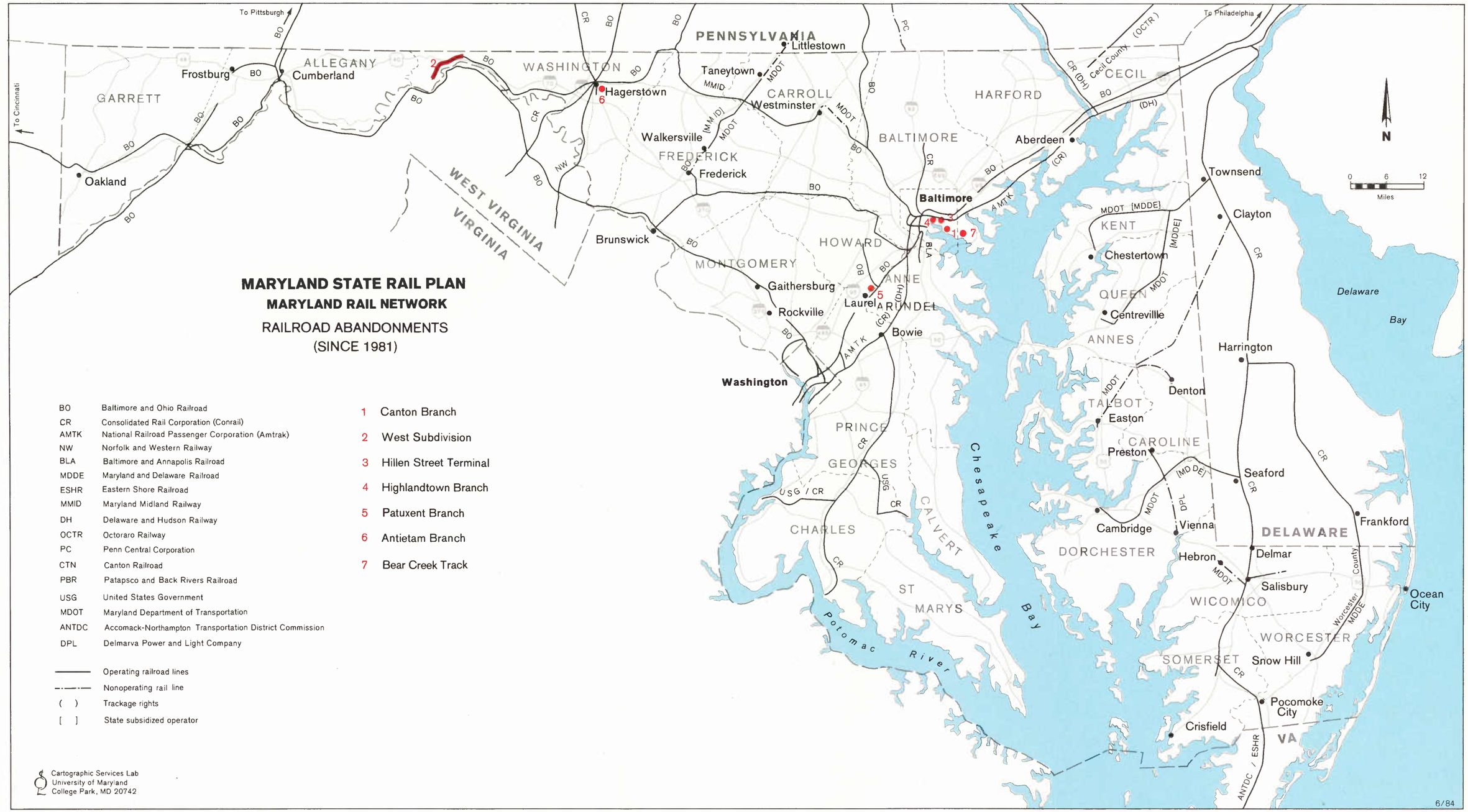
Lines with abandonment application pending.

Railroad	Line Name	Terminals & Mileposts
Conrail	Bear Creek Track	Milepost 5.6 to Milepost 6.2. A distance of 0.6 mile in Baltimore County.

MARYLAND STATE RAIL PLAN

MARYLAND RAIL NETWORK

RAILROAD ABANDONMENTS
(SINCE 1981)



BO	Baltimore and Ohio Railroad
CR	Consolidated Rail Corporation (Conrail)
AMTK	National Railroad Passenger Corporation (Amtrak)
NW	Norfolk and Western Railway
BLA	Baltimore and Annapolis Railroad
MDDE	Maryland and Delaware Railroad
ESHR	Eastern Shore Railroad
MMID	Maryland Midland Railway
DH	Delaware and Hudson Railway
OCTR	Octoraro Railway
PC	Penn Central Corporation
CTN	Canton Railroad
PBR	Patapsco and Back Rivers Railroad
USG	United States Government
MDOT	Maryland Department of Transportation
ANTDC	Accomack-Northampton Transportation District Commission
DPL	Delmarva Power and Light Company

———	Operating railroad lines
—·—·—	Nonoperating rail line
( )	Trackage rights
[ ]	State subsidized operator

1	Canton Branch
2	West Subdivision
3	Hillen Street Terminal
4	Highlandtown Branch
5	Patuxent Branch
6	Antietam Branch
7	Bear Creek Track

Cartographic Services Lab
University of Maryland
College Park, MD 20742

6/84

Map #E-1