

Appendix C

Light Density Lines Traffic Data

Statement of Actual and Potential Revenues and Estimated Revenues Retained With Service Discontinuance

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 101 -- Kirkland-DeKalb STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
	Scrap			
1 Metal Waste &	168	0	0	43
2 Lumber, rough or dressed	2	44		33.9
3 Paper	0	40	0	25.4
4 Other	47	163	3	80.4
5				
TOTAL	217	247	3	\$182.7
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Lumber (1)		44		32.4
2 Paper (1)		40		25.4
3 Other (2)	0	11	0	2.0
4				
5				
TOTAL	0	95	0	\$59.8
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Scrap Paper	0	16	0	6.3
2				
3				
4				
5				
TOTAL	0	16	0	\$6.3

General Comments:

- (1) Substituted Service
- (2) Retained due to shift to TOFC

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 103 - Bedford - Seymour STUDY PERIOD Oct. 75 thru Sept. 76

	<u>Originated</u>	<u>Carloads Terminated</u>	<u>Connections</u>	<u>Revenue (000)</u>
<u>PRESENT TRAFFIC</u>				
1 Ordnance or Accessories	0	0	192	\$ 86.7
2 Lumber, rough or dressed	4	11	107	79.2
3 Metal waste & scrap	0	0	206	78.0
4 Fibre-, Paper-, or Pulpboard	0	9	113	44.5
5 Other	153	90	630	354.9
TOTAL	157	110	1248	643.3
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Ordnance	0	0	192	\$ 78.0
2 Fibre-, Paper-, or Pulpboard	0	9	113	40.3
3 Metal waste & scrap	0	0	190	72.0
4 Lumber, rough or dressed	0	11	107	66.4
5 Other	0	0	323	120.5
TOTAL	0	20	925	\$377.0
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Limestone	0	0	1600	\$217.6
2				
3				
4				
5				
TOTAL	0	0	1600	\$217.6

General Comments:

Traffic retained after abandonment in the vast majority of instances by a change in routing to Chicago or another Terre Haute gateway. Limestone movement potential is for a 3 year duration only, if line abandoned would handle in switch service only.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 105 - Delmar - Joliet STUDY PERIOD Oct, 75 thru Sept. 76

	<u>Originated</u>	<u>Carloads Terminated</u>	<u>Connections</u>	<u>Revenue (000)</u>
<u>PRESENT TRAFFIC</u>				
1 Paper waste or scrap	1	23	185	\$ 34.8
2 Lumber, rough or dressed	0	134	0	86.9
3 Metal waste or scrap	0	31	60	49.0
4				
5 Other	114	306	343	283.3
TOTAL	115	494	588	\$454.0
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Paper Waste or Scrap	0	0	185	\$ 27.7
2 Lumber	0	0	67	33.8
3 Metal Waste or Scrap	0	31	60	34.0
4 Other	1	1	146	23.8
5				
TOTAL	1	32	458	\$119.3
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Floor Tile		400		72.5
2 Other	(-10)	(-9)		(-11.8)
3				
4				
5				
TOTAL	(-10)	391		\$ 60.7

General Comments:

Traffic retained after abandonment due to interchange via other junctions.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 107 Thompson - East Moline STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	<u>Originated</u>	<u>Terminated</u>	<u>Connections</u>	<u>(000)</u>
<u>PRESENT TRAFFIC</u>				
1 Corn	0	788	0	\$375.1
2 Adhesives	145	0	0	74.2
3 Lumber, rough or dressed	0	121	0	61.6
4 Petroleum or Coal Products	29	107	1	101.7
5 Other	60	522	1	323.5
TOTAL	234	1538	2	\$936.1
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Lumber	0	40	0	\$ 26.0
2 Other	0	10	0	6.0
3				
4				
5				
TOTAL	0	50	0	\$ 32.0
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Corn	0	78	0	\$ 37.1
2 Fertilizer	300	55	0	169.5
3 Other	0	5	0	2.5
4				
5				
TOTAL	300	138	0	\$209.1

General Comments:

Traffic retained after abandonment due to substituted service and retention of TOFC traffic.
Increased fertilizer traffic due to C.F. Industries new facility at Ceffco, Il. This line used as alternate route Chicago to Kansas City when necessary due to flooding, derailments, etc.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 109 Davis Jct.-Oglesby STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
Mixed load of food				
1 or kindred prod.	2,110	391	0	\$ 572.4
2 Coal	0	0	2176	755.0
Primary Iron or				
3 Steel Products	608	324	19	443.0
4 Other	674	2,308	805	1,436.9
5				
TOTAL	3,392	3,023	3000	\$3,207.3
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Coal	0	0	2142	\$ 685.4
Fabricated metal				
2 products (1)	153	2	69	23.0
Metal waste &				
3 scrap	0	0	151	14.0
4 Other (1)	15	0	250	131.9
5				
TOTAL	168	2	2612	\$ 854.3
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Coal (3)	0	0	(-1500)	\$(-510.0)
2 Steel (2)	450	0	0	193.5
3 Fertilizer (2)	100	200	0	182.3
4				
5				
TOTAL	550	200	(-1500)	\$(-134.2)

General Comments: Food products moving on this line segment are transit shipments and appear to be very marginal, therefore potential and retained traffic is not considered without a more in depth analysis of this traffic. Most traffic retained is due to a change in junction.

(1) Substituted service involved in part.
 (2) Dependent on equipment availability.
 (3) This coal traffic is being diverted to another junction due to improved profitability.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 201 - Beverly - Rutledge STUDY PERIOD Oct. 75 thru Sept. 76

	<u>Originated</u>	<u>Carloads Terminated</u>	<u>Connections</u>	<u>Revenue (000)</u>
<u>PRESENT TRAFFIC</u>				
1 Household Appl.	2,870	0	0	\$1,163.0
2 Lumber, rough or dressed	2	202	0	96.6
3				
4				
5 Other	56	772	6	306.4
TOTAL	2,928	974	6	\$1,566.0
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Lumber (1)	0	101	0	\$ 48.3
2 Other (1)	0	54	2	26.4
3				
4				
5				
TOTAL	0	155	2	\$ 74.7
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Household Appl.	(-287)	0	0	(-\$116.0)
2				
3				
4				
5				
TOTAL	(-287)	0	0	(-\$116.0)

General Comments:

(1) Retained through substituted service & TOFC service.
Decline in household appliances due to continued market erosion
to motor carrier competition.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 240 - Highland-Sigourney STUDY PERIOD Oct. 75 thru Sept. 76

	<u>Carloads</u>			<u>Revenue</u>
	<u>Originated</u>	<u>Terminated</u>	<u>Connections</u>	<u>(000)</u>
<u>PRESENT TRAFFIC</u>				
Lumber, rough				
1 or dressed	0	190	0	\$ 87.1
Plywood or				
2 Veneer	0	108	0	47.1
3 Potassium Cmpds.	0	38	0	22.8
4				
5 Other	4	252	0	73.0
TOTAL	4	588	0	\$230.0

TRAFFIC RETAINED AFTER
ABANDONMENT

1 None				
2				
3				
4				
5				
TOTAL				

POTENTIAL TRAFFIC
CHANGES

1 None				
2				
3				
4				
5				
TOTAL				

General Comments:

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 211 Davenport-Eldridge STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
Primary Iron or				
1 Steel Articles	2	126	0	53.2
2				
3 Other	8	108	0	41.0
4				
5				
TOTAL	10	234	0	\$94.2
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Other	0	3	0	2.0
2				
3				
4				
5				
TOTAL	0	3	0	\$2.0
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Lumber	0	208	0	120.6
2 Construct.Mchnry.	250	0	0	86.5
3 Steel	0	70	0	28.0
4				
5				
TOTAL	250	278	0	\$235.1

General Comments:

Potential machinery & steel traffic due to new facilities by John Deere at Mt. Joy. Caterpillar Tractor is also planning a new plant on this line.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 213 Delmar-Maquoketa STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
Wheat Bran, 1 Shorts	3	47	0	10.9
Lumber, rough or 2 dressed	0	41	0	27.4
3 Dry milk prods.	30	0	0	8.0
4				
5 Other	15	148	0	57.2
TOTAL	48	230	0	\$103.5
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Other (1)	0	9	0	2.4
2				
3				
4				
5				
TOTAL	0	9	0	\$ 2.4
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 None				
2				
3				
4				
5				
TOTAL				

General Comments:

(1) Substituted Service

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 215 Clive-Herndon STUDY PERIOD Oct. 75 thru Sept. 76

	<u>Originated</u>	<u>Carloads Terminated</u>	<u>Connections</u>	<u>Revenue (000)</u>
<u>PRESENT TRAFFIC</u>				
1 Corn	755	0	0	\$488.9
2 Clay brick or structural tile	615	0	0	186.7
3				
4 Other	274	456	7	336.5
5				
TOTAL	1,644	456	7	\$1,012.1
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 None				
2				
3				
4				
5				
TOTAL				
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Grains	831	0	0	\$538.1
2 Brick	60	0	0	18.2
3				
4				
5				
TOTAL	891	0	0	\$556.3

General Comments:

Potential exists for new grain trains originating on this line.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 217 Des Moines-Woodward STUDY PERIOD Oct. 75 thru Sept. 76

	<u>Originated</u>	<u>Carloads Terminated</u>	<u>Connections</u>	<u>Revenue (000)</u>
<u>PRESENT TRAFFIC</u>				
1 Lumber, rough or dressed	15	435	94	\$373.9
2 Sanitary Paper Products	25	598	0	301.0
3 Corn	280	112	2	179.8
4 Soybean cake, flour, etc.	467	4	13	208.2
5 Other	1,330	3,881	664	2,336.4
TOTAL	2,117	5,030	773	\$3,399.3
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Other	53	467	257	\$213.3
2				
3				
4				
5				
TOTAL	53	467	257	\$213.3
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Brick	350	0	0	\$100.0
2				
3				
4				
5				
TOTAL	350	0	0	\$100.0

General Comments:

Traffic retained includes shipment via alternate routes with connections and retention of current TOFC traffic via Ferry.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 219 Paralta - Hopkinton STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	<u>Originated</u>	<u>Terminated</u>	<u>Connections</u>	<u>(000)</u>
<u>PRESENT TRAFFIC</u>				
1 <u>Corn</u>	<u>102</u>	<u>0</u>	<u>0</u>	<u>\$ 27.7</u>
2 <u>Potassium Cmpds.</u>	<u>0</u>	<u>90</u>	<u>0</u>	<u>48.4</u>
3 <u>Cooperage stock</u>	<u>46</u>	<u>0</u>	<u>0</u>	<u>14.4</u>
4 _____	_____	_____	_____	_____
5 <u>Other</u>	<u>42</u>	<u>305</u>	<u>0</u>	<u>125.4</u>
TOTAL	<u>190</u>	<u>395</u>	<u>0</u>	<u>\$215.9</u>
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 <u>Other (1)</u>	<u>0</u>	<u>50</u>	<u>0</u>	<u>\$ 26.2</u>
2 _____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
TOTAL	<u>0</u>	<u>50</u>	<u>0</u>	<u>\$ 26.2</u>
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 <u>None</u>	_____	_____	_____	_____
2 _____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
TOTAL	_____	_____	_____	_____

General Comments:

(1) Substituted Service

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 221 Rockwell City-Storm Lake STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	<u>Originated</u>	<u>Terminated</u>	<u>Connections</u>	<u>(000)</u>
<u>PRESENT TRAFFIC</u>				
1 Corn	307	0	0	\$190.1
2				
3 Other	152	535	0	263.7
4				
5	469			
TOTAL	460	535	0	\$453.8
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Corn	230	0	0	\$143.7
2 Other	73	0	0	27.0
3				
4				
5				
TOTAL	303	0	0	\$170.7
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Other	0	50	0	\$ 17.5
2				
3				
4				
5				
TOTAL	0	50	0	\$ 17.5

General Comments:

See Lavina - Sac City - #242.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 242 - Lavina - Sac City STUDY PERIOD Oct. 75 thru Sept. 76

	<u>Originated</u>	<u>Carloads Terminated</u>	<u>Connections</u>	<u>Revenue (000)</u>
<u>PRESENT TRAFFIC</u>				
1 Corn	292	0	0	\$182.4
2 Soybeans	76	0	0	32.0
3 Potassium Cmpds.	0	45	0	25.3
4				
5 Other	53	92	0	48.2
TOTAL	421	137	0	\$287.9
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Corn	230	0	0	\$143.7
2 Other	73	0	0	27.0
3				
4				
5				
TOTAL	303	0	0	\$170.7
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 None				
2				
3				
4				
5				
TOTAL				

General Comments:

CNW has petitioned for abandonment of Sac City, Ia. It was denied Jan. 1977, however CNW will probably reapply.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 323 Watertown-Madison STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	<u>Originated</u>	<u>Terminated</u>	<u>Connections</u>	<u>(000)</u>
<u>PRESENT TRAFFIC</u>				
1 Metal waste & scrap	902	368	0	\$ 487
2 Malt	519	0	0	0*
3 Pulp or Pulp Mill Products	0	503	0	173.1
4 Barley	0	498	0	396.1
5 other	180	392	0	258.4
TOTAL	1601	1761	0	\$1,314.6

<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>		* continuation of barley after milling in transit (into malt)		
1 Barley (1)	0	498	0	\$ 396.1
2 Pulp or Pulp Mill Prods. (2)	0	251	0	86.1
3 Other (2)	40	34	0	51.6
4				
5				
TOTAL	40	783	0	\$ 533.8

<u>POTENTIAL TRAFFIC CHANGES</u>				
1 None				
2				
3				
4				
5				
TOTAL				

General Comments: City of Sun Prairie is presently proposing the development of an industrial park. Rail potential unknown.

(1) Barley moves to Waterloo for malting & shipment on to Milwaukee for Miller brewing. Miller owns the plant at Waterloo. If line abandoned barley would remain on main line but reach breweries through other maltsters.

(2) Substituted service and retained TOFC.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 325 Sparta-Viroqua STUDY PERIOD Oct. 75 thru Sept. 76

		Carloads		Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
1 Potassium Cmpds.	0	176	0	\$ 95.2
2 Superphosphate	0	129	0	86.7
3 Agricultural Limestone	0	98	0	18.0
4				
5 Other	15	404	0	123.1
TOTAL	15	807	0	\$ 323.0
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Potash (1)	0	130	0	\$ 70.3
2 Superphosphate(1)	0	100	0	67.2
3 Other (1)	0	197	0	61.1
4				
5				
TOTAL	0	427	0	\$ 198.6
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 None				
2				
3				
4				
5				
TOTAL				

General Comments:

National Cash Register presently negotiating for track agreement at Viroqua, inbound paper shipments unknown at this time.

(1) Substituted service and retained TOFC.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 327 No. Milwaukee-Horicon STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	<u>Originated</u>	<u>Terminated</u>	<u>Connections</u>	<u>(000)</u>
<u>PRESENT TRAFFIC</u>				
1 Freight all kinds°	303	0	6	55.0
2 Canned Vegetables	214	0	0	114.2
3 Lumber, rough or dressed	0	187	2	192.1
4 Primary Iron or Steel Articles	0	135	0	56.0
5 Other	285	533	49	321.5
TOTAL	802	855	57	738.8
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 FAK ⁽¹⁾	303	0	6	\$55.0
2 Other ⁽¹⁾⁽²⁾	93	215	6	193.6
3				
4				
5				
TOTAL	396	215	12	\$248.6
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Sugar	0	50	0	\$30.0
2 Lumber	0	38	0	20.0
3				
4				
5				
TOTAL	0	88	0	\$50.0

General Comments:

- (1) Retained TOFC traffic
(2) Substitute Service

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 329 - Horicon - Portage STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	<u>Originated</u>	<u>Terminated</u>	<u>Connections</u>	(000)
<u>PRESENT TRAFFIC</u>				
1 Canned Vegetables	861	7	0	\$421.7
2 Lumber, rough or dressed	0	107	0	53.8
3				
4 Other	328	671	1	341.4*
5				
TOTAL	1189	785	1	\$816.9
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Household Appliances (1)	11	5	0	\$ 9.0
2				
3				
4				
5 Other (1)	1	3	0	\$ 1.0
TOTAL	12	8	0	\$ 10.0
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Canned Veggies.	158	0	0	\$128.6
2 Paper	50	50	0	42.5
3 Other	0	117	0	67.4
4				
5				
TOTAL	208	167	0	\$238.5

General Comments:

* Revenue increased by \$23,000 by Lumber & Paper transit adjustment.

(1) Substituted service & retained TOFC.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 356 - Horicon -Cambria STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
1 Canned Vegetables	822	7	0	\$396.5
2 Lumber, rough or dressed	0	100	0	49.1
3 Household Appliances	55	23	0	45.0
4 Non-metallic earths & minerals, ground	1	82	0	26.9
5 Other	271	560	1	244.9
TOTAL	1149	772	1	\$762.4
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Household Appliances (1)	11	5	0	\$ 9.0
2 Other (1)	1	3	0	1.0
3				
4				
5				
TOTAL	12	8	0	\$ 10.0
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Canned Vegetables	158	0	0	\$128.6
2 Paper	50	50	0	42.5
3 Other	0	117	0	67.4
4				
5				
TOTAL	208	167	0	\$238.5

General Comments:

(1) Retained in TOFC service.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 331 - Horicon-Oshkosh

STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	<u>Originated</u>	<u>Terminated</u>	<u>Connections</u>	<u>(000)</u>
<u>PRESENT TRAFFIC</u>				
Fabricated Metal				
1 Products	514	51	0	\$154.0
2 Excelsior, baled or bulk	512	0	0	142.3
3 Prepared feed, animal	0	325	0	83.8
4 Primary Iron or Steel Products	2	239	0	132.1
5 Other	745	963	12	696.5
TOTAL	1773	1578	12	\$1208.7
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Prepared Feed(1)	0	162	0	\$ 41.9
2 Fabricated Metal Products (2)	50	0	0	12.0
3 Other (3)	206	3	0	49.0
4				
5				
TOTAL	256	165	0	\$ 102.9
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Coal	0	100	0	\$ 16.2
2 Excelsior (4)	(-512)	0	0	(-142.3)
3 Canned Goods	200	0	0	120.0
4				
5				
TOTAL	(-312)	100	0	(\$-6.1)

General Comments:

- (1) Substituted service.
- (2) Assumes conversion to TOFC.
- (3) Presently moving in sub-service.
- (4) Plant relocation.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 333 Brandon-Markeson STUDY PERIOD Oct. 75 thru Sept. 76

	<u>Originated</u>	<u>Carloads Terminated</u>	<u>Connections</u>	<u>Revenue (000)</u>
<u>PRESENT TRAFFIC</u>				
1 Canned Vegetables	1030	3	0	420.2
Fabricated				
2 Metal Products	4	110	0	32
3 Other	5	178	0	70.6
4				
5				
TOTAL	1039	291	0	522.8
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Fabricated Metal	0	22	0	\$6.0
Products(1)				
2				
3				
4				
5				
TOTAL	0	22	0	\$6.0
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Canned Vegetables	100	0	0	\$41.0
2 Fertilizer	0	25	0	12.0
3				
4				
5				
TOTAL	100	25	0	\$53.0

General Comments:

New frozen food facility scheduled to commence operations at Fairwater, WI during 1978. Rail potential undetermined at this time.

(1) Retained TOFC traffic.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 335 Ripon-Berlin STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
Blast Furnace or				
1Coke Oven Products	0	59	0	28.0
Metal waste				
2and scrap	0	29	0	14.0
3Other	30	51	0	31.0
4				
5				
TOTAL	30	139	0	73.0
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 None				
2				
3				
4				
5				
TOTAL				
<u>POTENTIAL TRAFFIC CHANGES</u>				
1Pig Iron ⁽¹⁾	0	50	0	\$25.0
2Metal Scrap ⁽¹⁾	0	50	0	30.0
3				
4				
5				
TOTAL	0	100	0	\$55.0

General Comments:

(1) Requires improved service

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 337 Granville-Merton STUDY PERIOD Oct. 75 thru Sept. 76

	<u>Originated</u>	<u>Carloads Terminated</u>	<u>Connections</u>	<u>Revenue (000)</u>
<u>PRESENT TRAFFIC</u>				
1 Fibre-, Paper- or Pulpboard	6	56	0	\$ 24.1
2 Primary Iron or Steel Articles	0	96	0	46.8
3 Clay brick or Structural Tile	0	44	0	43.9
4 Other	68	120	0	69.9
5				
TOTAL	74	316	0	\$184.7
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Other (1)	11	5	0	\$ 5.0
2				
3				
4				
5				
TOTAL	11	5	0	\$ 5.0
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Brick	0	30	0	\$ 7.0
2 Paper	0	10	0	5.0
3				
4				
5				
TOTAL	0	40	0	\$ 12.0

General Comments:

Line segment west of Menomonee Falls to Merton has been approved for abandonment.

(1) Retained in TOFC service.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 339 Iron Ridge-Fond du Lac STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
PRESENT TRAFFIC				
Agricultural				
1 Limestone	2,174	0	0	265.3
Fibre-Paper or				
2 Pulpboard	2	171	2	90.8
Metal Waste				
3 and Scrap	25	138	6	83.0
Wheat bran				
4 or shorts	0	219	0	48.8
5 Other	665	554	32	513.3
TOTAL	2,866	1,082	40	1,001.2
TRAFFIC RETAINED AFTER ABANDONMENT				
Metal waste				
1 and scrap	0	0	6	\$ 2.0
2 Other (1)	191	251	0	154.5
3				
4				
5				
TOTAL	191	251	6	\$156.5
POTENTIAL TRAFFIC CHANGES				
1 Misc.	0	26	0	\$14.0
2				
3				
4				
5				
TOTAL	0	26	0	\$14.0

General Comments:

Majority of originating traffic is from Mayville White Lime, Co. whose shipments move north for interchange at Fond du Lac, WI.

(1) Retained via substitute service

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 341 Channing-Republic STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	<u>Originated</u>	<u>Terminated</u>	<u>Connections</u>	<u>(000)</u>
<u>PRESENT TRAFFIC</u>				
1Pulpwood logs	224	0	0	\$ 26.1
2Compressed gases	0	153	0	166.4
3Other	9	5	0	2.7
4				
5				
TOTAL	233	158	0	\$195.2
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1None				
2				
3				
4				
5				
TOTAL				
<u>POTENTIAL TRAFFIC CHANGES</u>				
1See Comments				
2				
3				
4				
5				
TOTAL				

General Comments:

Potential exists for a new iron ore mine by Hanna Mining at Republic, MI, however, no recent developments.
If interchange with LS&I was restored at Republic Jct. potential exists of handling in excess of 1000 carloads and \$500,000 revenue for inbound traffic alone.

**LIGHT DENSITY LINE
TRAFFIC STUDY**

LINE 343 Channing-Ontonagon **STUDY PERIOD** Oct. 75 thru Sept. 76

	<u>Originated</u>	<u>Carloads Terminated</u>	<u>Connections</u>	<u>Revenue (000)</u>
<u>PRESENT TRAFFIC</u>				
1 Fibre-, Paper-, or Pulpboard	1,540	0	0	\$ 762.0
2 Pulpwood or other wood chips	1,424	0	0	274.5
3 Paper waste or scrap	0	494	0	142.8
4 Coal	0	379	0	174.2
5 Other	371	104	126	207.9
TOTAL	3,335	977	126	\$1,561.4
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Miscellaneous	0	0	100	\$32.0
2				
3				
4				
5				
TOTAL	0	0	100	\$32.0
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Pulp ⁽¹⁾	1600	0	0	\$ 900.0
2 Printing Paper ⁽¹⁾	550	0	0	275.0
3 Pulpboard ⁽¹⁾	556	0	0	278.0
4 Coal ⁽²⁾	0	300	0	138.0
5				
TOTAL	2706	300	0	\$1,591.0

General Comments:

(1) Potential traffic dependent upon the successful negotiation of cross-lake barge service with transloading at Ontonagon.

(2) Potential increase in coal due to conversion from natural gas to coal.

In addition to above, potential new cement plant at Ontonagon could increase traffic significantly, however, current plans indefinite

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 345 Madison-Prairie du Chien STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
PRESENT TRAFFIC				
Misc. Fertilizer				
1 compounds	745	117	0	\$ 281.1
2 Lumber, rough or dressed	3	593	0	434.6
3 Potassium compounds	4	397	0	251.4
4 Superphosphate	0	339	0	101.3
5 Other	302	865	4	462.1
TOTAL	1,054	2,311	4	\$1,530.5
TRAFFIC RETAINED AFTER ABANDONMENT				
1 Misc. Fertilizer ⁽¹⁾	520	82	0	\$ 196.3
2 Lumber ⁽¹⁾	0	415	0	302.6
3 Potash ⁽¹⁾	0	275	0	172.4
4 Superphosphate ⁽¹⁾ °	0	235	0	70.2
5 Other ⁽¹⁾⁽²⁾	146	532	0	263.0
TOTAL	666	1,539	0	\$1,004.5
POTENTIAL TRAFFIC CHANGES				
1 Fertilizers	0	60	0	\$ 33.0
2 Lumber	0	116	0	90.0
3 Chemicals	0	85	0	135.0
4				
5				
TOTAL	0	261	0	\$258.0

General Comments:

(1) Retained in substitute service from Madison, WI and Marquette or McGregor, Iowa.

(2) Retained in TOFC service

See Middleton-Sauk City (#360) and Middleton-Richland Center (#362)

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 347 Lone Rock-Richland Center STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
1 Coal	0	426	0	\$182.8
2 Fabricated Metal Products	1	162	0	21.0
3 Cheese	121	0	0	103.8
4				
5 Other	147	234	0	113.9
TOTAL	269	822	0	\$421.5
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Fabricated Metal Products (1)	0	47	0	\$ 6.0
2 Cheese (1)	72	0	0	61.8
3 Other (1)	87	122	0	61.8
4				
5				
TOTAL	159	169		\$129.6
<u>POTENTIAL TRAFFIC CHANGES</u>				
1				
2				
3				
4				
5				
TOTAL				

General Comments:

Power plant owned by the Municipal Light & Water Co. is located at Richland Center. Potential for additional coal shipments exist in future.

(1) Retained by substituted service from Madison, Wisc. assuming equipment availability.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 349 Mazomanie-Sauk City STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
1 Canned Vegetables	80	0	0	\$ 43.2
2 Special Dairy Products	68	0	0	21.6
3 Dry Milk Prods.	64	0	0	19.4
4				
5 Other	65	125	0	88.0
TOTAL	277	125	0	\$172.2
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 None				
2				
3				
4				
5				
TOTAL				
<u>POTENTIAL TRAFFIC CHANGES</u>				
1				
2				
3				
4				
5				
TOTAL				

General Comments:

Sauk City planning new Industrial Park to be rail served. Potential unknown. This line serves the Badger Army Ammunition Plant at Merrimac, Wisc., which is presently inactive on stand-by basis.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 362 Middleton-Richland Center STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
Lumber, rough				
1 or dressed	20	630	0	\$ 476.9
2 Coal	59	429	0	214.1
Pulpwood or				
3 veneer	0	162	0	138.9
4 Potassium Cmpds.	7	164	0	103.9
5 Other	589	934	0	511.1
TOTAL	675	2,319	0	\$1,444.9
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Lumber (1)	0	630	0	\$ 423.2
Pulpwood or				
2 veneer (1)	0	162	0	138.9
3 Potassium Cmpds. (1)	0	100	0	60.7
4 Other (1) (2)	226	397	0	234.6
5				
TOTAL	226	1289	0	\$ 857.4
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Fertilizers	0	60	0	\$ 33.0
2 Chemicals	0	85	0	134.7
3 Foam Rubber	60	0	0	12.5
4				
5				
TOTAL	60	145	0	\$ 180.2

General Comments:

See Middleton-Sauk City (#360) & Lone Rock-Richland Center (#367).

(1) Substituted service from Madison, Wisc.

(2) Retained TOFC presently handled from Madison, Wisc.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 360 Middleton-Sauk City STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
1 Lumber, rough or dressed	0	628	0	\$421.9
2 Pulpwood or veneer	0	101	0	130.8
3 Petroleum-Coal Products	0	120	0	40.6
4 Potassium Cmpds.	0	76	0	44.8
5 Other	348	397	0	270.4
TOTAL	348	1322	0	\$908.5
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Lumber (1)	0	628	0	\$421.9
2 Pulpwood or veneer (1)	0	101	0	130.8
3 Potassium Cmpds. (1)	0	50	0	29.4
4 Other (1) (2)	67	228	0	105.0
5				
TOTAL	67	1007	0	\$687.1
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Fertilizers	0	60	0	\$ 33.0
2 Chemicals	0	85	0	134.7
3 Foam Rubber	60	0	0	12.5
4				
5				
TOTAL	60	145	0	\$180.2

General Comments:

Industrial Finishing, Inc. constructing facility west of Middleton, will terminate traffic during 1977, however carloads & revenue unknown. See Mazomanie-Sauk City Line (#349).

(1) Substituted service from Madison, Wisc.

(2) Retained TOFC presently from Madison, Wisc.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 351 Janesville-Mineral Point STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	<u>Originated</u>	<u>Terminated</u>	<u>Connections</u>	<u>(000)</u>
<u>PRESENT TRAFFIC</u>				
1 Paper	22	467	0	\$171.7
2 Silica Sand	395	0	0	161.1
3 Potassium Cmpds.	1	175	0	98.3
4				
5 Other	99	749	0	245.5
TOTAL	517	1,391	0	\$676.6
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Paper (1)	4	70	0	\$ 26.0
2 Potassium Cmpds.(1)	0	26	0	14.5
3 Other (1)	12	75	0	29.7
4				
5				
TOTAL	16	171	0	\$ 70.2
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Silica Sand	(-395)	0	0	\$-(161.1)
2 Sand & Gravel	0	510	0	64.1
3 Other	0	16	0	6.4
4				
5				
TOTAL	(-395)	526	0	\$-(90.6)

General Comments:

Traffic decreases due to Manley Sand closing at Hanover, Wis.

(1) Retained through substituted service from Madison, Wisc.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 358 Hanover-Monroe STUDY PERIOD Oct. 75 thru Sept. 76

		Carloads		Revenue
	Originated	Terminated	Connections	(000)
PRESENT TRAFFIC				
1 Paper	22	467	0	\$171.5
2 Silica Sand	395	0	0	161.1
3 Potassium Cmpds.	0	79	0	46.2
4				
5 Other	89	310	0	136.4
TOTAL	506	856	0	\$515.2
TRAFFIC RETAINED AFTER ABANDONMENT				
1 Paper (1)	4	70	0	\$ 26.0
2 Potassium Cmpds. (1)	0	12	0	7.0
3 Other (1) (2)	8	49	0	24.9
4				
5				
TOTAL	12	131	0	\$ 57.9
POTENTIAL TRAFFIC CHANGES				
1 Silica Sand	-(395)	0	0	-(161.1)
2 Sand & Gravel	0	375	0	41.4
3				
4				
5				
TOTAL	-(395)	375		-(119.7)

General Comments:

Traffic decrease due to Manley Sand closing at Hanover, Wis.
 (1) Retained through substituted service from Madison, Wisc.
 (2) Retained in TOFC.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 353 Waukesha-Milton Junction STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
1 Potassium Cmpds.	0	100	0	\$ 67.0
2 Superphosphate	0	91	0	24.2
3				
4 Other	71	168	0	97.0
5				
TOTAL	71	359	0	\$ 188.2
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Fertilizers & Misc. (1)	0	102	0	\$ 48.8
2				
3				
4				
5				
TOTAL	0	102	0	\$ 48.8
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Fertilizers	0	50	0	\$ 23.9
2				
3				
4				
5				
TOTAL	0	50		\$ 23.9

General Comments:

New fertilizer facility erected in 1976 at Whitewater, Wisc. by Badgerland Coop.

(1) Possible retention through substituted service.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 401 Wells-Mankato STUDY PERIOD Oct. 75 thru Sept. 76

		Carloads		Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
1 Lumber, rough or dressed	0	165	0	\$112.4
2 Corn	65	0	0	20.9
3 Plywood or veneer	0	58	0	44.8
4 Potassium Cmpds.	1	50	0	25.0
5 Other	13	147	0	61.8
TOTAL	79	420	0	\$264.9
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Other (1)	0	84	0	\$ 34.5
2				
3				
4				
5				
TOTAL	0	84	0	\$ 34.5
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Grain	35	0	0	\$ 11.2
2 Fertilizer (2)	0	250	0	150.0
3 Lumber	0	100	0	76.6
4 Wood&Millwork	0	30	0	22.1
5				
TOTAL	35	380	0	\$259.9

General Comments:

May wish to look at abandonment of this line north of Mapleton to Mankato.

(1) Substituted service.

(2) Assumes daily service to Mapleton, Mn.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 403 Farmington-Mankato STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
Soybean cake, 1 flour, etc.	537	1	1	\$ 802.9
2 Soybeans	12	304	0	150.1
3 Farm Machinery	0	31	91	51.0
4 Wheat	47	95	1	74.3
5 Other	316	409	100	396.8
TOTAL	912	840	192	\$1,475.1
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Farm Machinery	0	0	91	\$30.0
2 Other	9	7	82	27.0
3				
4				
5				
TOTAL	9	7	173	\$57.0
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Soybean Meal	500	0	0	\$630.5
2 Wheat	0	100	0	75.6
3 Other (1)	30	185	0	106.3
4				
5				
TOTAL	530	285	0	\$812.4

General Comments:

Mankato major source of traffic, recommend abandonment Farmington to Mankato with operations over CNW to Mankato from St. Paul

(1) Five day per week service necessary

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 428 Farmington-Kasota STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	<u>Originated</u>	<u>Terminated</u>	<u>Connections</u>	<u>(000)</u>
<u>PRESENT TRAFFIC</u>				
1 <u>Corn</u>	<u>44</u>	<u>0</u>	<u>0</u>	<u>\$ 40.5</u>
2 <u>Wheat</u>	<u>46</u>	<u>0</u>	<u>0</u>	<u>23.1</u>
3 <u>Potassium Cmpds.</u>	<u>0</u>	<u>32</u>	<u>0</u>	<u>17.5</u>
4 <u>Other</u>	<u>22</u>	<u>120</u>	<u>1</u>	<u>60.5</u>
5 _____	_____	_____	_____	_____
<u>TOTAL</u>	<u>112</u>	<u>152</u>	<u>1</u>	<u>\$141.6</u>
<u>TRAFFIC RETAINED AFTER</u>				
<u>ABANDONMENT</u>				
1 <u>None</u>	_____	_____	_____	_____
2 _____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
<u>TOTAL</u>	_____	_____	_____	_____
<u>POTENTIAL TRAFFIC</u>				
<u>CHANGES</u>				
1 <u>Fertilizer</u>	<u>0</u>	<u>35</u>	<u>0</u>	<u>\$19.3</u>
2 _____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
<u>TOTAL</u>	<u>0</u>	<u>35</u>	<u>0</u>	<u>\$19.3</u>

General Comments:

See Farmington-Mankato (#403)

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 405 Faribault-Zumbrota STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
PRESENT TRAFFIC				
1 Cheese	72	0	0	57.1
Wood				
2 Particle board	1	65	0	79.6
Lumber, rough				
3 or dressed	0	65	0	53.4
4 Other	82	181	0	117.4
5				
TOTAL	155	311	0	307.5
TRAFFIC RETAINED AFTER ABANDONMENT				
1 Particleboard (1)	0	65	0	\$ 79.6
2 Lumber (1)	0	65	0	53.4
3 Other (1)	66	140	0	66.5
4				
5				
TOTAL	66	270	0	\$199.5
POTENTIAL TRAFFIC CHANGES				
1 Lumber	0	25	0	\$23.8
2				
3				
4				
5				
TOTAL	0	25	0	\$23.8

General Comments:

(1) Retained in Sub-service

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 467 Austin-Mason City STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
1 Corn	228	0	0	175.7
2 Rubber and Plastic Products	0	0	94	16.0
3 Soybeans	58	0	0	35.1
4 Other	25	103	70	71.8
5				
TOTAL	311	103	164	\$298.6
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Miscellaneous (1)	0	24	125	\$26.7
2				
3				
4				
5				
TOTAL	0	24	125	\$26.7
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 See comments				
2				
3				
4				
5				
TOTAL				

General Comments:

Farmer's Grain Dealers Assoc. facility coming on stream at McGregor, IA may draw grain from this area.

(1) Retained via change in interchange and sub-service from Austin.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 409 Conover-Decorah STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	<u>Originated</u>	<u>Terminated</u>	<u>Connections</u>	<u>(000)</u>
<u>PRESENT TRAFFIC</u>				
1 Prepared feed, animal	0	33	0	\$ 5.5
2 Salt	0	17	0	6.3
3				
4 Other	2	109	0	43.3
5				
TOTAL	2	159	0	\$55.1
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 None				
2				
3				
4				
5				
TOTAL				
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 None				
2				
3				
4				
5				
TOTAL				

General Comments:

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 411 - LaCrescent-Ramsey STUDY PERIOD Oct. 75 thru Sept. 76

	<u>Originated</u>	<u>Carloads Terminated</u>	<u>Connections</u>	<u>Revenue (000)</u>
<u>PRESENT TRAFFIC</u>				
1 Metal Waste and Scrap	163	0	0	\$ 52.0
2 Potassium Cmpds.	0	127	0	50.7
3 Superphosphates	0	55	0	18.0
4				
5 Other	76	182	0	93.6
TOTAL	239	364	0	\$214.3
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Potassium Cmpds. (1)	0	100	0	\$ 40.1
2 Superphosphate (1)	0	50	0	20.0
3 Other (1)	0	61	0	23.3
4				
5				
TOTAL	0	211	0	\$ 83.4
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Metal Waste & Scrap (2)	30	0	0	\$ 9.7
2				
3				
4				
5				
TOTAL	30	0	0	\$ 9.7

General Comments:

Company fuel received from Amoco Oil pipeline at Spring Valley, Mn.

(1) Retain in substituted service from Austin, Mn.

(2) Dependent upon equipment supply.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 413 Ramsey-Jackson STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
1 <u>Corn</u>	<u>2237</u>	<u>0</u>	<u>0</u>	<u>\$1,742.0</u>
2 <u>Coal</u>	<u>0</u>	<u>966</u>	<u>0</u>	<u>366.7</u>
3 <u>Potassium Cmpds.</u>	<u>0</u>	<u>274</u>	<u>46</u>	<u>160.1</u>
4 <u>Soybeans</u>	<u>319</u>	<u>0</u>	<u>0</u>	<u>134.4</u>
5 <u>Other</u>	<u>895</u>	<u>1171</u>	<u>451</u>	<u>1,242.3</u>
<u>TOTAL</u>	<u>3451</u>	<u>2411</u>	<u>497</u>	<u>3,645.5</u>
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 <u>Miscellaneous</u> ⁽¹⁾	<u>50</u>	<u>119</u>	<u>252</u>	<u>\$133.0</u>
2 _____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
<u>TOTAL</u>	<u>50</u>	<u>119</u>	<u>252</u>	<u>\$133.0</u>
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 <u>Coal</u>	<u>0</u>	<u>889</u>	<u>0</u>	<u>\$377.1</u>
2 <u>Corn</u>	<u>350</u>	<u>0</u>	<u>0</u>	<u>272.6</u>
3 <u>Soybeans</u>	<u>35</u>	<u>0</u>	<u>0</u>	<u>14.7</u>
4 <u>Other</u>	<u>54</u>	<u>40</u>	<u>0</u>	<u>35.4</u>
5 _____	_____	_____	_____	_____
<u>TOTAL</u>	<u>439</u>	<u>929</u>	<u>0</u>	<u>\$699.8</u>

General Comments:

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 415 Jackson-Madison STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
1Superphosphates	1	256	0	\$121.1
2Barley	237	0	0	123.6
3Corn	123	0	0	82.6
4Potassium Comps.	0	142	0	71.6
5Other	274	499	10	358.7
TOTAL	635	897	10	757.6
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1Miscellaneous (1)	10	373	3	\$185.0
2				
3				
4				
5				
TOTAL	10	373	3	\$185.0
<u>POTENTIAL TRAFFIC CHANGES</u>				
1Grain	1,925	0	0	\$1,623.7
2				
3				
4				
5				
TOTAL	1,925	0	0	\$1,623.7

General Comments:

Grain increase due to new facility at Miloma

(1) Retained by substitute service.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 419 - Spencer-Milford STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	<u>Originated</u>	<u>Terminated</u>	<u>Connections</u>	<u>(000)</u>
<u>PRESENT TRAFFIC</u>				
1 Superphosphates	0	22	0	\$ 8.3
2 Potassium Cmpds.	0	17	0	8.2
3 Crushed Stone	0	16	0	5.5
4 Other	44	44	0	40.2
5				
TOTAL	44	99	0	\$62.2
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Misc.	0	40	0	\$17.0
2				
3				
4				
5				
TOTAL	0	40	0	\$17.0
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 None				
2				
3				
4				
5				
TOTAL				

General Comments:

Majority of grain shipments from this area are presently being trucked to main-line points for rail multiple-car shipments, this is expected to continue in the future.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 421 Trevino-Chippewa Falls STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
PRESENT TRAFFIC				
Sanitary Paper				
1 Products	962	0	0	302.4
2 Dry Milk Prods.	417	7	0	185.8
Rubber and				
3 Plastic Products	159	91	1	180.0
4 Synthetic Rubbers	0	188	0	200.4
5 Other	432	928	110	750.2
TOTAL	1,970	1,214	111	\$1,618.8
TRAFFIC RETAINED AFTER ABANDONMENT				
1 Chemicals ⁽¹⁾	0	160	0	64.0
2 Food Products ⁽¹⁾	489	20	0	242.1
3 Other ⁽¹⁾	0	25	11	9.8
4				
5				
TOTAL	489	205	11	\$315.9
POTENTIAL TRAFFIC CHANGES				
Rubber and				
1 Plastic Prods.	65	0	0	25.2
2 Synthetic Rubber	0	100	0	70.0
3 Paper Tissue ⁽²⁾	100	0	0	34.5
4 Ordnances	(-23)	0	0	(-38.3)
5 Other ⁽³⁾	0	98	0	53.0
TOTAL	142	198	0	\$144.4

General Comments:

One time construction shipments may occur to Red Cedar-Durand area for proposed nuclear power plant in 1980 - 700 carloads and \$380,000 revenue projected.

(1) Subservice to Durand from Eau Claire, Wis.

(2) Dependent upon equipment supply

(3) Majority of potential dependent upon line upgrading and service improvements.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 432 - Eau Claire- Durand STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	<u>Originated</u>	<u>Terminated</u>	<u>Connections</u>	<u>(000)</u>
<u>PRESENT TRAFFIC</u>				
1 <u>Dry Milk Prods.</u>	<u>412</u>	<u>1</u>	<u>0</u>	<u>\$180.3</u>
2 <u>Canned Vegetables</u>	<u>81</u>	<u>1</u>	<u>0</u>	<u>50.2</u>
3 <u>Potassium Cmpds.</u>	<u>0</u>	<u>88</u>	<u>0</u>	<u>46.4</u>
4 _____	_____	_____	_____	_____
5 <u>Other</u>	<u>4</u>	<u>216</u>	<u>0</u>	<u>74.7</u>
<u>TOTAL</u>	<u>497</u>	<u>306</u>	<u>0</u>	<u>\$351.6</u>
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 <u>Misc. (1)</u>	<u>0</u>	<u>185</u>	<u>0</u>	<u>\$ 71.5</u>
2 _____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
<u>TOTAL</u>	<u>0</u>	<u>185</u>	<u>0</u>	<u>\$ 71.5</u>
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 _____	_____	_____	_____	_____
2 _____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
<u>TOTAL</u>	_____	_____	_____	_____

General Comments:

Northern States Power has plans for nuclear power plant in Red Cedar-Durand area. Construction to start 1980, may involve 700 carloads and approximately \$380,000 revenue on a one-time basis.
(1) Retained through substituted service from Eau Claire.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 423 Hastings-Stillwater STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads		Connections	Revenue
	Originated	Terminated		(000)
<u>PRESENT TRAFFIC</u>				
1 <u>Millwork, nec</u>	<u>2,524</u>	<u>11</u>	<u>0</u>	<u>\$ 857.5</u>
<u>Lumber, rough</u>				
2 <u>or dressed</u>	<u>0</u>	<u>847</u>	<u>0</u>	<u>467.6</u>
3 <u>Shavings or Sawdust</u>	<u>521</u>	<u>0</u>	<u>0</u>	<u>68.5</u>
4 <u>Other</u>	<u>77</u>	<u>184</u>	<u>0</u>	<u>193.5</u>
5 _____	_____	_____	_____	_____
TOTAL	<u>3,122</u>	<u>1,042</u>	<u>0</u>	<u>1,587.1</u>
<u>TRAFFIC RETAINED AFTER</u>				
<u>ABANDONMENT</u>				
1 <u>None</u>	_____	_____	_____	_____
2 _____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
TOTAL	_____	_____	_____	_____
<u>POTENTIAL TRAFFIC</u>				
<u>CHANGES</u>				
1 <u>None</u>	_____	_____	_____	_____
2 _____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
TOTAL	_____	_____	_____	_____

General Comments:

Major shipper is Anderson Window at Bayport, IN

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 425 Farmington-Cologne STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	<u>Originated</u>	<u>Terminated</u>	<u>Connections</u>	<u>(000)</u>
<u>PRESENT TRAFFIC</u>				
1 Barley	38	2057	0	\$ 924.1
2 Malt	2016	3	0	1,238.8
3 Other	405	117	41	128.8
4				
5				
TOTAL	2459	2177	41	\$2,291.7
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Miscellaneous ⁽¹⁾	4	6	35	\$6.3
2				
3				
4				
5				
TOTAL	4	6	35	\$6.3
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Oats	(-92)	0	0	(\$42.7)
2 Barley ⁽²⁾	0	200	0	104.9
3 Malt ⁽²⁾	225	0	0	132.9
4				
5				
TOTAL	133	200	0	\$195.1

General Comments:

- (1) Traffic retained in TOFC service and by change in interchange.
(2) Dependent upon additional equipment supply

See Lakeville-Prior Lake (#430)

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 430 Farmington-Prior Lake STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	<u>Originated</u>	<u>Terminated</u>	<u>Connections</u>	<u>(000)</u>
<u>PRESENT TRAFFIC</u>				
1 Oats	92	0	0	\$ 42.7
2 Fibre-, Paper- or Pulpboard	0	27	0	16.9
3 Lumber, rough or Dressed	0	18	0	8.7
4				
5 Other	0	31	0	14.5
TOTAL	92	76	0	\$ 82.8
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 None				
2				
3				
4				
5				
TOTAL				
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Oats	(-92)	0	0	\$(-42.7)
2				
3				
4				
5				
TOTAL	(-92)	0	0	\$(-42.7)

General Comments:

Oats were one time movement from elevator at Lakeville, Mn. which is no longer in operation.

(See Farmington-Cologne - #425).

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 501 - Napa-Platte STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
1 Wheat	179	0	0	\$ 79.8
2 Oats	171	0	0	62.7
3 Sorghum grains	101	0	0	48.2
4 Superphosphate	2	64	0	38.5
5 Other	99	134	0	120.4
TOTAL	552	198	0	\$349.6
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 None				
2				
3				
4				
5				
TOTAL				
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Grain (1)	200	0	0	\$ 90.0
2				
3				
4				
5				
TOTAL	200	0	0	\$ 90.0

General Comments:

(1) Grain increase expected upon cessation of drought. However, major portion of grain in this area is being trucked to Sioux City - this is expected to continue in the future, therefore carloadings will not reach heights as in 1974.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 503 Elk Point-Mitchell STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	<u>Originated</u>	<u>Terminated</u>	<u>Connections</u>	<u>(000)</u>
<u>PRESENT TRAFFIC</u>				
1 <u>Oats</u>	<u>207</u>	<u>0</u>	<u>0</u>	<u>\$ 67.4</u>
2 <u>Superphosphates</u>	<u>0</u>	<u>82</u>	<u>0</u>	<u>51.2</u>
3 <u>Wheat</u>	<u>71</u>	<u>0</u>	<u>0</u>	<u>32.4</u>
4 <u>Lumber, rough or dressed</u>	<u>0</u>	<u>29</u>	<u>0</u>	<u>31.2</u>
5 <u>Other</u>	<u>239</u>	<u>283</u>	<u>0</u>	<u>266.7</u>
<u>TOTAL</u>	<u>517</u>	<u>394</u>	<u>0</u>	<u>\$488.9</u>
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 <u>None</u>				
2				
3				
4				
5				
<u>TOTAL</u>				
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 <u>Grains</u>	<u>250</u>	<u>0</u>	<u>0</u>	<u>\$89.9</u>
2				
3				
4				
5				
<u>TOTAL</u>	<u>250</u>	<u>0</u>	<u>0</u>	<u>\$89.9</u>

General Comments:

This line segment is part of the potential Kansas City to Pacific Northwest route.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 505 Elk Point-Canton STUDY PERIOD Oct. 75 thru Sept. 76

	<u>Originated</u>	<u>Carloads Terminated</u>	<u>Connections</u>	<u>Revenue (000)</u>
<u>PRESENT TRAFFIC</u>				
1 Sand, common	2,440	0	0	\$248.7
2 Other	93	278	9	154.0
3				
4				
5				
TOTAL	2,533	278	9	\$402.7
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Other (1)	75	10	1	\$26.7
2				
3				
4				
5				
TOTAL	75	10	1	\$26.7
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 None				
2				
3				
4				
5				
TOTAL				

General Comments:

Originating traffic is basically L. G. Everist, Inc. shipments from Hawarden moving in private equipment

(1) Retained TOFC via Sioux City.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 507 Canton-Mitchell STUDY PERIOD Oct. 75 thru Sept. 76

	<u>Originated</u>	<u>Carloads Terminated</u>	<u>Connections</u>	<u>Revenue (000)</u>
<u>PRESENT TRAFFIC</u>				
1 Oats	189	0	0	\$ 90.1
2 Corn	88	0	0	84.5
3 Soybeans	66	0	0	47.6
4 Other	49	318	12	160.8
5				
TOTAL	392	318	12	\$383.0
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 None				
2				
3				
4				
5				
TOTAL				
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Grains	100	0	0	\$65.0
2				
3				
4				
5				
TOTAL	100	0	0	\$65.0

General Comments:

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 509 Mitchell-Aberdeen STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	<u>Originated</u>	<u>Terminated</u>	<u>Connections</u>	(000)
<u>PRESENT TRAFFIC</u>				
1 <u>Wheat</u>	<u>171</u>	<u>0</u>	<u>0</u>	<u>362.7</u>
2 <u>Coal</u>	<u>0</u>	<u>184</u>	<u>0</u>	<u>128.4</u>
3 <u>Cement</u>	<u>1</u>	<u>120</u>	<u>0</u>	<u>97.0</u>
4 <u>Lumber, rough</u> <u>or dressed</u>	<u>0</u>	<u>88</u>	<u>1</u>	<u>94.2</u>
5 <u>Other</u>	<u>379</u>	<u>316</u>	<u>24</u>	<u>477.7</u>
<u>TOTAL</u>	<u>551</u>	<u>708</u>	<u>25</u>	<u>\$1,160.0</u>
<u>TRAFFIC RETAINED AFTER</u> <u>ABANDONMENT</u>				
1 <u>Other</u> (1)	<u>0</u>	<u>10</u>	<u>0</u>	<u>\$4.0</u>
2 _____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
<u>TOTAL</u>	<u>0</u>	<u>10</u>	<u>0</u>	<u>\$4.0</u>
<u>POTENTIAL TRAFFIC</u> <u>CHANGES</u>				
1 <u>Grains</u> (2)	<u>700</u>	<u>0</u>	<u>0</u>	<u>\$574.0</u>
2 <u>Gravel</u>	<u>0</u>	<u>410</u>	<u>0</u>	<u>9.4</u>
3 <u>Coal</u>	<u>0</u>	<u>(-184)</u>	<u>0</u>	<u>(-128.4)</u>
4 <u>Other</u>	<u>60</u>	<u>0</u>	<u>0</u>	<u>29.3</u>
5 _____	_____	_____	_____	_____
<u>TOTAL</u>	<u>760</u>	<u>226</u>	<u>0</u>	<u>\$484.3</u>

General Comments:

(1) Retained TOFC traffic via Mitchell Ramp

(2) Increase due to replacement of burned out elevator at Mitchell
by GFA.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 511 Marion Jct.-Menno STUDY PERIOD Oct. 75 thru Sept. 76

	<u>Originated</u>	<u>Carloads Terminated</u>	<u>Connections</u>	<u>Revenue (000)</u>
<u>PRESENT TRAFFIC</u>				
1 <u>Dry Milk Prods.</u>	<u>55</u>	<u>0</u>	<u>0</u>	<u>\$ 24.8</u>
2 <u>Superphosphate</u>	<u>1</u>	<u>38</u>	<u>0</u>	<u>22.7</u>
3 _____	_____	_____	_____	_____
4 <u>Other</u>	<u>42</u>	<u>49</u>	_____	<u>40.2</u>
5 _____	_____	_____	_____	_____
<u>TOTAL</u>	<u>98</u>	<u>87</u>	<u>0</u>	<u>\$ 87.7</u>
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 <u>Dry Milk Prods. (1)</u>	<u>41</u>	<u>0</u>	<u>0</u>	<u>\$ 18.6</u>
2 <u>Other (1)</u>	<u>31</u>	<u>0</u>	<u>0</u>	<u>10.5</u>
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
<u>TOTAL</u>	<u>72</u>	<u>0</u>	<u>0</u>	<u>\$ 29.1</u>
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 <u>None</u>	_____	_____	_____	_____
2 _____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
<u>TOTAL</u>	_____	_____	_____	_____

General Comments:

(1) Retained via substituted service.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 513 Mitchell-Mundo

STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
1 Wheat	601	2	0	\$ 499.1
2 Cement	0	374	0	180.9
3 Sorghum grains	75	0	0	87.5
Petroleum and Coal				
4 Products	0	128	0	69.4
5 Other	53	325	0	164.7
TOTAL	729	829	0	\$1,001.6
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Other (1)	0	9	0	\$4.0
2				
3				
4				
5				
TOTAL	0	9	0	\$4.0
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Grains	625	0	0	3537.5
2 Cement	0	195	0	90.0
3				
4				
5				
TOTAL	625	195	0	\$627.5

General Comments:

Chamberlain is the possible site of a new power plant scheduled for 1984. Annual traffic generated would be approximately 10,000 carloads and \$3,805,000 revenue.

(1) Present TOFC traffic retained.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 515 Murdo-Rapid City STUDY PERIOD Oct. 75 thru Sept. 76

	<u>Originated</u>	<u>Carloads Terminated</u>	<u>Connections</u>	<u>Revenue (000)</u>
<u>PRESENT TRAFFIC</u>				
1 Cement	979	0	0	\$ 577.0
2 Pulpwood Logs	624	0	0	432.4
3 Wheat	322	200	0	399.7
4 Wheat flour	303	0	0	130.0
5 Other	378	1,078	6	944.3
TOTAL	2,606	1,278	6	\$2,483.4
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 None				
2				
3				
4				
5				
TOTAL				
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Cement	500	0	0	\$ 300.0
2 Woodchips	1,010	0	0	750.0
3 Other	0	100	0	60.0
4				
5				
TOTAL	1,510	100	0	\$1,110.0

General Comments:

Potential for growth exists for grain shipments due to new rate structure and increased irrigation.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 517 Woonsocket-Wessington Spring STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	<u>Originated</u>	<u>Terminated</u>	<u>Connections</u>	<u>(000)</u>
<u>PRESENT TRAFFIC</u>				
1 Wheat	40	0	0	327.0
2 Other	16	39	0	30.9
3				
4				
5				
TOTAL	56	39	0	357.9
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Wheat(1)	40	0	0	327.0
2 Other(1)	16	38	0	29.9
3				
4				
5				
TOTAL	56	38	0	356.9
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 None				
2				
3				
4				
5				
TOTAL				

General Comments:

(1) Retained via substitute service

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 521 Ortonville-Fargo STUDY PERIOD Oct. 75 thru Sept. 76

	<u>Carloads</u>			<u>Revenue</u>
	<u>Originated</u>	<u>Terminated</u>	<u>Connections</u>	<u>(000)</u>
<u>PRESENT TRAFFIC</u>				
1 Coal	0	0	964	\$183.1
2 Cement	0	635	1	413.1
3 Wheat	623	1	1	372.8
4 Barley	426	0	0	270.4
5 Other	437	610	269	716.9
TOTAL	1,486	1,246	1,235	\$1,956.3
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Coal	0	0	964	\$177.0
2 Other	0	0	239	105.0
3				
4				
5				
TOTAL	0	0	1,203	\$282.0
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Cement	0	600	0	\$ 420.0
Sunflower Seeds				
2	350	0	0	224.0
3 Grain	200	0	0	120.1
4 Beer	0	140	0	113.0
5 Other	0	50	0	38.3
TOTAL	550	790	0	\$915.4

General Comments:

Substitute service not feasible on this segment. Upgrading of line is proposed by State of Minnesota between Wheaton and Ortonville. Further upgrading to Fargo would open potential interchange traffic with BN and Soo Line now restricted. Potential new traffic includes North-South movements of Potash, Soda Ash and Lignite coal. More in-depth study recommended.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 523 Milbank-Sisseton STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
1 Barley	671	1	0	\$337.1
2 Wheat	153	0	0	96.4
3 Other	156	119	0	142.7
4				
5				
TOTAL	980	120	0	\$576.2
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 None(1)				
2				
3				
4				
5				
TOTAL				
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Sand & Gravel(2)	0	1,110	0	\$94.9
2				
3				
4				
5				
TOTAL	0	1,110	0	\$94.9

General Comments:

- (1) Highway system not adequate at present for substitute service, th will change when I-29 is completed in 1979.
- (2) This potential is for a short-term highway project-2 years.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 525 - Bristol-Garden City STUDY PERIOD Oct. 75 thru Sept. 76

	<u>Originated</u>	<u>Carloads Terminated</u>	<u>Connections</u>	<u>Revenue (000)</u>
<u>PRESENT TRAFFIC</u>				
1 <u>Wheat</u>	<u>32</u>	<u>0</u>	<u>0</u>	<u>\$30.2</u>
2 <u>Other</u>	<u>27</u>	<u>8</u>	<u>0</u>	<u>16.3</u>
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
TOTAL	<u>59</u>	<u>8</u>	<u>0</u>	<u>\$46.5</u>
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 <u>Wheat</u>	<u>32</u>	<u>0</u>	<u>0</u>	<u>\$30.2</u>
2 <u>Other</u>	<u>27</u>	<u>4</u>	<u>0</u>	<u>11.8</u>
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
TOTAL	<u>59</u>	<u>4</u>	<u>0</u>	<u>\$42.0</u>
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 <u>Grains</u>	<u>150</u>	<u>0</u>	<u>0</u>	<u>\$104.7</u>
2 _____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
TOTAL	<u>150</u>	<u>0</u>	<u>0</u>	<u>\$104.7</u>

General Comments:

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 527 Andover-Brampton STUDY PERIOD Oct. 75 thru Sept. 76

	<u>Originated</u>	<u>Carloads Terminated</u>	<u>Connections</u>	<u>Revenue (000)</u>
<u>PRESENT TRAFFIC</u>				
1 Wheat	343	0	0	\$410.7
2 Barley	108	0	0	80.9
3 Other	106	176	0	165.2
4				
5				
TOTAL	557	176	0	\$656.8
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Other	2	147	0	\$83.4
2				
3				
4				
5				
TOTAL	2	147	0	\$83.4
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Grain	200	0	0	\$207.6
2				
3				
4				
5				
TOTAL	200	0	0	\$207.6

General Comments:

If line abandoned would retain most business in TOFC or sub-service arrangement except grain which would most likely divert to BN or SOO. Recommend abandoning line north of Britton initially.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 529 Aberdeen-Edgeley STUDY PERIOD Oct. 75 thru Sept. 76

	<u>Originated</u>	<u>Carloads Terminated</u>	<u>Connections</u>	<u>Revenue (000)</u>
<u>PRESENT TRAFFIC</u>				
1 <u>Wheat</u>	<u>409</u>	<u>0</u>	<u>0</u>	<u>\$291.5</u>
2 <u>Cement</u>	<u>0</u>	<u>0</u>	<u>117</u>	<u>75.6</u>
3 <u>Other</u>	<u>275</u>	<u>122</u>	<u>78</u>	<u>315.0</u>
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
TOTAL	<u>684</u>	<u>122</u>	<u>195</u>	<u>\$682.1</u>
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 <u>Other</u>	<u>0</u>	<u>0</u>	<u>30</u>	<u>\$15.0</u>
2 _____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
TOTAL	<u>0</u>	<u>0</u>	<u>30</u>	<u>\$15.0</u>
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 <u>Grain</u>	<u>200</u>	<u>0</u>	<u>0</u>	<u>\$142.8</u>
2 <u>Cement</u>	<u>0</u>	<u>0</u>	<u>183</u>	<u>106.4</u>
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
TOTAL	<u>200</u>	<u>0</u>	<u>183</u>	<u>\$249.2</u>

General Comments:

If abandoned most grain traffic would probably be diverted to the BN & Soo Line. Same situation exists as on Ortonville-Fargo line (#521) regarding potential traffic gains if line was upgraded. Recommend more in depth study on potential connecting traffic.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 531 Roscoe-Linton STUDY PERIOD Oct. 75 thru Sept. 76

	<u>Carloads</u>			<u>Revenue</u>
	<u>Originated</u>	<u>Terminated</u>	<u>Connections</u>	<u>(000)</u>
<u>PRESENT TRAFFIC</u>				
1 Wheat	658	0	0	\$765.9
2 Other	51	109	33	114.4
3				
4				
5				
TOTAL	709	109	33	\$880.3
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Other (1)	0	36	30	\$34.6
2				
3				
4				
5				
TOTAL	0	36	30	\$34.6
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Wheat	400	0	0	\$476.8
2				
3				
4				
5				
TOTAL	400	0	0	\$476.8

General Comments:

Huge volcanic ash deposit exists in Linton area which could eventually move via rail dependent upon market.

(1) Includes sub-service and alternate interchange with BN.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 535 Moreau Junction-Isabel STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	<u>Originated</u>	<u>Terminated</u>	<u>Connections</u>	<u>(000)</u>
<u>PRESENT TRAFFIC</u>				
1 <u>Wheat</u>	<u>189</u>	<u>0</u>	<u>0</u>	<u>\$270.7</u>
2 <u>Other</u>	<u>1</u>	<u>36</u>	<u>0</u>	<u>16.2</u>
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
TOTAL	<u>190</u>	<u>36</u>	<u>0</u>	<u>\$286.9</u>
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 <u>None</u>	_____	_____	_____	_____
2 _____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
TOTAL	_____	_____	_____	_____
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 <u>See comments</u>	_____	_____	_____	_____
2 _____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
TOTAL	_____	_____	_____	_____

General Comments:

Potential exists for increased grain loadings and in more distant future for coal shipments from the Firesteel area. Coal deposits exist of approximately 300 million tons of low-sulfur coal.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 537 Trail City-Faith STUDY PERIOD Oct. 75 thru Sept. 76

	<u>Originated</u>	<u>Carloads Terminated</u>	<u>Connections</u>	<u>Revenue (000)</u>
<u>PRESENT TRAFFIC</u>				
1 <u>Wheat</u>	<u>139</u>	<u>0</u>	<u>0</u>	<u>\$217.3</u>
2 <u>Other</u>	<u>2</u>	<u>23</u>	<u>0</u>	<u>10.3</u>
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
<u>TOTAL</u>	<u>141</u>	<u>23</u>	<u>0</u>	<u>\$227.6</u>
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 <u>None</u>	_____	_____	_____	_____
2 _____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
<u>TOTAL</u>	_____	_____	_____	_____
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 <u>None</u>	_____	_____	_____	_____
2 _____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
<u>TOTAL</u>	_____	_____	_____	_____

General Comments:

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 539 McLaughlin-New England STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
1 <u>Wheat</u>	<u>1,748</u>	<u>0</u>	<u>0</u>	<u>\$2,263.2</u>
2 <u>Other</u>	<u>64</u>	<u>74</u>	<u>0</u>	<u>116.7</u>
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
TOTAL	<u>1,812</u>	<u>74</u>	<u>0</u>	<u>\$2,379.9</u>
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 <u>See Comments</u>	_____	_____	_____	_____
2 _____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
TOTAL	_____	_____	_____	_____
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 <u>Grain</u>	<u>165</u>	<u>0</u>	<u>0</u>	<u>\$237.6</u>
2 _____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
TOTAL	<u>165</u>	<u>0</u>	<u>0</u>	<u>\$237.6</u>

General Comments:

If abandoned majority of traffic would be trucked to the BN at New England or Mott, ND. New England area is potential coal origin as it is located in heart of North Dakota Lignite reserves. Future development is probable but not likely before mid-1980's.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 01 Bonner-Bear Creek STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
Lumber, rough				
1 or dressed	49	0	0	\$77.4
2 Other	1	0	0	-.2*
3				
4				
5				
TOTAL	50	0	0	\$77.2
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Lumber (1)	49	0	0	\$77.4
2				
3				
4				
5				
TOTAL	49	0	0	\$77.4
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 None				
2				
3				
4				
5				
TOTAL				

General Comments:

*obviously transit involved
(1) Retained via sub-service

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 603 Three Forks-Bozeman STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
1 Wheat	81	1	0	\$109.0
Prepared feed,				
2 animal	82	14	0	21.6
Animal by-				
3 products, inedible	43	0	0	28.9
4 Other	41	139	11	166.0
5				
TOTAL	247	154	11	\$325.5
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Other (1)	41	7	1	\$11.8
2				
3				
4				
5				
TOTAL	41	7	1	\$11.8
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Other (2)	0	88	0	\$63.7
2				
3				
4				
5				
TOTAL	0	88	0	\$63.7

General Comments:

- (1) Majority of traffic to be Post to BN, some sub-service traffic from Greenwood, Manhattan and Gallatin Gateway
- (2) Requires 3-days per week service.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 605 Lewistown-Winifred STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	<u>Originated</u>	<u>Terminated</u>	<u>Connections</u>	<u>(000)</u>
<u>PRESENT TRAFFIC</u>				
1 <u>Wheat</u>	<u>203</u>	<u>0</u>	<u>0</u>	<u>\$298.7</u>
2 <u>Other</u>	<u>18</u>	<u>0</u>	<u>0</u>	<u>19.5</u>
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
TOTAL	<u>21</u>	<u>8</u>	<u>0</u>	<u>\$318.2</u>
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 <u>Wheat (1)</u>	<u>203</u>	<u>0</u>	<u>0</u>	<u>\$298.7</u>
2 _____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
TOTAL	<u>203</u>	<u>0</u>	<u>0</u>	<u>\$298.7</u>
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 <u>Wheat</u>	<u>168</u>	<u>0</u>	<u>0</u>	<u>\$247.1</u>
2 _____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
TOTAL	<u>168</u>	<u>0</u>	<u>0</u>	<u>\$247.1</u>

General Comments:

Grain increase due to adjustment for a more 'normal' movement than occurred in study period and for recent rate action in February, 1977 which should increase traffic.

(1) Retained through substitute service.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 607 Great Falls-Fairfield STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
1 Barley	707	4	0	\$1,274.2
2 Wheat	161	0	0	214.3
3 Other	1	62	0	54.6
4				
5				
TOTAL	869	66	0	1,543.1
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 None				
2				
3				
4				
5				
TOTAL				
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Wheat	132	0	0	\$175.7
2				
3				
4				
5				
TOTAL	132	0	0	\$175.7

General Comments:

Grain increase due to adjustment for a more normal movement than occurred in study period and for recent rate action in February , 1977 which should increase traffic.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 609 Fairfield-Agawam STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
1 Wheat	348	0	0	\$388.8
2 Barley	88	0	0	151.6
3 Other	0	36	0	31.0
4				
5				
TOTAL	436	36	0	\$571.4
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 None				
2				
3				
4				
5				
TOTAL				
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Wheat	108	0	0	\$120.6
2				
3				
4				
5				
TOTAL	108	0	0	\$120.6

General Comments:

Grain increase due to adjustment for a more normal movement than occurred during study period and for recent rate action in February, 1977 which should increase traffic. The BN presently operates over 6.9 miles of this segment while we operate over 5.7 miles from Vaughn to Dracut Jt. on the B

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 703 Tiflis-Marcellus STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
1 Wheat	2,294	0	0	\$901.0
2 Other	32	0	0	17.5
3				
4				
5				
TOTAL	2,326	0	0	\$918.5
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 None				
2				
3				
4				
5				
TOTAL				
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 See comments				
2				
3				
4				
5				
TOTAL				

General Comments:

This line is 100% grain and would be completely lost to BN if abandoned. Additional grain possible in future as improved irrigation is planned for this area with completion of a second Bacon Siphon Tunnel by 1980.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 705 Royal City STUDY PERIOD Oct. 75 thru Sept. 76

	<u>Originated</u>	<u>Carloads Terminated</u>	<u>Connections</u>	<u>Revenue (000)</u>
<u>PRESENT TRAFFIC</u>				
1 Wheat	270	0	0	\$144.7
2 Potatoes, other than sweet	77	28	0	129.9
3 Other	53	58	0	80.5
4				
5				
TOTAL	400	86	0	\$355.1
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Wheat(1)	270	0	0	\$144.7
2 Potatoes(1)	77	28	0	129.9
3 Other(1)	53	50	0	74.5
4				
5				
TOTAL	400	78	0	\$349.1
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Wheat(2)	70	0	0	\$31.5
2 Potatoes(2)	25	0	0	22.5
3				
4				
5				
TOTAL	95	0	0	\$54.0

General Comments:

- (1) Retained by substituted service to Smyrna or Othello
- (2) Dependent upon improved scheduled service.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 707 McGuires-Metaline Falls STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
1 Hydraulic Cement	1,618	0	0	\$ 493.1
2 Coal	0	525	0	194.4
Lumber, rough				
3 or dressed	357	0	0	428.8
Pulpwood or				
4 other wood chips	301	0	0	137.6
5 Other	39	149	0	88.5
TOTAL	2,325	674	0	\$1,342.4
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 Lumber	75	0	0	\$ 85.0
Pulpwood or				
2 Wood Chips	60	0	0	27.4
3				
4				
5				
TOTAL	135	0	0	\$112.4
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Lumber	150	0	0	\$150.0
2 Cement	450	0	0	160.0
3 Lead Ore	250	0	0	75.0
4				
5				
TOTAL	850	0	0	\$385.0

General Comments:

Vast majority of traffic would be lost to BN upon abandonment, with some exception of traffic from Louisiana Pacific at Ione, Washington.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 709 Beverly Jct.-Hanford STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	<u>Originated</u>	<u>Terminated</u>	<u>Connections</u>	<u>(000)</u>
<u>PRESENT TRAFFIC</u>				
Industrial Inor-				
1 <u>ganic Chemicals</u>	<u>0</u>	<u>8</u>	<u>0</u>	<u>\$11.2</u>
2 <u>Iron or Steel</u>	<u>0</u>	<u>6</u>	<u>0</u>	<u>3.8</u>
Electrical				
3 <u>Machinery</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>21.0</u>
4 <u>Other</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2.0</u>
5 _____	_____	_____	_____	_____
TOTAL	<u>0</u>	<u>17 ,</u>	<u>0</u>	<u>\$38.0</u>
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 <u>None</u>	_____	_____	_____	_____
2 _____	_____	_____	_____	_____
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
TOTAL	_____	_____	_____	_____
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 <u>Grain(1)</u>	<u>0</u>	<u>1.000</u>	<u>0</u>	<u>\$1,400.0</u>
2 <u>Steel(2)</u>	<u>0</u>	<u>53</u>	<u>0</u>	<u>87.0</u>
3 _____	_____	_____	_____	_____
4 _____	_____	_____	_____	_____
5 _____	_____	_____	_____	_____
TOTAL	<u>0</u>	<u>1.053</u>	<u>0</u>	<u>\$1,487.0</u>

General Comments:

(1)Dependent upon the development of the Port of Benton for movement of Montana Wheat.

(2)For construction of nuclear projects at Hanford Works.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 711 Port Townsend-Port Angeles STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
<u>PRESENT TRAFFIC</u>				
1 Plywood or veneer	818	405	1	\$1,291.7
2 Paper	1,029	1	6	586.4
3 Shingles	847	1	0	863.6
Pulp or Pulpmill		188		
4 Products	583		1	1,066.3
		536		
5 Other	1,049		11	1,430.9
TOTAL	4,326	1,131	19	\$5,238.9
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 None				
2				
3				
4				
5				
TOTAL				
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Lumber	575	0	0	\$950.0
2				
3				
4				
5				
TOTAL	575	0	0	\$950.0

General Comments:

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 713 Maytown-Hoquiam STUDY PERIOD Oct. 75 thru Sept. 76

	Carloads			Revenue
	Originated	Terminated	Connections	(000)
PRESENT TRAFFIC				
Pulp or Pulp Mill				
1 Products	551	19	0	\$ 852.4
2 Plywood or Veneer	215	235	0	367.4
3 Chlorine	0	321	0	131.1
4 Sodium Alkalies	1	317	0	115.3
5 Other	430	384	3	794.7
TOTAL	1,197	1,276	3	\$2,260.9
TRAFFIC RETAINED AFTER ABANDONMENT				
1 Miscellaneous(1)	100	0	0	\$114.0
2				
3				
4				
5				
TOTAL	100	0	0	\$114.0
POTENTIAL TRAFFIC CHANGES				
1 Chlorine	0	350	0	\$142.8
2 Sodium Alkalies	0	350	0	127.1
3				
4				
5				
TOTAL	0	700	0	\$269.9(2)

General Comments:

Due to new operations on this line, additional traffic is anticipated specially lumber and paper products. However, this new business is presently unquantified. In addition, this area has multiple industrial projects pending which will increase traffic. Recommend the upgrading of track between Helsing Junction and Maytown in order to maintain present traffic and participate in growth.

LIGHT DENSITY LINE
TRAFFIC STUDY

LINE 715 Chehalis Jct.-Raymond STUDY PERIOD Oct. 75 thru Sept. 76

	<u>Originated</u>	<u>Carloads Terminated</u>	<u>Connections</u>	<u>Revenue (000)</u>
<u>PRESENT TRAFFIC</u>				
Lumber, rough				
1 or dressed	767	1	0	\$ 888.0
2 Shingles	250	0	0	270.7
3 Other	2	0	0	2.0
4				
5				
TOTAL	1,019	1	0	\$1,160.7
<u>TRAFFIC RETAINED AFTER ABANDONMENT</u>				
1 None				
2				
3				
4				
5				
TOTAL				
<u>POTENTIAL TRAFFIC CHANGES</u>				
1 Lumber	150	0	0	\$225.0
2				
3				
4				
5				
TOTAL	150	0	0	\$225.0

General Comments:

Presently operating over the DN to Raymond, from Chehalis. Major shipper is Weyerhaeuser at Raymond, who may at future date construct additional facilities at Curtis, Wa.