

FINANCE DOCKET No. 23720

ERIE-LACKAWANNA RAILROAD CO. DISCONTINUANCE OF
TRAINS NOS. 40, 42, AND 43 BETWEEN HOBOKEN, N. J., AND
SCRANTON, PA.

Decided November 26, 1965

Upon investigation, found that the continuance by the Erie-Lackawanna Railroad Co., of its passenger trains Nos. 40, 42 and 43 between Hoboken, N. J., and Scranton, Pa., is not required by public convenience and necessity and that the continued operation thereof will unduly burden interstate commerce. Investigation discontinued.

Wallace R. Steffen for carrier.

William A. Goichman for Pennsylvania Public Utility Commission, protestant.

Robert T. Cownley and *H. R. Van Deusen* for City of Scranton, Pennsylvania, protestant.

Michael Simon and *John E. V. Pieski* for County Commissioners of Lackawanna County, Pennsylvania, protestants.

Francis J. Hartman, Thomas P. Shearer, Richard H. Kraushaar, Gilbert B. Wood, J. J. Kelly, Arthur E. Coughlin, D. J. Bogen and *Paul Thomas Kerrigan* for railway labor organizations, protestants.

REPORT OF THE COMMISSION

DIVISION 3, COMMISSIONERS TUGGLE, WALRATH AND GOFF

Goff, *Commissioner*:

Pursuant to the provisions of section 13a(1) of the Interstate Commerce Act (49 U.S.C. 13a(1)), the Erie-Lackawanna Railroad Company, a common carrier by railroad subject to the provisions of part I of the act, on July 6, 1965, filed a notice and supporting statements of a proposed discontinuance of the operation of its passenger trains Nos. 40, 42 and 43, between Scranton, Pa., and Hoboken, N. J., a distance of approximately 135.8 miles, effective August 6, 1965. Copies of the notice of discontinuance were duly served and posted in the manner required by statute and by the Commission's regulations pertaining thereto, (49 C.F.R., part 43).

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Following receipt of complaints and letters of protests filed by individuals, associations, business firms, communities, and the State of Pennsylvania, an investigation of the proposed discontinuance was instituted by order dated July 21, 1965. The order requires the continued operation of the trains for a period not to exceed 4 months beyond August 6, 1965, the date the discontinuance otherwise would have become effective. Because of the statutory limitation upon the time available for investigation and decision, the order provided for the omission of a report and recommended order by the examiner and for certification on the record to this division of the Commission for an initial decision. A hearing lasting 3 days was held in Scranton. The parties waived the filing of briefs.

Position of Erie-Lackawanna.—The carrier's position is that the present and future public convenience and necessity does not require the operation of the subject trains and that to compel their continued operation would constitute an unnecessary and undue burden upon interstate commerce. It maintains that there has been a persistent decline in the use of the railroad passenger service in general and with respect to the particular trains in question; that in addition to the remaining rail service there are other modes of private and public transportation service available to adequately accommodate public need; that the operation of the subject trains results in a continuous substantial loss, which if continued will produce a daily loss of \$347 or \$126,848 a year; that the deficit operation does not justify or make feasible any replacement of equipment; and that the carrier's unfavorable financial position makes operation of the subject trains extremely distressful, debilitating and burdensome. Carrier further asserts that continued operation of the train would require the freight service to subsidize passenger train losses thus creating an undue burden on interstate commerce.

Description of train operation.—Westbound train No. 43, the *Twilight*, departs from Hoboken daily except Sunday, at 4:50 p.m., and arrives in Scranton at 8:00 p.m. Eastbound, train No. 40, the *Pocono Express*, departs from Scranton daily except Sunday at 7:35 a.m. and arrives in Hoboken at 10:35 a.m. Eastbound, train No. 42 departs from Scranton on Sunday and holidays, at 7:05 p.m. and arrives in Hoboken at 10:20 p.m.

A complete schedule of the trains with populations of the towns at or near stations, is attached as appendix A. Other than the New York City metropolitan area and Scranton, the territory served by the trains is rural. Blairstown, N. J., is surrounded by a farming area. Stroudsburg, Cresco, Mount Pocono, and Pocono Summit are located in the resort area of the Pocono Mountains of Pennsylvania.

Between Hoboken and New York City, passengers use the Erie-Lackawanna Barclay Street Ferry (except on Saturday, Sunday and holidays), the Public Service bus to and from the New York Port Authority Bus Terminal at West 40th Street and 8th Avenue, or the PATH tubes to or from either the Hudson Terminal, Cortland Street or 33d Street and the Avenue of the Americas. Passengers may also connect at Newark with trains of the Pennsylvania Railroad or the Central Railroad Company of New Jersey.

Normal consist and crew.—The normal consist of train No. 40 includes two coaches and one diner-lounge car; train No. 42 has three coaches and one diner-lounge car; and train No. 43 has three coaches and one diner-lounge car. Additional coaches are added or eliminated from the trains depending on traffic. The coaches which accommodate 52 passengers were built in 1926 and

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1927 and modernized in 1946 and 1947. They are air conditioned, fairly well maintained and are currently being refurbished, inside and out.

One general purpose diesel locomotive engine equipped with steam generator is normally utilized in the consist, with a second unit being added as necessary. The locomotive engine is of the type used throughout the carrier's system on passenger service.

The crew on each train consists of an engineer, fireman, conductor, and brakeman. There are two dining car employees. If these jobs on the trains are eliminated, employees would exercise seniority rights. Men are constantly being hired on the system and no one would be left entirely without a job.

Head end service.—Train No. 42 has never handled baggage and trains Nos. 40 and 43 discontinued handling baggage on February 13, 1965. On May 1, 1964, after open bidding, the Post Office Department arranged to handle bulk mail by motortruck between Stroudsburg and Scranton. Thereafter this arrangement was extended between Scranton and Hoboken and no mail has been carried on the trains since November 7, 1964. The Post Office Department was served with a copy of the notice filed by the carrier but did not appear in opposition of the discontinuance. Express was handled on the trains until July 1, 1964. Thereafter, the Railway Express Agency removed all express traffic from the trains.

Use of passenger service.—Appendixes B-1, B-2, B-3 and B-4 reflect a study made by the carrier of the number of revenue passengers, using the trains between Hoboken and Scranton, from monthly summaries of conductor ticket collections. Primarily, the study shows a breakdown for four basic periods although other breakdowns are included for comparison purposes. The first basic period covers seven months in 1962; the second, 11 months in 1963; the third, the year 1964; and the fourth, the first 4 months of 1965. Records were not maintained for the first 4 months of 1962, and were not available for the months of December 1962 and January 1963. During this latter period the carrier was switching its methods over the machine tabulation.

In appendix B-1, a comparison of the average number of passengers carried during the 6 months period ending October 31, 1962 with that 6 months period ending October 31, 1964, shows that train No. 40 had an increase from 39.2 to 39.4 passengers, train No. 42 sustained a decrease from 110.9 to 77.8 a loss of 33.1 passengers per trip or a drop of 29.8 percent, and train No. 43 sustained a decrease from 80.8 to 63.2 a loss of 17.6 passengers per trip or 21.8 percent.

A similar comparison made of the average revenue passengers carried for the 11 months ending December 31, 1963 with that of the 12 months ending December 31, 1964 shows that train No. 40 had a decrease from 45.1 to 36.0, a loss of 9.1 passengers or 20.2 percent, train No. 42 had a decrease from 105.3 to 76.7 a loss of 28.6 passengers or 27.2 percent, and train No. 43 declined from 71.7 to 61.2 a loss of 10.5 passengers or 14.6 percent.

Comparing the average number of revenue passengers per trip during the year 1964 with the first 4 months of 1965, the appendix shows that train No. 40 decreased from 36 to 33.5 a loss of 2.5 passengers or 6.9 percent, train No. 42 decreased from 76.7 to 52.5 a loss of 24.2 passengers or 31.6 percent, and train No. 43 decreased from 61.2 to 52, a loss of 9.2 passengers or 15.0 percent.

A comparison of the average number of revenue passengers on the three trains for the 12-month period between May 1, 1964 and April 30, 1965, shows a decline below all periods in 1962, 1963 and 1964, respectively, with the exception of the 2 months period in 1964 for trains Nos. 40 and 43. This is also

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true of the first 4 months of 1965 which show a decline below that for the 12-month period.

It is noted in connection with train No. 40, that of the number of revenue passengers carried on this train approximately 30 to 50 percent entrain at Scranton. Appendix B-2 shows that in comparing the 6-month period ending October 31, 1962, with the first 4 months of 1965, the average number of passengers entraining in Scranton on train No. 40 increased from 13.7 to 17.9 passengers per trip. The 11-month period in 1963 showed an average of 18.2, and the 12-month period in 1964 showed 14.0 passengers per trip. Overall, train No. 40 showed a decline from 39.2 during the 6-month period ending October 31, 1962 to 33.5 for the first 4 months of 1965. During this same period the overall operation of train No. 42 showed a loss from 110.9 to 52.5 passengers per trip, and similarly, train No. 43 showed a decline from 80.8 to 57.2 passengers per trip. Appendices B-3 and B-4 also show a substantial decrease in the number of passengers detraining and entraining at Scranton for the described periods.

The evidence shows that a substantial number of passengers travel on passes between Hoboken and Scranton and intermediate points. Between Monday and Thursday the number of pass riders on train No. 43 equals the number of revenue passengers. On Sunday night this is also true of train No. 42. This is primarily caused by the fact that a number of employees who work in Hoboken live in Scranton.

Appendix C is a computation of operating revenue accruing to the trains. The data cover the same basic periods as appendix B with the exception that the eleven month period in 1963 is projected to reflect the entire year. Passenger revenues, like the count of revenue passengers, are based on actual ticket and cash sales honored on each train. Commutation revenues were developed by an analysis of station sales. Dining and buffet revenues are actual revenues earned on each train and reported. The exhibit also shows monthly averages for each train for comparative purposes.

Appendix C shows a decline and overall downward trend in passenger and dining car revenues. Train No. 40 in 1963 averaged \$3,327 per month for passenger revenues which declined in 1964 to \$2,581 or a reduction of 22.4 percent. A further decline occurred during the first 4 months of 1965 to \$2,523 or 2.2 percent. However, with the exception of 1963 the passenger revenue on train No. 40 has remained fairly constant as reflected by the fact that its average \$2,596 per month during the 6-month period ending October 31, 1962, which is comparable with the first 4 months of 1965 of \$2,523. Trains Nos. 42 and 43 show a substantial decrease. Train No. 42 averaged \$1,584 during the 6-month period ending October 31, 1962 and only \$831 during the first 4 months in 1965; train No. 43 averaged \$5,965 during this period in 1962 and \$4,126 during the first 4 months in 1965. Dining car revenues show a similar downward trend. The carrier considers the diner car an essential service which should not be eliminated from the trains in the absence of discontinuance.

In considering the combined averages on the three trains for passenger revenue only, the 6-month period ending October 31, 1962, shows an average of \$10,145 per month, the 12-month period in 1964 shows a combined average of \$8,859, and the first 4 months of 1965 shows a combined total of \$7,480. This shows a marked downward trend.

Appendix D is a study of the total one-way and round trip revenue passengers carried by all trains during the 8-month period, May to December,

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for each of the five years, 1960 to 1964, inclusive, moving between all of the listed intermediate points, between New York and Scranton. An eight month period was taken as records were not complete for the first 4 months of the years. The grand total of all of the passengers carried for the respective periods show a decrease from 93,602 in 1960 to 60,924 in 1964, or a decline of 35 percent. The grand total of these passengers declined in 1951 to 83,915 or a 10 percent below 1960; in 1962 there was an increase to 86,452 but this dropped in 1963 to a total of 73,614 passengers or a decline of 15 percent from 1962; and in 1964 it decreased further to 60,924 passengers which is a decline of 17 percent from 1963.

Appendix D also shows decreases from 1960 to 1964 between the following points: Between New York and Scranton a decline from 12,878 to 7,097, a loss of 45 percent; between Hoboken and Scranton a decline from 24,955 to 14,705, a loss of 41 percent; between Newark and Scranton a decline from 6,981 to 5,487, a loss of 21 percent; between Brick Church and Scranton a decline from 2,695 to 2,245, a loss of 17 percent; between Summit and Scranton a decline from 1,270 to 393, or a loss of 69 percent; and between Dover and Scranton a decline from 1,571 to 1,323, or a loss of 16 percent.

The only comparative increases apparent from this study between 1960 and 1964 were between New York City and Blairstown an increase from 156 to 165 revenue passengers; between New York and Tobyhanna, an increase from 14 to 18; between New York and Moscow, an increase from 0 to 4; between Hoboken and Mount Pocono, an increase from 344 to 425; between Newark and Blairstown, an increase from 1,273 to 1,396; between Newark and Mount Pocono, an increase from 6 to 12; between Newark and Tobyhanna, an increase from 35 to 207; between Summit and Mount Pocono, an increase from 2 to 10; between Dover and Cresco, an increase from 80 to 128; between Dover and Mount Pocono, an increase from 2 to 10; and between Dover and Tobyhanna, an increase from 5 to 6. With the exception of those increases, the number of revenue passengers between all points has shown a consistent decline.

Based on an average revenue per passenger derived by dividing the total number of revenue passengers into the passenger revenue, and then dividing this average revenue figure into the annual cost of operating each train, it is shown that the carrier would need an additional 29,000 passengers each year on train No. 40, or an average of 93 more passengers per trip in order to meet operating costs. On train No. 42 it would need an additional 2,485 passengers per year or an average of 42 per trip. On train No. 43 it would need an additional 20,000 passengers per year on an average of 66 more passengers per trip.

A pro forma statement of estimated costs of operating the trains based on cost studies for the period May 1, 1964 to April 30, 1965, introduced by the carrier to reflect its present operation in the transportation of passengers after the elimination of head-end and baggage service, shows the following:

	Trains Nos.			Total
	40	42	43	
Revenues:				
Passenger	\$ 31,116	\$ 14,164	\$ 55,540	\$ 100,820
Dining car	<u>4,694</u>	<u>1,982</u>	<u>19,601</u>	<u>26,277</u>
Total Revenues	\$ 35,810	\$ 16,146	\$ 75,141	\$ 127,097
Select out-of-pocket expense, above-the-rail:				
Locomotive repairs	\$ 17,791	\$ 3,455	\$ 19,395	\$ 40,631
Passenger car repairs	13,550	3,184	17,598	34,332
Engine crew wages	17,913	3,345	17,913	39,171
Fuel	9,400	1,820	10,248	21,468
Locomotive water, lubricant & supplies	1,154	223	1,258	2,635
Enginehouse expense	2,794	541	3,049	6,384
Wages (traincrew)	13,096	2,855	13,096	29,047
Train supplies	5,522	1,297	7,172	13,991
Dining car expense	14,194	2,847	14,194	31,235
Retirement and unemployment tax, and vacation expense	8,525	1,477	8,525	18,527
Claims	400	-	150	550
Depreciation of equipment	<u>7,222</u>	<u>1,530</u>	<u>7,222</u>	<u>15,974</u>
Total expense	\$ 111,561	\$ 22,564	\$ 119,820	\$ 253,945
Net Loss	75,751	6,418	44,679	126,848
Selected out-of-pocket expense per train-mile	2.62	2.81	2.81	2.73
Operating revenue per train-mile	.84	2.01	1.76	1.36
Net expense over and above revenue per train-mile	1.78	.80	1.05	1.37
Train-miles	42,568	8,024	42,568	93,160

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The amounts shown for locomotive repairs, passenger car repairs, fuel, locomotive water, lubricant and supplies, engine house expenses, and train supplies, were computed by applying system unit-mile averages for these items to the number of unit-miles operated by the trains. The amount shown for engine crew wages are actual expenses paid the crew on the basis of time slips submitted. Dining car expenses include the actual amounts paid for the various items of supplies but do not include repairs, lubricant, icing, water and other miscellaneous expenses for the car. Retirement, unemployment tax and vacation expense are determined by multiplying traincrew wages by a set percentage called fringe benefits. Claims represent actual amounts paid during the study period on the three trains for personal injuries. This, however, could vary substantially particularly in the event of a serious accident. Finally, depreciation is based on valuations placed on engines, coaches and diners by the valuation engineers and depreciation rates approved by this Commission.

On the basis of the described figures, the total expense of operating the trains was shown to be \$253,945 for the period indicated while the total revenue earned on the three trains was \$127,097, resulting in a loss aggregating \$126,848. Stated differently, the total out-of-pocket expense above the rail was \$2.73 per train-mile while the operating revenue earned was \$1.36 per train-mile. This results in net expense exceeding revenue by \$1.37 per train-mile. On such basis the carrier is shown to be experiencing a daily loss of \$347.52 in the operation of the three trains.

The evidence of record establishes that the pass-carrying passengers utilizing the trains occupy at least one of the coaches in the consist. The cost of operating this car bears a direct relation to the cost of operating the trains. Since the employees use the trains to get to and from their jobs, it must be assumed that these pass-carrying passengers would transfer to the remaining trains operating between Hoboken and Scranton in the event of the proposed discontinuance herein. It is therefore concluded that the expense incurred in the transportation of such passengers, in the absence of the discontinuance of all passenger service between Scranton and Hoboken, would not be a savable expense. Although the evidence introduced by the carrier does not enable segregation of the expense incurred in the transportation of pass-carrying passengers, it is concluded that the one coach necessary for their transportation represents a one-fourth to one-third of the normal car expense of this consist. If the expense incurred for these pass-carrying passengers were considered in a light most favorable to protestants to reflect one-third of all of the operating expenses of the trains continued operation would still result in the trains suffering a loss of \$42,200. The savings which may reasonably be anticipated are in excess of this amount because some of the revenue passengers now using trains Nos. 40, 42 and 43 will use the remaining train between Hoboken and Scranton.

The Erie-Lackawanna's general balance sheet as of June 30, 1965, show total assets of \$641.1 million. Its current assets of \$40.8 million includes cash of \$6.6 million and temporary cash investment of \$2.6 million. Liabilities include current liabilities of \$35.0 million and long term debt of \$336.5 million of which \$7.4 million is due within 1 year and \$329.0 million due after 1 year. Shareholder's equity of \$248.9 million, including capital stock of \$162.9 million, capital surplus (paid in) \$31.3 million, and retained income \$54.6 million.

Income statements for the years 1963 and 1964 show deficits of \$17.1 and \$8.2 million, respectively, however, the first 6 months of 1965 shows a net

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income after fixed charges and other deductions of \$513,620. Its income statements covering a 10-year period from 1955 to 1964, inclusive, show that beginning in 1958 and continuing through 1964, the carrier suffered deficits ranging from \$7.6 million in 1958 to \$26.4 million in 1961.¹ The losses declined to a deficit of \$8.2 million in 1964, and as seen the carrier made a profit of \$513,620 during the first 6 months of 1965. During the foregoing 10-year period its gross revenues steadily declined from \$244.1 million in 1955 to \$212.4 million in 1964. Deficits were consistently recorded from passenger train operations for the 10-year period, and ranged from a high of \$17.0 million in 1957 to a low of \$9.5 million in 1962. By 1964 the deficit had again increased to \$11.8 million.

In 1960, when the Erie Railroad Co., and the Delaware, Lackawanna and Western Railroad Company merged, they had a combined deficit for that year of \$20.0 million. In 1961 and 1962 the merged company sustained deficits of \$26.5 and \$16.6 million, respectively. As indicated above, this deficit continued in 1963 and 1964. The constituent railroads' last profitable year was 1957 when \$4.0 million net income was earned. Fixed charges have not been earned in any of the last 7 years and during the 5-year period 1960-1964, deficits in net income aggregated \$88.5 million. Depreciation and retirement charges included in operating expenses during the same period totaled \$72.3 million. The railroad has therefore suffered an out-of-pocket loss from operations of \$16.2 million, which is reflected in a worsening working capital position.

The combined working capital of the two carriers on December 31, 1959 was \$22.5 million. By December 31, 1960 this had dropped to \$4.8 million. As of December 31, 1964, working capital was \$2.0 million after having paid New Jersey State and payroll taxes. The drain on working capital has been reduced by salvage amounting to \$37.7 million realized on property retired during the period from 1961 to 1964, inclusive. To the extent salvage was realized and salvaged material sold, cash was made available. A great deal of the salvaged material was utilized on other sections of the system which obviated the necessity to purchase new materials.

Being faced with the maturity of \$11,573,000 in mortgage bonds on October 1, 1964, the carrier was able to obtain approval of this Commission in *Erie-Lackawanna R. Co. Bonds Modification*, 324 I.C.C. 152 and 324 I.C.C. 494, of a plan for the alteration and modification of these bonds which now provides for a maturity date of October 1, 1969, with an increase in interest rate from 3¼ to 6 percent. The carrier has continued to pay the fixed charges on interest bonds and equipment obligations. Its failure to do so would, of course, put the carrier in default on its mortgages and result in its bankruptcy.

In June 1963, a new management took over the operation of the carrier and its attempting to exhaust every avenue to increase revenues, improve service and effect economies. Carrier urges that failure to attain further economies in the carrier's operation might well prove disastrous.

Other service available.—In the event the trains are discontinued, the carrier would still maintain trains Nos. 1 and 5 daily from Hoboken to Scranton. For passengers desiring to spend the evening in New York City, the carrier has train No. 15 departing daily from Hoboken at 12:15 a.m. On

¹The statements include data of the Erie Railroad Co., and that of the Delaware, Lackawanna and Western Railroad Company prior to their merger October 17, 1960, and the data of a single carrier thereafter.

Saturday only, it has train No. 17 departing from Hoboken at 11:15 p.m. In the reverse direction it has train Nos. 2 and 6 which operate daily from Scranton to Hoboken, and train 10 which operates daily from Scranton, except on Sunday. The scheduled service of the trains to be retained and the points served are set forth in appendix E.

In addition to rail service Eastern Greyhound Lines and the Martz Coach Co. (a Trailway affiliate), offers a number of daily bus schedules between Scranton and New York City. Greyhound operates nine round trip schedules a day with extra schedules on Friday, Saturday and Sunday. As here pertinent, Greyhound has two schedules departing from Scranton at 7:45 a.m., one of which arrives in New York City at 10:30 a.m. and one at 11:55 a.m. It also has daily schedules leaving Scranton at 5:45 p.m. and 6:10 p.m. that arrive in New York City at 9:45 p.m. and 9:30 p.m., respectively. In the reverse direction it has schedules departing from New York City at 2:15 p.m., 4:45 p.m., and 5:45 p.m. arriving in Scranton at 5:20 p.m., 9:15 p.m., and 9:40 p.m. On Fridays an additional schedule leaves at 5:45 p.m. and arrives in Scranton at 8:35 p.m. Greyhound also provides four daily schedules in each direction between Scranton and East Stroudsburg serving Tobyhanna, Mount Pocono and Stroudsburg.

Martz Coach Co., has seven round trip schedules a day between New York and Scranton with extra schedules on week ends. As here pertinent, it has a schedule leaving Scranton at 7:45 a.m. and 8:00 a.m. that arrive in New York City at 10:00 a.m. and 11:10 a.m., respectively. It also has daily schedules that depart from Scranton at 6:45 p.m. and 6:50 p.m. that arrive in New York City at 9:30 p.m. and 10:00 p.m., respectively. In the reverse direction it has schedules departing from New York City at 5:20 p.m. and 5:30 p.m. that arrive in Scranton at 8:05 p.m. and 9:00 p.m., respectively.

Hoboken is about one-half hour from the Port Authority Bus Terminal located at West 40th Street at Eighth Avenue in New York City. The record indicates that bus service can be used to New York City without any loss of time and in some instances it appears to be faster than rail service.

While the two bus lines would afford service to the intermediate points of Tobyhanna, Mount Pocono, Stroudsburg, East Stroudsburg, Dover and Newark, they would not afford service to Hoboken, Brick Church, Summit, Blairstown, Cresco, Pocono Summit, Gouldsboro and Moscow. In regard to Moscow and Gouldsboro no train service is presently available westbound, and eastbound train No. 40 stops at Gouldsboro only when flagged.

Martz buses are equipped with air conditioning and lavatories. Greyhound has similar facilities with the exception of about 10 percent of its equipment which is being rapidly replaced. Representatives of both Martz and Greyhound testified at the hearing that they are ready, willing and able to accommodate the additional passengers that now ride the trains.

Allegheny Airlines provides six daily flights from Scranton, with five on Sunday, to either New York (LaGuardia Airport) or the airport at Newark. It also has an aggregate of seven flights arriving at Scranton from either LaGuardia or Newark each day, except that on Saturday and Sunday it has six. The flights include a daily schedule, except Sunday, that leave Scranton at 8:12 a.m. and arrives at LaGuardia at 8:59 a.m., and one that leaves at 9:59 a.m. that arrives in Newark at 10:37 a.m. It also has a daily schedule that leaves Scranton at 7:57 p.m. and arrives in Newark at 8:35 p.m. In the reverse direction it has a daily flight that leaves Newark at 5:15 p.m. and arrives in Scranton at 5:57 p.m. The evidence shows an increase in passengers handled between New York and

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Scranton. In 1963 there were 52,153 passengers and in 1964 a total of 56,870, or an increase of 9.04 percent.

Pocono Airlines provides two daily scheduled flights between Mount Pocono and the New York LaGuardia Airport. It has a flight departing at 7:45 a.m. and 3:30 p.m. from Mount Pocono and flights departing from LaGuardia at 9: a.m. and 4:45 p.m.

There are three car rental companies in Scranton and one at the Wilkes-Barre Scranton Airport. A charter airplane service is available at Scranton's municipal airport and one at Tunkhannock, Pa. Four companies in Scranton and one each at Clarks Summit, Pittston, and Throop, Pa., own private planes.

Improved, all-weather hard surfaced highways connect Scranton, New York City, and intermediate points served by the carrier herein. A new interstate highway system is presently being constructed between Scranton and New York City, and part is presently utilized. Completion of this highway is estimated in three years. Statistics presented by the carrier show that in 1962, 89.8 percent of the intercity passenger traffic in the United States traveled by private car in contrast to 2.5 by railroad, 2.7 by buses and 4.7 by air. The record does not establish that in the territory served by the trains the proportion of intercity traffic by other than railroad is any less than the foregoing national averages.

Public need for service:—Seventeen witnesses from four of the 14 stations served by the trains testified at the public hearing. The witnesses included the mayor of Scranton, the executive vice president of the Scranton Chamber of Commerce, a representative of the Scranton Central Labor Union, counsel for Lackawanna county commissioners, a councilman for the Borough of East Stroudsburg, a profession lecturer who lives in Scranton, a representative of a dry goods store in Scranton, two business women from Scranton who are employed at Pocono Summit, two businessmen from East Stroudsburg that have offices in New York City, a businessman from Blairstown, also one from Hope, N. J., both of whom board the train at Blairstown and have offices in New York City, a retired banker who has business in New York City, a businessman from Stillwater, N. J., who uses train No. 43 from Newark to Blairstown in the evening and train No. 6 inbound in the morning, the two witnesses that utilize train No 43 on week ends, one going to Blairstown and one to East Stroudsburg, and returning Sunday night on train No. 42.

One of the most important **considerations of the majority of the protestants** utilizing the trains is the scheduled hours of operation which they find most convenient. A number were also of the view that the railroad has failed to properly advertise the service and that it has **discouraged the use of the trains** by operating old equipment. Most expressed their opinion that the existing alternate rail service was not satisfactory particularly for persons leaving New York City after working hours in the evening and on Friday nights. It was also urged that train No. 6 leaving Scranton at 5:33 a.m. was not an adequate substitute for train No. 40 leaving at 7:35 a.m. Train No. 5 leaving Hoboken at 7:30 was stated not to be a suitable substitute for train No. 43 leaving at 4:50 p.m.

While some of the protestants have used bus service, there is a general preference for train service. Some utilize the train inasmuch as they enjoy the diner, others can utilize travel time by reading or working on a train. Although it was alleged that the bus was subject to delays due to winter storms, no real evidence was adduced that the bus was not able to go through to its destination in recent years.

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The question of whether the use of the considered passenger service would be increased if the carrier provided better equipment is not decisive in proceedings under section 13a(1). The facilities furnished appear to be reasonably adequate for the type of service involved in view of the carrier's available resources. Moreover, present or properspective traffic does not justify the carrier's purchase of new equipment for this operation in view of the existing losses and the marked downward trend of passengers and revenue. See *Chicago, M., St. P. & P.R. Co. Discontinuance of Service*, 307 I.C.C. 565, 577. Neither the alleged failure of the carrier to promote, advertise and solicit business, sustains protestants' contentions that the Erie-Lackawanna has discourage the use of the considered trains. This Commission has consistently held that prospective patrons who must be coaxed to use the service evidently have no urgent need for it. See *Louisiana & A. Ry. Co. Discontinuance of Service*, 317 I.C.C. 155, 162.

Concern was expressed by the Mayor and the Chamber of Commerce of Scranton that the loss of the trains would have an adverse affect upon the ability of that community to attract and develop its industry. It was felt that indirectly the attraction of new industry would add to the need for convenient transportation between Scranton and New York City, and that the loss of this service would necessarily be a step backward in its program of industrial development and affect the growth of Scranton.

Counsel for the Lackawanna County commissioners, upon instruction by the Commissioners, expressed concern over the loss of these trains. They fear that the loss of the trains would have an adverse affect upon the county in its effort to develop industry.

The Councilman for the Borough of East Stroudsburg also submitted that the loss of these trains would have an adverse affect upon the economy of that Borough.

Claim was made by counsel for the New Jersey State Legislative Board and Brotherhood of Locomotive Engineers that the carrier had not exhausted its ability to maintain the operation of the trains by seeking to negotiate a contract with the State of New Jersey for reimbursement of losses on service in that State. Protestants were afforded a full opportunity by the examiner to file a late filed exhibit to support this position, however, such evidence was not submitted.

Discussion and conclusion.—Among the factors to be considered in a proceeding under section 13a(1) in determining what effect the proposed discontinuance of passenger trains will have upon the public convenience and necessity (including effects upon employees) and upon interstate operations, are the population of the communities served, the use made by the public of the service sought to be discontinued, other available transportation in the area, the general financial condition of the carrier, and the losses suffered by it in providing the service. See *Colorado v. United States*, 271 U.S. 153. No one factor is decisive.

While the estimated figures submitted by the carrier in its pro forma statement to show its cost of operation are somewhat overstated as previously noted, they do show significant losses being experienced in the operation of a strictly passenger service without the benefit of any headend traffic. It is clear that the revenues earned do not support the service presently provided and that substantial savings would be realized if the trains are discontinued. The burden imposed on the carrier and ultimately on interstate commerce must be considered in direct relation to the need for the service and the need for service may

under certain circumstances warrant a continuation of the service even at a loss to the carrier. But where, as here, the evidence shows a persistent decline in the number of passengers and revenue over the years and a substantial operating deficit with no indication that the conditions will improve in the foreseeable future, it must be concluded that the passenger trains here considered are not being given sufficient support by the public which they seek to serve.

Section 13a(1), is designed to protect interstate commerce from onerous burdens which may affect the ability of the carrier to continue to provide efficient transportation service to the public generally. See *Delaware, L. & W. R. Co. Discontinuance of Service*, 307 I.C.C. 627. In view of the poor earning record of the carrier and its large system passenger deficit, every practicable economy must be effected by the carrier as it has reached a point where continued losses could be disastrous. In determining public convenience and necessity, the need of the entire public, as distinguished from the relative few, must be taken into consideration.

We find that upon discontinuance of trains Nos. 40, 42 and 43 their patrons would still have adequate alternate passenger transportation service in the form of motor bus, airline, railroad, and private passenger vehicles; that while some patrons will be inconvenienced by the discontinuance of the trains herein the saying to be realized by the carrier outweighs these inconveniences; that such savings will enable the carrier to more efficiently provide those services which remain in substantial demand; and that the continued operation of these trains endangers the carriers continued existence and ability to provide other more essential service to the public.

Representatives of various employee organizations appeared on behalf of employees of Erie-Lackawanna in opposition to the discontinuance of service. They request that, in the event that the proposed discontinuance is permitted to take effect, we impose appropriate conditions for the protection of adversely affected employees. In *Great Northern Ry. Co. Discontinuance of Service*, 307 I.C.C. 59, the Commission held that it lacks authority to impose protective conditions for employees in a proceeding under section 13a(1) of the act, but that the probable adverse effect of the discontinuance upon employees is an element to be considered in determining public convenience and necessity. In our opinion, the probably adverse affect upon the carrier's employees, when considered with other factors previously discussed herein does not require the continued operations of the subject trains, and we so find.

All contentions of the parties as to fact or law not specifically discussed herein have been given consideration and found to be without material significance or not justified.

We find and conclude that the operations by the Erie-Lackawanna Railroad Co., of passenger trains Nos. 40, 42 and 43 between Hoboken, N. J., and Scranton, Pa., is not required by public convenience and necessity and that the continued operation thereof would constitute an undue burden upon interstate commerce.

An appropriate order will be entered discontinuing the investigation herein.

COMMISSIONER WALRATH did not participate.

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APPENDIX A
Schedules, trains nos. 40, 42 and 43 operating between Scranton, Pa., and Hoboken, N.J.

Station	Population (1960 Census)	Miles	No. 40 (Read Up) Daily	No. 42 (Read Up) (Sun. & Holiday)	No. 43 (Read Down) Daily
Hoboken, N. J.	48, 441	0.0	10:35 a. m.	10:20 p. m.	4:50 p. m.
Newark, N. J.	405, 220	7.8	C 10:20 a. m.	10:05 p. m.	C 5:05 p. m.
Brick Church Sta. (East Orange, N. J.)	77, 259	10.6	C 10:15 a. m.	C 9:57 p. m.	C 5:12 p. m.
Summit, N. J.	23, 677	20.1	C 10:03 a. m.	C 9:45 p. m.	C 5:25 p. m.
Dover, N. J.	13, 034	40.8	C 9:40 a. m.	C 9:20 p. m.	C 5:52 p. m.
Blairstown, N. J. (Part of Blairstown Twp)	1, 797 (twp)	67.5	9:11 a. m.	8:47 p. m.	6:22 p. m.
East Stroudsburg, Pa.	7, 674	84.2	8:50 a. m.	8:25 p. m.	6:45 p. m.
Cresco, Pa. (Part of Barrett Twp.)	2, 395 (twp)	97.3	8:32 a. m.	8:04 p. m.	7:03 p. m.
Mount Pocono, Pa.	935	103.0	C 8:22 a. m.	C 7:52 p. m.	C 7:13 p. m.
Pocono Summit, Pa. (Part of Coolbaugh Twp-1912 Part of Tobyhanna Twp-1073)	2, 985 (twp)	105.3	8:19 a. m.	7:49 p. m.	7:17 p. m.
Tobyhanna, Pa. (Part of Coolbaugh Twp.)	1, 912 (twp)	110.3	8:12 a. m.	7:42 p. m.	7:25 p. m.
Gouldsboro, Pa. (Part of Lehigh Twp.)	533 (twp)	115.6	C 8:03 a. m.	7:34 p. m.	-
Moscow, Pa.	1, 212	123.2	C 7:54 a. m.	-	-
Scranton, Pa.	111, 443	135.8	7:35 a. m.	7:05 p. m.	8:00 p. m.

C Conditional stop.

Source: Population figures from U. S. Census of Population 1960:
New Jersey--Final Report PC (1)-32A
Pennsylvania--Final Report PC (1)-40A

APPENDIX B-1

Summary of revenue passengers carried for periods shown.

	5-1-62 10-31-62 (6 months)	5-1-62 11-30-62 (7 months)	2-1-63 12-31-63 (11 months)	5-1-64 10-31-64 (6 months)	11-1-64 12-31-64 (2 months)	1-1-64 12-31-64 (12 months)	1-1-65 4-30-65 (4 months)	5-1-64 4-30-65 (12 months)
Train No. 40 (Eastbound)								
Average per trip	39.2	40.6	45.1	39.4	29.7	36.0	33.5	35.8
Total for period	6,194	7,479	12,887	6,232	1,544	11,339	3,449	11,225
Average per month	1,032	1,069	1,171	1,038	772	945	862	935
Train No. 42 (Eastbound)								
Average per trip	110.9	103.2	105.3	77.8	84.7	76.7	52.5	71.0
Total for period	3,216	3,510	5,687	2,261	931	4,530	999*	4,191
Average per month	536	501	517	376	465	377	250	349
Train No. 43 (Westbound)								
Average per trip	80.8	78.2	71.7	63.2	50.2	61.2	52.0	57.2
Total for period	12,772	14,400	20,541	9,980	2,597	19,235	5,352	17,929
Average per month	2,128	2,057	1,867	1,663	1,298	1,603	1,338	1,494

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ERIE-LACKAWANNA R. CO. DISCONTINUANCE OF TRAINS 545

APPENDIX B-2
Summary of revenue passengers entraining and detraining for periods shown.
Train No. 40

	5-1-62 10-31-62 (6 Months)		5-1-62 11-30-62 (7 Months)		2-1-63 12-31-63 (11 Months)		5-1-64 10-31-64 (6 Months)		11-1-64 12-31-64 (2 Months)		1-1-64 12-31-64 (12 Months)		1-1-65 4-30-65 (4 Months)		5-1-64 4-30-65 (12 Months)	
	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off
Scranton	2,103	---	2,622	---	5,207	---	2,173	---	756	---	4,396	---	1,843	---	4,772	---
Average per trip	13.7	---	14.3	---	18.2	---	13.8	---	14.6	---	14.0	---	17.9	---	15.2	---
Moscow	22	16	23	20	31	43	---	---	---	---	---	---	4	---	4	4
Average per trip	.1	.1	.1	.1	.2	.2	---	---	---	---	---	---	---	---	---	---
Couldsboro	57	25	63	27	93	53	70	22	14	1	101	31	19	---	103	23
Average per trip	.3	.2	.3	.1	.3	.2	.4	.1	.3	---	.3	.1	.2	---	.3	.1
Tobyhanna	68	27	79	27	145	37	104	1	14	4	130	6	11	---	129	5
Average per trip	.3	.2	.3	.1	.5	.1	.6	---	.3	.1	.4	---	.1	---	.4	---
Pocono Summit	357	109	393	119	462	55	298	48	26	---	428	59	28	---	352	52
Average per trip	2.3	.7	2.2	.6	1.7	.2	1.9	.3	.5	---	1.4	.2	.3	---	1.1	.2
Mount Pocono	4	8	4	8	7	6	4	---	---	---	4	---	---	---	4	---
Average per trip	---	.1	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Cresco	1,054	89	1,229	105	1,904	151	1,104	40	151	9	1,789	74	375	48	1,630	97
Average per trip	6.6	.5	6.7	.6	6.7	.5	7.0	.3	2.8	.2	5.7	.2	3.6	.5	5.2	.3
East Stroudsburg	1,247	345	1,509	376	2,548	510	1,153	343	205	60	1,948	---	512	121	1,870	524
Average per trip	7.8	2.2	8.3	2.0	8.9	1.8	7.3	2.1	3.9	1.2	6.2	---	5.0	1.2	6.0	1.7
Blairstown	1,267	72	1,538	75	2,398	173	1,309	215	374	---	2,508	280	649	4	2,332	219
Average per trip	8.1	.4	8.4	.4	8.4	.6	8.3	1.3	7.2	---	8.0	.9	6.3	.1	7.5	.7
Dover	---	154	---	245	45	492	9	283	---	64	10	416	---	99	9	446
Average per trip	---	1.0	---	1.4	.2	1.7	.1	1.7	---	1.2	---	1.4	---	.9	---	1.4
Summit	7	325	9	356	18	593	4	217	4	60	11	337	---	62	8	339
Average per trip	---	2.1	---	2.1	---	2.1	---	1.5	.1	1.2	---	1.1	---	.6	---	1.1
Brick Church	1	384	2	450	15	717	---	315	---	88	1	542	---	155	---	558
Average per trip	---	2.4	---	2.5	---	2.4	---	2.0	---	1.8	---	1.7	---	1.4	---	1.8
Newark	7	1,330	8	1,604	14	2,652	4	1,321	---	348	10	2,507	8	567	12	2,236
Average per trip	---	8.4	---	8.6	.1	9.3	---	8.3	---	6.7	---	7.9	.1	5.6	.1	7.1
Hoboken	---	3,310	---	4,067	---	7,405	---	3,427	---	910	---	6,540	---	2,385	---	6,722
Average per trip	---	20.9	---	22.1	---	26.0	---	21.8	---	17.3	---	20.8	---	23.2	---	21.4
Total	6,194	7,479	12,887	6,232	12,887	45.1	6,232	11,339	1,544	---	11,339	---	3,449	---	11,225	---
Average per trip	39.2	40.6	45.1	39.4	45.1	39.4	39.4	29.7	---	---	---	---	33.5	---	35.8	---

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APPENDIX B-3

Train 48 (Eastbound - Sunday & Holidays only)

	5-1-62		11-30-62		2-1-63		5-1-64		11-1-64		1-1-64		1-1-65		5-1-65	
	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off
Scranton	1,291	---	1,410	---	2,735	---	956	---	578	---	2,341	---	561	---	2,095	---
Average per trip	44.9	---	41.5	---	50.6	---	32.9	---	52.5	---	39.7	---	29.5	---	35.5	---
Moscow	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Average per trip	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Gouldsboro	2	---	3	---	7	---	6	---	4	---	6	---	4	---	6	---
Average per trip	.1	---	.1	---	.1	---	.2	---	.1	---	.1	---	.1	---	.1	---
Tobyhanna	71	1	73	1	44	1	26	2	8	---	54	3	18	---	52	2
Average per trip	2.5	---	2.2	---	.8	---	.9	---	.7	---	.9	---	.9	---	.9	---
Pocono Summit	120	5	131	6	338	8	100	1	22	3	155	5	8	9	130	13
Average per trip	4.0	.2	3.8	.2	6.3	.1	3.4	---	2.0	.3	2.6	.1	.4	.5	2.2	.2
Mount Pocono	8	---	8	---	5	---	6	---	---	---	6	---	---	---	6	---
Average per trip	.2	---	.2	---	.1	---	.2	---	---	---	.1	---	---	---	.1	---
Cresco	577	25	605	26	786	45	357	15	109	9	576	38	141	8	607	32
Average per trip	19.8	.9	17.8	.8	14.5	.8	12.3	.5	10.0	.8	9.8	.6	7.4	.4	10.3	.5
East Stroudsburg	612	28	677	35	1,032	45	462	6	142	15	817	36	195	20	799	41
Average per trip	21.0	.9	19.9	1.0	19.1	.8	15.9	.2	13.0	1.4	13.8	.7	10.3	1.0	13.5	.7
Blairstown	522	10	588	10	734	14	342	9	72	1	568	8	52	7	466	17
Average per trip	17.9	.3	17.3	.3	13.7	.3	11.8	.3	6.5	.1	9.6	.2	2.8	.4	7.9	.3
Dover	3	77	4	94	2	203	5	62	---	58	5	167	12	43	17	163
Average per trip	.1	2.7	.1	2.8	---	3.8	.2	2.1	---	5.3	.1	2.8	.6	2.3	.3	2.9
Summit	5	63	5	73	1	119	---	50	---	22	---	111	8	24	8	96
Average per trip	.2	2.2	.1	2.1	---	2.2	---	1.6	---	2.0	---	1.9	.4	1.3	.1	1.6
Brick Church	2	160	3	191	---	417	1	150	---	87	2	382	---	85	1	322
Average per trip	.1	5.5	.1	5.6	---	7.7	---	5.2	---	7.9	---	6.3	---	4.5	---	5.5
Newark	3	423	3	501	3	1,012	---	407	---	221	---	909	4	277	4	905
Average per trip	.1	14.6	.1	14.7	---	18.7	---	14.1	---	20.1	---	15.5	.2	14.6	.1	15.3
Hoboken	---	2,424	---	2,573	---	3,817	---	1,555	---	515	---	2,861	---	526	---	2,596
Average per trip	---	83.6	---	75.7	---	70.7	---	53.6	---	46.8	---	48.4	---	27.5	---	43.9
Total	3,216	---	3,510	---	5,687	---	2,261	---	931	---	4,530	---	999	---	4,191	---
Average per trip	110.9	---	103.2	---	105.3	---	77.8	---	84.7	---	76.7	---	52.5	---	71.0	---

ERIE-LACKAWANNA R. CO. DISCONTINUANCE OF TRAINS 547

APPENDIX B-4
Train 48 (Eastbound - Sunday & Holidays only)

	5-1-62 10-31-62 6 Months		5-1-62 11-30-62 7 Months		2-1-63 12-31-63 11 Months		5-1-64 10-31-64 6 Months		11-1-64 12-31-64 2 Months		1-1-64 12 Months		1-1-65 4-30-65 4 Months		5-1-65 4-30-65 12 Months	
	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off
Hoboken Average per trip	9,166 58.0	---	10,239 55.6	16 .1	13,499 47.1	---	6,453 40.9	---	1,559 30.0	---	12,055 38.4	---	2,832 27.5	---	10,844 34.6	---
Newark Average per trip	1,939 12.3	14 .1	2,242 12.2	---	3,647 12.8	31 .1	2,004 12.6	3 .1	564 10.8	3 .1	3,954 12.6	32 .1	1,328 12.9	6 .1	3,896 12.4	12 ---
Brick Church Average per trip	519 3.3	5 ---	586 3.2	8 .1	1,153 4.0	20 .1	588 3.8	5 ---	184 3.6	6 .1	1,287 4.1	22 .1	502 4.9	---	1,274 4.1	11 ---
Summit Average per trip	283 1.8	4 ---	330 1.8	4 ---	624 2.2	24 ---	236 1.5	4 ---	88 1.7	---	543 1.7	15 ---	250 2.4	---	574 1.9	4 ---
Dover Average per trip	362 2.3	7 ---	445 2.4	8 ---	818 2.9	30 .1	291 1.8	4 ---	121 2.4	---	675 2.1	19 .1	266 2.6	12 .1	678 2.2	16 ---
Blairstown Average per trip	86 .5	2,389 15.1	90 .5	2,732 14.8	64 .2	3,726 13.0	16 .1	1,763 11.2	9 .2	518 10.0	55 .2	3,494 11.1	23 .2	1,105 10.7	48 2.2	3,386 10.8
East Stroudsburg Average per trip	241 1.5	2,182 13.8	272 1.5	2,442 13.3	393 1.4	3,295 11.5	163 1.1	1,752 11.1	40 .8	466 9.0	303 .9	2,986 9.5	71 .7	811 7.9	274 .7	3,029 9.7
Cresco Average per trip	128 .8	1,961 12.5	145 .7	2,122 11.6	269 .9	2,964 10.4	215 1.3	1,797 11.4	29 .6	266 5.1	328 1.1	3,124 9.9	71 .7	626 6.2	315 1.0	2,689 8.6
Mount Pocono Average per trip	---	79 .5	---	79 .4	---	73 .3	---	74 .5	---	---	---	74 .2	---	---	---	96 .3
Pocono Summit Average per trip	32 .2	505 3.2	34 .2	542 3.0	44 .1	864 3.0	9 .1	359 2.3	3 .1	43 .9	29 .1	739 2.4	9 .1	236 2.2	21 .1	616 2.0
Tobyhanna Average per trip	16 .1	103 .6	17 .1	112 .6	25 .1	146 .5	5 ---	83 .5	---	28 .6	6 ---	161 .5	---	38 .3	5 ---	149 .5
Gouldsboro Average per trip	---	7 ---	---	7 ---	5 ---	10 ---	---	---	---	---	---	5 ---	---	---	---	---
Moscow Average per trip	---	1 ---	---	1 ---	---	1 ---	---	---	---	---	---	1 ---	---	---	---	---
Scranton Average per trip	---	5,515 35.0	---	6,327 34.4	---	9,357 32.7	---	4,136 26.2	---	1,267 24.4	---	8,563 27.3	---	2,518 24.5	---	7,921 25.3
Total Average per trip	12,772 80.8	---	14,400 78.2	---	20,541 71.7	---	9,980 63.2	---	2,597 50.2	---	19,235 61.2	---	5,352 52.0	---	17,929 57.2	---

330 I.C.C.

APPENDIX C

Operating revenue accruing to trains 40, 42 and 43 between Hoboken, N. J., and Scranton, Pa., for the periods shown

	5-1-62 10-31-62 (6 months)		5-1-62 11-30-62 (7 months)		1-1-63 12-31-63 (12 months)		1-1-64 10-31-64 (6 months)		11-1-64 12-31-64 (2 months)		1-1-64 12-31-64 (12 months)		1-1-65 4-30-65 (4 months)		5-1-64 4-30-65 (12 months)	
Train No. 40																
Passenger	\$15,578.26	\$19,126.44	\$39,922.66	\$9,952.37	\$16,618.87	\$4,404.44	\$30,975.68	\$10,092.99	\$31,116.30							
Dining and buffet	5,578.50	6,620.55	9,372.07	1,181.41	2,472.91	4,421.96	1,453.50	4,694.05	11,546.49							
Total	21,256.76	25,746.99	49,294.73	11,133.78	19,091.78	5,172.08	35,397.64	11,546.49	35,810.35							
Train No. 42																
Passenger	9,502.82	10,389.07	21,175.28	4,776.07	7,508.76	3,331.36	15,616.19	3,323.76	14,163.88							
Dining and buffet	1,023.00	1,282.60	2,783.53	803.88	1,102.57	3,322.00	2,238.45	547.85	1,982.42							
Total	10,595.82	11,671.67	23,958.81	5,579.95	8,611.33	3,663.36	17,854.64	3,871.61	16,146.30							
Train No. 43																
Passenger	35,790.36	40,684.04	71,320.75	20,679.02	30,835.56	8,200.50	59,715.08	16,504.04	55,540.10							
Dining and buffet	14,392.52	16,892.97	27,446.25	8,414.43	11,615.73	2,909.41	22,939.57	5,076.08	19,601.22							
Total	50,182.88	57,577.01	98,767.00	29,093.45	42,451.29	11,109.91	82,654.65	21,580.12	75,141.32							
AVERAGE PER MONTH																
Train No. 40																
Passenger	2,596.38	2,732.35	3,326.89	2,488.08	2,769.81	2,202.22	2,581.31	2,523.25	2,593.03							
Dining and buffet	946.42	945.79	781.00	295.35	412.15	383.82	368.49	363.37	391.17							
Total	3,542.80	3,678.14	4,107.89	2,783.43	3,181.96	2,586.04	2,949.80	2,886.62	2,984.20							
Train No. 42																
Passenger	1,583.80	1,484.15	1,764.61	1,194.02	1,251.46	1,665.68	1,301.35	830.94	1,180.32							
Dining and buffet	1,182.17	1,832.23	2,319.96	200.97	183.76	1,831.68	1,487.89	136.96	165.21							
Total	1,765.97	1,667.38	1,996.57	1,394.99	1,435.22	1,831.68	1,487.89	967.90	1,345.53							
Train No. 43																
Passenger	5,965.06	5,812.01	5,943.40	5,169.76	5,139.26	4,100.25	4,976.26	4,126.01	4,628.34							
Dining and buffet	2,398.75	2,413.28	2,287.18	2,103.60	1,935.96	1,454.71	1,911.63	1,269.02	1,633.44							
Total	8,363.81	8,225.29	8,230.58	7,273.36	7,075.22	5,554.96	6,887.89	5,395.03	6,261.78							

ERIE-LACKAWANNA R. CO. DISCONTINUANCE OF TRAINS 549

APPENDIX D

One way and round trip revenue passengers between stations, Scranton, Pa., to Blirstown, N. J., and Stations east of Blirstown, N.J., for the period May to December, of each year 1960 - 1964, inclusive.

Stations	1960	1961	1962	1963	1964
NEW YORK CITY AND					
Blirstown	156	201	191	168	165
East Stroudsburg	1,811	1,271	1,788	695	447
Cresco	1,440	1,570	1,257	1,038	737
Mount Pocono . .	5	6	1	-	-
Pocono Summit	491	328	232	219	231
Tobyhanna	14	23	28	208	18
Gouldsboro	12	-	3	1	-
Moscow	-	-	-	-	4
Scranton	12,878	10,515	13,106	8,424	7,097
HOBOKEN AND					
Blirstown	5,454	4,996	6,349	6,366	3,672
East Stroudsburg	11,778	11,765	11,518	10,214	8,594
Cresco	8,612	7,129	7,900	7,739	6,881
Mount Pocono . .	344	83	115	98	425
Pocono Summit	2,565	2,131	2,147	1,806	921
Tobyhanna	252	370	205	204	212
Gouldsboro	98	45	79	91	87
Moscow	75	27	30	11	-
Scranton	24,955	22,790	20,689	16,631	14,705
NEWARK AND					
Blirstown	1,273	1,098	1,526	1,380	1,396
East Stroudsburg	2,133	1,682	1,241	1,319	1,215
Cresco	1,103	963	1,211	1,123	1,038
Mount Pocono . .	6	4	79	6	12
Pocono Summit	221	198	143	190	215
Tobyhanna	35	23	71	97	207
Gouldsboro	10	4	5	3	9
Moscow	19	2	7	11	-
Scranton	6,981	7,123	6,827	6,143	5,487
BRICK CHURCH AND					
Blirstown	508	456	489	456	415
East Stroudsburg	667	656	638	610	525
Cresco	441	490	563	529	410
Mount Pocono . .	22	8	-	1	6
Pocono Summit	134	173	127	161	84
Tobyhanna	12	2	9	17	1
Gouldsboro	-	-	-	-	-
Moscow	2	-	1	3	-
Scranton	2,695	2,551	2,422	2,442	2,245
SUMMIT AND					
Blirstown	270	213	267	376	189
East Stroudsburg	829	490	539	569	366
Cresco	386	384	306	336	287
Mount Pocono . .	2	9	-	2	10
Pocono Summit	210	130	226	236	100
Tobyhanna	13	9	1	-	2
Gouldsboro	13	2	5	1	-
Moscow	2	-	2	-	-
Scranton	1,270	1,292	1,247	1,299	393
DOVER AND					
Blirstown	192	134	180	201	154
East Stroudsburg	1,524	794	1,005	599	383
Cresco	80	146	137	122	128
Mount Pocono . .	2	2	1	-	10
Pocono Summit	23	36	36	33	112
Tobyhanna	5	20	6	10	6
Gouldsboro	1	1	5	-	-
Moscow	7	-	1	5	-
Scranton	1,571	1,570	1,491	1,491	1,323
GRAND TOTAL	93,602	83,915	86,452	73,614	60,924

330 I.C.C.

APPENDIX E

Other passenger service operated by the Erie-Lackawanna Railroad to and from points now served by trains
40, 42 and 43

<u>WESTBOUND</u>				<u>EASTBOUND</u>			
<u>READ DOWN</u>				<u>READ UP</u>			
No. 15 Daily Ex. Sun.	No. 1 Daily	No. 5 Daily	No. 17 Sat. Only		No. 10 Daily Ex. Sun.	No. 6 Daily	No. 2 Daily
<u>AM</u> 12:15	<u>AM</u> 10:15	<u>PM</u> 7:30	<u>PM</u> 11:15	Lv. Hoboken Ar.	<u>AM</u> 3:35	<u>AM</u> 8:45	<u>PM</u> 6:30
-	*10:30	*7:45	-	Lv. Newark Ar.	3:21	*8:32	*6:16
-	*10:37	*7:53	-	Lv. Brick Church Ar.	-	*8:23	*6:04
-	*10:52	*8:05	-	Lv. Summit Ar.	-	*8:09	*5:50
-	*11:20	*8:37	-	Lv. Dover Ar.	2:38	*7:41	*5:25
-	11:52	9:06	-	Ar. Blairstown Lv.	-	7:06	4:57
2:25	<u>PM</u> 12:15	9:30	<u>AM</u> 1:11	Ar. E. Stroudsburg Lv.	1:48	6:45	4:38
-	12:36	9:50	-	Ar. Cresco Lv. **	-	6:25	4:16
-	-	-	-	Ar. Mt. Pocono Lv.	-	-	-
-	12:52	*10:02	-	Ar. Pocono Summit Lv.	-	-	4:03
-	-	-	-	Ar. Tobyhanna Lv.	-	-	-
-	-	-	-	Ar. Gouldsboro Lv.	-	-	-
-	-	-	-	Ar. Moscow Lv.	-	-	-
3:40 <u>AM</u>	1:35 <u>PM</u>	10:40 <u>PM</u>	2:30 <u>AM</u>	Ar. Scranton Lv.	12:20 <u>AM</u>	5:33 <u>AM</u>	3:20 <u>PM</u>

*Conditional stops.

**Trains 40, 42 and 43 stop at Mt. Pocono June 15 to September 15 only.