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NEW JERSEY STATE RAIL PLAN

.... for rail transportation
and local rail services

PHASE II



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AMENDMENT II

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new jersey department of transportation
august 1, 1976



ALAN SAGNER
COMMISSIONER

STATE OF NEW JERSEY
DEPARTMENT OF TRANSPORTATION
1035 PARKWAY AVENUE
TRENTON, N. J. 08625

August 1, 1976

Dear Mr. Hall:

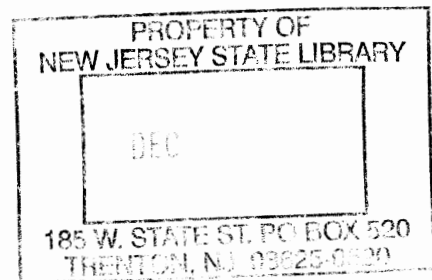
I am pleased to transmit to you ten copies of the Amendment to the New Jersey State Rail Plan for Rail Transportation and Local Rail Services, Phase II. This document represents the latest efforts and resulting recommendations stemming from the rail reorganization planning process in New Jersey. The Plan contains the designation of the New Jersey Department of Transportation as the agency responsible for the formulation of the State Rail Plan, and as well, my Certification that this document constitutes the Amended Phase II of the official State Rail Plan.

We look forward to the approval of this Plan by the Federal Railroad Administration and to your cooperation in the ensuing activities relating to the continuing rail reorganization process.

Sincerely,

Alan Sagner
Commissioner of Transportation

Mr. Asaph H. Hall, Administrator
Federal Railroad Administration
U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590



New Jersey State Rail Plan

Amendment

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INTRODUCTION

The New Jersey State Rail Plan for Rail Transportation and Local Rail Services - Phase II was published on December 9, 1975, and contained the detailed analyses and quantitative assessment of the discontinuance of specific rail services in New Jersey. Since publication of the "State Rail Plan - Phase II," numerous activities have been occurring which have affected the planning process in general, and the specific rail service recommendations in particular. This document has been formulated in order to update the "State Rail Plan - Phase II," and at the same time describe the major activities which have occurred since December 9, 1975.

The two basic activities, under which the majority of the State Rail Plan revisions can be categorized, are as follows:

- . Enactment of the Railroad Revitalization and Regulatory Reform Act of 1976 on February 5, 1976.
- . Implementation of the Rail Assistance Program pursuant to Title IV of the Regional Rail Reorganization Act of 1973, as amended.

The ensuing changes related to these two actions are described in detail in the following chapters. In addition, the specific

alterations to the recommendations presented in the "State Rail Plan - Phase II," are presented in Chapter IV of this Amendment.

Chapter I initially describes the planning process developed during the early stages of the rail reorganization activities. Succeeding sections within Chapter I then outline the revisions which occurred to the data base and rail structure for any one of numerous reasons. Of primary interest, is the fact that of the 193.8 miles of branch lines originally designated for exclusion from the final rail operating structure in New Jersey, 50.4 miles of branch lines have been scheduled for reinclusion in the final rail operating structure.

Chapter II describes the major impacts of the Railroad Revitalization and Regulatory Reform Act of 1976, upon various railroad related situations in New Jersey. Of particular interest in this Chapter are the amendments relating to the Rail Service Assistance Programs promulgated by the Reorganization Act of 1973. The local matching requirement for these monies has been reduced, the available funding for use by the states has been increased, and the scope of eligible projects has been expanded. In addition, the Revitalization Act of 1976 created a second Assistance Program which extended the total duration of rail service assistance programs to 5 years.

Chapter III describes the various adjustments to the NJDOT Policy established for the rail reorganization process. Briefly, these adjustments extend former policies, rather than completely revising the established policies.

As mentioned, Chapter IV presents the revised recommendations for each specific rail segment along with updated statistics and costs for each segment. Additional summaries and details are presented in the Appendices.

Chapter I

NEW JERSEY STATE RAIL PLANNING PROCESS

The background and procedural development of the New Jersey Department of Transportation (NJDOT) rail planning process has been described in detail in the "State Rail Plan" (SRP) published on December 9, 1975. Since completion of that document, new legislation, additional information, refined estimates of costs, and numerous other topics have been addressed by this ongoing planning process. The following sections will provide a brief synopsis of the planning process up to the date of publication of the SRP, and then describe in more detail, the topics addressed from that point in time to the present.

SYNOPSIS OF PAST RAIL PLANNING PROCESSES

On February 1, 1968, Stuart Saunders was hailed by the entire business community nationwide for successfully merging the Pennsylvania Railroad, the New York Central Railroad, and, eventually the New Haven Railroad into the single largest transportation conglomerate in the United States. Slightly more than two years later, on June 20, 1970, the gamble that the economies of scale and the mutual coordination would solve the conglomerates financial difficulties was lost. On that date, the Penn Central declared bankruptcy.

The downfall of the Penn Central, and the subsequent effects upon the complex railroad financing system caused seven other railroads in the Northeastern and Midwestern United States to follow the example of the Penn Central and likewise declare bankruptcy. The seven other bankrupt carriers were: the Ann Arbor, the Boston and Maine, the Central Railroad of New Jersey, the Erie Lackawanna, the Lehigh and Hudson River, the Lehigh Valley and the Reading Company. Some experts maintain that it was the financial failure and complex corporate relationships of the Penn Central that caused these other railroads to declare bankruptcy. Whatever the reasons for the demise of the Northeastern and Midwestern railroads may have been, the U. S. Congress enacted the Regional Rail Reorganization Act of 1973 to provide a means for revitalizing rail service in the Northeast and Midwest Region. The declared purposes of this Act were stated as follows:

- Identification of an adequate rail service system for the Region;
- Reorganization of the Region's railroads into an economically viable system capable of providing adequate and efficient service;
- The establishment of the United States Railway Association and the Consolidated Rail Corporation;

- Assistance to the states and local and regional authorities for continuation of local rail services threatened with cessation; and
- Necessary federal financial assistance at the lowest possible cost to the general taxpayer.

This Act also stipulated that the restructured regional rail system should:

- Be financially self-sustaining;
- Meet regional rail transportation needs adequately;
- Promote improved high-speed rail passenger service in the Northeast Corridor and reflect the United States Railway Association's (USRA) identification of other corridors in which major upgrading of track for high-speed passenger operation would yield substantial public benefits;
- Preserve, as much as possible, existing patterns of service;
- Preserve facilities and service for coal transport and conserve scarce energy resources;
- Retain and promote competition;

- Attain and maintain desirable environmental standards;
- Achieve efficiency in train operations; and
- Minimize unemployment and adverse effects on communities.

On February 1, 1974, Secretary of Transportation Brinegar published a two volume report entitled, Rail Service in the Midwest and Northeast Region. This report signaled the start of rail freight planning efforts by the State of New Jersey. These initial planning efforts were primarily directed towards data collection and comment upon the "Secretary's Report."

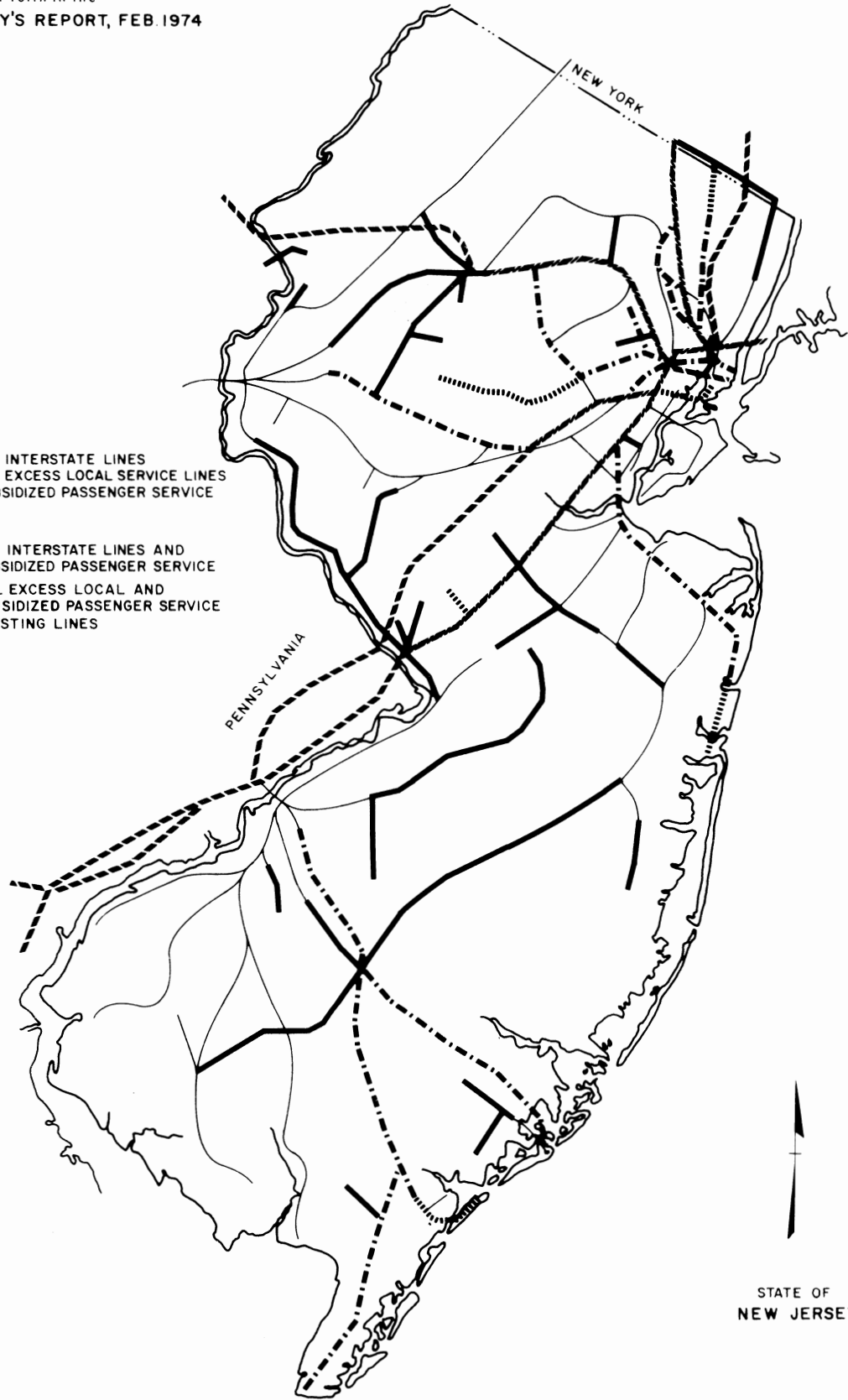
The Report identified some 300 route miles in New Jersey as "potentially excess rail lines." (See Figure I.1) This total represented 17 percent of the State's total track mileage. The report further suggested that the elimination of these 300 route miles of track would only result in the elimination of 10,000 carloads of freight annually. NJDOT considered this loss as very significant to the many firms which relied upon these 300 "excess" miles for their existence.

The ensuing data collection efforts which involved rail users and railroad operating companies was found to be insufficient for a comprehensive evaluation of the consequences of rail service discontinuance. The NJDOT, therefore, elected to prepare and execute a freight transportation survey of the affected

PROPOSED RAIL NETWORK
 as set forth in the
 SECRETARY'S REPORT, FEB. 1974

- POTENTIAL INTERSTATE LINES
- POTENTIAL EXCESS LOCAL SERVICE LINES
- - - STATE SUBSIDIZED PASSENGER SERVICE

- POTENTIAL INTERSTATE LINES AND STATE SUBSIDIZED PASSENGER SERVICE
- POTENTIAL EXCESS LOCAL AND STATE SUBSIDIZED PASSENGER SERVICE
- OTHER EXISTING LINES



STATE OF
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users on branch lines which had been identified as undesirable for continued rail freight operation.

The questionnaire developed for use in this survey was designed through the combined efforts of the NJDOT, the New Jersey Chamber of Commerce, and the New Jersey Department of Labor & Industry. Sample questionnaires from other states in the Eastern and Midwestern regions of the United States and from Regional Planning Commissions were used as a basis for New Jersey's questionnaire. The questionnaire sought to collect information in two main categories: (1) traffic movement into and out of the State, and (2) the socioeconomic impact resulting from the loss of rail freight service.

The initial mailing of the "State of New Jersey Freight Transportation Survey" was made during the early part of January, 1975. Return of the questionnaires was requested within two weeks of receipt by the rail user. Responses to the initial questionnaire mailing numbered 235 which computed to an overall 55 percent response rate. Each rail user who did not respond, and every rail user who did respond, but with incomplete information, was contacted by telephone in order to solicit the necessary information required for proper analysis.

On February 26, 1975, USRA published the Preliminary System Plan (PSP), after over a year of detailed planning and re-evaluation of the Secretary's Report. The overall mileage slated for

exclusion, in New Jersey, from the final operating structure was reduced to 211.6 miles. In many cases, the errors contained in the Secretary's Report were corrected. Much greater care was exercised by USRA in determining which branch lines appeared to be viable and which did not. However, the PSP like the Secretary's Report maintained that the branch line problem was detrimental to the creation of a viable rail system. Thus, the PSP concluded that the primary disadvantage to the insolvent railroads in the region was their unprofitable branch line operations.

Several methodologies for analyzing branch line viability were studied by USRA. The methodology finally chosen resulted in various "general" costs being allocated on a per-mile basis to all branch lines. Other system costs were likewise apportioned, based on the type of traffic, the distance hauled, etc. The branch line costs and revenues were summed, and if the result amounted to a net loss, the line was not recommended for inclusion in the final operating structure.

As was mentioned previously, a total of 235 questionnaires were returned by rail users located along the "potentially excess" branch lines identified in the Secretary's Report. As the information from these initial responses was being verified and tabulated, a new "crisis" arose. On March 3, 1975, the Erie Lackawanna Railway Company petitioned the court to allow its reorganization to proceed under the provisions of the Regional Rail Reorganization Act of 1973.

This new "crisis" required that the process of identifying shippers, mailing questionnaires, and telephone follow-up be repeated. The one major concern at this early point in the Erie's reorganization was the uncertainty of which lines were being studied by the USRA for possible exclusion from the final operating structure. In May, 1975, USRA published its evaluation of the Erie Lackawanna System. The EL lines recommended for exclusion from the Final System totaled 32.0 miles and increased the total excluded mileage in New Jersey to 243.6 miles. A field survey, conducted by NJDOT, resulted in the identification and location of 110 additional shippers, revising the total affected shippers to 538.

Utilizing the information contained in the questionnaires and the Abstract Data Tapes which were purchased from USRA, NJDOT prepared its response to the Preliminary System Plan. This response contained a line-by-line analysis of the impact upon the State of selected railroad abandonments. Corrections to errors in rail traffic originating and/or terminating on the excluded lines, types of commodities shipped or received, employment impact, industrial disposition, and in some cases, corrections to revenues attributable to the branch line operation were the key elements of the response to the PSP.

The USRA released its Final System Plan (FSP) on July 26, 1975. This document reiterated the principles set forth in the PSP, but updated and recalculated many of the specific recommendations contained within the PSP. A major change was the refusal

of the Norfolk and Western Railway to participate in any significant manner in the reorganization process. This left the Chessie System and the Southern Railway as the only solvent carriers in the Region expected to play a significant role.

The withdrawal of the Norfolk & Western created the further possibility that other solvent railroads would elect not to participate in the restructuring process. Because of this possibility, USRA was directed to present an alternative plan for the final restructured rail system. The result of this mandate was the recommendation by USRA for the creation of a "Unified ConRail" alternative. Under this proposal, ConRail would operate all of the properties of the seven bankrupt carriers. Minor coordination projects with the smaller solvents in the Region would still continue.

The FSP again stressed the importance of financial viability. The branch line issue was, again, considered to be the primary factor in this regard. After consideration of the evaluations of the PSP and the new data received, USRA recommended that approximately 6,918 miles of rail segments be excluded from the final operating structure. In New Jersey, the mileage recommended in the FSP for exclusion from the final structure was reduced to 193.8 miles. While the total excluded mileage was reduced, three line segments originally recommended for inclusion in ConRail according to the PSP, were not to be included per the recommendations issued in the FSP. The details of this development will be

discussed later in this chapter.

The total of 193.8 miles of track to be excluded from the final structure represented a reduction of 49.8 miles from the 243.6 excluded in the PSP. This new reduced mileage affected 102 active shippers of the total 538 patrons identified during the conduct of the State Rail Planning process. Of the 102 affected active shippers, a total of 63 responded to the NJDOT Freight Transportation Survey. The information obtained during the conduct of the freight survey was compared to the information derived during the conduct of the public hearing sponsored by RSPO and the public meetings sponsored by NJDOT and the New Jersey Department of Labor and Industry. Inconsistencies in the information obtained from these sources were quickly verified and corrected. In addition to these public forums, additional meetings were held between State and local officials and local planning agencies, ad hoc committees, interested groups and the affected rail patrons. The results from these intense verification and reverification procedures culminated in the publication of the New Jersey State Rail Plan.

The NJDOT, within the State Government of New Jersey, was designated by Governor Brendan T. Byrne to prepare and administer the documents mandated under the Reorganization Act. Coincident with the start of the rail reorganization process, the NJDOT initiated efforts to prepare its SRP for the State of New Jersey. As previously indicated, the initial planning efforts of the NJDOT

were directed towards the compilation of relevant data, and the review and revision of the larger planning process being carried on by federal agencies (i.e., the U.S. Secretary of Transportation and the USRA).

Phase I of the State Rail Plan set forth the goals and objectives to be used in conducting the analysis of the rail system in New Jersey, as well as providing some detail as to the analytical procedures and the format of the recommendations which would follow. The goals and objectives chosen for inclusion in the SRP were defined in order to reflect the value of a rail system to the general public. The detailed analysis procedures which were described in Phase I, all related to an evaluation based on the stated goals and objectives.

Phase II of the State Rail Plan described in detail the data, analytical procedures, and recommendations for all those lines which were to be excluded from the new ConRail System as it was envisioned at that time. The next several sections within this chapter will address various changes in the rail restructuring process and the adjustments made to the rail planning process in New Jersey.

LEGISLATIVE IMPACT ON RECOMMENDED FINAL CONRAIL STRUCTURE

The Final System Plan (FSP) published by the United States Railway Association on July 26, 1975, contained recommendations describing the operating configurations which were to be implemented by the rail reorganization. The summary of recommendations presented within the FSP is provided below.

- ConRail, will combine most of the services of the Penn Central (PC), the Central Railroad of New Jersey (CNJ), the Lehigh Valley (LV), the Lehigh & Hudson River (LHR), the Pennsylvania-Reading Seashore Lines (PRSL), a limited section of the Ann Arbor Railroad (AA), and small portions of the Erie Lackawanna (EL) and Reading (RDG) railroads;
- The Chessie System, will be offered most EL freight services east of Sterling (Akron), Ohio, most Reading services, the Charleston, W. Va. market of the Penn Central and access to some CNJ traffic in the Elizabethport/Perth Amboy, N.J. area;
- The Norfolk and Western Railway (N&W), will continue, essentially, in its present configuration;
- The Delaware & Hudson (D&H), will be offered certain route extensions that will provide it with direct connections to the south and west;

- The other smaller solvent carriers in the Region will maintain their existing route structures;
- Southern Railway will be offered the PC lines on the Delmarva Peninsula and the car float from Cape Charles to Norfolk, Virginia; and
- Amtrak will be designated for acquisition through ConRail of the Northeast Corridor from Boston to Washington for development of high-speed passenger service.

In addition to the lines which were to be operated by the various solvent carriers, the FSP further described those rail lines which would be available for subsidy and not be made part of the recommended final operating structure. In New Jersey, these rail lines totaled some 193.8 miles.

During the course of the Congressional approval process associated with the recommendations presented in the FSP, several criticisms were levied which were to eventually affect the rail operating structure in New Jersey. Also, the offers of various rail properties to solvent carriers (as described above) were eventually refused so that the operating structure within the entire Region was not in accord with the original recommendations of the FSP. The revisions which have been made are described in the following paragraphs.

New Jersey Operating Structure

The NJDOT, prior to publication of the FSP, had addressed those rail lines scheduled for exclusion from that final operating structure as they were listed in the PSP. Although the total mileage scheduled for exclusion in the FSP was less than that contained in the PSP, three of the scheduled line segment exclusions had not been identified in the PSP. This same situation existed for twelve other line segments located throughout the Region.

The difficulties which were presented by these unexpected exclusions, related to the lack of data and subsequent analyses which were provided for other rail lines. Very often, the analyses performed by the various responsible State agencies led to the correction of erroneous data and reversal of USRA recommendations. Without affording such opportunities to all rail lines, the rail users located on these lines were being unduly discriminated against.

The discrimination was brought to the attention of the U.S. Congress during its period of review of the FSP. Although the Congress eventually approved the FSP as submitted by USRA, subsequent legislation was enacted which caused these three rail segments in New Jersey to be included in the final operating structure. The segments affected include two portions of the former Central Railroad of New Jersey's Southern Division Mainline (USRA Line #1108) and a portion of the former Erie Lackawanna

Railway's Morris and Essex Mainline (USRA Line #1201). the re-inclusion of these three additional segments thus reduced the total excluded rail mileage in New Jersey to approximately 158 miles.

Regional Operating Structure

The recommendations contained in the FSP, and outlined previously, were only offers to solvent rail carriers to purchase various properties. The basis for including these recommendations were not in the form of binding agreements, but only in the form of preliminary understandings between parties. The actual consummation of the recommendations was to occur after Congressional approval of the FSP.

One of the many conditions which was required of the acquiring railroads was contained in Title V of the Reorganization Act. Section 508 of this Act required that employee protection be extended to all employees of bankrupt carriers who would be transferred to any acquiring railroad. The particular employee protection referred to was explicitly described in Section 505 of the same Act. The protective clauses in this section generally provided that no employee would "be placed in a worse position with respect to compensation, fringe benefits, rules, working conditions, and rights and privileges" Because many of the costs associated with these protections were unacceptable to the solvent carriers being offered rail properties, the final operating structure which was implemented, contained only one major

carrier, ConRail. The results of this revision to the original FSP recommendations was primarily a lessening of rail competition throughout the Region and especially in New Jersey where nearly the entire rail system was to be owned and operated by ConRail.

During the period when acquisition of rail properties by solvent carriers was being negotiated, independent analyses were being performed by solvent carriers, on selected lines scheduled for exclusion by the FSP. As a result of these independent analyses, several excluded lines were included as part of rail systems to be operated by the acquiring solvent carriers. When the final agreements failed to materialize, ConRail became responsible for operation over these lines. In New Jersey, one such line was the Erie Lackawanna Railway's Washington-Phillipsburg Line, USRA #1212. This addition to the final operating structure further reduced the total excluded mileage in New Jersey to 148 miles.

ADJUSTMENTS ON EXCLUDED BRANCH LINES

The passage of the Railroad Revitalization and Regulatory Reform Act of 1976, the acquisition of a portion of the Belvidere Delaware Branch by the Black River and Western Corporation, and the decision by USRA to execute certain revisions pursuant to Section 208(d)(3)(i) of the Regional Rail Reorganization Act of 1973, as amended, have all resulted in specific adjustments being made to the line segments recommended for exclusion from the ConRail System by the Final System Plan.

The Final System Plan originally recommended that a total of 193.8 miles, in New Jersey, be excluded from the ConRail System. The impact of the legislative changes to the Reorganization Act, described in the previous section, reduced this total mileage by 46 miles. Still other reductions in the total excluded mileage were occasioned by the Black River and Western Corporation's purchase of a 2.6 mile segment of the Belvidere-Delaware Branch at Lambertville, and the exercising of provisions within Section 208(d)(3)(i) of the Reorganization Act. As a result of these events, the total excluded mileage within New Jersey is 143.4 miles. A summary of the adjustments in termini is presented in Table 1.1.

As a result of the adjustments in branch line termini, the number of rail patrons now affected by the cessation of rail service has also decreased. A total of 102 rail users were affected by the original Final System Plan recommendations. Of the total number of rail users originally affected by the FSP, 23 are

TABLE 1.1

Comparison of Excluded Mileage

<u>USRA Line No.</u>	<u>Branch Line</u>	<u>FSP Mileage</u>	<u>Final Mileage</u>
119	Kingston Br.	3.6 mi.	3.6 mi.
121	Belvidere-Delaware Br.	14.0	14.0
121a	Belvidere-Delaware Br. ¹	19.0	16.4
123/124/124a	Freehold Secondary Track	5.2	5.2
127/128	Union Transportation Co.	13.3	13.3
130	Medford Branch	5.0	5.0
703	Princeton Branch	2.9	2.9
1102	Newark Bay Bridge	1.9	1.9
1103	South Branch	3.1	3.1
1104	Freehold Branch	3.2	3.2
1105	New York & Long Branch	9.0	9.0
1106	Toms River & Barnegat Br.	4.1	4.1
1107	High Bridge Branch	24.4	22.6
1108	Southern Division ML	26.5	In ConRail
1201	Morris & Essex ML	9.0	In ConRail
1204	Gladstone Branch	12.3	12.3
1206	Orange Branch	2.7	2.7
1207	Caldwell Branch	6.0	6.0
1212	Washington-Phillipsburg Line	10.5	In ConRail
1800	Pleasantville Secondary	3.8	3.8
1807	Camden-Atlantic City Main Line	7.5	7.5
1808	Ocean City Br.	<u>6.8</u>	<u>6.8</u>
	TOTAL	193.8	143.4

¹ConRail has a one year lease on this segment in order to interchange traffic with the BR&W at Lambertville.

located along segments that have been redesignated as properties of either ConRail or the Black River and Western Corporation. These additional designations have reduced the number of rail patrons that are still located along the excluded line segments to 79. A comparison of the number of rail users affected, before and after revisions to the FSP, is shown in Table 1.2.

As a result of the numerous meetings held between the NJDOT and the affected rail patrons during December 1975 and the first quarter of 1976, information was obtained concerning the volume of traffic generated along the revised, excluded rail segments. The information presented, in Table 1.3, represents the traffic that was shipped or received by the 79 rail patrons during the years 1973 through 1975.

The New Jersey Department of Transportation has worked closely with the Bureau of Rail and Motor Carriers, of the N.J. Public Utilities Commission, in determining the condition of the trackage and the cost of maintenance repairs required on the excluded rail segments. Table 1.4 summarizes the rehabilitation and annual maintenance costs for the excluded segments.

TABLE 1.2

Summary of Affected Number of Rail Shippers

<u>USRA Line No.</u>	<u>Branch Line</u>	<u>Number of Affected Shippers</u>	
		<u>FSP</u>	<u>Final Count</u>
119	Kingston Branch	2	2
121	Belvidere-Delaware Br. ¹	1	1
121a	Belvidere-Delaware Br.	7	0
123/124/124a	Freehold Secondary Track	4	4
127/128	Union Transportation Co.	7	5
130	Medford Branch	13	15
703	Princeton Branch	0	0
1102	Newark Bay Bridge	0	0
1103	South Branch	2	2
1104	Freehold Branch	2	2
1105	New York & Long Branch	12	12
1106	Toms River & Barnegat Branch	2	1
1107	High Bridge Branch	7	6
1108	Southern Division ML	2	In ConRail
1201	Morris & Essex ML	7	In ConRail
1204	Gladstone Branch	5	5
1206	Orange Branch	7	7
1207	Caldwell Branch	5	5
1212	Washington-Phillipsburg Line	5	In ConRail
1800	Pleasantville Secondary	5	5
1807	Camden-Atlantic City ML	1	1
1808	Ocean City Branch	6	6
	TOTAL	102	79

¹The seven rail patrons are being served by the Black River and Western Railroad.

TABLE 1.3

Summary of Carloadings on Excluded Lines

USRA Line No.	Branch Line	1973			CARLOADS 1974			1975		
		In	Out	Total	In	Out	Total	In	Out	Total
119	Kingston Br.	2	279	282	0	766	76	Out of Service		
121	Belvidere-Delaware Br.	10	0	10	12	0	12	8	0	8
121a	Belvidere-Delaware Br.	47	74	121	75	0	75	24	50	74
123/124/124a	Freehold Secondary Tr.	41	14	55	27	4	31	24	1	25
127/128	Union Transportation Co.	175	12	197	144	23	167	145	21	166
130	Medford Br.	192	14	206	107	0	107	99	0	99
703	Princeton Br.	--	--	0	--	--	0	--	--	0
1102	Newark Bay Br.	--	--	0	--	--	0	--	--	0
1103	South Br.	101	0	101	--	--	--	41	0	41
1104	Freehold Br.	25	65	90	30	146	176	26	35	61
1105	New York & Long Branch RR	37	341	378	0	334	334	0	373	373
1106	Toms River & Barnegat	2	100	102	0	80	80	0	60	60
1107	High Bridge Br.	70	6	76	91	12	103	82	5	87
1204	Gladstone Br.	45	32	77	33	20	53	25	14	39
1206	Orange Branch	0	229	229	0	267	267	0	192	192
1207	Caldwell Br.	46	0	46	22	0	22	16	0	16
1800	Pleasantville Secondary Track	174	0	174	93	0	93	52	0	52
1807	Camden-Atlantic City ML	39	0	39	25	0	25	25	0	25
1808	Ocean City	39	0	39	26	0	26	33	0	33
TOTAL		1,045	1,166	2,211	685	952	1,647	600	751	1,351

NOTE: The Southern Division Main Line (1108), the Morris & Essex Main Line (1201) and the Washington-Phillipsburg Line (1212) are not included in this table due to the fact that these line segments have been incorporated into the ConRail System.

TABLE 1.4

Rehabilitation and Annual Maintenance Costs
on Excluded Rail Segments

USRA Line. No.	Branch Line	Rehabilitation Cost	Annual Class I Maintenance Cost for Four Yrs.
119	Kingston Br.	\$ 23,220	\$ 27,200
121	Belvidere-Delaware Br.	--	--
121a	Belvidere-Delaware Br.	--	--
123/124/124a	Freehold Secondary Tr.	11,000	41,500
127/128	Union Transportation Co.	59,000	106,030
130	Medford Branch	82,000 ¹	
703	Princeton Br.*	--	22,703
1102	Newark Bay Br.	--	--
1103	South Branch	--	--
1104	Freehold Branch	--	24,200 ²
1105	New York & Long Br. RR*	1,814,107 ³	14,360
1106	Toms River & Barnegat Br.	--	83,130
1107	High Bridge Br.	--	57,790
1204	Gladstone Br.*	--	179,350
1206	Orange Br.	--	20,700
1207	Caldwell Br.	14,000	46,290
1800	Pleasantville Sec.	--	30,200
1807	Camden-Atlantic City ML	--	59,970
1808	Ocean City Br.	--	53,090

*Cost to maintain at Class III

¹Improvement to team track facility at Mt. Holly, N.J.

²Segment between Matawan and Morganville, only

³For repairs to Manasquan River Bridge - \$500,000; elimination of drainage problem at Manasquan - \$250,000; and reimbursement of past rehabilitation expenses - \$1,064,107

PASSENGER SERVICES

The recommendations formulated within the original SRP primarily addressed solutions to continue essential rail freight services. The value of excluded rail segments, relating to passenger services, was addressed within the SRP, however, not in terms of developing a comprehensive statewide rail passenger network. The basis for using a less than comprehensive methodology was derived from the SRP being freight service oriented, and the limited scope of the Reorganization Act as one of essentially freight service issues.

Chapter II of this document describes the changes which have occurred because of the enactment of the "Revitalization Act of 1976." At this time, passenger service continuation has been afforded considerably more emphasis in the new legislation. The description of the mechanism utilized to provide for the immediate continuation of rail passenger services is also outlined in Chapter II.

For the rail passenger services which are provided over excluded rail segments, the NJDOT has formulated recommendations based on the acquisition of these rail segments. Prior to enactment of the Revitalization Act, the costs for acquisition of these properties was to be borne by the State of New Jersey with possible assistance from the Urban Mass Transportation Administration. The amendments to the Reorganization Act pursuant to Section 805(a) of the Revitalization Act provides additional funding options for

the acquisition of these properties. Details of these options are also further described in Chapter II.

On April 1, 1976, formal operations were initiated by ConRail. This date also marked the implementation of many of the programs mentioned above and which concern the Revitalization Act. The passenger services, as they exist as of April 1, 1976, are described below, and depicted in Figure 1.2.

Former Erie Lackawanna Service

ConRail (Hoboken Division) currently provides rail commuter service along the former Erie Lackawanna Lines (EL) among communities in Bergen, Passaic, Essex, Morris, and Somerset Counties and Hoboken, New Jersey. At Hoboken, passengers may make connections via the Port Authority Trans-Hudson Corporation (PATH) for destinations in midtown and downtown Manhattan. The passenger facilities surrounding, and including, the Hoboken Terminal, USRA Designation ID #6801, have been purchased by the State of New Jersey and designated as State Rail Plan Project Numbers HOB-T-77-01 and HOBY-77-01.

Communities in Essex, Morris, and Somerset Counties are also provided with service to Newark. At present, no ConRail rail commuter service, operating along the former EL lines, provides direct rail access to midtown Manhattan.

This ConRail (Hoboken Division) service is divided into diesel-powered service serving Bergen, Passaic, Essex and Morris

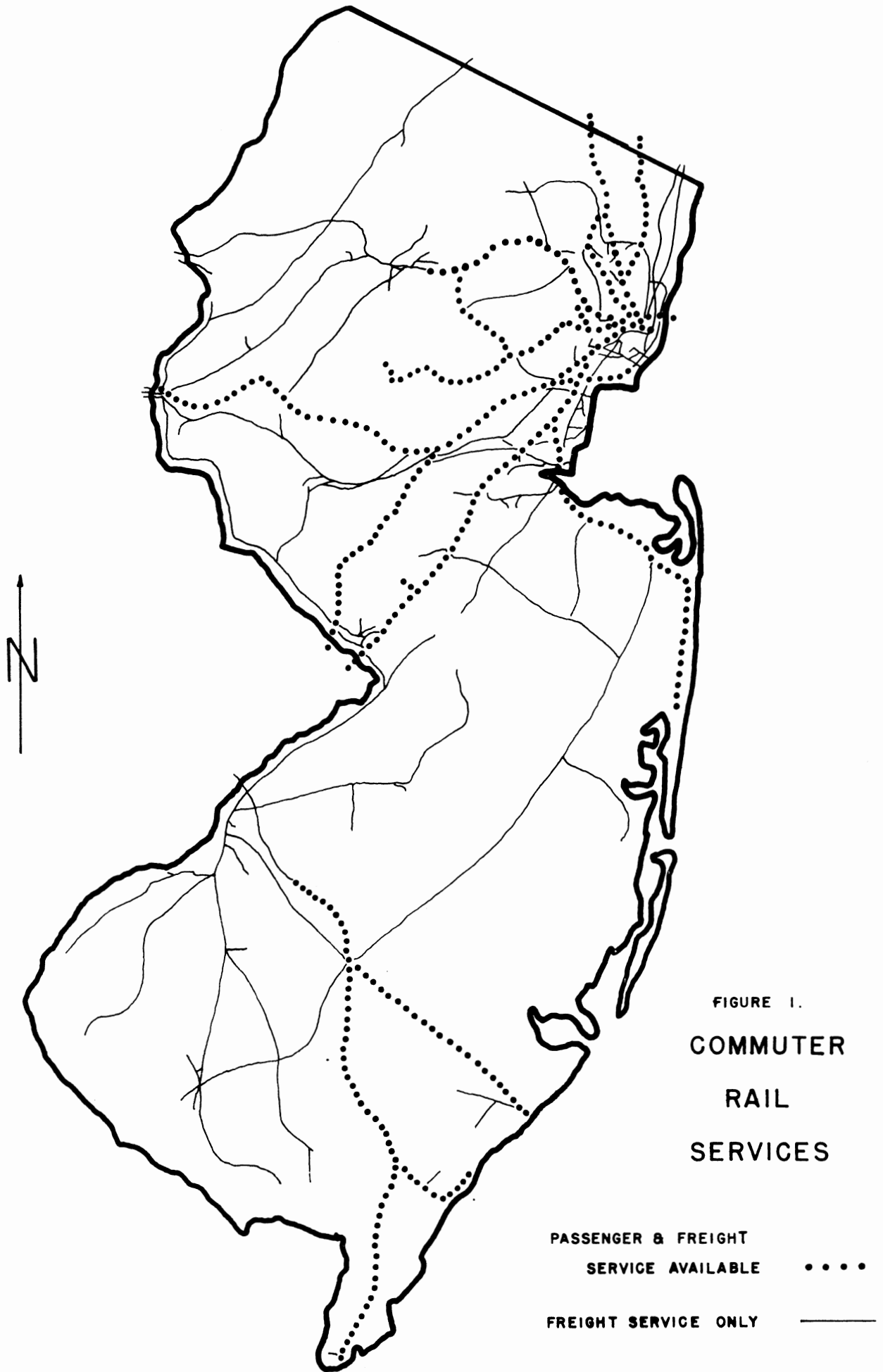


FIGURE 1.
 COMMUTER
 RAIL
 SERVICES

PASSENGER & FREIGHT
 SERVICE AVAILABLE

FREIGHT SERVICE ONLY ———

Counties, and electrified service serving Essex, Union, Morris, and Somerset Counties. The diesel service is provided over three lines, formerly known as: the Pascack Valley Line, serving eastern Bergen County; the Main Line-Bergen County Line, serving western Bergen County and Passaic County; and the Boonton Line, serving Morris, Passaic, and Essex Counties. The electrified service is provided over the formerly known Morristown Line, serving Morris and Essex Counties; and its connecting lines, the Montclair Branch, serving Essex County and Gladstone Branch serving Somerset County. The Gladstone Branch includes USRA Line Segment #1204 between Millington and Gladstone. This segment has been purchased by the State of New Jersey at a cost of approximately \$159,200.

The following table indicates the number of trains per week-day and the number of passengers carried in 1975, for each segment of the former EL commuter service.

<u>FORMER ERIE LACKAWANNA</u>	<u>TRAINS PER WEEKDAY</u>	<u>EAST</u>	<u>WEST</u>
Pascack Valley Line	12	3,556	3,199
Main Line-Bergen Co. Line	66	8,662	8,608
Boonton Line	25	3,400	3,112
Morristown Line, including Montclair & Gladstone Branches	<u>157</u>	<u>19,878</u>	<u>20,410</u>
TOTAL	260	35,496	35,329

Former Central Railroad of New Jersey Service

The former Central Railroad of New Jersey (CNJ) commuter service operating over the Main Line between Phillipsburg and New York

City is currently operated by ConRail. The ConRail passenger trains serve communities in Warren, Hunterdon, Somerset, and Union Counties. At Newark, passengers can make connections via PATH to downtown Manhattan.

The present passenger service utilizes a key segment of the former Lehigh Valley double track railroad between Cranford and the northerly connection with the AMTRAK Mainline at Hunter Tower (HUNT-77-01), via the Aldene Connection. The northerly connection at Hunter Tower has been purchased by the State of New Jersey from the estate of the Penn Central Transportation Company for the sum of \$59,614.

ConRail also currently operates the Bayonne Shuttle Service between Bayonne, in Hudson County, and Cranford in Union County. This shuttle service traverses Newark Bay via the CNJ's Newark Bay Bridge, USRA Line Segment #1102. This structure has been declared a navigational hazard by the U.S. Coast Guard, and future passenger service over this bridge is presently being evaluated in light of the Coast Guard determinations.

The other major rail commuter service being operated by ConRail is the North Jersey Coast Service over the former New York and Long Branch Railroad (NY&LB). Prior to ConRail's takeover of the bankrupt carriers, this NY&LB commuter service was a joint venture owned by the CNJ and Penn Central. The NY&LB service connects the North Jersey Coast communities in Ocean, Monmouth, Middlesex, and Union Counties with New York's Penn Station. As with the

Mainline service, passengers utilizing the NY&LB service can transfer at Newark for destinations to downtown Manhattan via PATH.

The NY&LB service includes USRA Line Segment #1105 between Bradley Beach and Bay Head. The State of New Jersey has purchased this 9.0 mile segment for the sum of \$839,286. The State Rail Plan Project Number for this acquisition is NYLB-76-01.

In addition to the trackage of the NY&LB service, the North Jersey Coast operation runs over a short section of the former CNJ trackage, north of the Raritan River, over the former PC's Perth Amboy and Woodbridge Branch, and connects with AMTRAK's Main Line at Rahway for the remainder of the trip to Newark and New York.

The total number of weekday trains and passengers carried in 1975 are as follows:

<u>FORMER CNJ SERVICE</u>	<u>TRAINS PER WEEKDAY</u>	<u>EAST</u>	<u>WEST</u>
Main Line (including Bayonne Br.)	59 (plus 41)	7,815	6,856
New York & Long Branch	<u>14</u>	<u>3,586</u>	<u>4,102</u>
TOTAL	114	11,401	10,958

Former Penn Central Service

ConRail and AMTRAK provide rail commuter service over the former Penn Central Mainline from Trenton, in Mercer County, through Middlesex, Union, and Essex Counties to New York's Penn

Station. This commuter service is operated over a portion of the Northeast Corridor linking Washington, D.C. and Boston, Mass.

This service includes stops at Princeton Junction, New Brunswick, Metuchen, Elizabeth, and Newark Station. Service also originates at the Jersey Avenue Park-and-Ride, south of New Brunswick.

The branch line between Princeton and Princeton Junction, USRA Line Segment #703, is used to transport passengers to the commuter and AMTRAK intercity service on the former Penn Central Mainline. The State of New Jersey has purchased this line segment for \$65,406. The State Rail Plan Project Number is PJCT-76-01.

Additional commuter trains to Newark and Manhattan are operated from South Amboy, in Middlesex County, to Manhattan over the former PC's Perth Amboy and Woodbridge Branch and the Mainline east of Rahway. The North Jersey Coast service, formerly provided by both the PC and CNJ, is now also operated by ConRail.

The following shows the total number of weekday trains and passengers carried in 1975:

<u>FORMER PC SERVICE</u>	<u>TRAINS PER WEEKDAY</u>	<u>EAST</u>	<u>WEST</u>
Main Line	77	18,800	17,658
Princeton Branch	40	439	468
South Amboy	20	1,103	922
North Jersey Coast	<u>20</u>	<u>5,834</u>	<u>5,584</u>
	TOTAL	26,176	24,632

Former Pennsylvania-Reading Seashore Lines Service

ConRail operates the rail commuter service of the former Pennsylvania-Reading Seashore Lines (PRSL). This service operates between the communities in Atlantic and Cape May Counties and Lindenwold, New Jersey. At Lindenwold, passengers can transfer to connecting trains for travel to Camden and Philadelphia. The connecting trains, known as the Lindenwold High Speed Line, are operated by the Delaware River Port Authority's Port Authority Transit Corporation (PATCO).

The former PRSL commuter service partially operates over USRA Segment #1808, between Ocean City and Palermo, and USRA Line Segment #1807, between Lucaston and Lindenwold. Both segments have been purchased by the State for \$43,619 and \$51,362 respectively. The respective purchase project numbers are: OCEA-77-01, and CAAC-77-01.

The commuter service consists of the following number of weekday trains per weekday: Atlantic City Mainline, 6; Cape May Branch Line, 4. The number of passengers carried per weekday in 1975 approximates 300 in each direction.

Former Joint Reading-CNJ Service

Former rail commuter service from Philadelphia and West Trenton, through Mercer and Somerset Counties, thence to Newark Penn Station is provided now by ConRail. The service consists of two trains in each direction, on weekdays only, and carries

approximately 350 passengers per day in each direction. The service operates over the former Reading tracks from its origin to Bound Brook. At Bound Brook, the service proceeds to Cranford and thence, Newark Penn Station. Passengers then may take PATH to downtown Manhattan. This service utilizes a key segment of double track railroad between Cranford (Aldene) and a connection with the AMTRAK Mainline in Newark.

Two remaining topics concerning rail passenger service in New Jersey require certain revisions at this time. The first topic concerns the "dominant user theory", which was addressed in considerable detail in the original State Rail Plan. The second topic concerns the acquisition of options-to-purchase for many of the major rail passenger rights-of-way in New Jersey. Each of these topics will be discussed below.

Dominant User Theory

A major component of the recommendations found in the Final System Plan specifically applies to what is called "cost-sharing principles." USRA states that a formula was devised to eliminate or reduce the many operational and financial conflicts which have characterized the relationships between passenger and freight interests. The principles require that ownership or lease and control of rail facilities in the Region should become the responsibility of the dominant users. The implementation of the formula

implies that the dominant user of a facility should own it and bear all costs of operating and maintaining the facility except those which could be avoided if the minority user were not present. Restated, where passenger service is dominant, freight service, rather than passenger service, is classified as avoidable and would pay the avoidable costs, while passenger service would bear the base costs of the facility.

On various occasions, USRA made the fact explicit that the formula, which would result in the shift of substantial service costs from ConRail to commuter authorities, must be implemented. It has been set forth that this formula would relieve ConRail of the possible financial drain that might result from its operation of passenger services, and that it would also enhance the financial viability of ConRail as a "for-profit" organization.

The criteria upon which the dominant user is defined has not yet been adopted. Upon adoption by the RSPO of the applicable standards, the NJDOT will assess the impacts relating to the commuter rail services under its jurisdiction. The results of these assessments will determine the appropriate steps to be taken by the State of New Jersey. At this point in time, NJDOT continues to remain gravely concerned about the potential ramifications of the implementation of the dominant user theory.

Purchase Options

Enactment of the Revitalization Act of 1976 permitted USRA to modify portions of the Final System Plan pursuant to Section 208(d) of the Reorganization Act, as amended. These modifications were allowed, only if more efficient operations were to be derived from the change.

The NJDOT petitioned USRA, and received approval, for three modifications to the Final System Plan which are concerned with rail passenger service. The three modifications are described below.

1. "The New Jersey Department of Transportation acquired an option to purchase within 900 days subsequent to the date of conveyance and pursuant to Section 303(b) (1) of the Regional Rail Reorganization Act, as amended, from ConRail and/or AMTRAK the following stations (with associated parking facilities) located in the Northeast Corridor but which predominantly serve commuter rail operations or are already owned in large part by the State of New Jersey.

South Street	Metro Park
North Elizabeth	Metuchen
Elizabeth	Edison
Linden	New Brunswick
Rahway	Jersey Avenue
North Rahway	Princeton Junction
Colonia	Trenton

Also included are all other station properties between Trenton and South Street Station, which have ceased serving as rail passenger stops during the past 15 years."

2. "The New Jersey Department of Transportation is designated as transferee for the Hoboken Terminal Building owned by the Erie Lackawanna Railway Company and such adjacent or related properties owned by the Hoboken Ferry Company as may be necessary for use in the provision of passenger rail service and maintenance of the integrity of the station facility, subject to the option of ConRail to acquire appropriate use and occupancy rights."

3. "The New Jersey Department of Transportation acquired an option, to be exercised within 900 days of conveyance, to purchase any or all of the rail lines listed in the attached Appendices A and B other than main freight lines and available-for-subsidy lines for which the State was not offered an option to acquire under Section 206 (c) (1) (D) of the Rail Act. In addition, the New Jersey Department of Transportation is granted a limited option, to be exercised within 900 days of conveyance, to acquire all rail lines listed in the attached Appendices A and B that are main freight lines conditioned on the prior execution of a mutually satisfactory agreement between the State and ConRail for the joint operation of those main lines. Any disputes whether a rail line is a "main freight line" are to be resolved by the United States Railway Association."

The Appendices referred to in modification #3, consist of a listing of virtually all rail lines in New Jersey which presently provide commuter rail service (Northeast Corridor excluded).

The 900-day options to purchase the various commuter rail properties is further qualified by Section 206(d)(5)(C) of the Reorganization Act, as amended. This additional qualification guarantees that the cost of acquisition will be at a value related to the value received from the transferor by ConRail. This guarantee provides that the State of New Jersey will maintain a limited alternative to acquire rail passenger properties, if the cost of access rights to those same properties becomes prohibitive.

OTHER NEW JERSEY RAIL OPERATORS

Several other railroads currently maintain freight operations within New Jersey. These other railroads serve as either "bridge" lines or short line operators. With the exception of the New York, Susquehanna and Western these other seven companies are solvent carriers. In January, 1976, the NYS&W filed for bankruptcy under Section 77 of the Bankruptcy Act. The following is a brief description of the history and operations of these additional rail carriers in New Jersey.

Delaware & Hudson Railway Company

Delaware & Hudson Railway Company (D&H) operates in the Northeast Region, as a "bridge" route linking New England and Eastern Canada with the South and West. It constitutes one of those solvent rail freight carriers in the Region identified in the rail restructuring process by the Regional Rail Reorganization Act of 1973.

Delaware & Hudson Railway Company was chartered in 1823 originally as a canal company connecting the Delaware & Hudson Rivers. It evolved to its present form by the construction and acquisition of numerous rail properties. In its early railroad history, the D&H's principal source of revenue was derived from the transportation of coal. With the decline in use of coal, the D&H developed its present principal function as a "bridge" or overhead carrier. In its pre-reorganization configuration,

the D&H operated 747 miles of mainline in Pennsylvania, New York, and Vermont. The rail reorganization process, under the principle of enhancing the North-South rail competition, resulted in substantial portions of lines formerly owned by insolvent entities to be included into the D&H network. They include extensions to Allentown, Pennsylvania, and Binghamton, New York in 1973, and to Buffalo, Philadelphia, and Bethlehem, Pennsylvania; Newark, New Jersey; and Washington, D.C. in 1976. The latter extensions occurred when the Chessie System was unable to exercise its option under the Reorganization Act to acquire the foregoing properties.

The D&H maintains certain trackage rights in New Jersey, including those along the lines from Allentown, Pennsylvania to Newark, as well as interchange rights at Bound Brook and Oak Island (Newark).

Black River & Western Corporation

The Black River & Western Corporation, an independent carrier, has been engaged in the transportation of passengers and property since 1970. Its operation extends from a connection with the former Penn Central Belvidere-Delaware Branch at Lambertville to Flemington, New Jersey, a distance of 12 miles. At Flemington, a connection is made with the former CNJ South Branch.

The BR&W is regarded as a profit-making entity, showing an average profit of 7 percent in annual gross income since its commencement of common carrier operations in 1970. Although freight traffic had not exceeded 800 cars in each calendar year prior to 1974, a positive cash flow contributed to the railroad's operating profit (the balance being from passenger service).

In early 1974, the BR&W was able to extend service on the portion of South Branch which connects with BR&W at Flemington. This line was formerly operated by CNJ and was removed from active service pursuant to ICC Order No. 118. The extension enabled BR&W to handle all of the rail freight into the Flemington area, which amounts to 2,000 cars per year at present volume.

The Final System Plan did not convey the Belvidere-Delaware Branch of the former Penn Central to ConRail. This branch connects the BR&W with the major markets in the Region, including provision of ready access to the New York and Philadelphia markets. Since the elimination of this Penn Central connection was deemed to have an unnecessary adverse effect on the shippers dependent on the BR&W for freight service, the State of New Jersey filed a petition with USRA in early 1976 that a portion of this segment be designated to the Black River and Western.

The BR&W Railroad recently acquired the most westerly segment of the former CNJ's South Branch, which extends a distance of 5 miles from its present connection in Flemington. A connection between the South Branch and the Mainline of the former

Lehigh Valley is in the process of construction in the vicinity of Three Bridges. The current stabilized demands for rail service to the Flemington area amounts to approximately 2,000 cars per year, and there is a strong prospect that the demand will substantially increase in the future. Consequently, it seems to be a reasonable expectation that the BR&W should continue to be a financially independent carrier.

New York, Susquehanna and Western Railroad

The New York, Susquehanna and Western Railroad was chartered in the State of New Jersey as a rail freight carrier, and has been engaged in the transportation of interstate properties within the State. In 1974, the last year for which the figures were available, the railroad received on the average about 56 cars per day from connections primarily in Passaic and Bergen Counties and delivered the same for a total annual freight volume of 28,471 cars.

In January 1976, NYS&W filed for reorganization under Section 77 of the Federal Bankruptcy Act and has since been in the process of reorganization. The bankruptcy of the railroad was attributed to several factors, which included the increase in labor and operation costs, a tight credit market, management problems, and bankruptcies of NYS&W connecting railroads. The railroad, however, is not considered to be in any immediate danger of liquidation.

Detailed investigation into various alternatives, including the apparent qualification of the NYS&W for loan guarantees under Title V of the Revitalization Act, are currently underway and specific recommendations will be incorporated in the next amendment.

Morristown and Erie Railroad

The Morristown and Erie Railroad is a solvent, short line railroad serving the northeastern region of New Jersey. It was established in 1903, as the result of the merger of Whippany River and Whippany and Passaic Railroads. Currently, it owns and operates a 12-mile track from Morristown to Essex Fells, New Jersey.

The line has connections at both points with the former Erie Lackawanna although Morristown is used as the preferred connection point. The line is operated primarily for freight movement. (Passenger service was dropped in 1928.) Most of the M&E's shipments are handled in the Whippany and Roseland areas. Paper mills are the carrier's largest customers. Other commodities include petroleum products and construction materials.

An excursion passenger service was instituted on the M&E track in 1965 under a lease agreement. Under this contract the M&E leased its trackage between Roseland and Whippany to Morris County Central Railroad Company which put steam locomotives on the line for pleasure trips. In summer 1974, the Morris County

Central moved its operation to Newfoundland and another small carrier, the Whippany and Tonnerville Railroad, now operates on the M&E's tracks.

Discussions have been concluded with the management of the M&E Railroad concerning the operation by the M&E of freight service over the Caldwell Branch, USRA Line No. 1207.

Union Transportation Company

Until April 1, 1976, this rail carrier had been operating on a 13.3-mile segment of track between Fort Dix and Shrewsbury Road in Monmouth and Burlington Counties, N.J. Beginning in 1888, the operation was maintained through a lease contract with the Company, the former Penn Central, and its predecessor corporations. Under this lease agreement, the Union Transportation Company was supplied with equipment and administrative services in order to operate the freight service. In return, UT was required to render to the lessor all profits in excess of the basic \$10,000 annual earning to which it was entitled. The contract also stipulated that any loss encountered by the Union Transportation Company operation would be borne by the lessor, and as of April 1976, some \$70,000 was owned by PC.

Within the FSP, this line was not scheduled to be included in the final operating rail structure. As of March 31, 1976, operations on this branch have been terminated by the Union Transportation Company.

Rahway Valley Railroad Company

The Rahway Valley Railroad extends from Summit to Roselle Park, N.J., a distance of approximately 9 miles in Union County. At Summit, the mainline has a connection with the former Erie Lackawanna's Morristown Line, and at Roselle Park it connects to the former Lehigh Valley Railroad.

Strategically located in a major industrial area of the State, the line has played a role in opening up and expediting industrial growth in the Northeastern part of the State, particularly west of Elizabeth and Newark.

The railroad was established in 1904 and since 1919 has been operated by the Rahway Valley Company under a lease contract with the Rahway Valley Railroad Company. The contract requires that rental equal 50 percent of the net, before tax income of the Rahway Valley Company's rail operation.

Since its termination of passenger service in 1919, this railroad maintains a solvent operation as a freight carrier only.

The Staten Island Railroad Corporation

The Staten Island Railroad Corporation was incorporated, under New York Laws, on July 29, 1899 as the Staten Island Rapid Transit Railway Co. (SIRT). The SIRT was the successor to the original Staten Island Rapid Transit Railroad which was organized in 1880. The present name of the company was adopted

in 1971 after a major restructuring process was accomplished, and which culminated in the transfer to the Metropolitan Transportation Authority (MTA) of the 14-mile passenger line extending from St. George to Tottenville, Staten Island.

The freight service operated along the SIRT is presently operated as a subsidiary of the Chessie System between Cranford, New Jersey and Staten Island, New York.

IMPLEMENTATION OF RAIL SERVICE
CONTINUATION PROGRAM

The previous sections have described the various impacts of new legislation and the updating process which has been occurring since publication of the State Rail Plan in December, 1975. Throughout the process of adjustment, a second related function was being performed within the New Jersey Department of Transportation.

As of April 1, 1976, the freight and passenger services provided by the seven bankrupt rail carriers in New Jersey were to begin operations under the reorganized ConRail structure. The rail segments not included in this reorganized structure were to have the rail services discontinued unless specific steps were taken to have the service continued. The Commuter Operating Agency, located within the New Jersey Department of Transportation, was assigned the responsibility to take all necessary steps in order to have the recommended rail services continued in the State of New Jersey.

Towards that goal, personnel within the Department of Transportation have been involved in the provision of four separate requirements needed for the continuation of certain rail services. The four requirements are listed below and further described in the following sections.

Acquisition of Trackage Rights
Formulation of Levels of Service
Consummation of Operating Agreements
Application for Federal Assistance

Acquisition of Trackage Rights

The rail lines which were not conveyed to ConRail or other solvent carriers on April 1, 1976, remained as property of the various bankrupt railroad estates. Although specific restrictions concerning the disposition of these rail properties were imposed upon the various estates, the property rights remained entirely under the jurisdiction of the appointed trustees. This situation necessitated that, for any rail service to be continued over the rail properties owned by the estates, trackage rights be acquired from the appropriate owner.

The acquisition of such rights would normally be obtained by outright purchase of the property, or through a lease or rental agreement with the owners. In attempting to negotiate suitable agreements for the acquisition of these trackage rights, NJDOT encountered an insurmountable obstacle. Briefly, the obstacle involved the position of the trustees relating to the valuation of the rail properties as assigned by the United States Railway Association. The value of the compensation which was delivered to the trustees for their rail properties, represented from one-tenth to one-twentieth of the value assigned by the railroad estates. This situation led to the filing of numerous suits by the trustees which were designed to recover the additional compensation for the rail properties.

The negotiations involving the acquisition of trackage rights over excluded rail segments created an issue due to the pending

legal suits concerning property valuation against the United States Railway Association. Many of the railroad trustees contend that any lease, rental or purchase agreement not consistent with their established valuations, would be prejudicial to their legal position.

Reconciliation of this problem was eventually provided by the Interstate Commerce Commission. In effect, access to the applicable rail properties was to be provided by the bankrupt railroad estates at a specified cost, yet to be determined. This access is to remain in effect until (1) a voluntary agreement is reached with the trustees, or (2) the subsidizer notifies the ICC that access is no longer required.

At this time, NJDOT has acquired, or is in the process of acquiring, the trackage rights necessary to provide for recommended rail services on non-ConRail rail segments.

Formulation of Levels of Service

Throughout the planning process and the formulation of the State Rail Plan, the New Jersey Department of Transportation has maintained an active and aggressive program of public contact. An example of this was the conduct of the Freight Transportation Survey. The information obtained from this survey proved invaluable in the preparation and publication of the State Rail Plan. Work, however, did not terminate with the release of this document. The necessity of designating an operator to provide freight service on the excluded line

segments, as well as the actual operating agreement negotiation process mandated that the established channels of public communication be maintained. To this end, staff of the NJDOT met with the affected rail patrons and local officials throughout the end of 1975 and the beginning of 1976. During these meetings, as well as subsequent correspondence and telephone contacts, information vital to the execution of the operating agreement was solicited by the representatives of NJDOT.

Due to the existing financial crisis within State Government, the rail patrons and local officials were informed of the fact that the State did not have sufficient resources to subsidize the continuation of freight operations on the excluded line segments. The rail patrons, having been made aware of this situation on numerous occasions, were asked to contribute the local matching share of the freight subsidy. A key element in the estimate of subsidy payment is the frequency of service to be provided. The rail patrons were asked to formulate the minimum level of service that they would require to remain in operation. The frequency of service required is dependent upon the volume of freight traffic realized by the rail patrons. Having estimated their immediate future traffic requirements, the rail patrons were able to arrive at a realistic level of the frequency of service that would be required. In all instances, the required frequency of service was reduced from that which was previously being provided by the bankrupt carriers.

The required frequency of service, as well as updated traffic activity on existing rail segments, were used to formulate an estimate of the subsidy payment required for the continuation of freight services. These estimates of subsidy are not expected to change until actual costs from freight operations are available.

The rail patrons were continuously being informed of the amount of subsidy required as these estimates were revised, and were, as mentioned previously, asked to contribute the local matching share. The discussions, with the rail patrons, of the amount of subsidy that they would have to pay lasted throughout this entire period of public contact. With the exception of one line segment, the Meford Branch, Line #130, the rail patrons affected by the proposed cessation of service have expressed a desire to contribute towards the subsidization of freight operations on their respective lines.

Consummation of Operating Agreements

The third requirement for the continuation of recommended rail services related to the selection, and contract consummation of a rail service operator. In New Jersey, all of the non-ConRail rail segments connect with a portion of the ConRail structure. In addition, all but four rail segments have had no interest expressed to have other than ConRail operation. For this reason, ConRail was chosen as the primary operator for operation of freight services over those rail segments which were to have subsidized rail services provided.

On the four rail segments where interest by other than ConRail operators was expressed, the NJDOT made determinations as to the most efficient means of continuing rail service. In all but one instance, ConRail was selected to provide the required services.

Following the selection of an operator, NJDOT participated in the formulation and execution of an operating agreement. Within the agreement were specified the levels of service, crew size, maintenance responsibilities, payment schedules, liability coverage and amendment procedures. At this time, rail services are being provided under this agreement. Future needs will be provided for by periodically reviewing and amending the appropriate provisions in that agreement.

Application for Federal Assistance

The Federal Assistance which was to be provided pursuant to Title IV of the Regional Rail Reorganization Act of 1973, was to be administered by the Federal Railroad Administration (FRA) under the U.S. Secretary of Transportation.

In order to maintain eligibility for the assistance program, numerous applications and supporting data were prepared for each line which was scheduled for rail service continuation.

Since publication of the State Rail Plan, one additional required publication has been submitted to FRA. This document,

entitled the "New Jersey Program of Projects", outlined the estimated costs of various rail improvement projects which are again presented and updated in Appendix D of this report.

Chapter II

IMPLICATIONS AND IMPACTS OF THE RAILROAD REVITALIZATION AND REGULATORY REFORM ACT OF 1976 (REVITALIZATION ACT)

The Railroad Revitalization and Regulatory Reform Act of 1976 has been cited as the most comprehensive piece of regulatory reform and railroad legislation to emerge in the last quarter century. The impact of this legislation upon the general economy and transportation systems within the State of New Jersey, will be both significant and far reaching. Among the many provisions contained within the Revitalization Act, the most readily experienced impacts will occur from the provisions dealing with commuter rail services and the provisions for both subsidized and non-subsidized freight services. Additional impacts to be experienced on a long term basis, will result from provisions concerning enhancement of the railroad industry's competitive strength, revision of tariff rates to more closely parallel market prices, investigation of railroad property taxes, abandonment procedures, and adequate revenue levels.

The enactment of the Revitalization Act followed, by slightly more than two years, the passage of the Regional Rail Reorganization Act of 1973 (Reorganization Act). As a result of amendments to the Reorganization Act, numerous revisions were incorporated in the State Rail Planning Process. These revisions will be the principle topic discussed in the succeeding paragraphs along with several brief discussions of additional impacts on New Jersey, which have resulted by enactment of the Revitalization Act.

FREIGHT SERVICE CONTINUATION

When the Reorganization Act of 1973 was enacted, provision was made within Title IV to authorize the U.S. Secretary of Transportation to create and maintain a program of rail service continuation assistance. This program provided an authorization of \$90,000,000 for each of two years. Use of these funds was limited to (1) rail service continuation subsidies, and (2) acquisition and modernization loans which were to be administered at the discretion of the Secretary. The Federal Railroad Administration, the agency responsible for the administration of the program, promulgated regulations for the implementation of the rail service continuation assistance program, which included the requirements for submission of a State Rail Plan. The New Jersey Department of Transportation submitted such a plan on December 9, 1975 which conformed to both the Reorganization Act, and the regulations promulgated thereunder.

Enactment of the Revitalization Act, and, specifically, Title VIII within that Act, caused significant alterations to the rail service assistance program. Section 803 created a national program for rail continuation assistance with a sliding scale for local matching requirements ranging from 0 percent to 30 percent. This program was to have a 5 year duration, and be available for use by the State of New Jersey after March 31, 1978.

Section 805 of the Revitalization Act provided for several amendments to the original subsidy program outlined in Title IV of the Reorganization Act. New Jersey became eligible for funds under this amended program on April 1, 1976, and will continue to

remain eligible for a two-year period ending on March 31, 1978. In addition, the local matching share requirement was amended from a constant 30 percent of total cost, to a 0 percent requirement for the first year and a 10 percent requirement for the second year of the program duration.

A third major amendment to Title IV of the Reorganization Act dealt with the amount of funds authorized for the program. Although the total funds remained constant (i.e., \$180 million), the fiscal year limitations were eliminated and the discretionary funds were combined with the entitlement funds which are to be used at the State's discretion. New Jersey's apportionment of the authorized amount equals \$5.4 million. This amount could conceivably be increased if other States' apportionments are unobligated, and consequently reapportioned to the remaining States.

A fourth major amendment to the Title IV program dealt with the expansion of the scope of projects eligible for assistance under this program. The amended program provided additional authorization for the Secretary of Transportation to provide financial aid for the preservation of rights-of-way for future rail service, the construction or improvement of facilities necessary to accommodate the transportation of freight previously moved by rail service, and the cost of operating and maintaining rail service facilities such as yards, shops, docks, or other facilities useful in providing main line or local rail service. This increased flexibility in using program funds caused numerous additional alternatives to be considered in providing for continued freight services in New Jersey.

RAIL PASSENGER SERVICE CONTINUATION

Amendments to Section 304 of the Reorganization Act contained within Title VIII of the Revitalization Act, addressed the problem of continuation of commuter rail services. This problem was particularly important in the State of New Jersey because of the numerous rail passenger services operated by railroads involved in the reorganization.

Section 804(e) of the new legislation establishes a 180-day mandatory operation period during which ConRail (or a profitable railroad) must continue passenger services which were being provided immediately prior to Conveyance Date. During this 180-day period, ConRail (or a profitable railroad) is bound by any leases or agreements in effect prior to Conveyance Date under which a State or local or regional transportation authority was providing financial support, provided such State or authority maintains its prior level of financial support. If no lease or agreement is in effect, ConRail (or a profitable railroad) must continue the prior existing level of services. Funds will be available from UMTA to cover 100 percent of the operational losses incurred by ConRail or a profitable railroad for operating services during this 180-day period.

In addition to this mandatory period, the new legislation requires that ConRail (or a profitable railroad) continue to provide passenger service if a State or authority offers a rail passenger service subsidy. Such subsidy shall be computed pursuant to new standards developed by RSPO. UMTA's share for the additional cost incurred by the States or authorities for such passenger

service continuation payments will be 100 percent for the 180-day period following the mandatory operation period, 90 percent for the subsequent one year period, and 50 percent for an additional 180-day period. The Revitalization Act authorizes a total of \$125 million for these passenger service payments.

ELIGIBILITY TO PURCHASE COMMUTER RAIL LINES

Additional amendments to the Reorganization Act provided by Section 805 of the Revitalization Act also affected the provision of rail passenger services in New Jersey. These amendments to Section 402 of the Reorganization Act, related to the added flexibility granted in the use of Federal rail service assistance.

Specifically, Section 402(c)(5) of the Reorganization Act provides that rail properties can be acquired "if they are to be used for intercity or commuter rail passenger service and they pertain to a line in the region (other than rail properties designated in accordance with Section 206(c)(1)(C) of this Act) which if so acquired would enable the National Railroad Passenger Corporation to serve, more efficiently, a route which it operated on November 1, 1975,

New Jersey's entire commuter rail system is oriented towards providing service to the Newark-New York City and the Philadelphia central business district. Both of these centers are served by AMTRAK, which in turn is served more efficiently by the numerous commuter rail connections. This provision within the Reorganization Act, permits New Jersey to acquire, pursuant to Title IV, certain rail segments which have specific value as links in New Jersey's commuter rail network.

REGULATORY REFORM

The Revitalization Act, aside from the provisions of Federal assistance, is also created to aid in the revitalization of all U.S. Railroads through implementation of regulatory reforms designed to enhance industry's competitive strength.

Title II of the Revitalization Act dealt specifically with railroad rate-making procedures and the formulation thereof. A key phrase regarding these procedures and amending the Interstate Commerce Act (49 USC), is stated as follows:

".... No rate which contributes or which would contribute to the going concern value of a carrier shall be found to be unjust or unreasonable, or not shown to be just and reasonable, on the ground that such rate is below a just or reasonable minimum for the service rendered or to be rendered. A rate which equals or exceeds the variable costs (as determined through formulas prescribed by the Commission) of providing a service shall be presumed, unless such presumption is rebutted by clear and convincing evidence, to contribute to the going concern value of the carrier or carriers proposing such rate"

This provision provided further clarification to the Interstate Commerce Commission in their determinations of whether proposed rates were just or unjust. Further provisions were promulgated which related to specific time limitations for completion of various determinations by the ICC.

The increased clarification provided to the ICC afforded railroads the opportunity to reduce freight rates in order to attract more business, especially in situations where rates have been maintained at levels higher than what would normally have been the market value. Through a reduction in rates, rail

users will benefit by paying less per ton shipped, while at the same time, railroads will benefit through the additional revenues and profit derived from the increased amount of freight being transported.

A basic concept of regulatory reform is to increase the freedom railroads have in setting their tariff rates in competitive situations. As a result of this freedom, it is expected that adjustments will be made to tariff rates which will benefit the rail carriers, as well as the rail users. The limits to which rates can be raised or lowered during 1976 or 1977 were limited to a maximum of 7 percent annually. The economy of New Jersey will benefit from this regulatory reform as the financial status of the railroads is improved, and in cases where rates are lowered, the rail users will benefit directly, while the increased use of more energy efficient rail transportation will benefit the entire State of New Jersey.

The requirement that the Interstate Commerce Commission must establish, by rule, standards for rates based upon seasonal, regional, and peak period demand is an additional attempt to bring the railroad freight industry closer to a more economically rational system. This pricing system will tend to alleviate shortages during peak demand and encourage shipment during periods of lesser demand. This should be of benefit to the shipper, railroad, and national economy.

The Interstate Commerce Commission is further mandated to establish expeditious procedures for permitting publication of separate rates for distinct railroad services, thereby encouraging

pricing on the basis of cash outlays and service demands, and enabling the users to more adequately evaluate transportation charges and alternatives. The Interstate Commerce Commission is also mandated to conduct an investigation of the rate structure for rail transportation of recyclable or recycled materials or competing virgin natural resources, and how the rate structure has been affected by the successive general rate increases for common carriers by rail. The impact of reduced rate structure for rail transportation of recyclable or recycled material will undoubtedly affect those industries engaged in recycling. Current high tariff rates for recyclable and recycled material constitute a disincentive toward reuse of many resources and a restraint on that sector of the economy which is engaged in recycling. Since the urban areas are the primary locales in which resources are consumed and in which recycling efforts would experience the greatest growth, it is the urban areas which would benefit most by reduction in recycling costs and growth in the recycling industry. The completion date for this study is scheduled for February 5, 1977. Again, the impetus for greater economic rationality is something that would generally benefit the national economy, and in this particular case, the State of New Jersey would have an especially high benefit.

The delegation to the Interstate Commerce Commission of the task to develop and promulgate (after notice and hearing) standards and procedures for the establishment of revenue levels adequate to cover total operating expenses, plus a fair, reasonable and economic profit is also mandated by the Revitalization Act. Nationwide, and within New Jersey, benefits will accrue as railroad rates acquire

a more rational economic basis. The completion date for formulation of these standards is scheduled for February 5, 1978.

Also assigned to the Interstate Commerce Commission was the task to formulate regulations and procedures prescribing a uniform cost and revenue accounting and reporting system for all common carriers by rail. This task was mandated in order to obtain accurate information for establishing rates and maintaining other areas of regulatory responsibility.

NORTHEAST CORRIDOR PROJECT IMPLEMENTATION

The implementation of the Northeast Corridor Project pursuant to Title VII of the Revitalization Act should substantially benefit the Northeastern United States, including the region from Washington, D.C. to Boston, Massachusetts. Without this project, the highways and airspace of the region would face considerable additional traffic congestion.

In the past quarter century, total intercity passenger travel in the Northeast Corridor has increased dramatically while rail passenger traffic has substantially declined. Of the three transportation modes serving the Corridor -- air, railroad, and highway -- nearly all efforts in the past to increase the capacity, level of technology, and attractiveness have been concentrated on two modes -- highway and air.

The next 15 years will experience an increase in the volume of Corridor travel at an annual rate of between 2.2 and 3.8 percent.¹

¹Northeast Corridor High Speed Rail Passenger Service Improvement Project - Task 7A Terminals, May, 1975 Final Report - Prepared for U.S. Department of Transportation, Federal Railroad Administration, Office of Northeast Corridor Development.

Environmental consideration, as well as critical limitations on energy resources, militate against continued emphasis upon improvement and expansion of the air and highway modes. The Federal Government (USDOT) has, therefore, determined that emphasis should be placed upon the third, long-neglected mode -- rail transportation.

The implementation of the Northeast Corridor Project will provide intercity passengers with performance and service characteristics compatible with the current technologies of high speed ground transportation systems. It is also intended to accommodate the increasing demand of the traveling public, for both business and pleasure requirements.

Operation of the Northeast Corridor will have a beneficial effect on the physical environment. The use of existing rights-of-way will ensure that rail-generated noise will not be significantly increased and any disruption to existing land use patterns will be minimized. Greatly increased rail patronage, through modal shifts from the air and highway modes, both of which are sizable contributors to air and noise pollution, will tend to reduce the overall pollution conditions in New Jersey, as well as other destinations along the Corridor.

Implementation of the Northeast Corridor Project also has the potential for making a significant contribution to energy conservation. Rail transport, utilizing electrically powered trains, consumes less energy per seat-mile than nearly all other modes. In addition, it is the only mode not necessarily dependent upon petroleum fuels.

The Northeast Corridor Project, when implemented, will be competitive with the air mode in terms of travel times, frequency

of service and convenience, and will provide an attractive alternative to individuals or groups traveling by other modes of transportation.

The most immediate impact on the State of New Jersey from Northeast Corridor Project's implementation will be the monies allocated to improve the nonoperational portions of stations used in intercity rail passenger service and related facilities and fencing. Safety related improvements may, at the sole discretion of the U.S. Secretary of Transportation, be fully funded by the U.S. Department of Transportation with a total of \$150 million being authorized for improvements to the entire Northeast Corridor. Fifty percent of the cost of station improvements will be borne by states or local or regional transportation authorities.² Within New Jersey some \$32.8 million in improvements were recommended in the Northeast Corridor High Speed Rail Passenger Service Improvement Project: Task 7A - Terminals. Conceivably, many of the recommendations will be implemented within the next five years.

The Northeast Corridor Project Implementation will provide substantial improvements to three New Jersey railroad stations: Trenton, Metro Park, and Newark. In addition, other municipalities within New Jersey will benefit as a result of their improved accessibility to New York City and Philadelphia and, to a lesser degree, the other major cities along the Northeast Corridor. The current trend toward rising transportation costs in the region should be alleviated as the effects of congestion are reduced. As fuel costs

²Section 703(1)(B) Railroad Revitalization and Regulatory Reform Act of 1976.

continue to rise, the benefits of a system, low in fuel consumption and not dependent upon petroleum, will be experienced.

AMTRAK's Board of Directors have authorized the purchase and acquisition of operating control, of the Northeast Corridor. Pursuant to Section 701(b) of the Revitalization Act, AMTRAK has acquired the Northeast Corridor and, within six months of the effective date of the Act, will assume operational responsibility for intercity passenger service and control and maintenance of the Northeast Corridor.

Operational responsibility and the cost for the various services on the Northeast Corridor will be negotiated among the various intercity, commuter service, and freight users. If the parties fail to agree, the Act assigns to the Interstate Commerce Commission the authority to order the continuation of service and to determine the proper amount of compensation for such services. It is expected that as a result of renegotiation, the cost to the State of New Jersey for subsidized railroad passenger service will increase.

Chapter III

POLICY REVISIONS AND GENERAL ADJUSTMENTS TO THE RAIL PLANNING PROCESS

Considerable modification to the original planning process was required to conform with the provisions of the "Revitalization Act of 1976." All of the modifications, however, have tended to create extensions or additions to the original policy framework established within the SRP.

As set forth in the SRP, investment by the State of New Jersey was to be governed by the following policy:

"The New Jersey Department of Transportation will not employ and maintain, as a long-term strategy, the continued subsidization of local rail freight transportation."

This policy was created, in large part, because of the two-year limitation contained in the original version of the Reorganization Act and the transitional nature of the overall Title IV Assistance Program. In addition, the potential for escalation of the overall program costs, in most cases, far outweighed the potential for creating sound investment opportunities for the State of New Jersey. From a statewide viewpoint, the impact of rail freight service discontinuance was relatively minor and usually restricted to a limited locality. For this reason, options were proposed to enable affected parties to utilize the available Federal assistance and weigh the individual merits of subsidizing freight services.

Because passenger service continuance was not eligible for Federal assistance under the original Reorganization Act, extensive attention was not provided to the various passenger service continuation alternatives within the SRP. Although a formal position

regarding passenger service continuation remained unstated, the governing policy which influenced decisions could be stated as follows:

"The New Jersey Department of Transportation will protect and cause to be operated all essential rail passenger services."

Based on this policy, proposed actions were presented in the SRP which provided for acquisition of properties which were currently or which were proposed in the near term, to be used for rail passenger services. These purchase recommendations were not eligible, however, for assistance pursuant to Title IV of the original Reorganization Act.

Enactment of the Revitalization Act of 1976, significantly altered the form of financial assistance and, to a lesser extent, the substance of the Title IV Assistance Program. The financial assistance was modified in three basic ways. The first change was related to the duration of the Program, and consisted of creating a second program of five year's duration which would parallel the original two-year program. The second change related to the local matching share requirement, and related to the creation of a sliding scale in place of the strict 30 percent former requirement. The third change related to an expanded scope of eligibility for railroad improvements.

The intent of the Title IV Program continued to be one whereby the services on the line segments excluded from the final ConRail System were provided the opportunity to be continued, or to be phased out without undue hardships being inflicted upon rail users. The one area of substantive change within the Program, related to

the expanded scope of eligible rail projects. This change, described in Chapter II, specifically included acquisition of rail passenger properties which enabled "the National Railroad Passenger Corporation to serve, more efficiently, a route which it operated on November 1, 1975."

The expanded flexibility provided by the above described change reinforced the Department's policy of not providing long-term subsidization of local freight transportation. At the same time, however, the flexibility to protect certain passenger services also provided for a reduction in the total costs for any responsible interested persons wishing to provide the required subsidy payments for continued freight services (i.e., trackage rights fees and maintenance costs would be substantially reduced through State ownership and operation of rail passenger operations).

The same increased flexibility which provided for the inclusion of rail passenger projects in the Title IV Assistance Program, also provided for the implementation of less costly alternative projects as opposed to that of providing direct rail freight service (e.g., team track facilities, service road improvements, terminal construction, etc.). As a consequence of the increased scope of potential rail improvements, many new projects were developed which required a comparative evaluation against the relatively few, originally proposed freight service continuation subsidy proposals.

The priority order established for utilization of the Title IV assistance is based on two broad distinctions between types of projects. The first priority category of projects contains all of those rail improvements which serve primarily the freight

service requirements of the rail users confronted with freight service discontinuance.

The second priority category of projects contains the rail related improvements required to maintain the existing passenger services within the State of New Jersey. Although these projects are included in the second priority in terms of Title IV assistance expenditures, their overall transportation significance requires that they be accomplished, even if Title IV assistance is unavailable. Utilization of Title IV assistance funds provides the advantage of requiring a smaller local matching share than that of other available Federal funding alternatives.

The additional operating costs of providing passenger services are presently being borne by UMTA under the provisions of Sections 804 and 808 of the Revitalization Act. In order to maintain uninterrupted rail passenger services, the NJDOT must indicate to ConRail, before August 18, 1976, whether or not each specific passenger service is to be continued through State financial support.

For each rail passenger service which will be continued, ConRail will provide an estimate of required subsidy by September 17, 1976. NJDOT will then accept or reject the estimate before September 27, 1976. Unacceptable terms will be negotiated and an acceptable agreement for provision of specific rail passenger services signed by March 26, 1977.

Table 3.1 represents a modified listing of rail lines as they are set forth in the SRP. The line segments which were reincluded

Table 3.1

RANKING OF THE VALUE OF SPECIFIC
RAIL SERVICES TO THE STATE OF NEW JERSEY

<u>PRIORITY RANKING</u>	<u>USRA ID NUMBER</u>	<u>PROJECT DESCRIPTION</u>
1	1105	New York & Long Branch Railroad
2	1206	Orange Branch
3	703	Princeton Branch
4	123/124/124a	Freehold Secondary Track
5	1808	Ocean City Branch
6	1807	Camden - Atlantic City Line
7	1204	Gladstone Branch
8	121a	Belvidere-Delaware Branch
9	1207	Caldwell Branch
10	130	Medford
11	1104	Freehold Branch
12	1107	High Bridge Branch
13	119	Kingston Branch
14	1102	Newark Bay Bridge
15	121	Belvidere-Delaware Branch
16	1800	Pleasantville Secondary
17	127/128	Union Transportation Company
18	1103	South Branch
19	1106	Toms River & Barnegat Branch

in the ConRail System pursuant to the Revitalization Act of 1976, have been deleted. As presented, Table 3.1 represents the relative significance, attained by each of the non-ConRail branch lines in terms of a statewide rail system. Both passenger and freight aspects of each line segment are reflected in this table.

Subsequent to the completion of the analysis described in the SRP, three projects were identified which are considered to be necessary facilities for the conduct of the rail passenger services in New Jersey. These projects were not evaluated as separate rail segments; however, their value to the overall rail system has necessitated that they be included within the rail reorganization process in New Jersey. Table 3.2 lists the three projects which have been arbitrarily assigned a priority ranking succeeding those established in Table 3.1.

Table 3.2

Ancillary Rail Passenger Projects

<u>Priority Ranking</u>	<u>USRA ID Number</u>	<u>Project Description</u>
20	---	Lehigh Valley Hunter to Newark
21	---	Hoboken Terminal
22	---	Hoboken Yard

The specific details for each of the projects described in Table 3.1 are contained in Chapter IV of this document. Funding estimated for each project will also be found in Chapter IV, and summarized in Appendix D of this document.

Chapter IV

RAIL SEGMENT RECOMMENDATIONS AND REVISED COST ESTIMATES FOR CONTINUED OPERATION

This Chapter contains the detailed recommendations for each of the rail segments presently identified for exclusion from the Final ConRail Structure. Figure 4.1 indicates the location and identification of these rail segments. The following table indexes the line segments as they are presented within this Chapter.

TABLE 4.1

<u>USRA Identification</u>	<u>Description</u>	<u>Page</u>
119	Kingston Branch	4.3
121	Belvidere-Delaware Br.	4.7
121a	Belvidere-Delaware Br.	4.10
123/124/124a	Freehold Secondary Track	4.14
127/128	Union Transportation Co.	4.18
130	Medford Branch	4.22
703	Princeton Branch	4.25
1102	Newark Bay Bridge	4.28
1103	South Branch	4.30
1104	Freehold Branch	4.32
1105	New York & Long Branch RR	4.36
1106	Toms River and Barnegat Br.	4.40
1107	High Bridge Branch	4.44
1204	Gladstone Branch	4.48
1206	Orange Branch	4.52
1207	Caldwell Branch	4.55
1800	Pleasantville Secondary Track	4.59
1807	Camden to Atlantic City Line	4.62
1808	Ocean City Branch	4.65

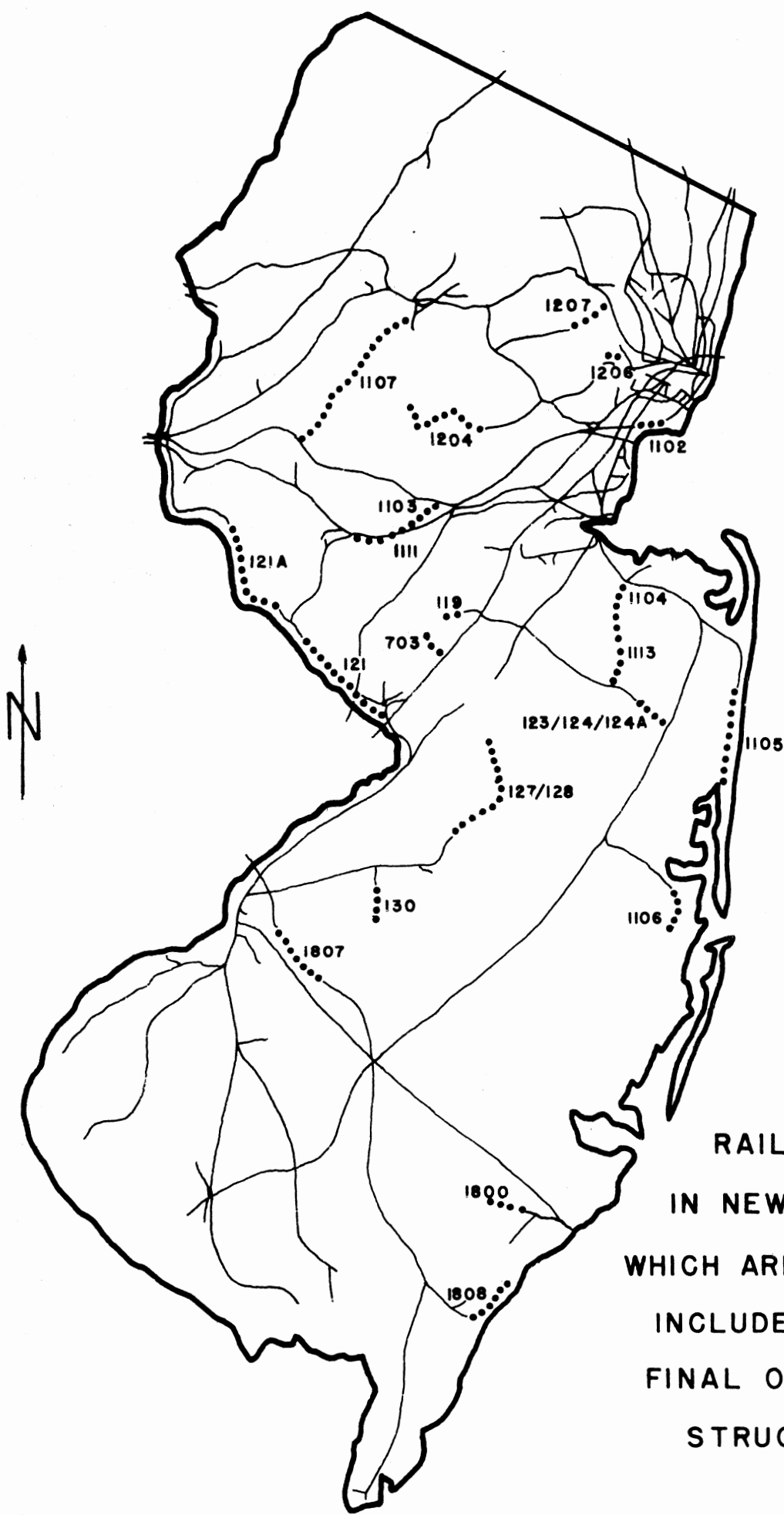


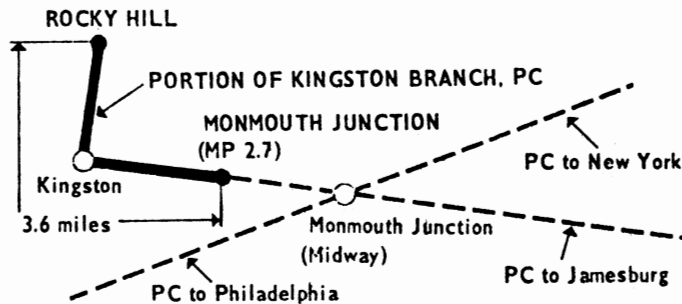
FIGURE 4.1
 RAIL SEGMENTS
 IN NEW JERSEY
 WHICH ARE NOT TO BE
 INCLUDED IN THE
 FINAL OPERATING
 STRUCTURE

ROCKY HILL RUNNING TRACK, KINGSTON BRANCH

USRA Line No. 119

Penn Central

LINE DESCRIPTION



The Rocky Hill Running Track - Kingston Branch, extends from Monmouth Junction (MP 2.7) to Rocky Hill, N.J. (MP 6.3) a distance of 3.6 miles in Middlesex and Somerset Counties, N.J.

At Monmouth Junction, this line connects with the former PC Mainline running from New York to Philadelphia.

SYNOPSIS OF LINE CONDITIONS

This line is presently out of service north of U.S. Route 1. Between U.S. Route 1 and the connection with the Mainline at Monmouth Junction, there are six rail customers who will continue to receive rail service. Trap Rock Industries and Princeton Nurseries are the only potential rail users of the segment which has been excluded from the ConRail System. Both rail users have expressed an interest in having rail service restored on this line segment. Trap Rock Industries has negotiated a contract with AMTRAK to provide 49,500 tons (619 carloads) of ballast material to be delivered through December, 1976. This order represents only a portion of

AMTRAK's ballast requirements during this time period. In addition, Trap Rock Industries has forecast a 5,200 percent increase in rail traffic by the year 1980. This increased traffic activity would translate into approximately 15,100 carloads annually.

At the present time, there is little potential for near term new industrial development adjacent to the excluded segment. The past activity on this rail segment is indicated below:

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	3	279	282	78.3
1974	0	76	76	21.1
1975	0	0	0	0.0

The general physical condition of the track does not conform to FRA Class I Safety Standards. Tie and rail condition is generally poor, with the number of defective ties being indicated below and distributed along the entire line segment.

	<u>TOTAL TIES</u>	<u>DEFECTIVE TIES</u>	<u>PERCENT DEFECTIVE</u>
Track Ties	10,500	502	5
Joint Ties	1,890	434	23
Switch Ties	-	4	-

ANALYSIS

The two industries located on the excluded segment have expressed a desire to have rail service restored to their respective facilities. The decline in rail traffic in 1974 and 1975 is attributable to the washout of the roadbed in 1974 and to the overall poor

condition of the tracks. Rehabilitation of the line to FRA Class I Standards and reinstatement of freight service to facilitate the shipment of ballast is expected to recapture much of the lost revenues.

RECOMMENDATIONS

The New Jersey Department of Transportation will apply for the cost of rehabilitating this line segment to FRA Class I Safety Standards, thereby permitting freight services to be reinstated. During the one year period, ending April 1, 1977, determinations will be made by the rail users as to the most economical form of continuing operation on this line.

In the event that an operational deficit materializes after April 1, 1977, the matching share of the required subsidies will be borne by the freight service users or other responsible parties. The NJDOT will not supplement any subsidies to provide these freight services; however, it will make available to such responsible parties its entitlement to Title IV funds, pursuant to the Reorganization Act of 1973, as amended.

SELECTED SERVICE CHARACTERISTICS FOR OPERATION

1. Crew Size (men)	4
2. Frequency of Service (time/week)	5
3. Length of Segment Requiring Service (miles)	3.6
4. Time required to provide service (hours)	2

COST ESTIMATE FOR RECOMMENDED ACTION

Expenditures from April 1, 1976 through March 31, 1977 (FY 76-77)

1. Rehabilitation of Line Segment (KING-77-01) \$23,220
2. Continuation of Local Freight Services with matching share provided by rail users (KING-77-02) \$ 6,856

Expenditures from April 1, 1977 through March 31, 1978 (FY 77-78)

1. Continuation of Local Freight Services with matching share provided by rail users (KING-78-01) \$13,800

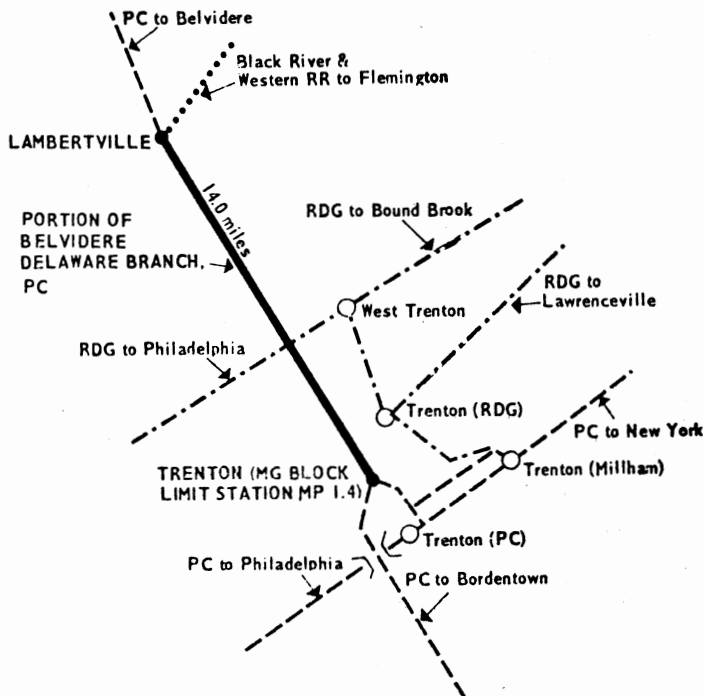
The sources of funds for the projects listed above are as follows:

<u>PROJECT</u>	<u>TITLE IV</u>	<u>UMTA</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
KING-77-01	23,200				23,200
KING-77-02	6,856				6,856
KING-78-01	12,420			1,380	13,800

PORTION OF BELVIDERE-DELAWARE BRANCH

USRA Line No. 121

Penn Central



LINE DESCRIPTION

This portion of the Belvidere-Delaware Branch, extends from Trenton (MP 1.4) to Lambertville (MP 15.4) a distance of 14.0 miles, in Mercer and Hunterdon Counties, N.J. At Lambertville, this line continues north to Belvidere. At Trenton, this line connects with the former PC Mainline between New York and Philadelphia, and

the Bordertown Secondary Track. The Belvidere-Delaware Branch also connects with the Black River & Western Corporation at Lambertville.

SYNOPSIS OF LINE CONDITIONS

This line segment, initially recommended for conditional inclusion in the ConRail System by the Preliminary System Plan, has since been excluded from the final ConRail System by the Final System Plan.

There is one customer on this rail segment, and little or no traffic growth is forecasted through 1980. The topography adjacent

to the line, together with the proximity of the Delaware-Raritan Feeder Canal and the Delaware River itself, provide practically no potential for industrial development along this line segment. The traffic activity reported for the last three years on this segment is as follows:

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	10	0	10	0.7
1974	12	0	12	0.9
1975	8	0	8	0.6

The general physical condition of the track conforms to FRA Class I Safety Standards. Tie and rail condition is unavailable at this time.

	<u>TOTAL TIES</u>	<u>DEFECTIVE TIES</u>	<u>PERCENT DEFECTIVE</u>
Track Ties	42,000	-	-
Joint Ties	7,560	-	-
Switch Ties	-	-	-

ANALYSIS

The one company located along this rail segment has expressed an interest in having a reduced level of service. Due to the physical restrictions surrounding this line segment, there is very little likelihood of any industrial development occurring adjacent to the line. Cessation of rail service will not result in the closing of the one company. The discontinuance of rail service on this line segment will possibly result in the ownership of the property reverting to the State of New Jersey.

RECOMMENDATION

Due to the extremely low traffic activity and the lack of potential for industrial development, the NJDOT will not pursue any course of action to maintain local rail service on this segment.

Several local agencies have expressed an interest in utilizing this property as an outdoor recreation and/or water supply facility. NJDOT will coordinate these requests through the New Jersey Department of Community Affairs, the agency responsible for alternative uses of rail rights-of-way.

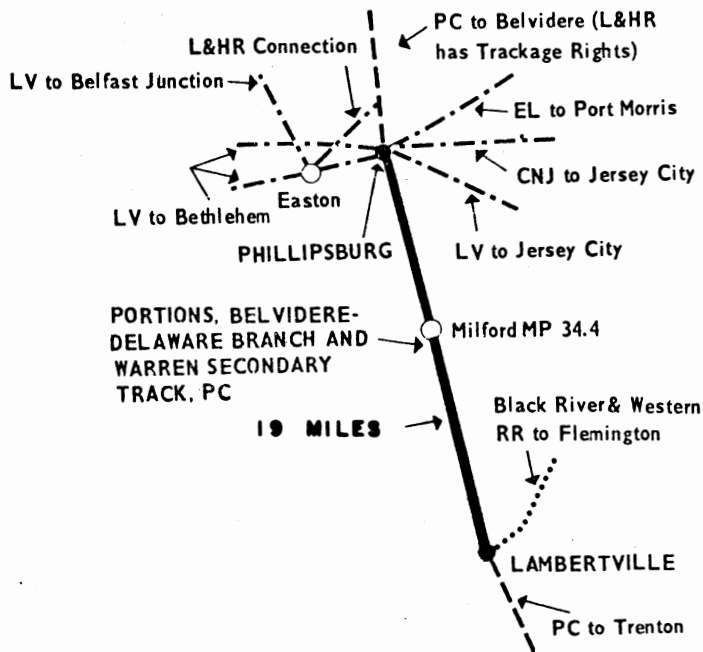
PORTION OF BELVIDERE-DELAWARE BRANCH

USRA Line No. 121a

Penn Central

LINE DESCRIPTION

This portion of the Belvidere-Delaware Branch extends from Lambertville (MP 15.4) to Milford, N.J. (MP 34.4), a distance of 19 miles, in Hunterdon County, N.J. At Lambertville, this line connects with the Black River and Western Corp. Also at Lambertville, this line continues south to Trenton. At Milford, this line continues to Phillipsburg and Belvidere.



SYNOPSIS OF LINE CONDITIONS

This line segment was initially recommended for conditional inclusion in the ConRail System by the Preliminary System Plan, but has since been excluded from the final ConRail System, by the Final System Plan.

This exclusion has threatened the seven rail users located in the Lambertville area with the possible loss of rail service. This threat was averted; however, when the Black River and Western Corp. acquired the portion of the Belvidere-Delaware Branch between MP 15.4

(Lambertville) and MP 18.0 (Delaware Township). In addition, pursuant to Section 208(d)(3)(i) of the Reorganization Act, as amended, USRA has designated as necessary for the efficient implementation of the FSP, the transfer to ConRail of a one year operating lease for the segment of the Belvidere-Delaware Branch between Lambertville (MP 16.0) and Milford (MP 34.4). This subsequent designation will allow the interchange of rail traffic between the BR&W and ConRail. During this one year period, the BR&W is constructing a connection between the former Lehigh Valley Mainline and the former CNJ South Branch in the vicinity of Three Bridges.

Of the seven affected rail patrons, only one patron has forecasted a significant increase in rail traffic by the year 1980.

The balance of these customers indicated a static condition with regard to growth in rail traffic in 1980. The topography adjacent to the rail line, together with the close proximity of both the Delaware-Raritan Feeder Canal and the Delaware River provide practically no potential for industrial development along this rail segment. The traffic activity reported for the last three years on this segment is as follows:

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	47	74	121	6.4
1974	75	0	75	3.9
1975	24	50	74	3.9

The general physical condition of the track is unavailable at this time.

	<u>TOTAL TIES</u>	<u>DEFECTIVE TIES</u>	<u>PERCENT DEFECTIVE</u>
Track Ties	57,000	-	-
Joint Ties	5,130	-	-
Switch Ties	-	-	-

ANALYSIS

The seven rail users located in Lambertville are being provided service by the Black River and Western Corporation. Due to the physical restrictions surrounding this line segment, there is very little potential for any industrial development occurring adjacent to the line. No rail users have been located between Delaware Township (MP 18.0) and Milford (MP 34.4).

Upon termination of ConRail's one year operating lease, rail service will be discontinued on the northern 16.4 miles of this rail segment. This discontinuance will not affect any rail patrons and will possibly result in the ownership of the property reverting to the State of New Jersey.

RECOMMENDATION

Due to the fact that the shippers located in Lambertville will be served by the Black River and Western Corp., and that there exists a lack of any potential for industrial development, the NJDOT will not pursue any course of action to maintain local rail service on the segment between Delaware Township (MP 18.0) and Milford (MP 34.4).

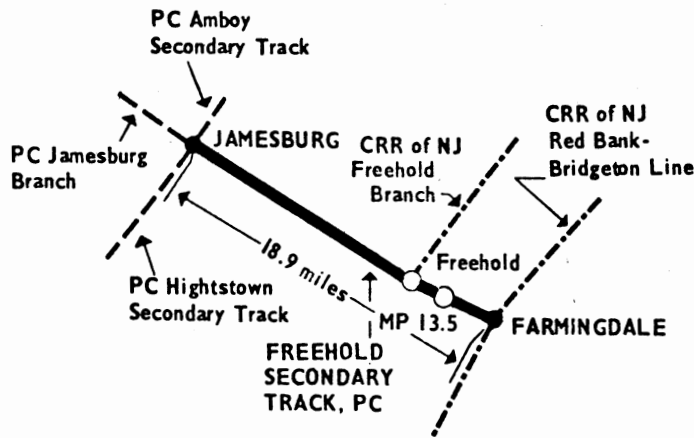
Several local agencies have expressed an interest in utilizing the northern 16.4 miles of this rail segment as an outdoor recreation and/or water supply facility. The NJDOT will coordinate these requests through the New Jersey Department of Community Affairs, the agency responsible for alternative uses of rail rights-of-way.

PORTION OF FREEHOLD SECONDARY TRACK

USRA Line No. 123/124/124a

Penn Central

LINE DESCRIPTION



The Freehold Secondary Track extends from Farmingdale (MP 8.3) to Jamesburg, N.J. (MP 27.2), a distance of 18.9 miles, in Middlesex and Monmouth Counties, N.J. At Jamesburg, this line connects with the Jamesburg

Branch, the Amboy Secondary Track, and the Hightstown Secondary Track, also of the former Penn Central. This line also connects with the Freehold Branch of the former Central Railroad of New Jersey at Freehold.

SYNOPSIS OF LINE CONDITIONS

The easterly portion of this line between Farmingdale (MP 8.3) and Howell (13.5), a distance of 5.2 miles has been excluded from the ConRail network. A total of four rail users are located between Farmingdale and Howell, and have generated the following freight traffic for the past three years:

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	41	14	55	10.6
1974	27	4	31	6.0
1975	24	1	25	4.8

The existing zoning ordinances and land availability both provide for expanded industrial development. In addition, significant growth in the existing rail usage has been projected by the existing users located on this segment.

The general physical condition of the track does not conform to FRA Class I Safety Standards. Tie and rail condition is generally poor, with the number of defective ties being indicated below and generally distributed throughout the length of the rail segment.

	<u>TOTAL TIES</u>	<u>DEFECTIVE TIES</u>	<u>PERCENT DEFECTIVE</u>
Track Ties	15,600	4,177	28
Joint Ties	2,808	376	13
Switch Ties	-	-	-

ANALYSIS

This segment of the Freehold Secondary Track forms a vital link in a proposal to provide for future rail passenger service. This line was designated for conveyance to ConRail, thence to New Jersey for potential use as a commuter rail link. Cessation of local freight service on the segment between Farmingdale and Howell will result in the closing of one business with a loss in employment of approximately 13 people.

RECOMMENDATION

Pursuant to Section 206(c)(1)(D) of the Regional Rail Reorganization Act of 1973, as amended, the State of New Jersey has exercised its option to purchase this rail segment between Farmingdale and Howell, N.J. The purchase of this rail segment will permit the continuation of freight service to the local users.

As owner of this rail property, the Commuter Operating Agency within the NJDOT, will provide for the rehabilitation required for any freight services provided on that rail segment.

The matching share of any operational deficit which may materialize in providing the freight service, will be borne by the freight users or other responsible parties. The NJDOT will not supplement any subsidies to provide these services; however, it will make available to such responsible parties, its entitlement to Title IV funds pursuant to the Reorganization Act of 1973, as amended.

SELECTED SERVICE CHARACTERISTICS FOR OPERATION

1. Crew Size (men)	4
2. Frequency of Service (times/week)	1
3. Length of segment requiring service (miles)	5.2
4. Time required to provide service (hours)	3.5

COST ESTIMATE FOR RECOMMENDED ACTION (FY 76-77)

Expenditures from April 1, 1976 thru March 31, 1977 (FY 76-77)

1. Purchase of Line Segment (FRSC-77-01).	\$61,551
2. Rehabilitation of Line Segment (FRSC-77-02).	\$11,000
3. Continuation of Local Freight Services with matching share provided by rail users (FRSC-77-03).	\$67,282

Expenditures from April 1, 1977 thru March 31, 1978 (FY 77-78)

1. Continuation of Local Freight

Services with matching share provided by rail users (FRSC-78-01).

\$67,500

The sources of funds for the projects listed above are as follows:

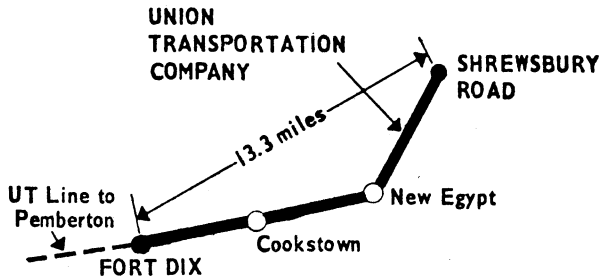
<u>PROJECT</u>	<u>TITLE IV</u>	<u>UMTA</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
FRSC-77-01	61,551				61,551
FRSC-77-02	11,000				11,000
FRSC-77-03	67,282				67,282
FRSC-78-01	60,750			6,750	67,500

PORTION OF UNION TRANSPORTATION COMPANY

USRA Line No. 127/128

LINE DESCRIPTION

This portion of the Pennsylvania and Atlantic Railroad Company extends from Fort Dix (MP 5.6) to Shrewsbury Road, N.J. (MP 18.9), a distance of 13.3 miles, in Monmouth, Ocean, and Burlington Counties, N.J. At Fort Dix, this line continues southward to Pemberton.



SYNOPSIS OF LINE CONDITIONS

The Union Transportation Company, as a former short line operator, leased the track and major railroad facilities from the Pennsylvania and Atlantic Railroad Company, as well as a locomotive from the former Penn Central Transportation Company. A total of seven rail patrons are located adjacent to this rail segment. These rail patrons have forecasted minimal growth in traffic through 1980. The topography adjacent to the line is suitable for new industrial development and has the proper zoning for such use. As a result of this situation, two rail related industries have expressed an interest in locating along this rail segment. Current estimates for this rail traffic exceed a total of over 6,000 carloads annually by the year 1980. As of April 1, 1976, this line segment has been embargoed from continued rail operations. The freight activity on this rail segment for the past three years is as follows:

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	175	12	197	14.8
1974	144	23	167	12.6
1975	145	21	166	12.5

It should be noted that two existing patrons, namely, Fort Dix and McGuire Air Force Base, which were previously served by the Union Transportation Company, are now being served by ConRail. This loss in traffic and associated revenues is expected to have a detrimental effect upon the viability of operations on this this line.

The general physical condition of the track conforms to FRA Class I Safety Standards. Tie and rail condition is generally fair with the number of defective ties indicated below.

	<u>TOTAL TIES</u>	<u>DEFECTIVE TIES</u>	<u>PERCENT DEFECTIVE</u>
Track Ties	39,900	5,118	13
Joint Ties	7,182	952	13
Switch Ties	-	74	-

ANALYSIS

The loss of the Fort Dix and McGuire Air Force Base rail traffic and associated revenues is expected to have a severe impact on the financial projections for operation of this rail segment. In 1975, these two governmental agencies generated a total of 93 carloads.

The cost of providing continued rail service on this segment will be abnormally high due to the general physical condition of the track, the required repairs to trestles and the overall operational costs.

Two rail service operators have provided estimates and proposals for continuing the necessary rail services as required by the existing patrons. Without further industrial development, either of these operating proposals will at best result in extremely high user rates.

RECOMMENDATION

During the period ending March 31, 1977, the New Jersey Department of Transportation will have ConRail designated as operator for this line segment. The NJDOT will also apply for the cost of rehabilitating the bridges and trackage to allow for the continuation of rail freight operations in this segment. During this period, determinations will be made by the rail patrons as to the most economical form of continuing future operations on this line.

In the event that an operation deficit materializes after April 1, 1977, the matching share of the required subsidies will be borne by the freight service users or other responsible parties. The NJDOT will not supplement any subsidies to provide these services; however, it will make available to such responsible parties its entitlement to Title IV funds pursuant to the Reorganization Act of 1973.

SELECTED SERVICE CHARACTERISTICS FOR OPERATION

1. Crew Size (men)	4
2. Frequency of Service (times/week)	1
3. Length of Segment Requiring Service (miles)	13.3
4. Time required to provide service (hours)	4.5

COST ESTIMATE FOR RECOMMENDED ACTION

Expenditures from April 1, 1976 thru March 31, 1977 (FY 76-77)

1. Rehabilitation of bridges and trestles (UTRN-77-01). \$59,000

2. Continuation of Local Freight Services with matching share provided by rail users (UTRN-77-02). \$99,514

Expenditures from April 1, 1977 thru March 31, 1978 (FY 77-78)

1. Continuation of Local Freight Services with matching share provided by rail users (UTRN-78-01). \$146,000.

The sources of funds for the projects listed above are as follows:

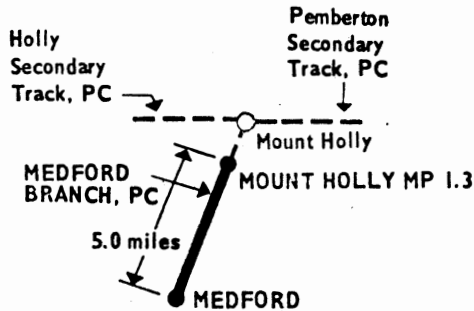
<u>PROJECT</u>	<u>TITLE IV</u>	<u>UMTA</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
UTRN-77-01	59,000				59,000
UTRN-77-02	99,514				99,514
UTRN-78-01	131,400			14,600	146,000

MEDFORD BRANCH

USRA Line No. 130

Penn Central

LINE DESCRIPTION



The Medford Branch extends from Mount Holly (MP 1.3) to Medford, N.J. (MP 6.3), a distance of 5.0 miles in Burlington County, N.J. At Mount Holly, this line connects with the

former PC Mount Holly Secondary Track, and Pemberton Secondary Track.

SYNOPSIS OF LINE CONITIONS

This line served a total of 15 rail patrons during 1975. Most of these customers are taking team track delivery at Mount Holly and consequently have expressed little or no concern over the cessation of freight service along this line segment. The rail patrons will continue to receive freight on the nearby team tracks. The zoned land use and topography adjacent to this segment are conducive to industrial development; however, no immediate development plans have been identified. The traffic activity reported for the last three years on this line segment is as follows:

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	192	14	206	41.2
1974	107	0	107	21.4
1975	99	0	99	19.8

The general physical condition of the track does not conform to FRA Class I Safety Standards. Tie and rail condition is generally poor, with the number of defective ties being indicated below and generally distributed throughout the length of the rail segment.

	<u>TOTAL TIES</u>	<u>DEFECTIVE TIES</u>	<u>PERCENT DEFECTIVE</u>
Track Ties	15,000	2,162	14
Joint Ties	2,700	538	20
Switch Ties	-	31	-

ANALYSIS

Cessation of rail freight service might result in the closing of one business and a minimal loss of employment. The majority of rail patrons presently utilize team track delivery in the Mount Holly area and have indicated that they would continue to do so.

RECOMMENDATION

In view of the fact that the majority of rail patrons presently utilize the team track facilities located in the area and, that the other affected rail customers have the capability of converting to team track utilization, it is recommended that the NJDOT pursue the improvement of the Mount Holly team track facility, thereby providing alternative rail service for all affected parties.

COST ESTIMATE FOR RECOMMENDED ACTION

Expenditures from April 1, 1976 thru March 31, 1977 (FY 76-77)

1. Improvement to existing team track facility located at Mount Holly (MEDF-77-01). \$82,000

The sources of funds for the projects listed above are as follows:

<u>PROJECT</u>	<u>TITLE IV</u>	<u>UMTA</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
MEDF-77-01	82,000				82,000

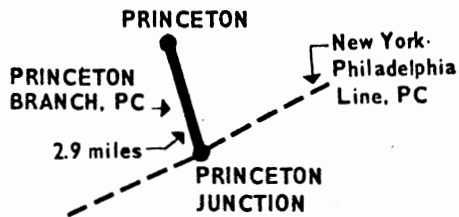
PRINCETON BRANCH

USRA Line No. 703

Penn Central

LINE DESCRIPTION

The Princeton Branch extends from Princeton Junction (MP 0.0) to Princeton, N.J. (MP 2.9), a distance of 2.9 miles, in Mercer County, New Jersey. At Princeton Junction the line connects with the former PC



Mainline between New York and Philadelphia.

SYNOPSIS OF LINE CONDITIONS

The primary importance of this line is as a passenger feeder service between the Borough and Township of Princeton and the Mainline of the Penn Central, presently owned by AMTRAK. No active rail freight customers were located on this line segment during a freight user survey conducted by the NJDOT. While considerable vacant land, with favorable physical characteristics, exists along this segment, the potential for industrial development of a character requiring rail freight service is minimal. Patronage estimates for the existing passenger service averages approximately 1,000 riders daily.

The general physical condition of the track conforms to FRA Class III Safety Standards. Tie and rail condition is generally good, with the number of defective ties being indicated below and distributed throughout the length of the rail segment.

	<u>TOTAL TIES</u>	<u>DEFECTIVE TIES</u>	<u>PERCENT DEFECTIVE</u>
Track Ties	8,700	236	3
Joint Ties	1,566	104	7
Switch Ties	-	51	-

ANALYSIS

There is little potential for near-term industrial development which would generate significant rail freight traffic. The value of this rail segment will remain, for the foreseeable future, in its ability to provide rail passenger service. This rail service eliminates the need for immediate expansion of parking facilities at various stations located on the Northeast Corridor Mainline.

RECOMMENDATIONS

Pursuant to Section 206(c)(1)(D) of the Regional Rail Reorganization Act of 1973, as amended, the State of New Jersey has exercised its option to purchase this rail segment. The purchase of this rail segment will thus permit the continuation of rail passenger services on this line.

As owner of this rail property, the Commuter Operating Agency will make available to the local governing agencies, the rights to have passenger service conducted on this rail segment.

In the event freight service were to be reinstated on this rail segment, the NJDOT will not supplement any subsidies required to provide these freight services; however, NJDOT will make available its entitlement to Title IV funds pursuant to the Reorganization Act of 1973, as amended.

COST ESTIMATE FOR RECOMMENDED ACTION

Expenditures from April 1, 1976 thru March 31, 1977 (FY 76-77)

1. Purchase of Line Segment

by NJDOT (PRIN-77-01).

\$65,406

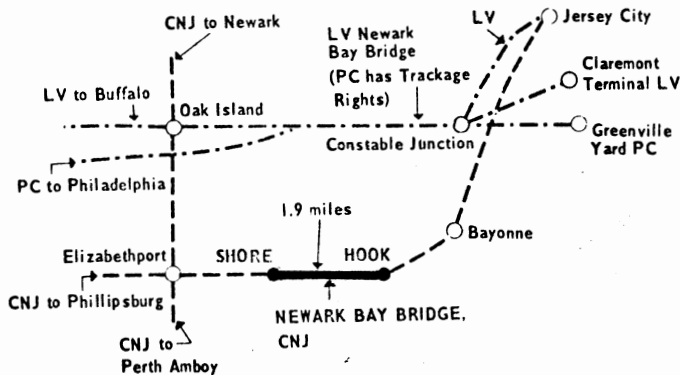
The sources of funds for the projects listed above are as follows:

<u>PROJECT</u>	<u>TITLE IV</u>	<u>UMTA</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
PRIN-77-01	65,406				65,406

NEWARK BAY BRIDGE

USRA Line No. 1102

Central Railroad of New Jersey



LINE DESCRIPTION

The Newark Bay Bridge extends from Hook (Bayonne, MP 7.0) to Shore (Elizabethport, MP 8.9), a distance of 1.9 miles, in Hudson and Union Counties, N.J. The

line continues eastward from Hook to Jersey City, and westward from Shore to Elizabethport.

SYNOPSIS OF LINE CONDITIONS

This segment consists entirely of a lift bridge and its causeway approaches, which serve to span the mouth of Newark Bay. As such, it generates no traffic in and of itself. The bridge carried traffic consisting mainly of local freight trains and the Bayonne passenger shuttle from Cranford. The double lift spans and causeway are over fifty years old, and are difficult and expensive to maintain. Moreover, their limited clearances pose a hazard to navigation, according to the U.S. Coast Guard. Two of the four tracks are out of service, after one of the lift spans was severely damaged through a collision with a ship. This structure has also been cited as the cause for the restricted development in the Port Newark and Port Elizabeth marine complexes.

ANALYSIS

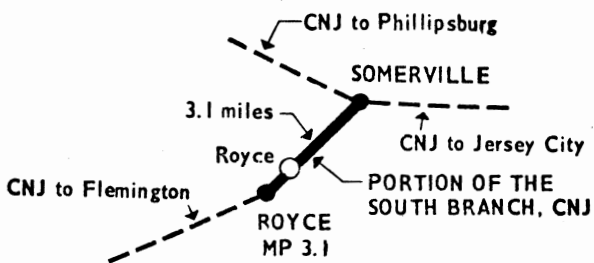
Cessation of freight operations across this bridge will not jeopardize the services rendered to any CNJ customers on the Bayonne

Peninsula, since such service will continue to be rendered using the bridge formerly owned jointly by Lehigh Valley and Penn Central and located approximately three miles to the north. Continuation of the passenger service is presently being analyzed within the Division of Commuter Services, NJDOT.

RECOMMENDATION

No specific long term recommendation has been developed for this line segment. The U.S. Coast Guard is expected to issue an order to alter this bridge in the near future because of its effect on marine traffic. Passenger service will be continued for the near term.

PORTION OF THE SOUTH BRANCH
 USRA Line No. 1103
 Central Railroad of New Jersey



LINE DESCRIPTION

This portion of the South Branch extends from Somerville (MP 0.0) to Royce, N.J. (MP 3.1), a distance of 3.1 miles, in Somerset County, New Jersey. A continuation of this line extends westward, approximately 12.4 miles, from Royce to Flemington, N.J. At Somerville, this line connects with the Central Railroad of New Jersey's Mainline.

SYNOPSIS OF LINE CONDITIONS

The portion of the South Branch between Royce and Three Bridges, (approximately 9.7 miles in length), has been out of service for some time because of track conditions. At this time, there is no indication of any need or desire for the restoration of service.

The portion of the South Branch between Somerville and Royce provided CNJ access to two agencies of the Federal Government, the U.S. Postal Service and the Veterans Administration. Rail service can also be provided to these installations over trackage extending from the Mainline of the Lehigh Valley, which is presently operated by ConRail. The traffic activity reported for the last three years on this line segment is as follows:

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	101	0	101	32.6
1974	-	-	-	--
1975	41	0	41	13.2

The general physical condition of the track conforms to FRA Class I Safety Standards. Tie and rail condition is unknown at this time.

	<u>TOTAL TIES</u>	<u>DEFECTIVE TIES</u>	<u>PERCENT DEFECTIVE</u>
Track Ties	9,300	-	-
Joint Ties	1,674	-	-
Switch Ties	-	-	-

ANALYSIS

The two Federal agencies located on this segment will obtain freight service via the tracks of the adjacent Lehigh Valley Railroad, which is presently operated by ConRail. Future industrial development along this segment will also have access to rail service via the former Lehigh Valley Railroad Mainline.

RECOMMENDATION

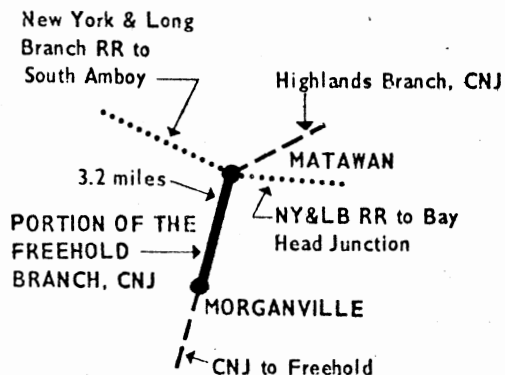
There is no need or desire to have rail freight services provided over this particular rail segment. Therefore, the NJDOT will not pursue any course of action to maintain the local rail services on this segment.

Several local agencies, as well as private individuals, have indicated an interest in purchasing these properties. NJDOT will coordinate these requests through the New Jersey Department of Community Affairs, the agency responsible for alternative uses of rail rights-of-way.

PORTION OF THE FREEHOLD BRANCH

USRA Line No. 1104

Central Railroad of New Jersey



LINE DESCRIPTION

This portion of the Freehold Branch, extends from Morganville (MP 14.1), to Matawan, N.J. (MP 10.9), a distance of 3.2 miles, in Monmouth County, New Jersey. At Matawan,

this line connects with the New York and Long Branch Railroad.

SYNOPSIS OF LINE CONDITIONS

This segment is the northerly portion of the Freehold Branch of CNJ, between Freehold, (MP 23.2) and Matawan (MP 10.9). The line between Morganville and Freehold has been out of service for some time due to track conditions and a large number of fallen trees. Between Morganville and Matawan, freight service is provided to two customers, with freight activity as reported below:

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	25	65	90	28.1
1974	30	146	176	55.0
1975	26	35	61	19.1

The existing zoning ordinances and land availability both provide for future industrial development. In addition, growth in existing rail usage has been projected by the users located on this segment.

The general physical condition of the track conforms to FRA Class I Safety Standards. Tie and rail condition is generally fair, with the number of defective ties being indicated below and generally distributed throughout the length of the rail segment.

	<u>TOTAL TIES</u>	<u>DEFECTIVE TIES</u>	<u>PERCENT DEFECTIVE</u>
Track Ties	9,600	2,167	23
Joint Ties	1,728	396	23
Switch Ties	-	48	-

ANALYSIS

The Freehold Branch of the former CNJ forms a vital link in the proposed line to be used for rail passenger service. This segment, as well as the remainder of the Branch between Morganville and Freehold, is designated for conveyance to ConRail, thence to the State of New Jersey for use as a potential passenger link. Cessation of local freight service on the segment between Matawan and Morganville might result in the closing of one business with a loss in employment of approximately 50 people.

RECOMMENDATION

Pursuant to Section 206(c)(1)(D) of the Regional Rail Reorganization Act of 1973, as amended, the State of New Jersey will exercise its option to purchase this rail segment and the rail segment between Freehold and Morganville. The purchase of this rail segment will thus permit the continuation of freight and rail passenger service to the respective users.

The matching share of any operational deficit which may materialize in providing the freight service, will be borne by the freight users or other responsible parties. The NJDOT will not supplement any subsidies to provide these services; however, it will make available to such responsible parties, its entitlement to Title IV funds pursuant to the Reorganization Act of 1973, as amended.

SELECTED SERVICE CHARACTERISTICS FOR OPERATION

1. Crew Size (men)	4
2. Frequency of Service (times/week)	1
3. Length of segment requiring service (miles)	3.2
4. Time required to provide service (hours)	1.5

COST ESTIMATE FOR RECOMMENDED ACTION

Expenditures from April 1, 1976 thru March 31, 1977 (FY 76-77)

1. Purchase of Line Segment	
(FREE-77-01)	\$15,000
2. Purchase of segment between	
Morganville and Freehold	
(FREE-77-02)	\$98,000
3. Continuation of Local Freight	
Services with matching share	
provided by rail users (FREE-77-03)	\$37,166

Expenditures from April 1, 1977 thru March 31, 1978 (FY 77-78)

1. Continuation of Local Freight Ser-	
vices with matching share provided	
by rail users (FREE-78-01)	\$37,500

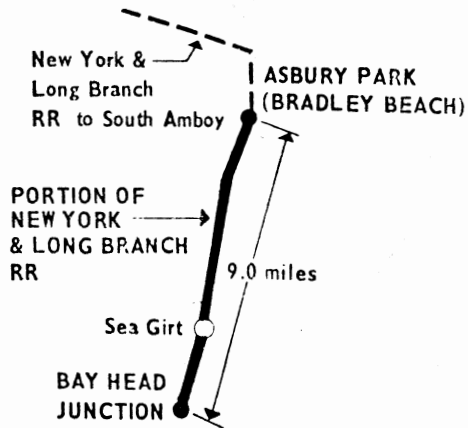
The sources of funds for the projects listed above are as follows:

<u>PROJECT</u>	<u>TITLE IV</u>	<u>UMTA</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
FREE-77-01	15,000				15,000
FREE-77-02	98,000				98,000
FREE-77-03	37,166				37,166
FREE-78-01	33,750			3,750	37,500

PORTION OF NEW YORK & LONG BRANCH RR

USRA Line No. 1105

LINE DESCRIPTION



This portion of the New York and Long Branch Railroad extends from Asbury Park (Bradley Beach) (MP 29.0) to Bay Head Junction, N.J. (MP 38.0), a distance of 9.0 miles, in Monmouth and Ocean Counties, N.J. At Asbury Park, this line continues to South Amboy.

SYNOPSIS OF LINE CONDITIONS

The New York and Long Branch Railroad is an important link in the New Jersey Rail Commuter Service System. Passenger service is provided seven days a week and the one-way weekday passenger volume developed on the entire line is approximately 10,440 riders. The excluded portion generates approximately 17 percent of this total, or 1,758 riders. The State of New Jersey has contributed approximately \$3.7 million for the maintenance of this line in past years on both the excluded and included segments. The entire line is to be upgraded and improved to allow for high quality electrified passenger service to Newark and New York.

The freight service provided on this rail segment for the past three years is as follows:

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	341	37	378	42.0
1974	334	0	334	37.1
1975	373	0	373	41.4

The general physical condition of the track conforms to FRA Class III Safety Standards. Tie and rail condition is generally good, with the number of defective ties being indicated below and generally limited to a two mile section of westbound track between the Manasquan Bridge (MP 36) and Bay Head (MP 38).

	<u>Total Ties</u>	<u>Defective Ties</u>	<u>Percent Defective</u>
Track Ties	6,000	2,400	40
Joint Ties	1,080	419	39
Switch Ties	--	33	--

The Manasquan River Bridge has been identified as being in need of major rehabilitation and requires immediate repairs to provide for continued safe operation.

ANALYSIS

This excluded portion of the New York and Long Branch Railroad serves as a vital link in the New Jersey rail passenger network. The volume and character of the freight traffic on this line has caused significant doubt with regard to the validity of the USRA projections of non-profitability. Although minimal new growth in freight traffic is projected along this rail segment, the traffic now handled is of a stable nature and moderate increases in existing volumes are foreseen by local patrons. Loss of passenger service would force approximately 1,760 daily passengers to alter their transportation patterns.

RECOMMENDATION

Pursuant to Section 206(c)(1)(D) of the Regional Rail Reorganization Act of 1973, as amended, the State of New Jersey will exercise its option to purchase this rail segment. The purchase of this rail segment will thus permit the continuation of freight and

passenger service to the respective users.

As owner of this rail property, the Commuter Operating Agency within the NJDOT, will maintain the existing passenger services, including the maintenance and rehabilitation required for the provision of rail services over that segment.

Any operational deficit which may materialize in providing the freight service, should be borne by the freight users or other responsible parties. The NJDOT will not supplement any subsidies to provide these services; however, it will make available to such responsible parties, its entitlement to Title IV funds pursuant to the Reorganization Act of 1973, as amended.

COST ESTIMATE FOR RECOMMENDED ACTION

Expenditures from April 1, 1976 thru March 31, 1977 (FY 76-77)

- | | |
|--|-------------|
| 1. Purchase of Line Segment
by NJDOT (NYLB-77-01). | \$839,286 |
| 2. Continuation of Local Freight
Services, with local matching
share provided by the rail
users (NYLB-77-02). | \$73,709 |
| 3. Rehabilitation of Manasquan
River Bridge (NYLB-77-03). | \$500,000 |
| 4. Reimbursement for past rehab-
ilitation of NY&LB RR (NYLB-
77-04). | \$1,064,107 |

5. Elimination of drainage
 problem at Manasquan (NYLB-
 77-05).

\$750,000

Expenditures from April 1, 1977 thru March 31, 1978 (FY 77-78)

1. Continuation of Local Freight
 Services, with local matching
 share provided by the rail
 users (NYLB-78-01).

\$74,000

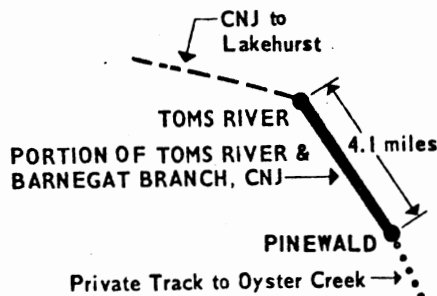
The sources of funds for the projects listed above are as
 follows:

<u>PROJECT</u>	<u>TITLE IV</u>	<u>UMTA</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
NYLB-77-01	839,286				839,286
NYLB-77-02	73,709				73,709
NYLB-77-03	500,000				500,000
NYLB-77-04	1,064,107				1,064,107
NYLB-77-05	750,000				750,000
NYLB-78-01	66,600			7,400	74,000

PORTION OF TOMS RIVER & BARNEGAT BRANCH

USRA Line No. 1106

Central Railroad of New Jersey



LINE DESCRIPTION

This portion of the Toms River and Barnegat Branch extends from Toms River (MP 47.4) to Pinewald (MP 51.5), a distance of 4.1 miles, in Ocean County, N.J.

At Toms River this line continues to Lakehurst, where it connects with the former CNJ Southern Division.

SYNOPSIS OF LINE CONDITIONS

At the time of the publication of the State Rail Plan, two local industries were confronted with the possible cessation of rail service. Subsequently, ConRail has reincorporated approximately three hundred feet into their system resulting in the fact that one of these previously affected industries is now located along trackage in the Con-Rail System. The other industry is located at approximately MP 50.0. The segment of the branch below Pinewald has been maintained through a private contractual agreement between the CNJ and the New Jersey Central Power and Light Company. The JCP&L subsidy was to preserve this southern segment for future rail access to the construction site of the Oyster Creek Nuclear Generating Plant. JCP&L is not presently utilizing rail service; however, they expect a large volume in traffic during the construction of the generating plant. The termination date for the CNJ-JCP&L subsidy agreement is currently being disputed

by the involved parties. At the present time, this line segment is abandoned, and it is not known what type of agreement, if any, is being negotiated between JCP&L and the CNJ.

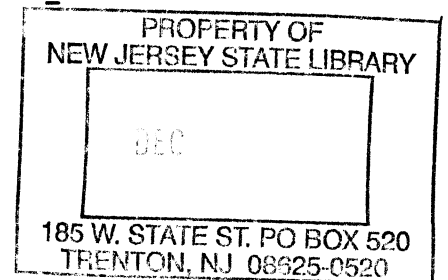
The remaining affected industry, located at MP 50.0, is currently negotiating a contract which would increase their shipping by 500 cars annually. The traffic activity reported on the segment between Toms River and Pinewald for the last three years is as follows:

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	2	100	102	24.9
1974	0	80	80	19.5
1975	0	60	60	14.6

Local topography and land use are conducive to new industrial growth; however, the prospects of this occurring in the near future are minimal.

The general physical condition of the track conforms to FRA Class I Safety Standards. Tie and rail condition is generally fair, with the number of defective ties indicated below:

	<u>TOTAL TIES</u>	<u>DEFECTIVE TIES</u>	<u>PERCENT DEFECTIVE</u>
Track Ties	12,300	1,500	12
Joint Ties	2,214	483	22
Switch Ties	-	-	-



ANALYSIS

The existing rail user and the Jersey Central Power and Light Company have expressed a desire to have rail freight service made available for their use. While the branch currently generates only a modest volume of traffic, the increase in carloads forecasted by both the affected industry and JCP&L warrant the continuation of rail service on this line segment.

RECOMMENDATION

The New Jersey Department of Transportation will have rail service continued on the portion of this rail segment between Toms River (MP 47.4) and Pinewald (MP 51.5) for a one year period ending April 1, 1977. During this period, determinations will be made by the rail patrons as to the most economical form of continuing operation on this line.

In the event that an operational deficit materializes after April 1, 1977, the matching share of the required subsidies will be borne by the freight service users or other responsible parties. The NJDOT will not supplement any subsidies to provide these services; however, it will make available to such responsible parties its entitlement to Title IV funds pursuant to the Reorganization Act of 1973, as amended.

SELECTED SERVICE CHARACTERISTICS FOR OPERATION

1. Crew Size (men)	4
2. Frequency of Service (times/week)	1
3. Length of segment requiring service (miles)	4.1
4. Time required to provide service (hours)	1.0

COST ESTIMATE FOR RECOMMENDED ACTION

Expenditures from April 1, 1976 thru March 31, 1977 (FY 76-77)

- 1. Continuation of Local Freight Services with matching share provided by rail users (TRBB-77-01). \$49,177

Expenditures from April 1, 1977 thru March 31, 1978 (FY 77-78)

- 1. Continuation of Local Freight Services with matching share provided by rail users (TRBB-78-01). \$49,500

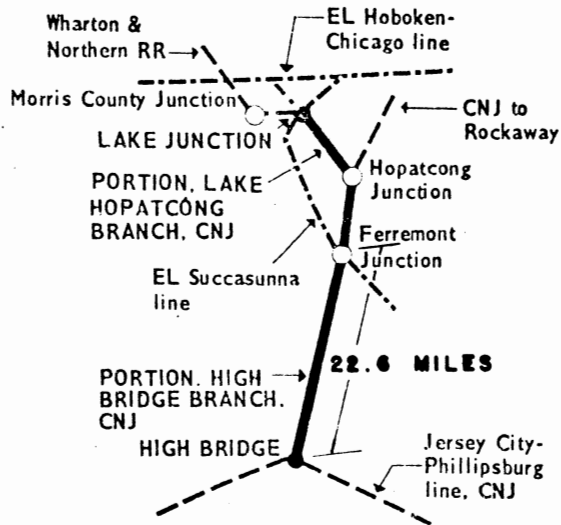
The sources of funds for the projects listed above are as follows:

<u>PROJECT</u>	<u>TITLE IV</u>	<u>UMTA</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
TRBB-77-01	49,177				49,177
TRBB-78-01	44,550			4,950	49,500

PORTION OF HIGH BRIDGE BRANCH
 USRA Line No. 1107
 Central Railroad of New Jersey

LINE DESCRIPTION

This portion of the High Bridge Branch extends from High Bridge (MP 0.0) to Ferremont Junction (MP 22.6), a distance of 22.6 miles, in Hunterdon and Morris Counties, N.J. At High Bridge, this line connects with the CNJ Mainline, which serves both Jersey City and Phillipsburg, N.J. At Ferremont Junction, the High Bridge



Branch continues northward to Hopatcong Junction and connections with the former Erie Lackawanna Mainline and several smaller railroads now operated by ConRail.

SYNOPSIS OF LINE CONDITIONS

This line was formerly used as a bridge or overhead route for the movement of Erie Lackawanna traffic destined for Port Newark and for sand shipments originating from southern New Jersey and destined to industrial facilities in the Dover - Wharton area.

The service provided to customers at Wharton, Dover, Rockaway, and on the Mt. Hope Mineral Railroad, has been since rerouted, via the former EL Mainline at Lake Junction and Wharton.

Those rail users located along the 22.6 mile rail segment have the following rail freight activity reported:

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	70	6	76	3.4
1974	91	12	103	4.6
1975	82	5	87	3.8

All but one of the six users is located along the northern, 7.3 mile portion of this branch line. The remaining shipper uses a team track facility which is also located on the northern portion of the branch line.

The proposed industrial development, which has been projected for this area, is also projected to occur along the northern portion of this line, and thus far has included only a major retail distribution center proposed for construction by the Sears, Roebuck Company.

The general physical condition of the track conforms to FRA Class I Safety Standards. Tie and rail condition is generally fair, with the number of defective ties being indicated below and distributed throughout the length of the rail segment.

	<u>TOTAL TIES</u>	<u>DEFECTIVE TIES</u>	<u>PERCENT DEFECTIVE</u>
Track Ties	67,800	3,620	5
Joint Ties	12,204	353	2
Switch Ties	-	99	-

ANALYSIS

The existing rail users, as well as many local government officials have expressed a desire to have rail freight service

maintained on the northern, 7.3 mile portion of this rail segment. Under this arrangement, both the existing rail users and the forecasted industrial development will be accommodated.

RECOMMENDATION

The New Jersey Department of Transportation will have the freight service continued on the northern 7.3 mile portion of this rail segment for a one year period ending April 1, 1977. During this period, the Department will investigate the acquisition alternatives available for purchase of the northern 7.3 mile portion as part of an ongoing rail operation and in accordance with Title IV Assistance pursuant to the Regional Rail Reorganization Act of 1973, as amended. Acquisition of the remaining 15.3 mile portion of this rail segment will be investigated in order to retain it as a linear transportation corridor, not necessarily rail related.

In the event that an operational deficit materializes after April 1, 1977, the matching share of the required subsidies will be borne by the freight service users or other responsible parties. In addition, any matching share required for the acquisition of rail freight properties will be borne by the freight service users or other responsible parties. The NJDOT will not supplement the acquisition or subsidy of rail freight properties/services. The Department will, however, make available to such responsible parties its entitlement to Title IV funds pursuant to the Reorganization Act of 1973, as amended.

SELECTED SERVICE CHARACTERISTICS FOR OPERATION

1. Crew Size (men)	4
2. Frequency of Service (times/week)	1
3. Length of segment requiring service (miles)	7.3
4. Time required to provide service (hours)	2

COST ESTIMATE FOR RECOMMENDED ACTION

Expenditures from April 1, 1976 thru March 31, 1977 (FY 76-77)

1. Purchase of 7.3 mile portion of line segment (HIBR-77-01)	\$50,000
2. Continuation of Local Freight Ser- vices, with local matching share pro- vided by rail users (HIBR-77-02)	\$56,179

Expenditures from April 1, 1977 thru March 31, 1978 (FY 77-78)

1. Continuation of Local Freight Ser- vices, with local matching share pro- vided by rail users (HIBR-78-01)	\$82,000
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The anticipated sources of funds for the projects listed above are as follows:

<u>PROJECT</u>	<u>TITLE IV</u>	<u>UMTA</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
HIBR-77-01	50,000				50,000
HIBR-77-02	56,179				56,179
HIBR-78-01	73,800			8,200	82,000

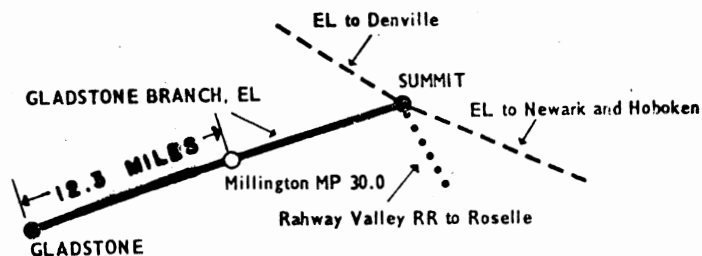
PORTION OF THE GLADSTONE BRANCH

USRA Line No. 1204

Erie Lackawanna

LINE DESCRIPTION

This portion of the Gladstone branch extends from Millington (MP 30.0) to Gladstone (MP 42.3), a distance of 12.3 miles, in Morris and Somerset Counties, N.J. The branch continues east-



ward from Millington to Summit, where it connects with the EL Morris and Essex Mainline, and the Rahway Valley Railroad.

SYNOPSIS OF LINE CONDITIONS

The primary use of the Gladstone Branch is to provide electrified commuter rail service to a rural/suburban area. A small volume of freight traffic is also generated from points beyond Millington. The traffic volumes associated with this freight activity are indicated below:

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	45	32	77	6.3
1974	33	20	53	4.3
1975	25	14	39	3.2

Very little growth in this freight traffic is projected for 1980. In addition, undeveloped properties adjacent to the branch

are zoned primarily for light-density residential use, thereby minimizing the probability of any major industrial development which might yield an increase in railborne freight.

The general physical condition of the track conforms to FRA Class III Safety Standards. Tie and rail condition is generally good, with the number of defective ties being indicated below and generally distributed throughout the length of the rail segment.

	<u>TOTAL TIES</u>	<u>DEFECTIVE TIES</u>	<u>PERCENT DEFECTIVE</u>
Track Ties	66,900	969	1
Joint Ties	12,042	224	2
Switch Ties	-	133	-

ANALYSIS

The State of New Jersey is committed to a major upgrading of EL suburban passenger service, which includes reelectrification and other improvements along the Gladstone Branch, and which are to be funded in part by UMTA. Therefore, this line will remain as a vital component of the commuter rail network in northern New Jersey. The nature of the existing freight and the potential for new industrial growth, do not indicate that this branch will become viable in the immediate future.

RECOMMENDATION

Pursuant to Section 206(c)(1)(D) of the Regional Rail Reorganization Act of 1973, as amended, the State of New Jersey will exercise its option to purchase this rail segment. The purchase of this rail segment will thus permit the continuation of freight and rail passenger service to the respective users.

As owner of this rail property, the Commuter Operating Agency within the NJDOT, will maintain the existing passenger services, including the maintenance and rehabilitation required for the provision of rail services over that segment.

The matching share of any operational deficit which may materialize in providing the freight service, will be borne by the freight users or other responsible parties. The NJDOT will not supplement any subsidies to provide these services; however, it will make available to such responsible parties, its entitlement to Title IV funds pursuant to the Reorganization Act of 1973, as amended.

SELECTED SERVICE CHARACTERISTICS FOR OPERATION

1. Crew Size (men)	4
2. Frequency of Service (times/week)	1
3. Length of segment requiring service (miles)	12.3
4. Time required to provide service (hours)	5

COST ESTIMATE FOR RECOMMENDED ACTION

Expenditures from April 1, 1976 thru March 31, 1977 (FY 76-77)

1. Purchase of line segment (GLAD-77-01)	\$159,200
2. Continuation of Local Freight Services with matching share provided by rail users (GLAD-77-02)	\$ 44,506

Expenditures from April 1, 1977 thru March 31, 1978 (FY 77-78)

1. Continuation of Local Freight Services with matching share provided by rail users (GLAD-78-01)

\$44,600

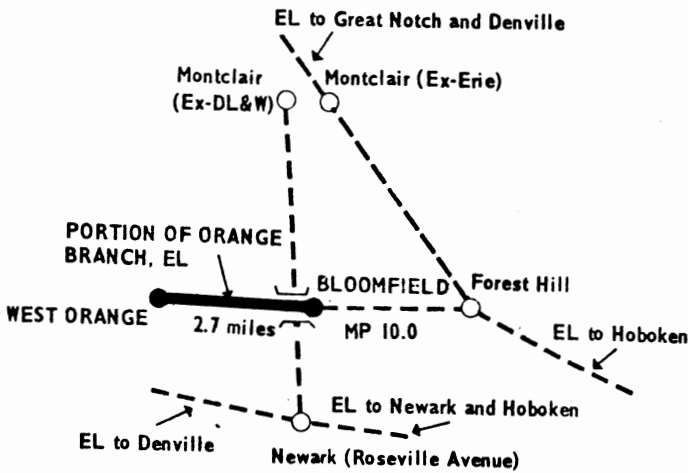
The sources of funds for the projects listed above are as follows:

<u>PROJECT</u>	<u>TITLE IV</u>	<u>UMTA</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
GLAD-77-01	159,200				159,200
GLAD-77-02	44,506				44,506
GLAD-78-01	40,140			4,460	44,600

PORTION OF ORANGE BRANCH

USRA Line No. 1206

Erie Lackawanna



LINE DESCRIPTION

This portion of the Orange Branch extends from Bloomfield (MP 10.0) to West Orange (MP 12.7), a distance of 2.7 miles, in Essex County, N.J. The line continues eastward from Bloomfield to Forest Hill where it connects with the Boonton Line.

SYNOPSIS OF LINE CONDITIONS

This line is presently used to provide local freight service to several local industries. All existing traffic is terminated on this segment, with no carloads originating from this segment. While the land use and zoning do not provide for the possibility of significant new industrial development, local redevelopment plans provide for a significant increase in rail related traffic. These forecasts are predicated on near term expansions proposed by established rail users of this rail segment. The 1980 forecasts for carloadings are approximately 700 carloads, while the volumes for the last three years are as follows:

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	229	0	229	84.8
1974	267	0	267	98.9
1975	192	0	192	71.1

The general physical condition of the track conforms to FRA Class I Safety Standards. Tie and rail condition is generally fair, with the number of defective ties being indicated below and distributed throughout the length of the rail segment.

	<u>TOTAL TIES</u>	<u>DEFECTIVE TIES</u>	<u>PERCENT DEFECTIVE</u>
Track Ties	8,100	1,081	13
Joint Ties	1,458	347	24
Switch Ties	-	44	-

ANALYSIS

Based on the 1973-1974 levels of traffic activity, the overall operation on this segment is marginally profitable. The realistic forecasts for increased utilization of this rail segment indicate that a viable operation can be created on this branch line.

RECOMMENDATION

The New Jersey Department of Transportation will have the freight service continued on this segment for a one year period ending April 1, 1977. During this period, determinations will be made by the rail patrons as to the most economical form of continuing operation on this line.

In the event that an operational deficit materializes after April 1, 1977, the matching share of the required subsidies will be borne by the freight service users or other responsible parties. The NJDOT will not supplement any subsidies to provide these services; however, it will make available to such responsible parties its entitlement to Title IV funds pursuant to the Reorganization Act of 1973, as amended.

COST ESTIMATE FOR RECOMMENDED ACTION

Expenditures from April 1, 1976 thru March 31, 1977 (FY 76-77)

- 1. Continuation of Local Freight Services, with local matching share provided by the rail users (ORAN-77-01). \$81,519

Expenditures from April 1, 1977 thru March 31, 1978 (FY 77-78)

- 1. Continuation of Local Freight Services, with local matching share provided by the rail users (ORAN-78-01). \$82,000

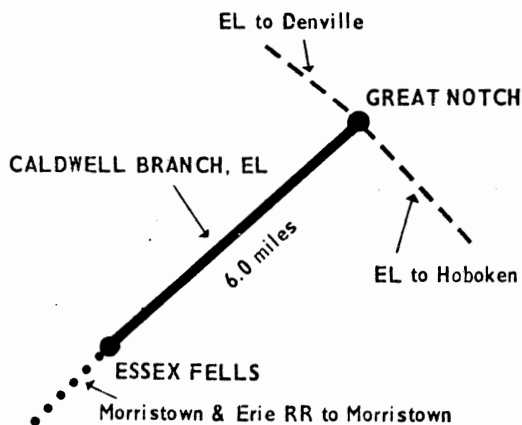
The sources of funds for the projects listed above are as follows:

<u>PROJECT</u>	<u>TITLE IV</u>	<u>UMTA</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
ORAN-77-01	81,519				81,519
ORAN-78-01	73,800			8,200	82,000

CALDWELL BRANCH
USRA Line No. 1207
Erie Lackawanna

LINE DESCRIPTION

The Caldwell Branch extends from Great Notch (MP 16.5) to Essex Fells (MP 22.5), a distance of 6.0 miles, in Passaic and Essex Counties, N.J. This line connects with the EL's Boonton Line at Great Notch and with the Morristown & Erie Railroad at Essex Fells.



SYNOPSIS OF LINE CONDITIONS

This branch, a portion of which is presently out of service, is an important connection for the Morristown and Erie Railroad. While the M&E also interchanges traffic with the former EL rail lines at Morristown, the Caldwell Branch is important for interchange of abnormally large, excess dimension rail shipments bound to and from points along the M&E. This type of traffic cannot be interchanged at Morristown due to the clearance restrictions imposed by the EL catenary system. The Morristown and Erie has expressed a desire that this branch be reopened for operation.

With regard to traffic forecasts on the Caldwell Branch, the potential for new industry is minimal. The past activity on the rail segment is indicated below:

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	46	0	46	7.7
1974	22	0	22	3.7
1975	16	0	16	2.7

The general physical condition of the track conforms to FRA Class I Safety Standards. Tie and rail condition is generally fair, with the number of defective ties being indicated below and concentrated on three existing washouts located on this rail segment.

	<u>TOTAL TIES</u>	<u>DEFECTIVE TIES</u>	<u>PERCENT DEFECTIVE</u>
Track Ties	18,000	2,192	12
Joint Ties	3,240	657	20
Switch Ties	-	76	-

ANALYSIS

The operation of the Morristown and Erie Railroad is vitally dependent upon the continued access provided by this rail segment for oversize loads. Traffic activity has generally declined on this segment over the past three years; however, rehabilitation and reinstatement of total service is expected to recapture much of the lost revenues.

RECOMMENDATION

The New Jersey Department of Transportation will have the freight service continued on this segment for a one year period ending April 1, 1977. During this period, determinations will be made by the rail patrons as to the most economical form of continuing operation on this line.

In the event that an operational deficit materializes after April 1, 1977, the matching share of the required subsidies will be borne by the freight service users or other responsible parties. The NJDOT will not supplement any subsidies to provide these services; however, it will make available to such responsible parties its entitlement to Title IV funds pursuant to the Reorganization Act of 1973, as amended.

SELECTED SERVICE CHARACTERISTICS FOR OPERATION

1. Crew Size (men)	-
2. Frequency of Service (times/week)	1
3. Length of Segment Requiring Service (miles)	6
4. Time required to provide service (hours)	2

COST ESTIMATE FOR RECOMMENDED ACTION

Expenditures from April 1, 1976 thru March 31, 1977 (FY 76-77)

1. Subsidy to provide rail service by the M&E Railroad (CALD-77-01)	\$15,750
2. Rehabilitation of three washout areas (CALD-77-02)	\$20,000

Expenditures from April 1, 1977 thru March 31, 1978 (FY 77-78)

1. Subsidy to provide rail service by the M&E Railroad (CALD-78-01)	\$21,000
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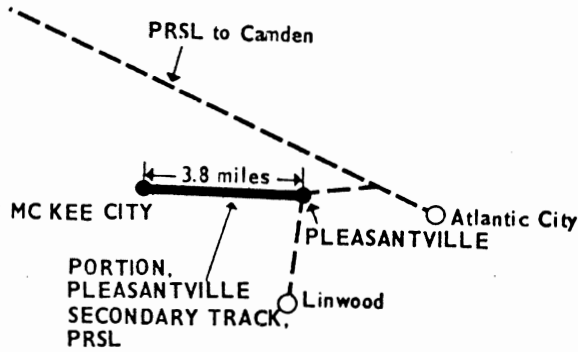
The sources of funds for the projects listed above are
as follows:

<u>PROJECT</u>	<u>TITLE IV</u>	<u>UMTA</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
CALD-77-01	15,750				15,750
CALD-77-02	20,000				20,000
CALD-78-01	18,900			2,100	21,000

PORTION OF PLEASANTVILLE SECONDARY TRACK

USRA Line No. 1800

Pennsylvania-Reading Seashore Lines



LINE DESCRIPTION

This portion of the Pleasantville Secondary Track extends from McKee City (MP 53.1) to Pleasantville (MP 56.9), a distance of 3.8 miles in Atlantic

County, N.J. At Pleasantville, this line connects with the Linwood Secondary Track of the former Pennsylvania-Reading Seashore Lines, and it also continues to the former PRSL Mainline at Atlantic City.

SYNOPSIS OF LINE CONDITIONS

The Pleasantville Secondary Track is an industrial spur, used to provide service to five firms in the rural McKee City area. This line does not generate a particularly large volume of rail traffic at this time, but it does serve an area which has good potential for the expansion of the existing industries and a corresponding growth in rail traffic. The past rail activity on this segment is indicated below:

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	174	0	174	45.8
1974	93	0	93	24.5
1975	52	0	52	13.7

The general physical condition of the track conforms to FRA Class I Safety Standards. Tie and rail condition is generally good, with the number of defective ties being indicated below and generally distributed throughout the length of the rail segment.

	<u>TOTAL TIES</u>	<u>DEFECTIVE TIES</u>	<u>PERCENT DEFECTIVE</u>
Track Ties	11,400	585	5
Joint Ties	2,052	136	7
Switch Ties	-	6	-

ANALYSIS

All but two of the existing patrons of this line receive freight at team track facilities. However, one of these two customers receives bulk-shipped material, and would be forced to close his facility if he could not receive rail service. This firm accounts for the great majority of projected traffic growth.

Cessation of rail service would result in one or two closings of local McKee City firms. Corresponding unemployment and tax loss may have a significant effect on the economy of the immediate area.

RECOMMENDATION

The New Jersey Department of Transportation will have the freight service continued on this segment for a one year period ending April 1, 1977. During this period, determinations will be made by the rail patrons as to the most economical form of continuing operation on this line.

In the event that an operational deficit materializes after April 1, 1977, the matching share of the required subsidies will be borne by the freight service users or other responsible parties. The NJDOT will not supplement any subsidies to provide these services; however, it will make available to such responsible parties its entitlement to Title IV funds pursuant to the Reorganization Act of 1973, as amended.

SELECTED SERVICE CHARACTERISTICS FOR OPERATION

1. Crew Size (men)	4
2. Frequency of Service (times/week)	1
3. Length of segment requiring service (miles)	3.8
4. Time required to provide service (hours)	1.3

COST ESTIMATE FOR RECOMMENDED ACTION

Expenditures from April 1, 1976 thru March 31, 1977 (FY-76-77)

1. Continuation of Local Freight Services with matching share provided by rail users (PLEA-77-01)	\$32,698
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Expenditures from April 1, 1977 thru March 31, 1978 (FY-77-78)

1. Continuation of Local Freight Services with matching share provided by rail users (PLEA-78-01)	\$33,500
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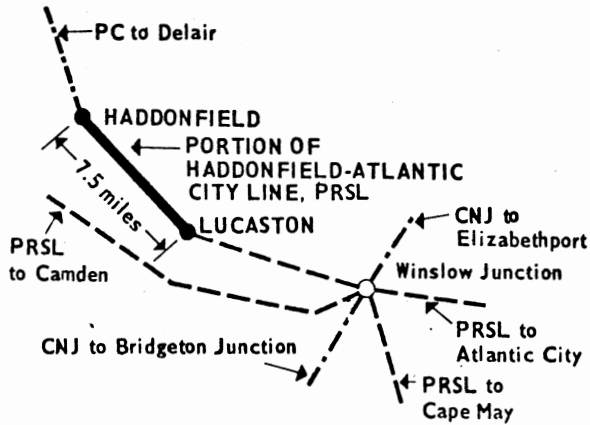
The sources of funds for the projects listed above are as follows:

<u>PROJECT</u>	<u>TITLE IV</u>	<u>UMTA</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
PLEA-77-01	32,698				32,698
PLEA-78-01	30,150			3,350	33,500

PORTION OF CAMDEN TO ATLANTIC CITY LINE

USRA Line No. 1807

Pennsylvania-Reading Seashore Lines



LINE DESCRIPTION

This portion of the Camden to Atlantic City Line extends from Haddonfield (MP 6.1) to Lucaston, N.J. (MP 13.6), a distance of 7.5 miles, in Camden County, N.J. At Haddon-

field this line connects with the former PC line running to Delair. At Lucaston, the line continues to Atlantic City via Winslow Junction.

SYNOPSIS OF LINE CONDITIONS

A portion of this line, between Lucaston and Lindenwold, provides for the commuter rail services from southern New Jersey (five round trips per weekday). Between Lindenwold and Haddonfield, this rail segment provides freight service only. For much of this same distance, this rail segment also shares the right-of-way of the Delaware River Port Authority high-speed transit line. This portion of the line, along the transit line right-of-way, is presently owned by the DRPA.

Freight service is provided to a single rail user located on this rail segment which had the following traffic activity:

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	39	0	39	5.2
1974	25	0	25	3.3
1975	25	0	25	3.3

The general physical condition of the track conforms to FRA Class I Safety Standards. Tie and rail condition is generally good, with the number of defective ties being indicated below and distributed throughout the length of the rail segment.

	<u>TOTAL TIES</u>	<u>DEFECTIVE TIES</u>	<u>PERCENT DEFECTIVE</u>
Track Ties	22,500	872	4
Joint Ties	4,050	219	5
Switch Ties	-	15	-

ANALYSIS

Elimination of freight service on this line would have little impact on the local economy, since no unemployment or plant closings are expected to result from loss of rail service. The passenger services provided over a portion of this segment will be continued pending an investigation of the overall efficiency of the rail passenger service.

Elimination of circuitous routing is expected to substantially reduce the operating costs of freight service on this rail segment.

RECOMMENDATION

Pursuant to Section 206(c)(1)(D) of the Regional Rail Reorganization Act of 1973, as amended, the State of New Jersey has exercised its option to purchase that portion of this rail segment necessary to preserve passenger service. In addition, freight service will be maintained for the users located on the entire rail segment.

The matching share of any operational deficit which may materialize in providing the freight service, will be borne by the freight users or other responsible parties. The NJDOT will not supplement

any subsidies to provide these services; however, it will make available to such responsible parties, its entitlement to Title IV funds pursuant to the Reorganization Act of 1973.

SELECTED SERVICE CHARACTERISTICS FOR OPERATION

1. Crew Size (men)	4
2. Frequency of Service (times/week)	1
3. Length of segment requiring service (miles)	7.5
4. Time required to provide service (hours)	1.8

COST ESTIMATE FOR RECOMMENDED ACTION

Expenditures from April 1, 1976 thru March 31, 1977 (FY-76-77)

1. Purchase of 2.5 mile portion of line segment (CAAC-77-01)	\$51,362
2. Continuation of Local Freight Services with matching share provided by rail users (CAAC-77-02)	\$11,164

Expenditures from April 1, 1977 thru March 31, 1978 (FY-77-78)

1. Continuation of Local Freight Ser- vices with matching share provided by rail users (CAAC-78-01)	\$11,200
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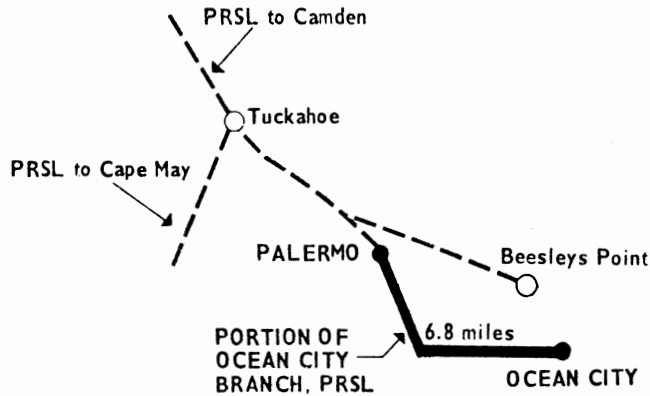
The sources of funds for the projects listed above are as follows:

<u>PROJECT</u>	<u>TITLE IV</u>	<u>UMTA</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
CAAC-77-01	51,362				
CAAC-77-02	11,164				
CAAC-78-01	10,080			1,120	11,200

PORTION OF OCEAN CITY BRANCH

USRA Line No. 1808

Pennsylvania-Reading Seashore Lines



LINE DESCRIPTION

This portion of the Ocean City Branch extends from Palermo (MP 59.6) to Ocean City, N.J. (MP 66.4), a distance of 6.8 miles, in Cape May County, N.J. At Palermo, this line continues

until it reaches former PRSL Cape May Line at Tuckahoe.

SYNOPSIS OF LINE CONDITIONS

Beyond Palermo, the Ocean City Branch is a lightly travelled line. Passenger service is provided in two round trips on weekdays, in addition to a round trip on Saturdays, Sundays and holidays during the summer. Local freight service is provided weekly by the same train which delivers fuel oil to the Beesleys Point generating station of the Atlantic City Electric Company.

The dense character of commercial and residential development in Ocean City, combined with developmental restrictions imposed by the Coastal Area Facilities Review Act, precludes any growth in rail-serviced industrial land use. The 1980 rail traffic projections are not appreciably higher than those which presently exist. The traffic volumes for the past three years are indicated below:

<u>YEAR</u>	<u>TOTAL CARLOADS</u>	<u>ORIGINATED</u>	<u>TERMINATED</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	39	0	39	5.7
1974	26	0	26	3.8
1975	33	0	33	4.9

The general physical condition of the track conforms to FRA Class III Safety Standards. Tie and rail condition is generally fair, with the number of defective ties being indicated below and generally distributed throughout the length of the rail segment.

	<u>TOTAL TIES</u>	<u>DEFECTIVE TIES</u>	<u>PERCENT DEFECTIVE</u>
Track Ties	20,400	2,035	10
Joint Ties	3,672	680	19
Switch Ties	-	27	-

Also located on this relatively short rail segment are a number of grade crossings and a swing-type drawbridge, which are both difficult and expensive to maintain, as well as being a hindrance to an efficient and economical operation.

ANALYSIS

This portion of the Ocean City Branch serves several rail freight users and approximately 170 daily passengers. Rail freight users have indicated that alternative modes of transportation are available and would be utilized if total costs of rail service proved to be prohibitive. NJDOT will continue passenger service on this line pending an investigation of the overall efficiency of the rail passenger service.

RECOMMENDATION

Pursuant to Section 206 (c) (1) (D) of the Regional Rail Reorganization Act of 1973, as amended, the State of New Jersey has exercised its option to purchase this rail segment. The purchase of this rail segment will thus permit the continuation of freight and rail passenger service to the respective users.

The matching share of any operational deficit which may materialize in providing the freight service will be borne by the freight users or other responsible parties. The NJDOT will not supplement any subsidies to provide these services; however, it will make available to such responsible parties, its entitlement to Title IV funds pursuant to the Reorganization Act of 1973.

COST ESTIMATE FOR RECOMMENDED ACTION

Expenditures from April 1, 1976 thru March 31, 1977 (FY 76-77).

1. Purchase of line segment by
NJDOT (OCEA-77-01). \$43,619

2. Continuation of Local Freight
Services, with matching share
provided by the rail users
(OCEA-77-02) \$20,281

Expenditures from April 1, 1977 thru March 31, 1978 (FY 77-78)

1. Continuation of Local Freight
Services with matching share
provided by the rail users
(OCEA-78-02) \$20,500

The sources of funds for the projects listed above are as follows:

<u>PROJECT</u>	<u>TITLE IV</u>	<u>UMTA</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
OCEA-77-01	43,619				43,619
OCEA-77-02	20,281				20,281
OCEA-78-01	18,450			2,050	20,500

APPENDIX A

RAIL PROPERTY DESIGNATIONS

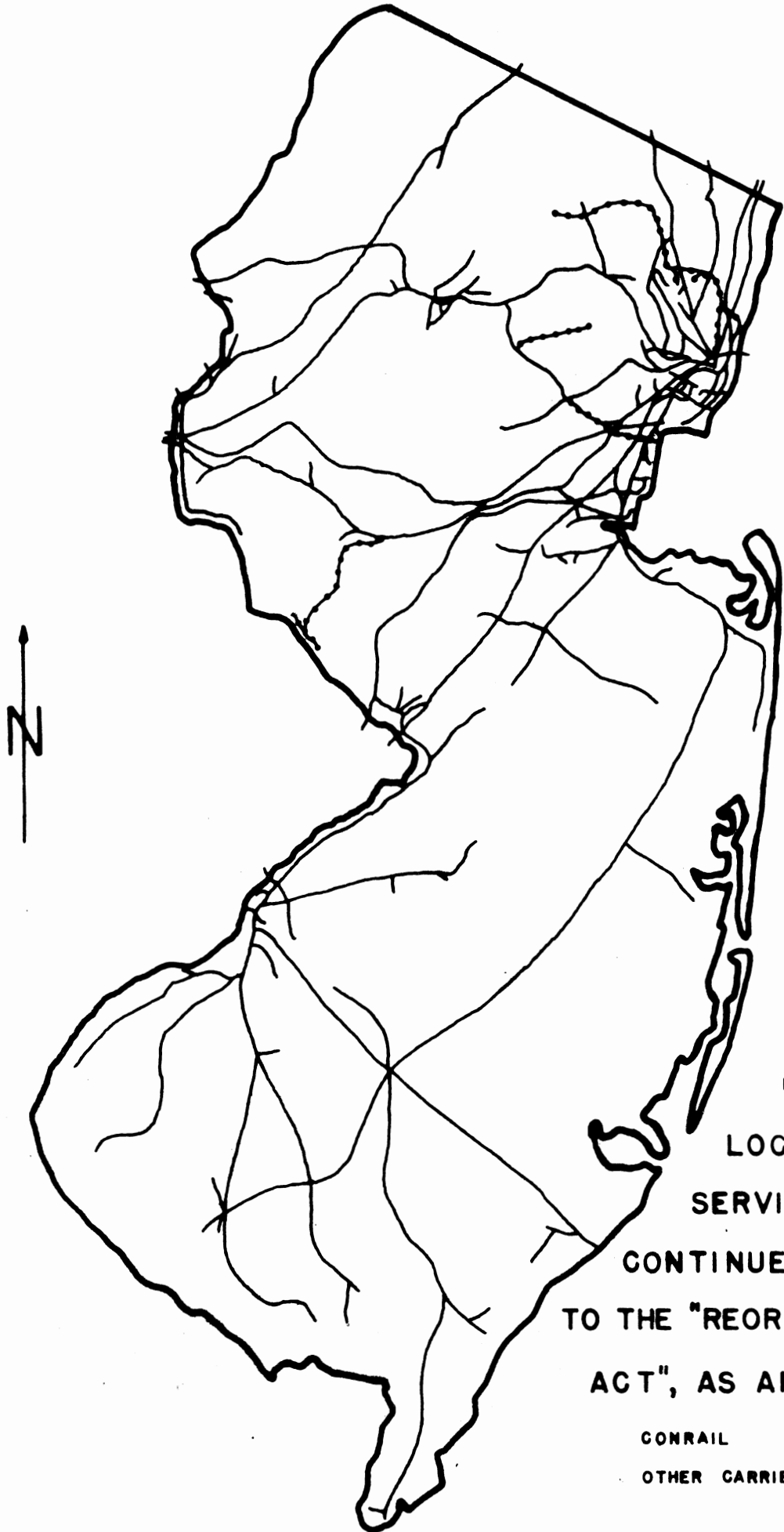


FIGURE A.1
LOCAL FREIGHT
SERVICE TO BE
CONTINUED PURSUANT
TO THE "REORGANIZATION
ACT", AS AMENDED

CONRAIL ———
OTHER CARRIERS - - - -

RAIL SERVICES OF RAILROADS NOT IN REORGANIZATION WHICH ARE
CONTINUING IN OPERATION

<u>FROM</u>	<u>TO</u>	<u>BRANCH</u>	<u>MP 1</u>	<u>MP 2</u>
<u>Black River & Western Corp.</u>				
Lambertville	Flemington	Main Line	0.0	12.0
Lambertville	Delaware Twp.	Former PC Bel-Del Br.	16.0	18.0
Three Bridges	Flemington	Former CNJ South Br.	13.0	15.7
<u>Morristown & Erie Railroad</u>				
Morristown	Essex Fells	Main Line	0.0	10.5
<u>New York Susquehanna & Western Railroad Co.</u>				
Croxton	Butler	Main Line	0.0	34.7
Little Ferry Jct.	Edgewater	Edgewater Br.	0.0	3.0
Passaic Jct.	Passaic	Passaic Jct.-Passaic	0.0	3.1
Hackensack	Lodi	Lodi Br.	0.0	2.4
<u>Rahway Valley Railroad</u>				
Roselle Park	Summit	Main Line	0.0	7.1
Branch Jct.	Unionbury	Rahway Valley Line	0.0	0.7
<u>Staten Island Railroad Corp. (Chessie System)</u>				
Cranford Jct.	NJ/NY Line	Main Line	0.0	5.5

INTERESTS DESIGNATED TO CONRAIL

LINE CODE	FROM STATION	TO STATION	MP1	MP2	BRANCH NAME	OWNER INTER
SYSTEM: LEHIGH & HUDSON RIVER R.R.						
TRANSFEROR: LEHIGH & HUDSON RIVER R.R.						
0101	MAYBROOK	NY/NJ ST LINE	0.0	23.8	L&HR	CRC
0101	NY/NJ ST LINE	BELVIDERE	23.8	72.0	L&HR	CRC
0102	FASTON	PHILLIPSBURG	0.0	0.4	L&HR	CRC
0103	PHILLIPSBURG	PHILLIPSBURG	0.0	1.4	HUDSON YARD	CRC
0105	FRANKLIN	OGDENSBURG	0.0	2.9	OGDENSBURG BR	CRC
SYSTEM: CENTRAL R.R. CO. OF NEW JERSEY						
TRANSFEROR: CENTRAL R.R. CO. OF NEW JERSEY						
0201	JERSEY CITY	BY INTERLOCKING	1.0	2.6	MAIN LINE CNJ	CRC
0201	BY INTERLOCKING	BAYONNE 33ST	2.6	5.0	MAIN LINE CNJ	CRC
0201	BAYONNE 33ST	BAYONNE BV	5.0	7.0	MAIN LINE CNJ	CRC
0201	ELIZABETHPT FH	RARITAN	8.9	35.8	MAIN LINE CNJ	CRC
0201	RARITAN	HIGH BRIDGE	35.8	52.2	MAIN LINE CNJ	CRC
0201	HIGH BRIDGE	HIGH BRIDGE	52.2	52.7	MAIN LINE CNJ	CRC
0201	HIGH BRIDGE	HAMPTON	52.7	56.6	MAIN LINE CNJ	CRC
0201	HAMPTON	PHILLIPSBURG	56.6	71.2	MAIN LINE CNJ	CRC
0201	PHILLIPSBURG	PHILLIPSBURG	71.2	72.1	MAIN LINE CNJ	CRC
0202	COMMUNIPAW	WEST SIDE AVE	1.0	3.6	WEST SIDE BR	CRC
0203	BRILLS JCT	NEWARK	5.5	7.3	NEWARK & NY BR	CRC
0204	KEARNY	BRILLS JCT	4.0	5.5	NEWARK & NY BR	CRC
0205	BRILLS JCT	OAK ISLAND JCT	0.0	1.7	NEWARK & ELIZ BR	CRC
0205	OAK ISLAND JCT	ELIZABETHPORT	1.7	5.5	NEWARK & ELIZ BR	CRC
0206	FOSTERS LANE	FLEMINGTON	13.7	15.7	SOUTH BRANCH	CRC
0207	FERREMONT	HOPATCONG JCT	22.6	23.8	HIGH BRIDGE BR	CRC
0207	HOPATCONG JCT	WHARTON	23.8	25.1	HIGH BRIDGE BR	CRC
0207	ROCKAWAY	GENERAL FOAM	29.6	31.6	HIGH BRIDGE BR	CRC
0208	HOPATCONG JCT	LAKE JCT	0.0	0.6	LK HOPATCONG BR	CRC
0208	LAKE JCT	MORRIS CTY JCT	0.6	0.9	LK HOPATCONG BR	CRC
0211	ELIZABETHPORT	WOODBIDGE JCT	9.5	20.0	PERTH AMBOY BR	CRC
0211	WOODBIDGE JCT	RARITAN RVR NO	20.0	21.7	PERTH AMBOY BR	CRC
0212	ELIZABETH RIVER	WARNERS	0.0	3.5	SOUND SHORE BR	CRC
0213	RAHWAY	PETROLEUM	0.0	1.5	CARTERET BR	CRC
0214	WILLIAMS & CLARK	CHROME	1.3	2.7	REFORMATORY BR	CRC
0215	FED BANK	LAKEHURST	38.1	66.0	SOUTHERN M/L	CRC
0215	LAKEHURST	CHATSWORTH	66.0	84.3	SOUTHERN M/L	CRC
0215	CHATSWORTH	WINSLOW JCT	84.3	104.2	SOUTHERN M/L	CRC
0215	WINSLOW JCT	VINELAND	104.2	120.1	SOUTHERN M/L	CRC
0215	VINELAND	NORMA	120.1	123.9	SOUTHERN M/L	CRC
0215	NORMA	BRIDGETON JCT	123.9	130.5	SOUTHERN M/L	CRC
0215	BRIDGETON JCT	BRIDGETON JCT	130.5	130.8	SOUTHERN M/L	CRC
0215	BRIDGETON JCT	BRIDGETON	130.8	132.8	SOUTHERN M/L	CRC
0217	NATCO	MATAWAN	7.2	10.9	SEASHORE BR	CRC
0218	E. LONG BRANCH	BRANCHPORT	0.0	1.2	INDUSTRIAL BR	CRC
0219	LAKEHURST	LAKEHURST	39.8	40.0	TR&B BRANCH	CRC
0219	LAKEHURST	TOMS RIVER	40.0	47.4	TR&B BRANCH	CRC

0220	BRIDGETON JCT	DEERFIELD	0.0	3.3	DEERFIELD BR	CRC
0221	BRIDGETON JCT	MAURICETOWN	0.0	18.1	CUMBER.& MAURICE	CRC
0226	WEST SIDE BR	GRAND AVE	0.0	0.7		CRC
0227	BAYONNE	END	0.0	0.8		CRC
0228	BAYONNE	TEXACO	0.0	0.6		CRC
0229	E'PORT	SECOND ST	0.0	2.1		CRC
0230	SPRING	NEW POINT	0.0	0.6		CRC
0231	BROOK	QUARRY	0.0	2.0		CRC
0232	BRILLS	LISTER AVE	0.0	1.1		CRC
0233	LOCKWOOD	PSE&G	0.0	0.9		CRC
0234	BAYWAY	WOOD AVE	0.0	1.7		CRC
0235	BAYWAY	FRONT ST	0.0	0.8		CRC
0236	TREMLEY	GRASSELLI	0.0	1.0		CRC
0237	RAHWAY	RT 1	0.0	1.9		CRC
0238	TK 4	PHILA QUARTZ	0.0	2.3		CRC
0239	CARTERET	END	0.0	0.4		CRC
0240	NORTH AVE	ALLIED	0.0	0.4		CRC
0241	E'PORT	NORTH AVE	0.0	1.4		CRC
0242	BAYONNE	INGHAM AVE	0.0	0.9		CRC
0243	JERSEY CITY	BURMA RD	0.0	1.2		CRC
0244	BRILLS	AVE P	0.0	0.5		CRC
0245	PERTH AMBOY	WHEELING	0.0	1.7		CRC
0246	RAND	PHILLIPSBURG	0.0	0.7		CRC
0247	FINDERNE	MANVILLE	0.0	0.8		CRC
0248	POINT OF ROCKS	CARTERET AVE	0.0	0.3		CRC
0249	BRILLS	DOREMUS AVE	0.0	0.7		CRC
0250	NWK&NY BR	BAYSHORE	0.0	0.2		CRC
0251	BAYSHORE	AVE P	0.0	0.3		CRC
0252	GLIDDEN	END	0.0	2.4		CRC
0253	BRANCHPORT	FT MONMOUTH	0.0	2.0		CRC
0299	COMMUNIPAW AVE	JERSEY AVE YARD	0.0	0.7	JERSEY AVE BR	CRC
TRANSFEROR: DOVER & ROCKAWAY R.R.						
0207	WHARTON	ROCKAWAY	25.1	31.1	HIGH BRIDGE BR	CRC
TRANSFEROR: WHARTON & NORTHERN R.R.						
0209	PICATINNY	MORRIS CTY JCT	11.1	14.6	WHARTON & NORTH	CRC
TRANSFEROR: MT HOPE MINERAL R.R.						
0210	WHARTON	MT HOPE	0.0	3.6	MT HOPE MIN BR	CRC
TRANSFEROR: BAYSHORE CONNECTING RAILWAY						
1499	CAR ISLAND	KEARNY	0.0	2.7	BAYSHORE CONN RR	CRC
SYSTEM: READING COMPANY						
TRANSFEROR: PORT READING R.R.						

0336 WESTON PORT READING 0.0 19.4 PORT READING BR CRC

TRANSFEROR: DELAWARE & BOUND BROOK R.R.

0343 W TRENTON W TRENTON 32.6 32.8 TRENTON BR CRC
0348 W TRENTON TRENTON 32.8 36.2 TRENTON BR CRC
0348 TRENTON TRENTON 36.2 36.4 TRENTON BR CRC
0348 TRENTON E TRENTON 35.6 38.7 E TRENTON IND TK CRC

TRANSFEROR: TRENTON-PRINCETON TRACTION CO

0399 JCT/E TRENTON LAWRENCEVILLE 1.1 3.4 TREN/PRINCE TK CRC

SYSTEM: LEHIGH VALLEY R.R.

TRANSFEROR: LEHIGH VALLEY R.R.

0501 JERSEY CITY CONSTABLE JCT 1.6 5.5 MAIN LINE LVRR CRC
0501 CONSTABLE JCT GREENVILLE BAY 5.5 6.5 MAIN LINE LVRR CRC
0501 GREENVILLE BAY NEWARK INT 6.5 11.4 MAIN LINE LVRR CRC
0502A NEWARK INT ALDENE 11.4 16.9 MAIN LINE LVRR CRC
0502A ALDENE BOUND BROOK 16.9 33.1 MAIN LINE LVRR CRC
0502A BOUND BROOK MANVILLE 33.1 36.4 MAIN LINE LVRR CRC
0502A MANVILLE FLEMINGTON JCT 36.4 51.0 MAIN LINE LVRR CRC
0502A FLEMINGTON JCT EASTON INT 51.0 77.0 MAIN LINE LVRR CRC
0502B CLARK GARDEN ST FWY 19.4 20.3 BLCCDGOODS BR CRC
0502C RARITAN JCT SILVER LK AVE 19.8 26.4 RARITAN BR CRC
0502D MUSCONETCONG JCT FLOOD GATE BR 69.9 73.1 MUSCONETCONG BR CRC
0509 NATIONAL JCT NAT DOCKS BR 1.6 2.0 NJ JCT BR CRC
0509 JERSEY CITY PRR PRR JCT 1.7 2.0 NAT DOCKS BR CRC
0509 PRR JCT CONSTABLE JCT 2.0 5.2 NAT DOCKS BR CRC
0509 CONSTABLE JCT BAYONNE 5.2 7.8 NAT DOCKS BR CRC
0509 NAT DOCKS BR BAYONNE CNJ 7.8 8.5 BRANCH NO 6 CRC
0510 PERTH AMBOY SQ PLAINFIELD 17.4 27.1 PERTH AMBOY BR CRC
0511 HILLSIDE IRVINGTON 12.7 15.5 IRVINGTON BR CRC
0512 LANDSDOWN CLINTON 57.6 59.5 CLINTON BR CRC
0529 FLEMINGTON JCT FLEMINGTON 50.8 52.7 FLEMINGTON BR CRC
0596 JERSEY CITY CAVEN POINT 0.0 0.6 CAVEN PT BR CRC
0597 JERSEY CITY JC BRANCH NO 1 0.0 2.2 CRC
0599 CONSTABLE JCT CLAREMONT TERM 0.0 0.1 CLAREMONT TER BR CRC

TRANSFEROR: RARITAN TERMINAL & TRANS CO.

0211 RARITAN RIVER N NORTH SHORE 21.7 23.2 RAR NORTH SHORE CRC

SYSTEM: PENN CENTRAL TRANSPORTATION CO.

TRANSFEROR: UNITED NJ RR & CANAL CO.

1124	TRENTON FAIR	TRENTON MG	0.3	1.4	BELVIDERE BR	CRC
1124	MILFORD	PHILLIPSBURG	34.4	50.7	BELVIDERE BR	CRC
1124	PHILLIPSBURG	BELVIDERE	50.7	64.3	BELVIDERE BR	CRC
1124	BELVIDERE	BELVIDERE	64.3	65.3	BELVIDERE BR	CRC
1125	CAMDEN	DELAIR	0.9	5.0	BORDENTOWN BR	CRC
1125	DELAIR	EDGEWATER PK	5.0	16.0	BORDENTOWN SEC	CRC
1125	EDGEWATER PK	BORDENTOWN RD	16.0	26.7	BORDENTOWN SEC	CRC
1125	BORDENTOWN RD	WINDSOR	26.7	37.9	ROBBINSVILLE SEC	CRC
1126	TRENTON	BORDENTOWN	0.0	6.0	BORDENTOWN BR	CRC
1166	FLORENCE	OLIVE ST	0.0	0.9	FLORENCE BR	CRC
1167	BORDENTOWN BR	PETTY ISLAND	0.0	2.0	PETTY IS BR	CRC
1168	FLORENCE	FLORENCE	0.0	1.6	TURNPIKE BR	CRC
1420	JERSEY CITY	HARRISON	1.0	7.0	HARSIMUS BR	CRC
1421	WA-5	KEARNY	0.0	4.4	PASSAIC BR	CRC
1422	WA-5	GREENVILLE BAY	0.0	4.2	GREENVILLE BR	CRC
1422	GREENVILLE BAY	GREENVILLE YD	4.2	6.5	GREENVILLE BR	CRC
1423	UNION	PERTH AMBOY	0.0	5.9	PA&WOODBIDGE BR	CRC
1425	SO AMBOY JCT	JAMESBURG JG	0.5	13.6	AMBOY SEC TK	CRC
1426	MIDWAY	JAMESBURG	0.0	5.0	JAMESBURG BR	CRC
1426	JAMESBURG	JAMESBURG JG	5.0	5.5	JAMESBURG BR	CRC
1428	NEW BRUNSWICK	MIDDLEBUSH	0.0	3.0	MILLSTONE BR	CRC
1429	MONMOUTH JCT	HIGHWAY 26	0.0	2.7	KINGSTON BR	CRC
1431	HARRISON	HARRISON FRT STA	0.0	1.0	CENTER ST BR	CRC
1432	HUDSON	HARRISON	0.0	1.4	HARRISON BR	CRC
1433	METUCHEN	BONHAMTOWN	0.1	1.7	BONHAMTOWN BR	CRC
1434	MEADOWS YD	FED SHIP YD	0.0	0.9	MEADOWS TK NO 1	CRC
1434	MEADOWS YD	LINCOLN HWY	0.0	0.9	MEADOWS TK NO 2	CRC
1437	JAMESBURG	HIGHTSTOWN	13.6	21.7	HIGHTSTOWN SEC	CRC
1438	HARRISON	SUSSEX ST	0.0	0.6	HRSN E NWK CONN	CRC
1439	HUNTER	END	0.0	1.7	WEST NEWARK BR	CRC
1440	JERSEY CITY	JERSEY CITY	0.0	1.3	HUDSON ST BR	CRC
1441	JERSEY CITY	CROXTON YD	0.0	2.0	SUSQUEHANNA CONN	CRC
1455	MILHAM	COAL PORT YD	0.0	2.1	MILHAM BR	CRC
1456	TRENTON	COAL PORT YD	0.0	4.1	ENTERPRISE BR	CRC
1457	BELDEL BR	BORDENTOWN BR	0.0	1.0	SO TRENTON BR	CRC
1459	CK	MARTINS CREEK	0.0	0.3	MARTINS CREEK BR	CRC
1460	ROXBURG	PP&L	0.0	0.2	ROXBURG BR	CRC

TRANSFEROR: PENN CENTRAL TRANSPORTATION CO

1412	WEEHAWKEN	HOBOKEN	0.0	3.0	RIVER LINE	CRC
1412	HOBOKEN	CP WALDO	3.0	4.7	RIVER LINE	CRC
1413	WEEHAWKEN	LITTLE FERRY	0.0	5.9	RIVER LINE	CRC
1413	LITTLE FERRY	DUMONT	5.9	12.9	RIVER LINE	CRC
1413	DUMONT	NJ/NY ST LINE	12.9	18.8	RIVER LINE	CRC

TRANSFEROR: PENNDEL CO

1427	HOWELL	JAMESBURG	13.5	27.2	FREEHOLD BR	CRC
1127	SHORE	JERSEY	0.0	2.3	DRRR&B CO BR	CRC
1127	JERSEY	HADDONFIELD	2.3	8.1	DRRR&B CO BR	CRC
1162	PAVONIA	PEMBERTON	2.6	24.9	PEMBERTON BR	CRC
1165	MT HOLLY	LUMBERTON RD	0.3	1.3	MEDFORD BR	CRC
1169	MINSON NJ	END	0.0	1.1	PENNSAUKEN BR	CRC
117A	MINSON BOBD BR	DRRR&B CO BR	0.0	0.3	CONN TK NO 1	CRC

TRANSFEROR: NEW YORK & LONG BRANCH R.R.

0222	RARITAN RVR NO	SOUTH AMBOY	0.0	2.7	NY&LONG BRANCH	CRC
0222	SOUTH AMBOY	LONG BRANCH	2.7	22.5	NY&LONG BRANCH	CRC
0222	LONG BRANCH	ASBURY PARK	22.5	29.0	NY&LONG BRANCH	CRC
0223	OCEANPORT	MONMOUTH PARK	0.0	0.7	MON PK TERM	CRC

TRANSFEROR: PENNSYLVANIA READING SEASHORE LINES

9902	BULSON ST	CAMDEN BROWN	1.0	2.5	CLEMENTON BR	CRC
9902	CAMDEN BROWN	WINSLOW	2.5	26.1	CLEMENTON BR	CRC
9903	WINSLOW	TUCKAHOE	26.1	53.1	CAPE MAY BR	CRC
9903	TUCKAHOE	CAPE MAY	53.1	80.0	CAPE MAY BR	CRC
9904	CAPE MAY	CAPE MAY PT	0.0	2.0	CAPE MAY PT BR	CRC
9906	TUCKAHOE	PALERMO	53.1	59.6	OCEAN CITY BR	CRC
9911	E GLOUCESTER	GLENDORA	3.9	9.5	GRENLOCH SEC TK	CRC
9916	GLASSBORO	GLASSBORO	18.3	19.3	WILLIAMSTOWN SEC	CRC
9918	BEESELEYS PT	BEESELEYS PT	0.0	2.0	BEESELEY PT TK	CRC

TRANSFEROR: RARITAN RIVER RAILROAD

0225	SOUTH RIVER	WRIGHTS	0.0	1.0	RARITAN RIVER BR	CRC
0225	SAYREVILLE JCT	SAYREVILLE	0.0	2.0	RARITAN RIVER BR	CRC
0225	SOUTH AMBOY	NEW BRUNSWICK	0.0	12.3	RARITAN RIVER BR	CRC

TRANSFEROR: PENNSYLVANIA & ATLANTIC R.R.

1164	PEMBERTON	LEWIS	24.9	27.8	DIX RUNNING TK	CRC
1164	LEWIS	FORT DIX	0.0	5.6	DIX RUNNING TK	CRC

TRANSFEROR: PENNA. TUNNEL & TERMINAL R.R. CO.

1401	NY/NJ STATE LINE	HJDSOON	1.6	8.6	MAIN LINE	AMTK
1401	HUDSON	DOCK	7.1	8.0	MAIN LINE	AMTK

TRANSFEROR: UNITED NJ RR & CANAL CO.

1401	DOCK	NEWARK	8.0	9.0	MAIN LINE	AMTK
1401	NEWARK	COUNTY	9.0	32.9	MAIN LINE	AMTK
1401	COUNTY	TRENTON FAIR	32.9	56.8	MAIN LINE	AMTK
1401	TRENTON FAIR	TRENTON	56.8	57.0	MAIN LINE	AMTK
1401	TRENTON	NJ/PA STATE LINE	57.0	57.7	MAIN LINE	AMTK

TRANSFEROR: WEST JERSEY & SEASHORE R.R.

9901	LUCASTON	WINSLOW	13.6	27.2	MAIN LINE	CRC
9901	WINSLOW	ATLANTIC CITY	27.2	58.0	MAIN LINE	CRC
9901	ATLANTIC CITY	END OF TRACK	58.0	59.0	ATL CTY IND TK	CRC
9907	PLEASANTVILLE JCT	MAIN LINE	56.9	62.2	PLEASANTVL SEC	CRC
9908	JCT/PLEASANTVILLE	WRIGHT AVE	0.0	0.4	LINWOOD SEC TK	CRC
9908	WRIGHT AVE	LINWOOD	0.4	3.8	LINWOOD SEC TK	CRC
9909	PAVONIA	CAMDEN BROWN	0.7	2.5	MILLVILLE SEC TK	CRC
9909	CAMDEN BROWN	WOODBURY	2.5	10.5	MILLVILLE SEC TK	CRC
9909	WOODBURY	GLASSBORO	10.5	18.0	MILLVILLE SEC TK	CRC
9909	GLASSBORO	VINELAND	18.0	31.8	MILLVILLE SEC TK	CRC
9909	VINELAND	VINELAND	31.8	34.0	MILLVILLE SEC TK	CRC
9909	VINELAND	S VINELAND	34.0	38.1	MILLVILLE SEC TK	CRC
9909	S VINELAND	MILLVILLE	38.1	39.8	NO 1 RNG TK	CRC
9909	MILLVILLE	MANUMUSKIN	39.8	48.1	MANUMUSKIN SEC	CRC
9912	WOODBURY W END	PENNS GR DEL RV	8.8	30.1	PENNS GROVE BR	CRC
9913	PEN GV WALK AVE	DEEP WATER	29.8	32.4	DEEP WATER SEC	CRC
9914	WOODBURY	SALEM	8.8	37.2	SALEM SEC TK	CRC
9915	GLASSBORO	BRIDGETON JCT	17.8	36.0	BRIDGETON SEC TK	CRC
9915	BRIDGETON JCT	BRIDGETON	36.0	38.5	BRIDGETON SEC TK	CRC
9917	JCT/MANUMUSKIN	LEESBURG	46.4	51.5	LEESBURG SEC TK	CRC
9919	PAULSBORO	SHELL SIDING	0.0	2.0	SHELL SIDING	CRC
9920	PAULSBORO	PAULSBORO	0.0	0.5	PAULSBORO BR	CRC

TRANSFEROR: DELAWARE & BOUND BROOK R.R.

0326	PA/NJ LINE	WEST TRENTON	31.4	32.0	NEW YORK BR	CRC
0326	WEST TRENTON	WEST TRENTON	32.0	32.5	NEW YORK BR	CRC
0326	WEST TRENTON	BELLE MEAD	32.5	50.1	NEW YORK BR	CRC
0326	BELLE MEAD	WESTON	50.1	56.3	NEW YORK BR	CRC
0326	WESTON	BOUND BROOK JCT	56.3	58.4	NEW YORK BR	CRC

SYSTEM: ERIE LACKAWANNA RAILWAY

TRANSFEROR: ERIE LACKAWANNA RAILWAY

6101	GL	GREAT NOTCH	2.9	16.8	BOONTON LINE	CRC
6101	GREAT NOTCH	MOUNTAIN VIEW	16.8	21.8	BOONTON LINE	CRC
6101	MOUNTAIN VIEW	DENVILLE	21.8	34.0	BOONTON LINE	CRC
6101	DOVER	PORT MORRIS	38.5	45.7	MAIN LINE (DL&W)	CRC
6101	PORT MORRIS	NJ/PA ST LINE	45.7	73.2	MAIN LINE (DL&W)	CRC
6101	NJ/PA ST LINE	SLATEFORD JCT	73.2	74.3	MAIN LINE (DL&W)	CRC
6102	BERGEN JCT	RIDGEWOOD JCT	2.8	19.4	BERGEN COUNTY	CRC
6102	RIDGEWOOD JCT	SUFFERN	20.2	30.5	MAIN LINE (ERIE)	CRC
6151	WEST END	PATERSON JCT	1.9	13.6	MAIN LINE	CRC
6151	PATERSON JCT	XW	13.6	15.9	MAIN LINE	CRC
6151	XW	RIDGEWOOD JCT	15.9	20.2	MAIN LINE (ERIE)	CRC
6152	NJ & NY JCT	N HACKENSACK	7.6	16.0	NJ&NY BR	CRC
6152	N HACKENSACK	NANVET JCT	16.0	28.2	NJ&NY BR	CRC
6160	JERSEY CITY	BERGEN JCT (HL)	0.0	3.3	MAIN LINE (ERIE)	CRC
6160	CROXTON	WEEHAWKEN	0.0	5.2	WEEHAWKEN BR	CRC
6161	CROXTON	SPARKHILL	2.2	23.9	NORTHERN BR	CRC
6166	DB JCT	PATERSON JCT	4.5	17.3	NEWARK BR	CRC
6167	RUTHERFORD JCT	CARLTON HILL	8.7	10.2	CARLTON	CRC
6168	PASSAIC	XW	11.5	15.1	PASSAIC BR	CRC
6169	KINGSLAND JCT	HARRISON	0.0	5.5	HARRISON BR	CRC
6170	FOREST HILL	BLOOMFIELD	8.4	10.0	ORANGE BR	CRC

6172	MOUNTAIN VIEW	POMPTON JCT	21.8	28.1	GREENWOOD LK SP	CRC
6172	POMPTON JCT	POMPTON JCT	28.1	28.3	GREENWOOD LK SP	CRC
6173	LITTLE FALLS	MOUNTAIN VIEW	18.3	21.0	TOTOWA SPUR	CRC
6191	SUSSEX BR JCT	NETCONG	47.4	48.2	SUSSEX BRANCH	CRC
6192	PORT MORRIS	SUSSEX BR JCT	45.7	47.4	WASHINGTON LINE	CRC
6192	SUSSEX BR JCT	WASHINGTON	47.4	67.5	WASHINGTON LINE	CRC
6192	WASHINGTON	PHILLIPSBURG	67.5	78.0	PHILLIPSBURG BR	CRC
6192	PHILLIPSBURG	PHILLIPSBURG	78.0	80.3	PHILLIPSBURG BR	CRC
6193	CHESTER JCT	SUCCASUNNA	41.3	45.0	CHESTER BR	CRC
6194	WASHINGTON	WASHINGTON	66.5	67.6	GLD ROAD	CRC
6242	DELAWARE	SLATEFORD JCT	79.3	84.8	OLD ROAD	CRC
6801	WEST END	NEWARK	1.9	9.0	MORRISTOWN LINE	CRC
6801	NEWARK	ORANGE	9.0	11.0	MORRISTOWN LINE	CRC
6801	ORANGE	SUMMIT	11.0	20.0	MORRISTOWN LINE	CRC
6801	SUMMIT	DENVILLE	20.0	36.4	MORRISTOWN LINE	CRC
6801	DENVILLE	DOVER	34.0	38.5	MORRISTOWN LINE	CRC
6841	SUMMIT	MILLINGTON	20.0	30.0	GLADSTONE BR	CRC
6842	ROSEVILLE AVE	MONTCLAIR	9.0	13.4	MONTCLAIR BR	CRC

APPENDIX B
CERTIFICATION

CERTIFICATION

I, Alan Sagner, Commissioner of Transportation of the State of New Jersey, pursuant to the authority delegated to me by the Governor of the State of New Jersey in accordance with Part 255.9(c) of the Federal Railroad Administration's Procedures and Requirements Regarding Applications and Disbursement (49 CFR 255), do hereby certify that the documents submitted herewith constitute the Amended Phase II of the official State Rail Plan for the State of New Jersey, established by the State as provided in Section 402(c)(1) of the Regional Rail Reorganization Act of 1973, as amended, and in accordance with Part 255.9(e) of the Federal Railroad Administration's Requirements.

A handwritten signature in black ink, appearing to read 'Alan Sagner', is written over a horizontal line.

Alan Sagner
Commissioner of Transportation

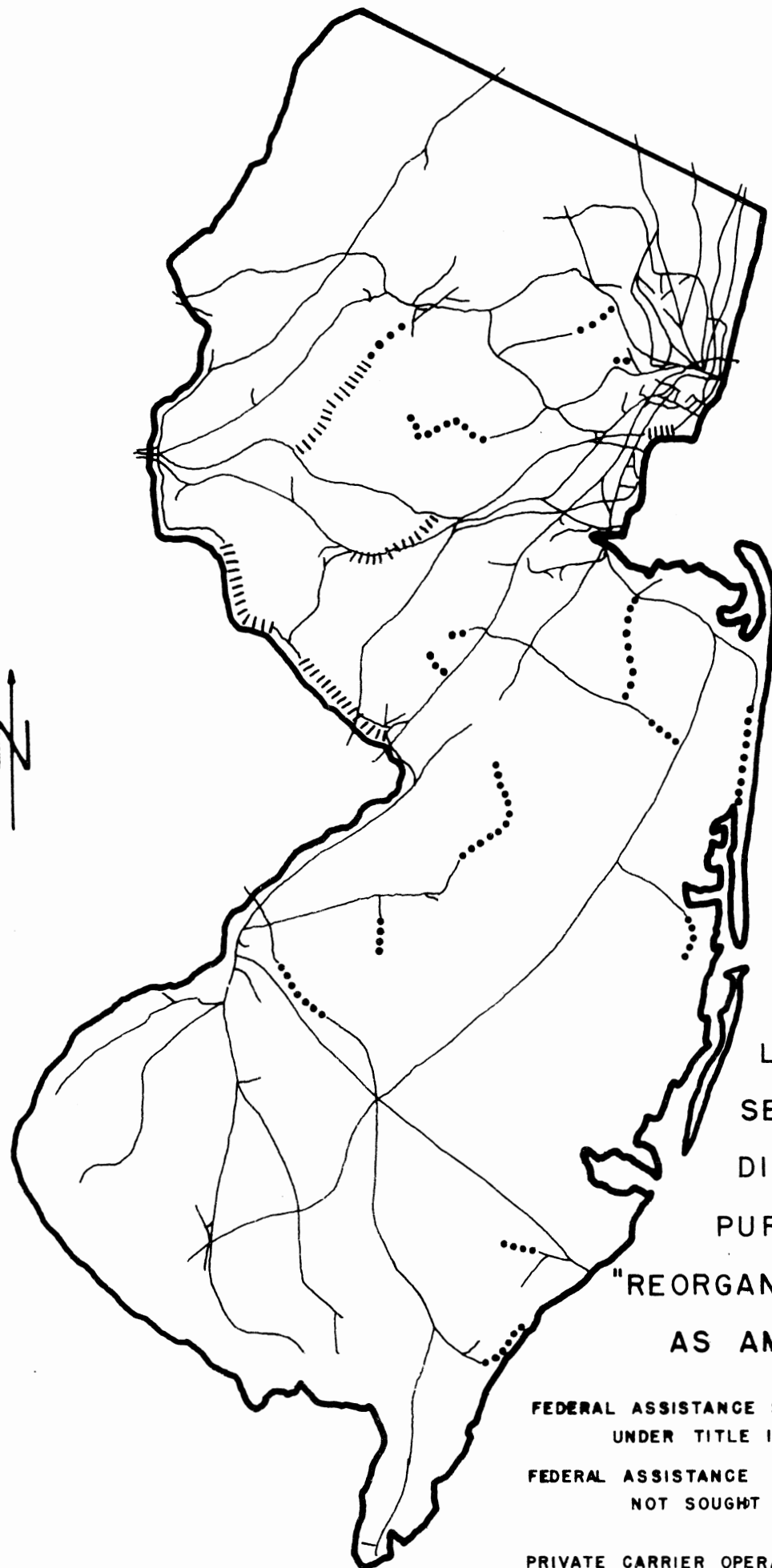


FIGURE A.2
 LOCAL FREIGHT
 SERVICES TO BE
 DISCONTINUED
 PURSUANT TO THE
 "REORGANIZATION ACT"
 AS AMENDED

FEDERAL ASSISTANCE SOUGHT UNDER TITLE IV *
FEDERAL ASSISTANCE NOT SOUGHT	
PRIVATE CARRIER OPERATION	_____

* REGIONAL RAIL REORGANIZATION ACT OF 1973
 AS AMENDED

RAIL SERVICES OF RAILROADS IN REORGANIZATION WHICH ARE NOT
INCLUDED IN THE FINAL SYSTEM PLAN, AS AMENDED

<u>RR</u>	<u>FROM</u>	<u>TO</u>	<u>BRANCH</u>	<u>MP 1</u>	<u>MP 2</u>
CNJ	Hook	Shore	Newark Bay Bridge	7.0	8.9
CNJ	Somerville	Royce	South Br.	0.0	3.1
CNJ	Royce	Three Bridges	South Br.	3.1	13.0
CNJ	Matawan	Morganville	Freehold Br.	10.9	14.1
CNJ	Morganville	Freehold	Freehold Br.	14.1	22.9
CNJ	Bradley Beach	Bay Head Jct.	NY & LB RR	29.0	38.0
CNJ	Toms River	Pinewald	Toms R. & Barnegat	47.4	51.5
CNJ	High Bridge	Ferremont Jct.	High Bridge Br.	0.0	22.6
EL	Millington	Gladstone	Gladstone Br.	30.0	42.3
EL	Bloomfield	W. Orange	Orange Br.	10.0	12.7
EL	Great Notch	Essex Fells	Caldwell Br.	16.5	22.5
PC	Monmouth Jct.	Rocky Hill	Kingston Br.	2.7	6.3
PC	Trenton	Lambertville	Bel-Del Br.	1.4	16.0
PC	Lambertville	Milford	Bel-Del Br.	18.0	34.4
PC	Farmingdale	Howell	Freehold Sec.	8.3	13.5
PC	Fort Dix	Shrewsbury Rd.	Union Trans.	5.6	18.9
PC	Mt. Holly	Medford	Medford Br.	1.3	6.3
PC	Princeton Jct.	Princeton	Princeton Br.	0.0	2.9
PRSL	McKee City	Pleasantville	Pleasantville Sec.	53.1	56.9
PRSL	Haddonfield	Lucaston	Camden-Atl. City	6.1	13.6
PRSL	Palermo	Ocean City	Ocean City Br.	59.6	66.4

RAIL SERVICES NOT INCLUDED IN FINAL SYSTEM PLAN,
AS AMENDED FOR WHICH NEW JERSEY SEEKS ASSISTANCE

<u>RR</u>	<u>FROM</u>	<u>TO</u>	<u>BRANCH</u>	<u>MP 1</u>	<u>MP 2</u>
CNJ	Bradley Beach	Bay Head Jct.	NY & LB RR	29.0	38.0
EL	Bloomfield	W. Orange	Orange Br.	10.0	12.7
PC	Princeton Jct.	Princeton	Princeton Br.	0.0	2.9
PC	Farmingdale	Howell	Freehold Sec.	8.3	13.5
PRSL	Palermo	Ocean City	Ocean City Br.	59.6	66.4
PRSL	Haddonfield	Lucaston	Camden-Atl. City	6.1	13.6
EL	Millington	Gladstone	Gladstone Br.	30.0	42.3
EL	Great Notch	Essex Fells	Caldwell Br.	16.5	22.5
PC	Mt. Holly	Medford	Medford Br.	1.3	6.3
CNJ	Matawan	Morganville	Freehold Br.	10.9	14.1
PC	Monmouth Jct.	Rocky Hill	Kingston Br.	2.7	6.3
PRSL	McKee City	Pleasantville	Pleasantville Sec.	53.1	56.9
PC	Fort Dix	Shrewsbury Rd.	Union Trans.	5.6	18.9
CNJ	Toms River	Pinewald	Toms R. & Barnegat	47.4	51.5
CNJ	High Bridge	Ferremont Jct.	High Bridge Br.	0.0	22.6
CNJ	Morganville	Freehold	Freehold Br.	14.1	22.9

RAIL SERVICES NOT INCLUDED IN FINAL SYSTEM PLAN
AS AMENDED FOR WHICH NEW JERSEY DOES NOT SEEK ASSISTANCE

<u>RR</u>	<u>FROM</u>	<u>TO</u>	<u>BRANCH</u>	<u>MP 1</u>	<u>MP 2</u>
CNJ	Hook	Shore	Newark Bay Bridge	7.0	8.9
PC	Lambertville	Milford	Bel-Del Br.	18.0	34.4
PC	Trenton	Lambertville	Bel-Del Br.	1.4	16.0
CNJ	Somerville	Royce	South Br.	0.0	3.1
CNJ	Royce	Three Bridges	South Br.	3.1	13.0

APPENDIX C

GOVERNOR' S DESIGNATION



STATE OF NEW JERSEY
OFFICE OF THE GOVERNOR
TRENTON

BRENDAN I. BYRNE
GOVERNOR

May 12, 1975

Mr. Asaph H. Hall
Acting Administrator
Federal Railroad Administration
U.S. Department of Transportation
Washington, D.C. 20590

Dear Mr. Hall:

In accordance with section 402(c)(1)(A) of the Regional Rail Reorganization Act of 1973, Public Law 93-236 as amended, and the Federal Railroad's Administration's Procedures and Requirements Regarding Applications and Disbursement, 49 C.F.R. Sect. 255.1 (g) (1975), promulgated thereunder, the New Jersey Department of Transportation is hereby designated to administer and coordinate the New Jersey State Plan for Rail Transportation and Local Rail Services.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Brendan Byrne", written over a horizontal line.

GOVERNOR

APPENDIX D

FINANCIAL SUMMARY

The following list summarizes the projected quarterly financial expenditures for the projects described in the Recommendations Chapter of the State Rail Plan Amendment.

Financial Expenditures

<u>BRANCH</u>	<u>QUARTERLY EXPENDITURES</u>				<u>ESTIMATED</u>	<u>SUBTOTAL</u>
	<u>4/1/76 to</u> <u>6/30/76</u>	<u>7/1/76 to</u> <u>9/30/76</u>	<u>10/1/76 to</u> <u>12/31/76</u>	<u>1/1/77 to</u> <u>3/31/77</u>	<u>EXPENDITURES</u> <u>4/1/77 to</u> <u>3/31/78</u>	
<u>Project No.</u>						
Kingston Branch						
KING-77-01	0	23,220	0	0	0	23,220
KING-77-02	0	0	3,428	3,428	0	6,856
KING-78-01	0	0	0	0	13,800	13,800
Freehold Secondary						
FRSC-77-01	0	61,551	0	0	0	61,551
FRSC-77-02	0	11,000	0	0	0	11,000
FRSC-77-03	16,821	16,821	16,820	16,820	0	67,282
FRSC-78-01	0	0	0	0	67,500	67,500
Union Transportation						
UTRN-77-01	0	59,000	0	0	0	59,000
UTRN-77-02	0	24,879	37,318	37,317	0	99,514
UTRN-78-01	0	0	0	0	146,000	146,000
Medford Branch						
MEDF-77-01	0	82,000	0	0	0	82,000
Princeton Branch						
PRIN-77-01	0	65,406	0	0	0	65,406
Freehold Branch						
FREE-77-01	0	15,000	0	0	0	15,000
FREE-77-02	0	98,000	0	0	0	98,000
FREE-77-03	9,292	9,292	9,291	9,291	0	37,166
FREE-78-01	0	0	0	0	37,500	37,500

A.20

A.21

BRANCH Project No.	QUARTERLY EXPENDITURES				ESTIMATED EXPENDITURES	SUBTOTAL
	4/1/76 to 6/30/76	7/1/76 to 9/30/76	10/1/76 to 12/31/76	1/1/77 to 3/31/77	4/1/77 to 3/31/78	
New York & Long Branch Branch						
NYLB-77-01	0	839,286	0	0	0	839,286
NYLB-77-02	18,428	18,428	18,427	18,427	0	73,709
NYLB-77-03	0	0	500,000	0	0	500,000
NYLB-77-04	0	1,064,107	0	0	0	1,064,107
NYLB-77-05	0	750,000	0	0	0	750,000
NYLB-78-01	0	0	0	0	74,000	74,000
Toms River Branch						
TOMR-77-01	12,295	12,294	12,294	12,294	0	49,177
TOMR-78-01	0	0	0	0	49,500	49,500
High Bridge Branch						
HIBR-77-01	0	50,000	0	0	0	50,000
HIBR-77-02	0	14,045	21,067	21,067	0	56,179
HIBR-78-01	0	0	0	0	82,000	82,000
Gladstone Branch						
GLAD-77-01	0	159,200	0	0	0	159,200
GLAD-77-02	11,127	11,127	11,126	11,126	0	44,506
GLAD-78-01	0	0	0	0	44,600	44,600
Orange Branch						
ORAN-77-01	20,380	20,380	20,379	20,379	0	81,519
ORAN-78-01	0	0	0	0	82,000	82,000
Caldwell Branch						
CALD-77-01	0	5,250	5,250	5,250	0	15,750
CALD-77-02	0	20,000	0	0	0	20,000
CALD-78-01	0	0	0	0	21,000	21,000
Pleasantville Secondary						
PLEA-77-01	8,175	8,175	8,174	8,174	0	32,698
PLEA-78-01	0	0	0	0	33,500	33,500

A.22

BRANCH Project No.	QUARTERLY EXPENDITURES				ESTIMATED EXPENDITURES	SUBTOTAL
	4/1/76 to 6/30/76	7/1/76 to 9/30/76	10/1/76 to 12/31/76	1/1/77 to 3/31/77	4/1/77 to 3/31/78	
Camden-Atlantic City MC						
CAAC-77-01	0	51,362	0	0	0	51,362
CAAC-77-02	2,791	2,791	2,791	2,791	0	11,164
CAAC-78-01	0	0	0	0	11,200	11,200
Ocean City Branch						
OCEA-77-01	0	43,619	0	0	0	43,619
OCEA-77-02	5,071	5,070	5,070	5,070	0	20,281
OCEA-78-01	0	0	0	0	20,500	20,500
Hunter Tower/Newark						
HUNT-77-01	0	39,614	0	0	0	39,614
Hoboken Terminal						
HOBT-77-01	0	322,581	0	0	0	322,581
Hoboken Yard						
HOBY-77-01	0	1,927,914	0	0	0	1,927,914
TOTAL	104,380	5,831,412	671,435	171,434	683,100	7,461,761

APPENDIX E

Status of Rail Abandonments

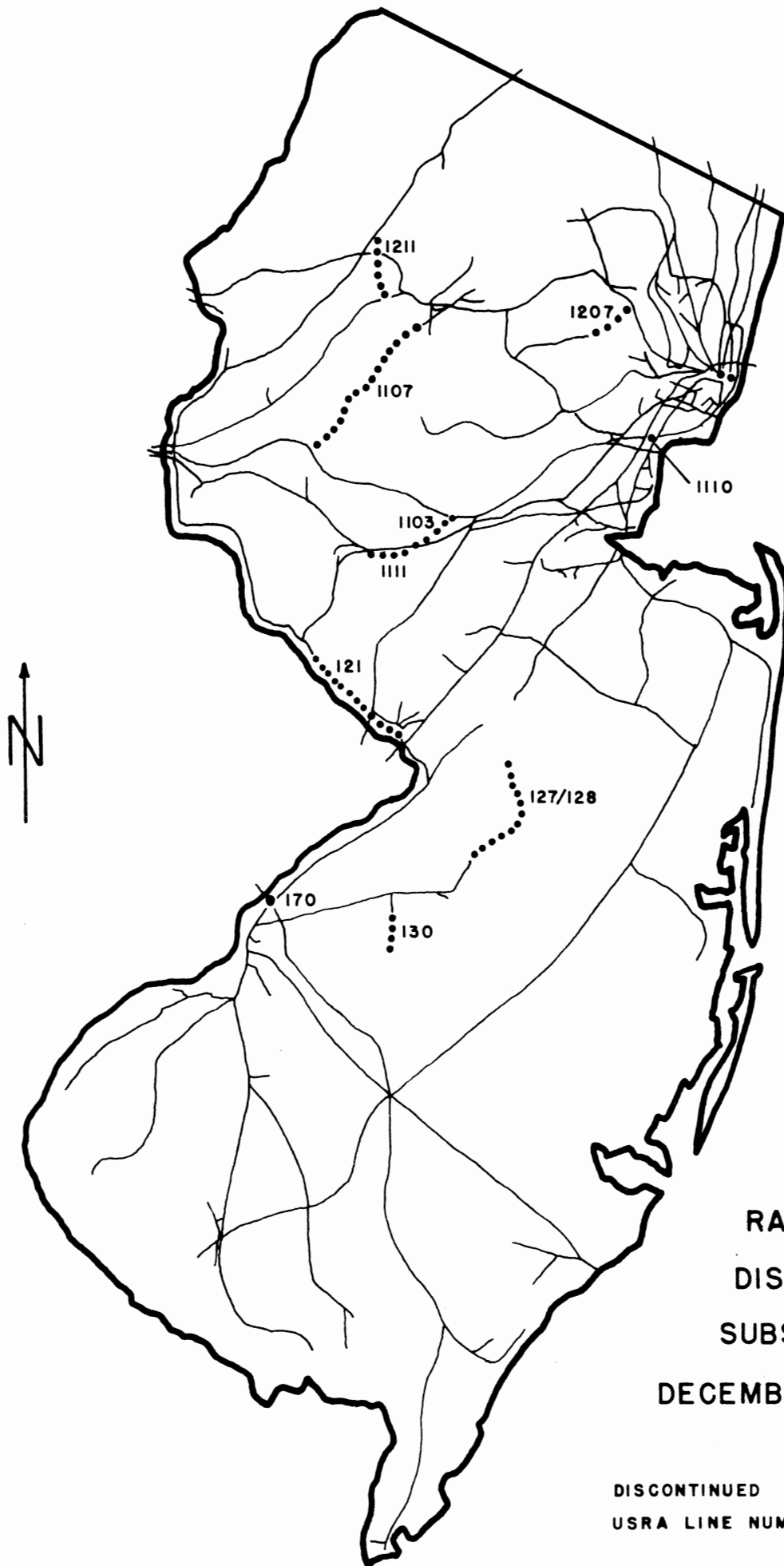


FIGURE A.3
 RAIL SERVICE
 DISCONTINUED
 SUBSEQUENT TO
 DECEMBER 9, 1975

DISCONTINUED SEGMENT •••••
 USRA LINE NUMBER 703

TABLE

Lines Upon Which Freight Service
Has Been Discontinued Subsequent
to Publication of N.J. State Rail Plan

<u>USRA Line No.</u>	<u>Branch Line</u>	<u>Termini</u>
121	Belvidere Delaware Branch	Trenton-Lambertville
127/128	Union Transportation Co. ¹	Fort Dix - Shrewsbury Rd.
170	Penndel Branch No. 2	Delair
1103	South Branch	Somerville-Royce
1107	High Bridge Branch ²	High Bridge-Ferremont Jct.
1110	Broadway Ave. Branch	Elizabeth
1111	South Branch	Royce-Three Brdiges
1207	Caldwell Branch	Great Notch-Essex Fells
1211	Sussex Branch	Netcong-Andover Jct.

¹Negotiations with ConRail to reinstitute freight service
are currently underway.

²Application for reinstatement of freight service between
Ferremont Jct. and Bartley is being submitted.

ABANDONMENT APPLICATIONS PENDING
BEFORE THE INTERSTATE COMMERCE
COMMISSION, SUBSEQUENT TO DECEMBER 9, 1975

Subsequent to the publication of the New Jersey State Rail Plan, December 9, 1975, there are no official abandonment applications pending before the Interstate Commerce Commission or the New Jersey Public Utilities Commission, for any rail lines within New Jersey.

APPENDIX F

REVENUE AND OPERATING COSTS

APPENDIX F

Revenue and Operating Costs*

(Annual)

<u>USRA Line No.</u>	<u>Branch Line</u>	<u>Revenues</u>	<u>Operating Costs</u>
119	Kingston Branch	\$ 4,062	\$ 17,773
121	Belvidere Delaware Br.	--	--
121a	Belvidere Delaware Br.	--	--
123/124/124a	Freehold Secondary Track	38,033	105,315
127/128	Union Transportation Co.	24,309	170,088
130	Medford Branch	--	--
703	Princeton Branch	--	--
1102	Newark Bay Bridge	--	--
1103	South Branch	--	--
1104	Freehold Branch	29,519	66,685
1105	New York & Long Branch	188,061	261,770
1106	Toms River & Barnegat Br.	23,055	72,232
1107	High Bridge Branch	14,098	96,117
1204	Gladstone Branch	46,158	90,664
1206	Orange Branch	110,370	191,889
1207	Caldwell Branch	40,565	61,565
1800	Pleasantville Secondary Track	36,613	69,311
1807	Camden-Atlantic City Line	13,011	24,175
1808	Ocean City Branch	30,474	50,755

*Estimates based on Operating Contracts with ConRail and the Morristown & Erie Railroad.

GLOSSARY

AA -	Ann Arbor Railroad Company
AMTRAK -	National Railroad Passenger Corporation
BR&W -	Black River and Western Corporation
CNJ -	Central Railroad of New Jersey
Commission -	Interstate Commerce Commission
ConRail -	Consolidated Rail Corporation
Conveyance Date -	April 1, 1976, the date that the properties of the bankrupt carriers recommended for inclusion in the final ConRail System were transferred to ConRail.
D&H -	Delaware and Hudson Railway Company
DRPA -	Delaware River Port Authority
Department -	The New Jersey Department of Transportation
EL or Erie -	Erie Lackawanna Railway Company
FRA -	Federal Railroad Administration within the United States Department of Transportation

FSP -	Final System Plan published on July 26, 1975 by the United States Railway Association
JCP&L -	Jersey Central Power and Light Company
LHR -	Lehigh and Hudson River Railway Company
LV -	Lehigh Valley Railroad Company
M&E -	Morristown and Erie Railroad Company
NJDOT -	The New Jersey Department of Transportation
N&W -	Norfolk and Western Railway Company
Northeast Corridor -	Boston, Mass., to Washington, D.C. Mainline
NY&LB -	New York and Long Branch Railroad
PATCO -	Port Authority Transit Corporation
PATH -	Port Authority Trans-Hudson
PC -	Penn Central Transportation Company
PRSL -	Pennsylvania-Reading Seashore Lines
PSP -	Preliminary System Plan, published on February 26, 1975 by the United States Railway Association

Region - The area of the Midwestern and North-eastern United States which includes Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, District of Columbia, Ohio, Indiana, Illinois, Michigan, Virginia, and West Virginia.

Reorganization Act - The Regional Rail Reorganization Act of 1973 Public Law 93-236; January 2, 1974

Revitalization Act - The Railroad Revitalization and Regulatory Reform Act of 1976, Public Law 94-210; February 5, 1976

RDG - The Reading Company

RSPO - Rail Services Planning Office within the Interstate Commerce Commission

Secretary's Report - Rail Service in the Midwest and Northeast Region - A report by the Secretary of Transportation, February 1, 1974.

SIRT - Staten Island Rapid Transit Railway Company

SRP - The New Jersey State Rail Plan for Rail Transportation and Local Rail Services

UMTA - Urban Mass Transportation Administration
within the United States Department of
Transportation

USDOT - The United States Department of Trans-
portation

USRA - The United States Railway Association

UT - Union Transportation Company



