

APPLICATION

TO

HOUSING AND HOME FINANCE AGENCY
WASHINGTON, D. C.

The Honorable Robert C. Weaver, Administrator
Mr. John C. Kohl, Assistant Administrator, Transportation

For assistance in carrying out a demonstration project involving the Erie Lackawanna Railroad and motorbus carriers under the provisions of the Urban Mass Transportation Act of 1964, in the Counties of Bergen, Essex, Hudson, Morris, Passaic, Somerset, Sussex, Union and Warren in New Jersey and in Manhattan, New York City.

by

STATE OF NEW JERSEY

STATE HIGHWAY DEPARTMENT

Dwight R. G. Palmer, Commissioner

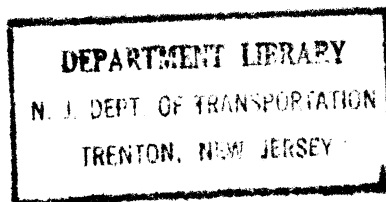
Applicant for

THE TRI-STATE TRANSPORTATION COMMISSION

CONNECTICUT

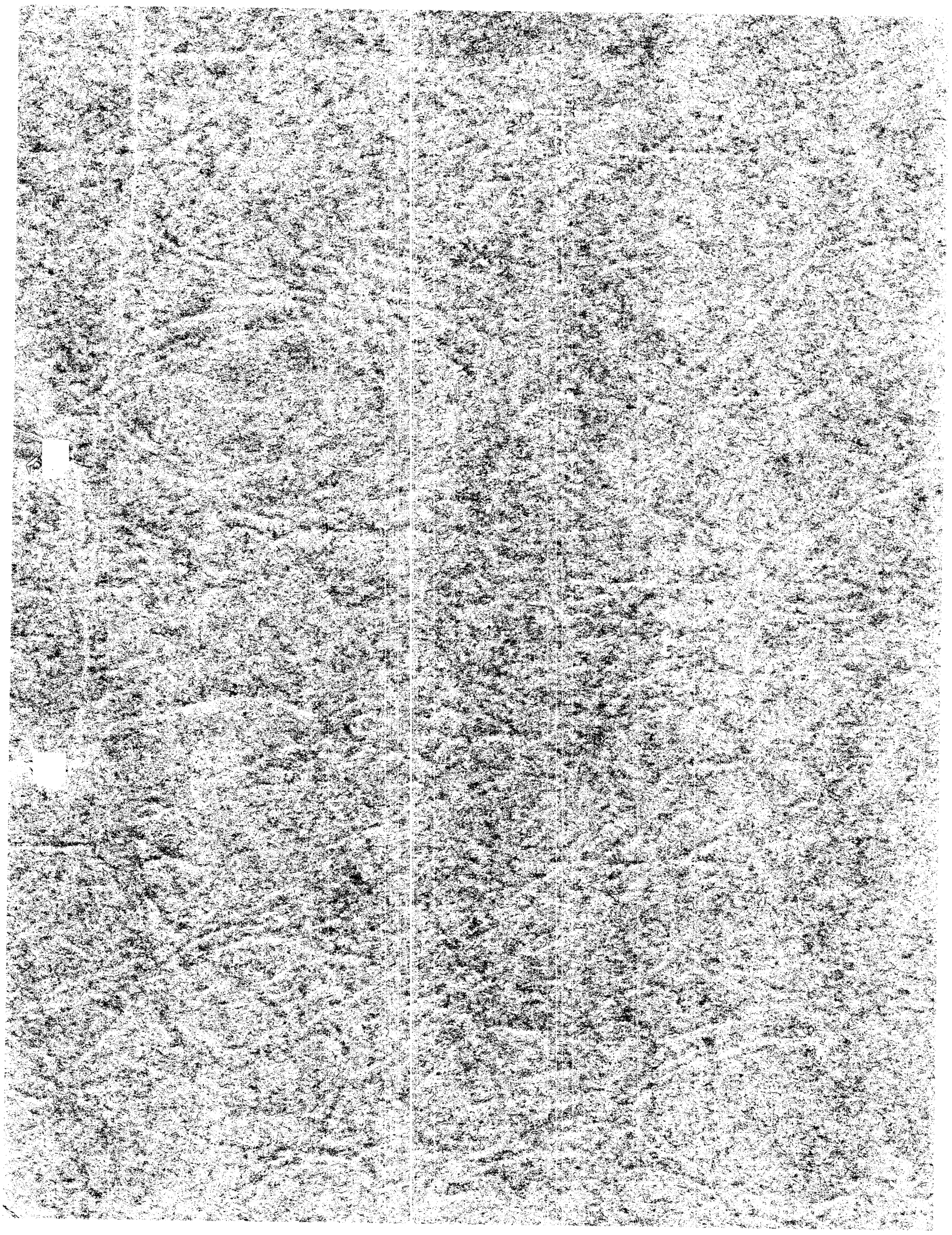
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TRENTON

July 20th
1965

Mr. John C. Kohl
Assistant Administrator, Transportation
Housing and Home Finance Agency
1626 "K" Street, N. W.
Washington, D. C.

Dear Mr. Kohl:

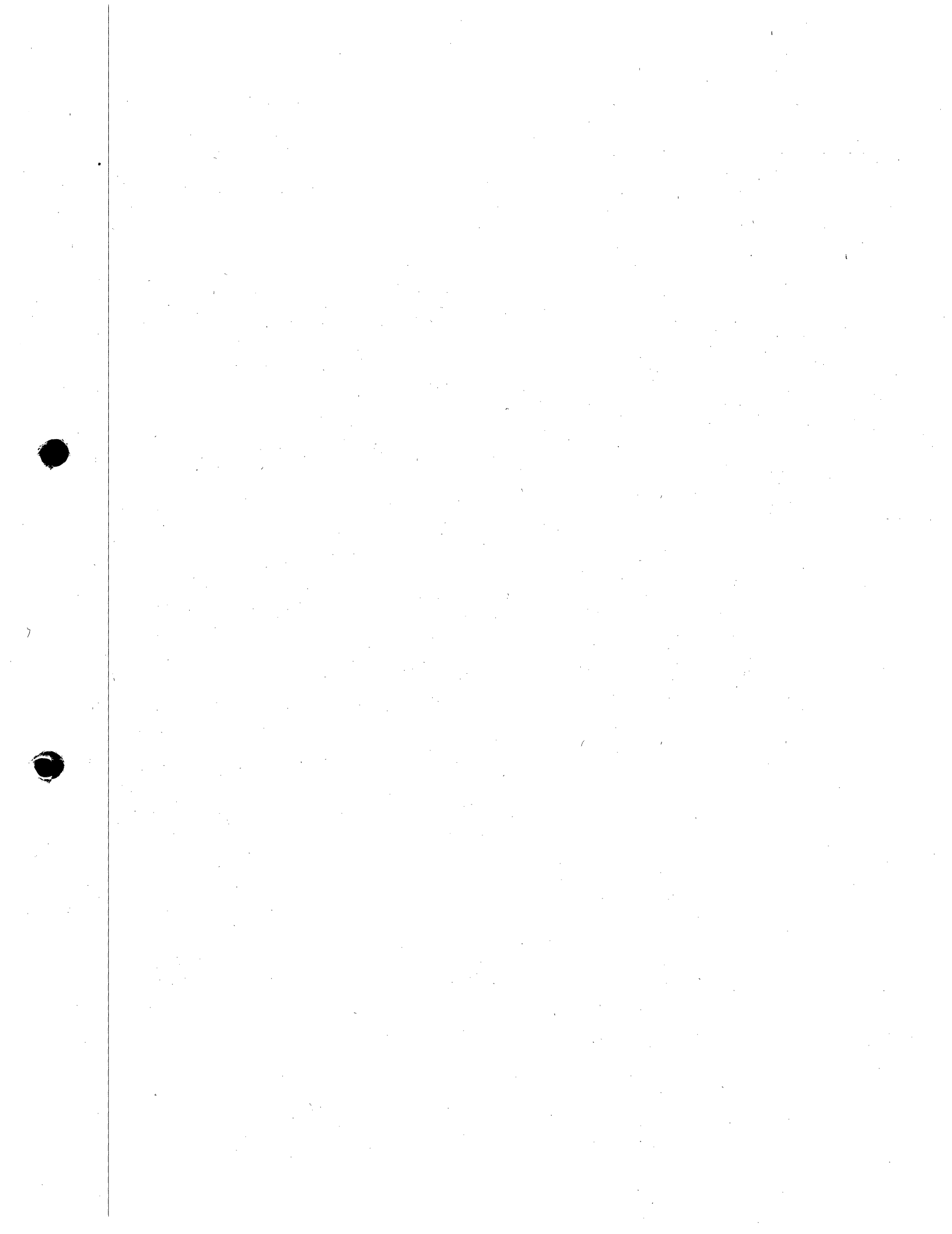
There is herewith submitted by the State of New Jersey, State Highway Department, Applicant for the Tri-State Transportation Commission, a request for a grant under the terms of the Urban Mass Transportation Act of 1964. The purpose of the request is to carry out a demonstration project involving the Erie Lackawanna Railroad and other carriers in nine northern New Jersey counties and in the Borough of Manhattan, New York City.

The program included herein reflects largely the work of a Suburban Service Committee organized pursuant to recommendations contained in a Report on the Erie Lackawanna suburban passenger service submitted to Governor Richard J. Hughes in April 1965.

It is indicated that this State must take further actions to assure both the continuance and the improvement of suburban rail service so essential to our welfare and economy. It is the program outlined herein that will provide the knowledge enabling these actions to be taken in the best interest of all our people.

A handwritten signature in black ink, appearing to read "D. R. G. Palmer".

Dwight R. G. Palmer
Commissioner



| | |
|---|---------------------|
| HOUSING AND HOME FINANCE AGENCY OFFICE OF TRANSPORTATION | FOR HHFA USE |
| APPLICATION FOR MASS TRANSPORTATION DEMONSTRATION GRANT | PROJECT NO. |
| | RECEIVED |

1. APPLICANT (Exact legal name given in charter, authorizing legislation, etc.)
 State of New Jersey, State Highway Department
 Dwight, R. G. Palmer, Commissioner, for
 the Tri State Transportation Commission

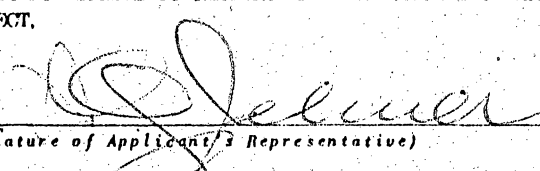
2. PROJECT LOCATION (City or urban area which is center of proposed demonstration)
 In the counties of Bergen, Essex, Hudson, Morris, Somerset
 Passaic, Union, Sussex and Warren in New Jersey
 and in the Borough of Manhattan, New York City

3. PROJECT DESCRIPTION (Brief description of proposed project, indicating (a) purpose of the demonstration, i.e., what it will show or test, and (b) what will be done to achieve the purpose stated)

The project involves the several passenger routes of the Erie Lackawanna Railroad, its facilities and service in the nine northern counties of New Jersey and motor bus carriers operating in the same territory. The purposes of this project are to determine the role of county governments in transportation planning and management, the ability to encourage rail travel, the need for public support of all rail service, the feasibility of coordination of bus and rail services and the advisability of public support of bus services. The information gained will be utilized to prepare legislation looking to State assumption of the responsibility for adequate mass public transportation.

| | |
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| <p>4. FEDERAL GRANT AND ESTIMATED PROJECT COST (From Form H-516B)</p> <p>Federal Grant requested \$ 3,404,636</p> <p>Non-Federal contribution. <u>1,702,318</u></p> <p>Total estimated project cost. \$ 5,106,954</p> | <p>5. ESTIMATED DURATION OF PROJECT (including preparation of final project report)</p> <p style="text-align: center;"><u>18</u> MONTHS</p> |
|---|---|

6. THE APPLICANT REPRESENTS THAT THE DATA IN SUPPORT OF AND CONSTITUTING A PART OF THIS APPLICATION ARE TRUE AND CORRECT.

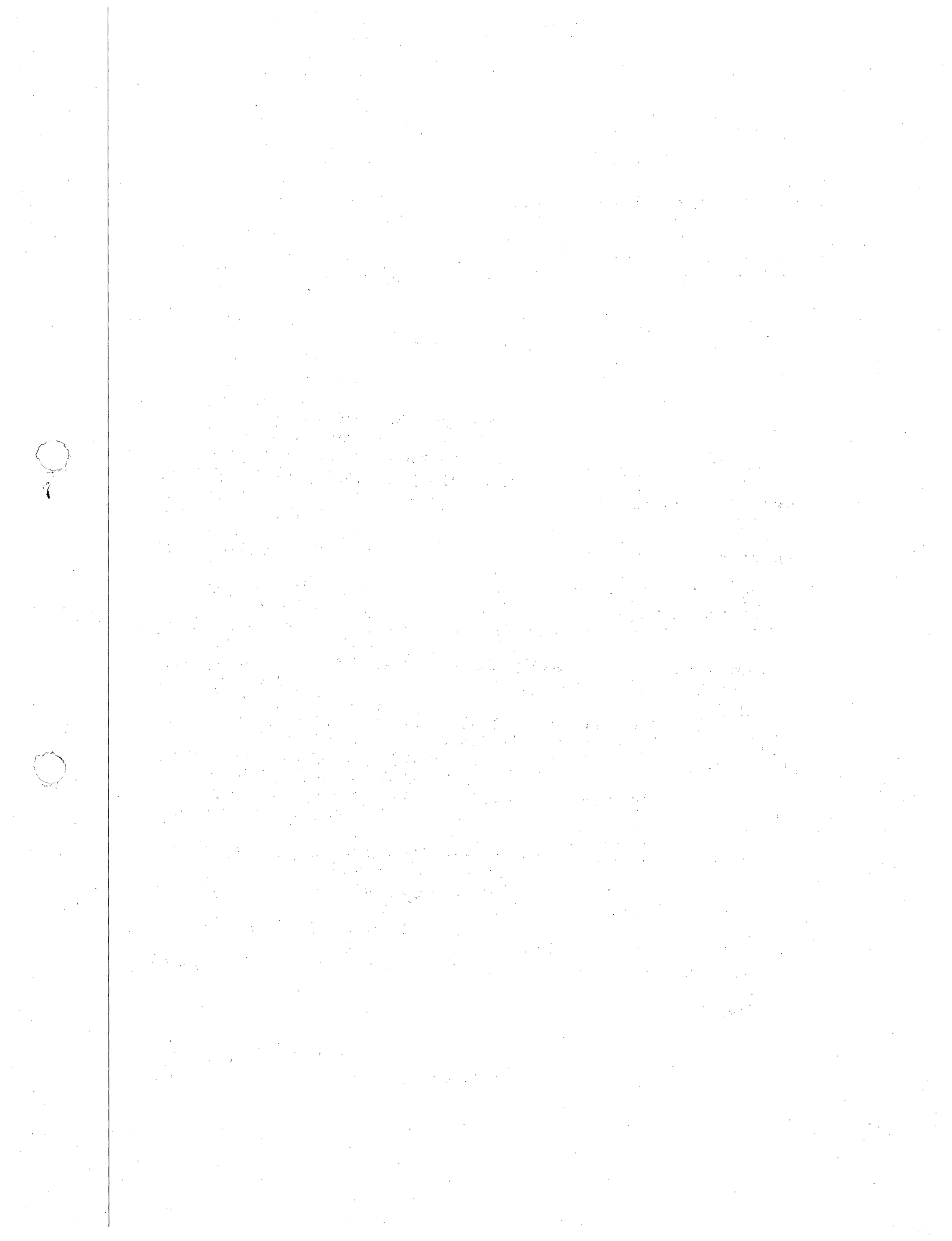

Commissioner
July 20, 1965

(Signature of Applicant's Representative)
(Title)
(Date)



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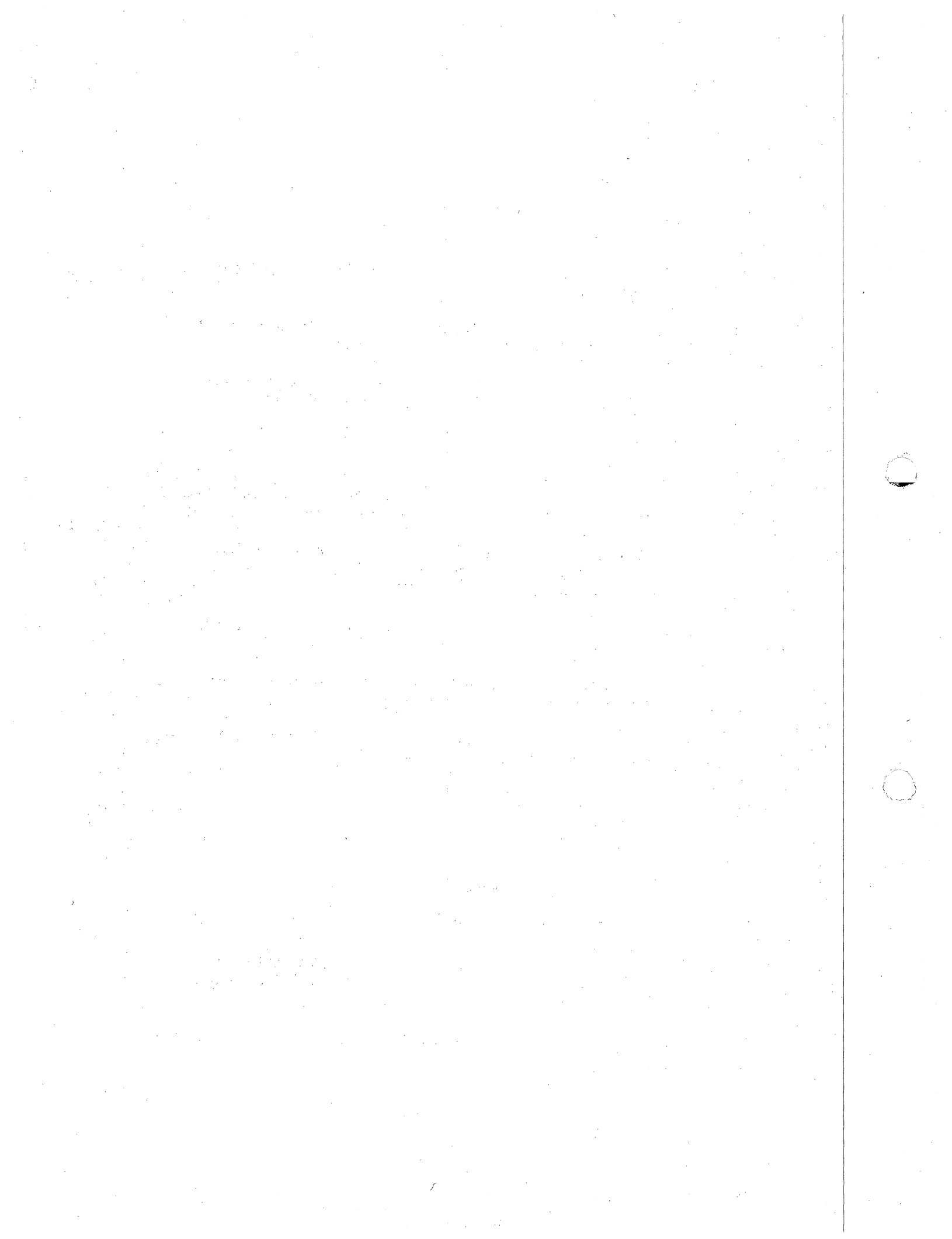
EXHIBITS

1. Highway Commissioner's Authority to Act on Behalf of the State of New Jersey. (3 pages)
2. Statement that no legal actions are pending against the projects included in the application.
3. Affidavit certifying that appropriations had been made in New Jersey providing the local funds.
4. Present and proposed rail and bus schedules.
5. Excerpts from the Laws of the State of New York, Section 14, Chapter 74 showing appropriation to the Tri-State Transportation Committee (now Commission). (4 pages)
6. Chapter 12, New Jersey Laws of 1965, creating the Tri-State Transportation Commission (identical laws enacted in New York and Connecticut).
7. Assurance of compliance with HHFA regulation under Title VI of the Civil Rights Act of 1964.
8. Letter from Erie Lackawanna Railroad Company assuring cooperation in carrying out the project.
9. Statement of Erie Lackawanna 1964 New Jersey Suburban Passenger Service Financial Results.

* * * *

APPENDICES

1. Statement by Erie Lackawanna Railroad threatening to petition regulatory agencies to terminate suburban passenger service.
2. Newspaper articles - activities of the Suburban Service Committee.

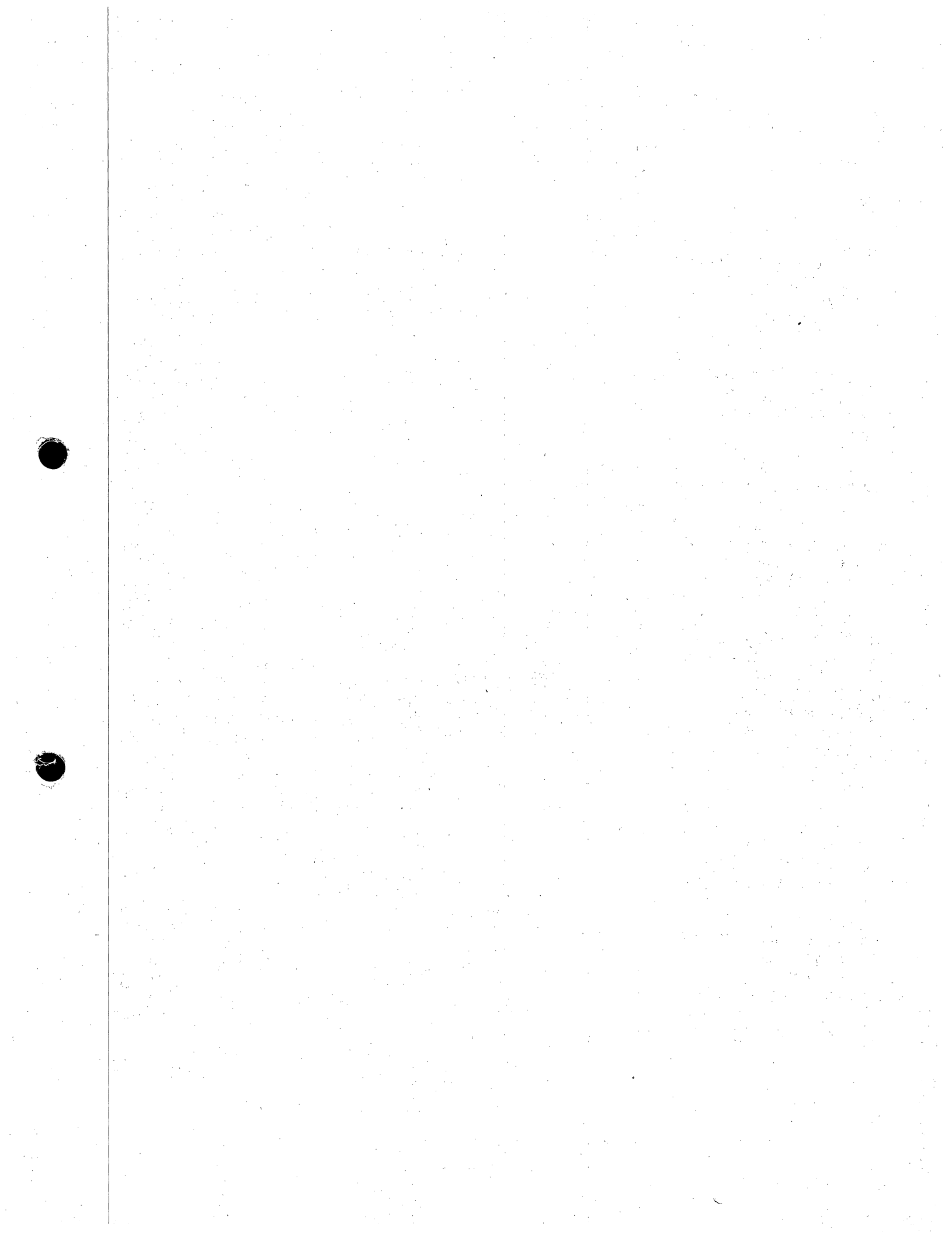


BACKGROUND

The year 1965 has witnessed a sharpening of the railroad passenger service problem in the Eastern part of the country. Continued dwindling of revenues and rising costs of operation led to a stiffening attitude by railroad managements that they must be relieved of the burden of furnishing passenger service at substantial losses to their companies. On the other hand, there has been evidence of a growing realization by the public of the value of rail service in a comprehensive passenger transportation system and a greater awareness of the possibility of its loss. The pattern of public activity to maintain and improve mass transportation facilities throughout the nation is unmistakable.

In New Jersey, the Erie Lackawanna announced its intention to petition regulatory agencies to end its New Jersey suburban service if not relieved of all losses from its operation and the Central Railroad stated its need for greater State aid to maintain solvency and continue passenger service. The positions taken by these two railroads, coupled with the lack of general betterment in the quality of service, prompted legislators to introduce a number of bills during the winter and spring session, all tending to increase public involvement in the operation of rail passenger service. For instance, Senate Bill 292 introduced by the Senator from Morris County (which has the greatest number of Erie Lackawanna passengers) called for the creation of a "New Jersey Transit Agency" to operate rail service in the seven northern New Jersey metropolitan counties and to be managed by a commissioner from each county. The bill also provides for establishing a review and advisory board consisting of 12 members with at least one member from each county (either a Freeholder or other designee). This board would "review and approve all policy matters and major projects as proposed by the agency and shall also make recommendations to the agency for carrying out the purposes of this act...". This bill further provides that "no member, officer or employee of the agency nor any member of the review and advisory boards shall ... hold any position of profit under State, County or municipal governments of New Jersey". A public hearing was held on this bill to take testimony from invited railroads and organizations.

Assembly Bill 544 would create a New Jersey Transit Commission managed by four commissioners "none of whom shall hold any office, position or employment with the State". The bill provides that it shall be the duty of the commission "to recommend appropriate measures to maintain and improve rail and other commuter transportation service".



Assembly Bill 608 would create a Metropolitan Rapid Transit Authority managed by six members appointed by the Governor, at least three of whom would be qualified by practical experience as engineers, or in executive or administrative work in the field of railroad transportation. The Authority would report on an interim solution to prevent further curtailment and deterioration of passenger service and then prepare a master plan that would provide an overall solution for metropolitan northern New Jersey and Rockland and Orange Counties. The bill provides further that pending the completion and submission of its report that no board or agency shall permit the discontinuance of passenger rail service in any portion of the metropolitan area. A public hearing was held on this bill.

Senate Resolution No. 4 was adopted on May 24, 1965 creating a special Senate Committee to make a study of passenger and freight operations within this State and the advisability and practicability of providing for the creation of a public authority with power to acquire and operate passenger and freight railroad facilities. In creating the special committee the Senate found "It is essential that all railroad facilities presently operating within this State be preserved and improved and that every means for their preservation and improvement be studied and considered". This special committee is now in the process of conducting hearings inviting railroads, commuter and civic organizations and State officials to testify.

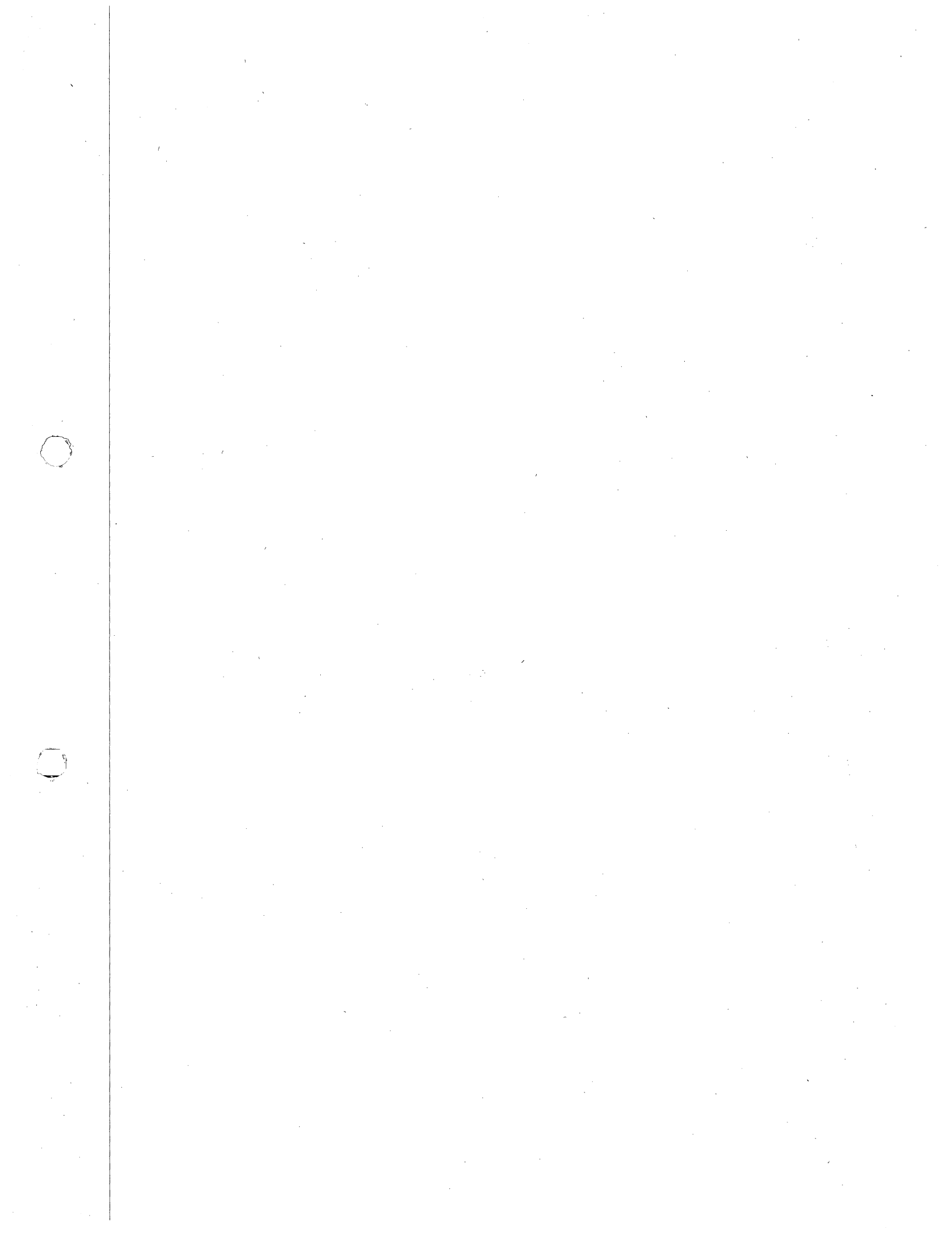
From the language of the several bills and resolutions it is evident that:

1. County level participation, if not management, is desired in carrying out the State's railroad program;
2. There is a need for more direct public involvement in programs for continuing and improving suburban railroad transportation; and
3. That there is strong sentiment against further curtailing railroad passenger services in the State.

A FUTURE COURSE OF ACTION

Before decisions can be properly made affecting the future of railroad suburban services in New Jersey good answers must be at hand to the following questions:

1. What is the proper role of county governments in transportation planning and operation?



2. What improvements or changes will attract new passengers to rail service?
3. Is it in the public interest to support all rail services now operating?
4. To what extent can bus and rail services be coordinated?
5. Should bus service be given public support?

Only by obtaining the answers to these questions can the State determine the administrative framework of future support of public transportation, the scope of such a program and the extent of the funds needed to carry it out. The various bills already introduced in the Legislature can then be analyzed, amended and coordinated to provide a cohesive transportation program at the most economical cost to the taxpayer.

It is of course true that some of these matters have been examined in other areas and findings there will provide information helpful in New Jersey's planning. However, economic, social and cultural differences between travelers in this State and other territories make it mandatory that New Jersey conduct its own tests. Likewise, governmental organizations have been formed in other states or metropolitan areas to deal with transportation problems. Yet these vary greatly in responsibility and authority, and it would be imprudent for New Jersey to accept the form of any one of these without first ascertaining if it is best for this State.

Therefore, this application is being submitted under the terms of the Urban Mass Transportation Act of 1964 so that a demonstration program designed to provide the required answers can be carried out in this State.

TRANSPORTATION SYSTEM AFFECTED

The Erie Lackawanna was chosen as the railroad which would be the key participant in the proposed demonstration project. There were several reasons for this choice:

1. It is the largest carrier of suburban passengers in the State.
2. Its many routes and different services provide facilities for a wide variety of tests.
3. The area it serves has many organizations and governmental bodies interested in transportation.



4. The firm attitude of its management that it must be relieved of commuter losses which makes mandatory a definite decision by the State as to the future of this service.

The Erie Lackawanna Railroad is the State of New Jersey's largest carrier of suburban passengers both in terms of passenger trips and miles of passenger routes operated. Its electrified route through Newark has the greatest travel density of any rail route in the State accommodating over 10,000 eastward passengers in the morning peak hour. In contrast, it also has the longest sections of low density passenger routes having a total of 142 route miles - 42% of the total - that carry 2,100 passengers per day, or only about 15 passengers per route mile. Its suburban service originates at eleven different areas in nine counties in northern New Jersey. On a typical weekday it operates 145 passenger trains carrying approximately 30,000 New Jersey people; 80% of whom are transported on 68 trains in the morning rush hours.

The present Company was formed on October 17, 1960 by a merger of the Erie Railroad and Delaware, Lackawanna and Western Railroad. Prior to the merger the Delaware, Lackawanna & Western was incurring suburban service deficits the seriousness of which led to its announcement in the spring of 1959 that it would end its commuter operations in New Jersey. At that time the New York Central was already processing abandonment of its passenger route on the west side of the Hudson River serving Rockland and Bergen Counties which actions were largely responsible for the creation by the Legislature of the Division of Railroad Transportation. The Division's early efforts were directed towards establishing a source of funds leading to the enactment of the Commuter Benefit Tax which has since 1961 produced about \$7 million annually. These funds are dedicated to transportation improvements in the northern New Jersey metropolitan area. The proceeds of the Commuter Benefit Tax have been supplemented by appropriation and transfer from other accounts resulting in total expenditures or commitments by the Railroad Division through June 30, 1965 of \$36 million. The bulk of these funds has been used to finance passenger service contracts with the Erie Lackawanna receiving \$11,660,000, which amounts have covered from 40 to 84% of its annual fully allocated passenger deficits during these years.

In January 1965 management of the Erie Lackawanna publicly announced that it would no longer participate in the passenger service contract program; that it did not want further "subsidies" but was interested only in transferring the suburban service deficits from the railroad and its security holders to a public body where it belonged. (See Appendix 1.) This attitude was emphasized in other statements made at meetings with officials and legislators.



This determination on the part of management to separate the railroad from the suburban passenger services led to the making of an analysis of these services the results of which were included in a report released by the Highway Department, Division of Railroad Transportation early in April 1965.

The Erie Lackawanna Report

Map 1 shows the several passenger routes and branches operated by the Erie Lackawanna. The principal findings contained in the Erie Lackawanna Report by separate services are as follows:

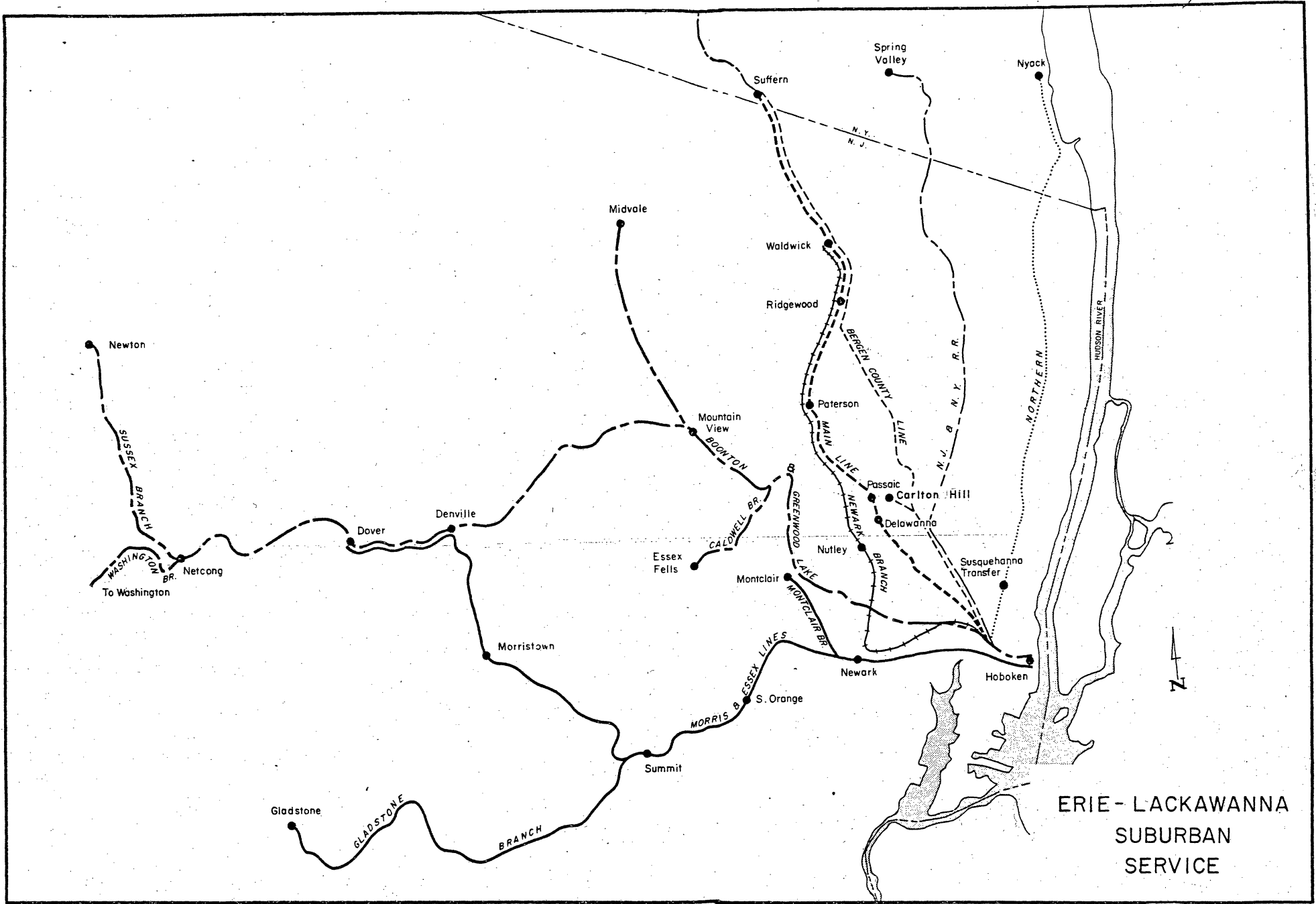
1. Morris & Essex Main Line including the Gladstone Branch - Electrified (Between Hoboken, Gladstone and Dover)
 - (a) That these routes transport nearly 15,000 people in the morning rush period;
 - (b) That in the area from Morris Plains to Maplewood there is no reasonable alternative to rail travel for commuters;
 - (c) That the master plan for Highway construction includes two freeways that together will compete with the Morris & Essex route but that funds for their construction (50% State - 50% Federal) are only partially available; that neither Freeway is now under general construction and completion of either is not expected for several years; and, that upon completion diversion of intra-State rail trips can be expected which should be offset by the growth in inter-State travel provided the quality of the service is improved;
 - (d) That rush period use of the Gladstone Branch has increased by over 500 in recent years (now about 3,000) and that the only significant highway competition will result from the completion of I-78 which as in the case of the Morris & Essex line is expected to affect principally intra-State trips on the Branch.

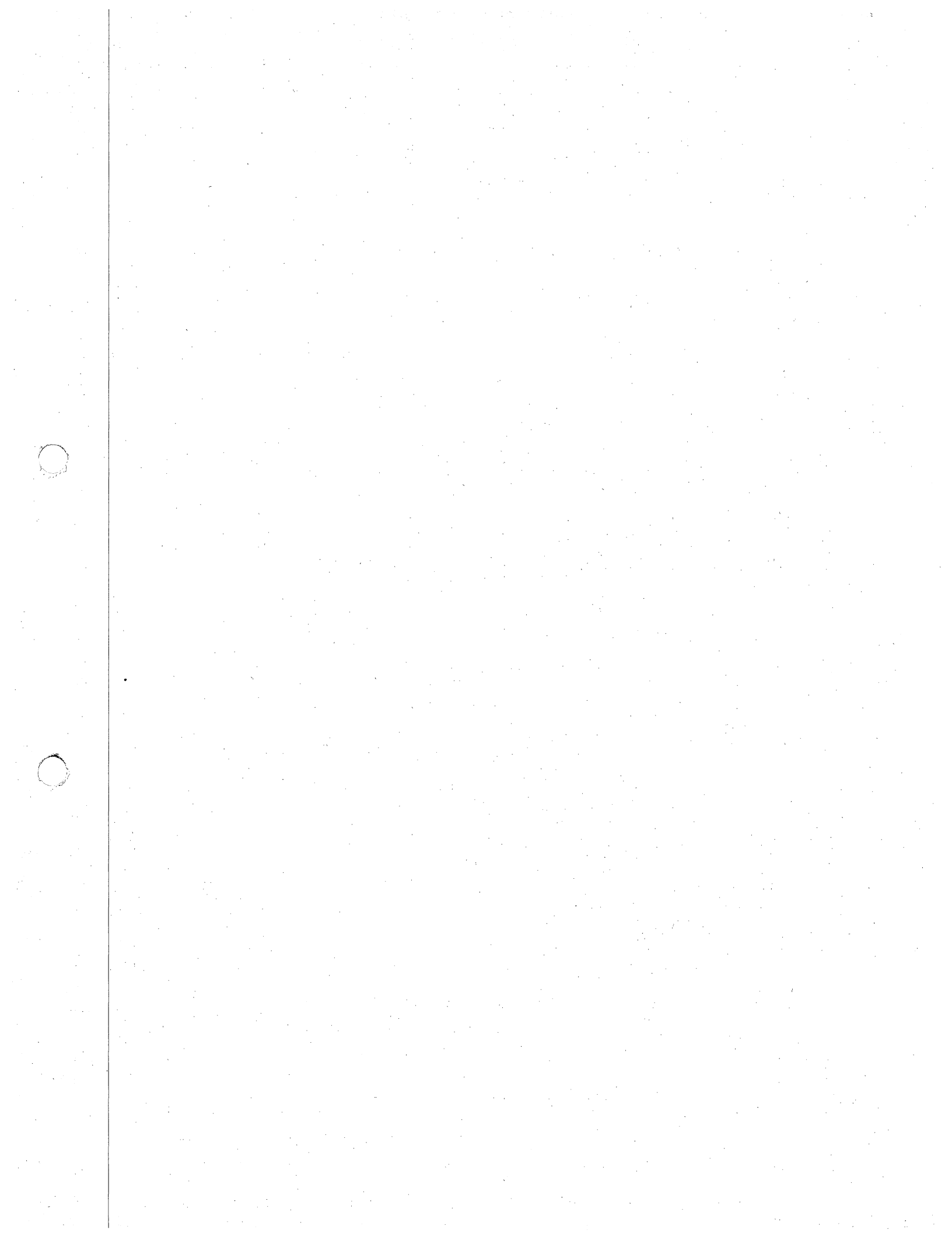
2. Montclair Branch (Electrified)
 - (a) That patronage has been steadily declining in recent years, even in the rush hours, attributable to the highway improvements on arteries leading to the Lincoln Tunnel resulting in a proliferation of bus routes diverting rail travel.

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Map 1





3. Main Line through Bergen County

- (a) That the density of traffic on the Bergen County line is second to that of the Morris & Essex electrified route;
- (b) That the patronage has shown only a slight decline in recent years in spite of substantial highway improvements leading to the vehicular trans-Hudson bridges and tunnels; and
- (c) That the increase in Manhattan commuting from this corridor has been by bus and private auto including car pools.

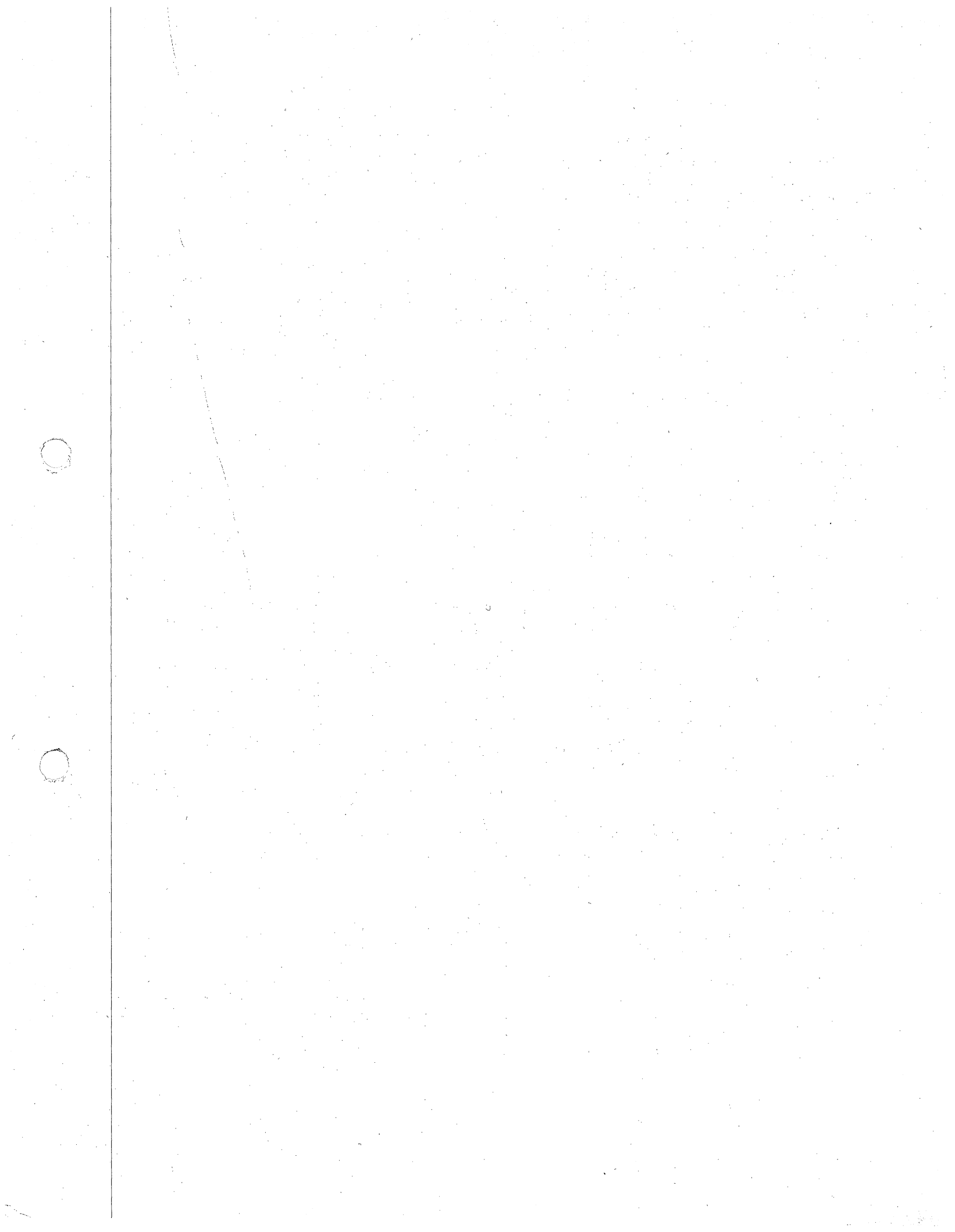
4. Main Line Paterson-Passaic Route

(The main line of the former Erie Railroad located parallel and at the same elevation of Main Street, Passaic was abandoned in 1962 and passenger train service was consolidated with the service over the former Delaware, Lackawanna and Western Railroad (Boonton Line) located a mile or two westerly and that at the time of the consolidation there was some loss in patronage. In October 1963 the Boonton Line trains were rerouted over the Greenwood Lake Branch reducing the number of trains operating through Paterson, Clifton and Passaic causing a further loss in passengers).

- (a) That there had been a further decline in patronage since October 1963 and that the completion of highway work then under construction would cause further diversion of traffic;
- (b) That six stations on this route are also served by Bergen County line trains (274 people); and,
- (c) That only about 100 people using the Paterson-Passaic route detrained at intermediate stations.

5. Boonton-Greenwood Lake Route

- (a) That diversion of passengers from the diesel to the electric lines at Dover and Denville occurred at the time the Boonton line trains were routed over the Greenwood Lake Branch;
- (b) That extensive highway improvements are underway and their completion will result in effective competition for most stations served by the Boonton Line (and its branches) west of Mountain View station in Wayne Township, Passaic County.



- (c) That because of the availability of highways and good train service from Mountain View to Hoboken a number of commuters are driving to the Mountain View station from other municipalities where train service is available. (A license plate survey in March 1965 showed that 80 out of 200 parked automobiles at the Mt. View station originated outside of Wayne Township); and
- (d) That over the 18.6 mile route from Washington to Netcong only about 30 revenue passengers use the one daily train that is operated; that over the 12 miles from Netcong to Newton only about 9 passengers use the one daily train and, that about 90 passengers patronize the two trains that serve Netcong and Lake Hopatcong on the ten mile route from Dover to Netcong.

6. Caldwell Branch

- (a) That two eastward and three westward trains serve this 5.7 mile branch patronized by about 195 commuters.

7. Mt. View to Wanaque-Midvale

- (a) That over this 9.8 mile branch four eastward and five westward trains accommodate about 320 passengers.

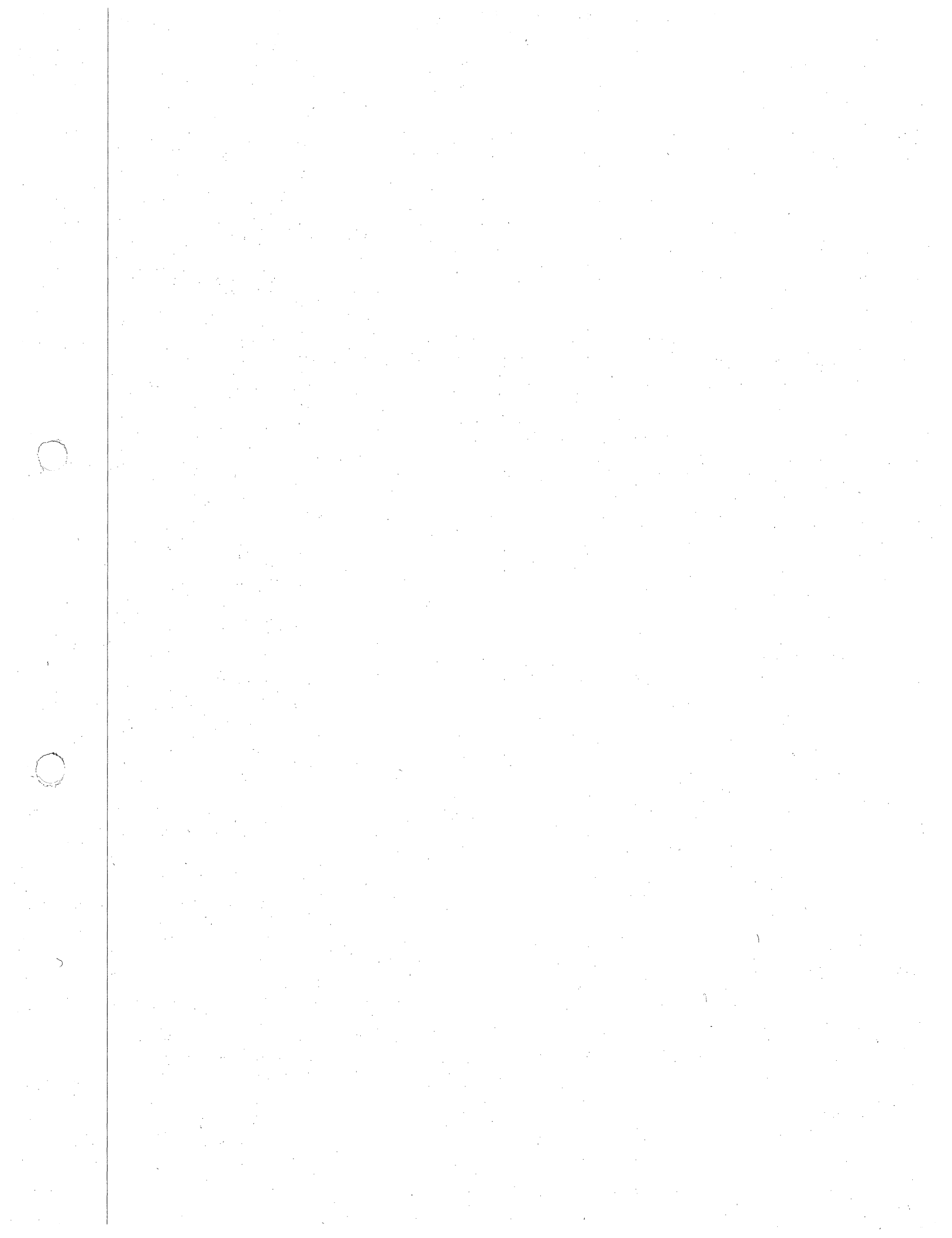
8. Newark Branch

- (a) That three round trips operate over the Newark Branch route between Waldwick and Hoboken, a distance of 27.1 miles and accommodate about 330 eastward passengers*;
- (b) That only about 175 of these passengers arrive at Hoboken Terminal, approximately 100 detraining at the 4th Avenue Station for Newark destinations most of whom continue their trip by bus.

9. Northern Branch

- (a) That three round trips operate on this branch accommodating about 480 New Jersey residents and about 65 from stations in New York State;

* One eastward trip operates between South Paterson and Hoboken only.

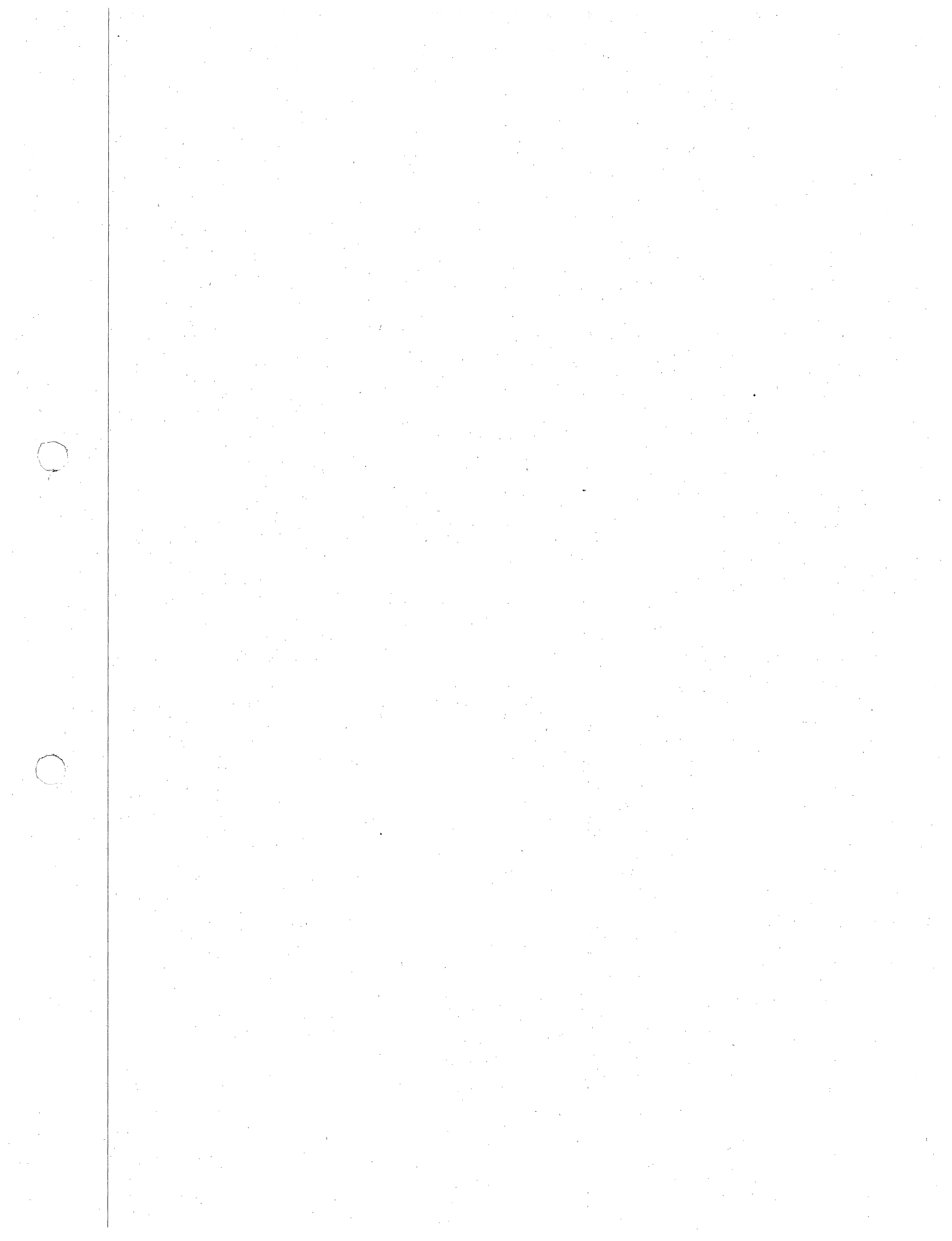


ERIE-LACKAWANNA RAILROAD
ANALYSIS OF NEW JERSEY SUBURBAN PASSENGER OPERATIONS BY BRANCHES

TABLE 1

| LINE OR ROUTE | NEW JERSEY PASSENGER TRIPS | | | ANNUAL FINANCIAL RESULTS OF NEW JERSEY RAIL OPERATIONS (c) | | | ALLOCATION OF ANNUAL FERRY DEFICIT (d) | TOTAL ANNUAL ALLOCATED DEFICIT | ADJUSTED ALLOCATED DEFICIT (e) | DEFICIT PER PASSENGER TRIP (f) |
|--|----------------------------|-----------------------|----------------------------|--|--------------|-------------|--|--------------------------------|--------------------------------|--------------------------------|
| | PEAK PERIOD EASTBOUND (a) | WEEKDAY EASTBOUND (a) | ANNUAL BOTH DIRECTIONS (b) | REVENUES | EXPENSES | DEFICIT | DEFICIT (d) | DEFICIT | DEFICIT (e) | TRIP (f) |
| Morris & Essex (Inc. Gladstone Branch) (g) | 14,922 | 18,766 | 7,912,123 | \$5,565,372 | \$ 6,796,080 | \$1,230,708 | \$331,665 | \$1,562,373 | \$1,370,390 | \$.17 |
| Bergen County | 4,847 | 4,847 | 2,053,749 | 1,380,660 | 1,391,519 | 10,859 | 152,185 | 163,044 | 142,521 | .07 |
| Greenwood Lake - Boonton | 3,342 | 3,383 | 1,348,397 | 826,860 | 2,405,628 | 1,578,768 | 103,387 | 1,682,155 | 1,480,021 | 1.10 |
| Main Line Via Paterson | 1,610 | 2,215 | 972,899 | 569,652 | 2,094,967 | 1,525,315 | 52,107 | 1,577,422 | 1,386,834 | 1.43 |
| Montclair (g) | 1,449 | 1,931 | 776,789 | 401,904 | 920,136 | 518,232 | 38,873 | 557,105 | 487,859 | .63 |
| Northern | 477 | 477 | 213,420 | 108,852 | 367,536 | 258,684 | 19,850 | 278,534 | 246,670 | 1.16 |
| Newark | 330 | 330 | 139,175 | 77,136 | 365,016 | 287,880 | 6,617 | 294,497 | 257,633 | 1.85 |
| Carlton Hill | 369 | 369 | 155,783 | 70,980 | 181,212 | 110,232 | 13,234 | 123,466 | 109,631 | .70 |
| TOTAL | | | 13,572,335 | \$9,001,416 | \$14,522,094 | \$5,520,678 | \$717,918 | \$6,238,596 | \$5,481,559 | |

- NOTES: (a) Source: Counts taken Dec. 2, 1964 by crews on trains operating via the routes shown. Experience has shown counts taken in this manner to average about 10% higher than actual normal ridership. Peak period trains are those providing New York arrival between 7:00-10:00 A.M.
- (b) Source: Trips represented by actual ticket sales for February, May, September and November, 1963 multiplied by 3.
- (c) Source: Study by Wyer, Dick & Co. based generally on multiplying November 1963 actual results by 12 to obtain annual total.
- (d) Ferry operating deficit computed by Wyer, Dick & Co. divided in proportion to the estimated number of ferry passengers from each branch.
- (e) New Jersey deficit for the full year 1963 (computed in accordance with I.C.C. accounting practices and State formulas) divided among branches in same proportion as allocation by Wyer, Dick & Co.
- (f) Obtained by dividing the adjusted allocated deficit by annual New Jersey passenger trips.
- (g) Electrified operation.



The Erie Lackawanna Report indicates that passenger traffic has been steadily declining on all branch lines with considerable diversion to the multiplicity of motor bus routes that serve most of the rail corridors. Contributing to the diversion to the buses is the continuing deterioration of the quality of rail service as no investment has been made to improve either the cars, roadbed or facilities on the branch lines.

The Report also compared the economics of the Erie Lackawanna services using data compiled in 1964 by a consultant retained by the Railroad. It was found that the electrified routes and the Main Line Bergen County route together accounted for 79% of the passenger trips on this railroad and caused only 36.5% of the deficits; all other routes together accounted for 21% of the daily passenger trips and 63.5% of the total 1963 calendar year deficit of \$5,481,000. The fully allocated deficit for the electrified services and the Bergen County line (79% of the patronage) in 1963 was \$2,000,770 and the State payment to the Erie Lackawanna in 1963 was \$2,372,942.

Table 1 indicating the deficits per route of service and the deficit per passenger trip has been reproduced from the Erie Lackawanna Report.

The deficit per passenger trip varied from a low of \$.07 on the Bergen County line to a high of \$1.85 on the Newark Branch. From this analysis it became abundantly clear that supporting these high-deficit-per-passenger routes with public funds would not be in the long term public interest and that if no way were found to reduce such losses that alternatives to the rail service must be programmed.

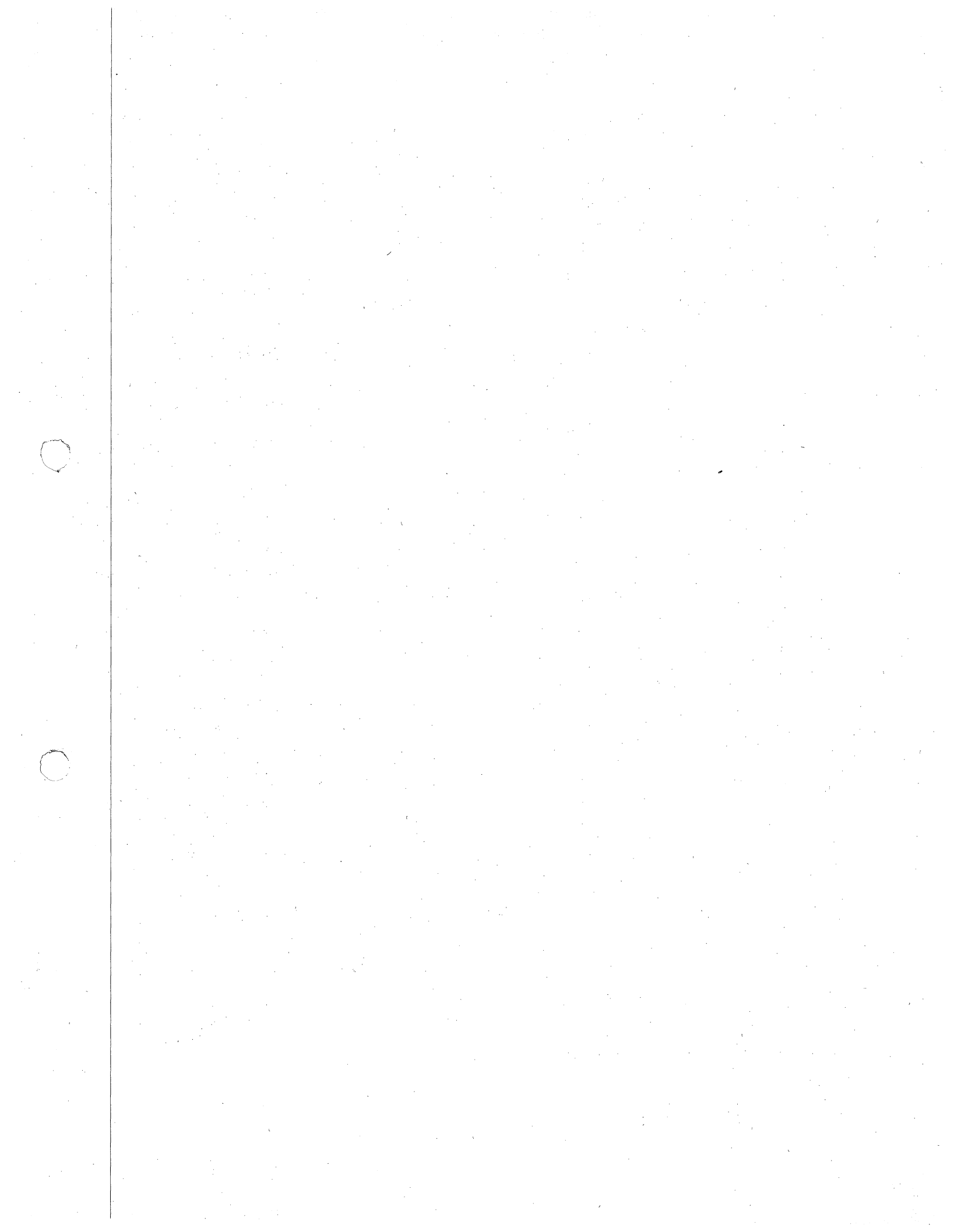
The Report recommended the carrying out of the demonstration project which is the subject of this application.

PROJECT DESCRIPTION

The Suburban Service Committee

The first question which the State must have answered concerns the role of the counties in a comprehensive transportation program.

For many years there has been dissatisfaction generally among municipal and county officials, as well as train riders, concerning the quality of service being provided. A common allegation is that railroad management is only interested in eliminating passenger



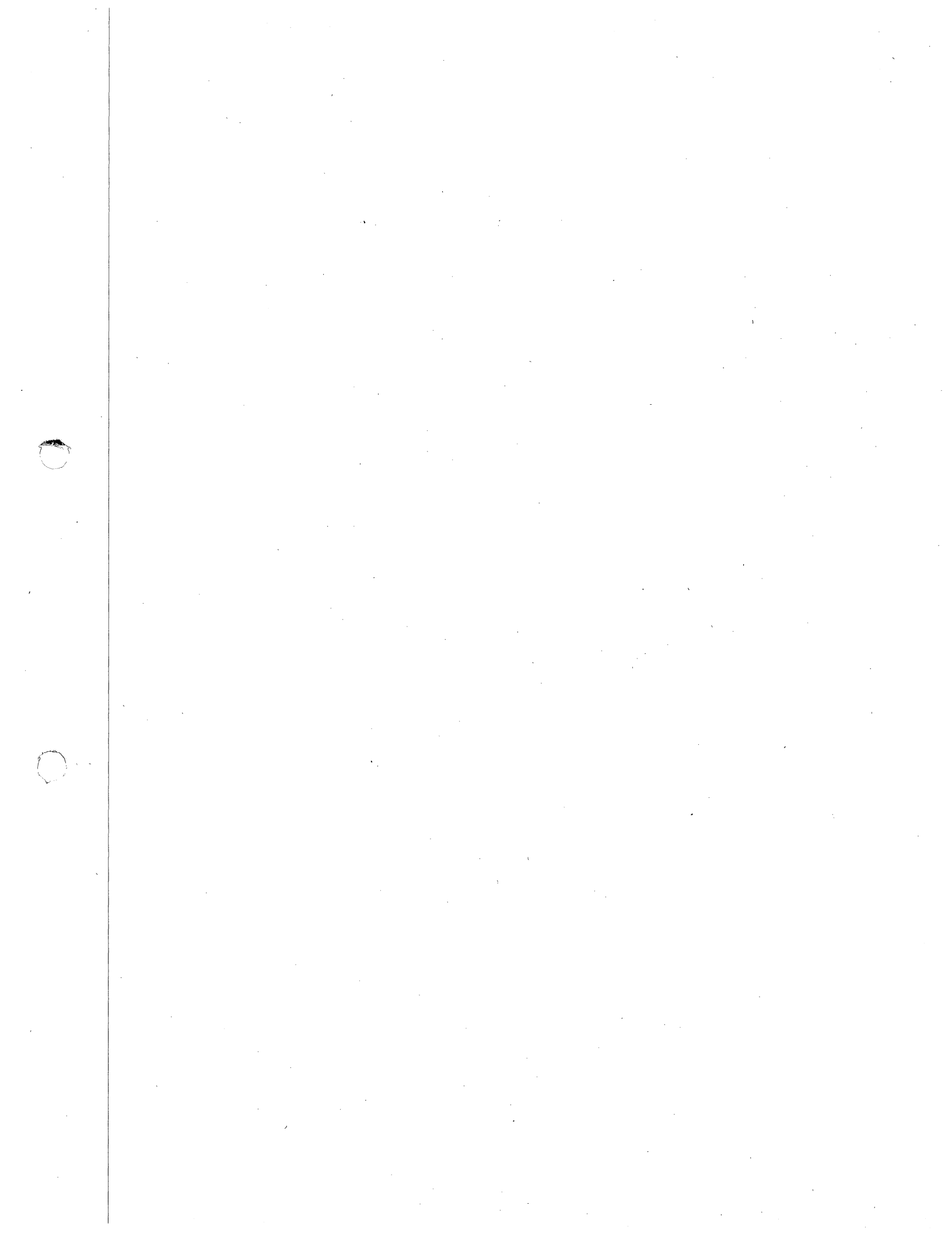
trains and not in making a sincere effort to attract riders. The answer of railroad officials is that almost every recommendation to increase patronage means spending money and that the critical shortage of funds does not permit expenditures on passenger service improvements which appear to have questionable financial benefits.

During the five years of State contract operation of rail passenger service the Division of Railroad Transportation has on a number of occasions examined this situation and discovered support for each position. Yet a key factor has also been found to be ineffective communication between the interested parties. Railroad officials have been understandably concerned with serious fiscal problems while local leaders were disturbed about declining service and neither fully comprehended the other's stand. Consequently, an organization which solicits the views of local officials as to improvements in rail service can also serve as a means for properly informing these same people regarding the complexities of operating railroad passenger service which will be of assistance to them in making decisions regarding the transportation requirements of their area.

A successful promotional effort depends basically upon furnishing a project or service which the public wants. Rail transportation is no exception. Logically then it follows that in organizing such an effort there should be active participation by those in the best position to know the desires of the potential users. Certainly public officials in local areas whose election to office results from their knowledge of and responsiveness to the wishes of their constituents fit this description.

In the territory served by the Erie Lackawanna Railroad several county governments have for several years taken a keen interest in the preservation and improvement of rail passenger service. In addition, for a long time commuter groups along the various lines of this railroad have been exceptionally active in their endeavors to improve service. With such knowledgeable and interested people, this area probably affords the most favorable conditions in this State for testing the concept that a transportation program can be best planned and administered through a joint effort by State and county governments.

It is interesting to note that a somewhat similar concept of local involvement in the administration of a governmental transportation program has been adopted by the British government. Beginning in



1947, Area Transport Users Consultative Committees were organized. The members of these committees are appointed by the Minister of Transport and are "representative of the interest of persons likely to be concerned with matters within the competence of the Committee". In addition to specific duties concerning discontinuance of service, these committees have the responsibility of considering and making recommendations "with respect to any matter affecting the services and facilities" of the British Railways.

Another experiment along these lines has been the organization of committees from among people in low income levels to help administer the national "war on poverty".

It was as a result of the experience of several years, the analysis of the facts and the obvious interest of those concerned that a key recommendation in the Erie Lackawanna Report was that the proposed demonstration project include a Suburban Service Committee composed of representatives from each county served by the railroad. The function of this Committee was to prepare a program of revisions in schedules and other services desired by county residents, cooperate in the selection of a Project Director and actively participate in reviewing the results of the project.

In anticipation of approval of the project, steps have already been taken to implement this recommendation.

The Erie Lackawanna Report was released to the public in April 1965 and copies were in the hands of the Freeholder Directors of each of the counties served by the Erie Lackawanna soon thereafter. On April 23 the Freeholder Directors were invited to attend a meeting on May 7th in Newark to launch the work of the Suburban Service Committee. In all counties except Morris the Freeholder Director became the official member of the Suburban Service Committee and most counties then established a technical sub-committee to advise and report to the Freeholder Director. (See Appendix 2) In Morris County the Chairman of The Board of Public Transportation of Morris County was designated as the committee member.

On June 2 additional material was furnished the counties along with a request that the recommendations for the work program that would be included in an application to HHFA be submitted to the Division of Railroad Transportation by July 12, 1965. The counties having considerable dependence on the Erie Lackawanna services responded with work programs which essentially have been incorporated in this application.

0

0

Exhibit 4 is a comparison of the present train schedules with those proposed in this project. Practically all of the changes which have been made were either suggested or concurred in by the Suburban Service Committee. While the success of these revisions in alleviating deficits on the various lines will be an important measure of the value of county level participation, the ability of the Committee to cooperate and function cohesively will also be a guide to the desirability of providing for such an organization through legislative channels.

Throughout the life of the project the Suburban Service Committee will be kept informed of its progress and consulted as to any revisions in the program. The Committee will be encouraged to assist in the promotion of the various experimental services and to participate in the surveys and analyses of the results. A specific duty of the Project Director will be to act as a liaison between the Committee and the other participants in the project.

Encouraging Rail Travel

The next question to be answered is how travelers can be attracted to rail service. It would be foolish for the State to invest huge sums in physical improvements such as new stations, parking lots, equipment, etc., if these will not accomplish the desired result of increasing rail patronage so that highway congestion may be relieved.

This demonstration project has been so organized that the following promotional ideas can be tested:

1. Schedule changes suggested by local representatives
2. Increased service
3. Inauguration of reverse commuter service
4. Improved access to mid-town Manhattan
5. Use of more modern equipment
6. Simplified ticketing procedures
7. Advertising and sales campaign

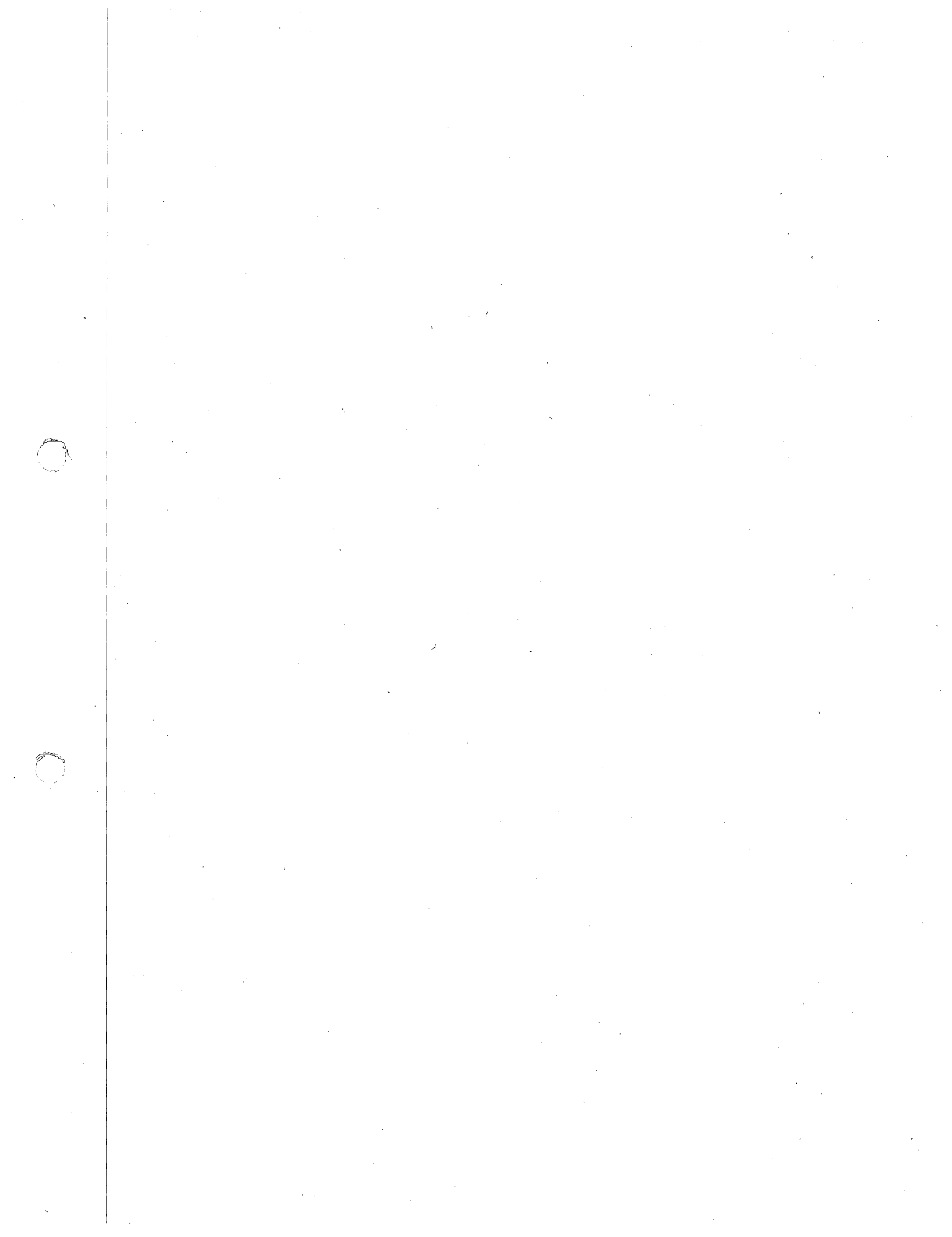


Exhibit 4 represents a complete overhaul of Erie Lackawanna weekday timetables. It includes schedule changes in Stage I of the project on the Northern, Newark, Morris & Essex and Gladstone Branches (See Map 1). In Stage II other schedule revisions requested by the Suburban Service Committee are to be made in service on the Bergen County Line and Main Line.

This exhibit also includes additional train service. A new peak period round trip will be operated on the Gladstone Branch (also permitting quickening of adjacent trains); the Morris & Essex Division will have 14 more off peak trains and a new westbound commuter express; on the Boonton Line two new eastbound and one new westbound trains will operate; the fast-growing area around Mountain View will have two new round trip commuter services; and the Main Line will add two eastbound and three westbound trains. In Stage II (utilizing crews made available by service withdrawals on another branch) it is planned to add two eastbound and one westbound trains on the Bergen County Line.

Another added service shown in the exhibit is a westbound morning departure from Hoboken and an eastbound afternoon arrival. These trains will primarily serve a large industrial park in the Fair Lawn area and other industries along the Bergen County Line. The intent of this experiment is to develop the potential movement by rail of the so-called "reverse" commuter, i.e., a person living in Manhattan or Long Island and working in New Jersey. This is a particularly important field to explore in view of the growing decentralization of industry and the fact that the present source of funds for New Jersey's mass transportation program is the tax levied on these New York residents employed in New Jersey.

The service of the Erie Lackawanna is oriented to downtown Manhattan. Its trains terminate at Hoboken where most passengers use ferries and PATH tube trains to reach lower New York. However, in the post war period there has been a substantial shift of headquarters and offices from this area to the mid-town territory and rail service has consequently become less attractive. There have been many suggestions as to how this situation could be changed. Most have involved sizable expenditures for new Hudson River crossings either to extend the rail service eastward or to bring the New York City subways to New Jersey. The Tri-State Transportation Committee recognized this deficiency in the rail network and included in its immediate action program studies (utilization of Penn Station, Secaucus Transfer, etc.) as to how it could be corrected. The Port of New York Authority at the time it acquired the Hudson & Manhattan Railroad recommended the establishment of stations where Erie Lackawanna passengers could



transfer to service which would bring them to mid-town New York. In this demonstration project, it is proposed to determine the feasibility of a bus service which would connect with Erie Lackawanna trains at County Road, Secaucus, (Map 2) and deliver passengers to the Port Authority Bus Terminal on the west side of New York City. In Stage I tests will involve three eastbound and three westbound Bergen County Line Commuter trains, the reverse commuter Bergen County Line service previously referred to, as well as six off-peak trains in each direction on the Main Line. Tentative schedules are listed in Exhibit 4.

The Rockefeller Center area on the east side of mid-town New York has experienced a tremendous growth in office building construction. At present through line passengers from Erie Lackawanna trains have the option of taking chartered buses from the Hoboken terminal to Rockefeller Center. It is proposed to extend this convenience to the railroad's suburban passengers. Exhibit 4 lists the services to be operated and their rail connections, map 3 shows the route.

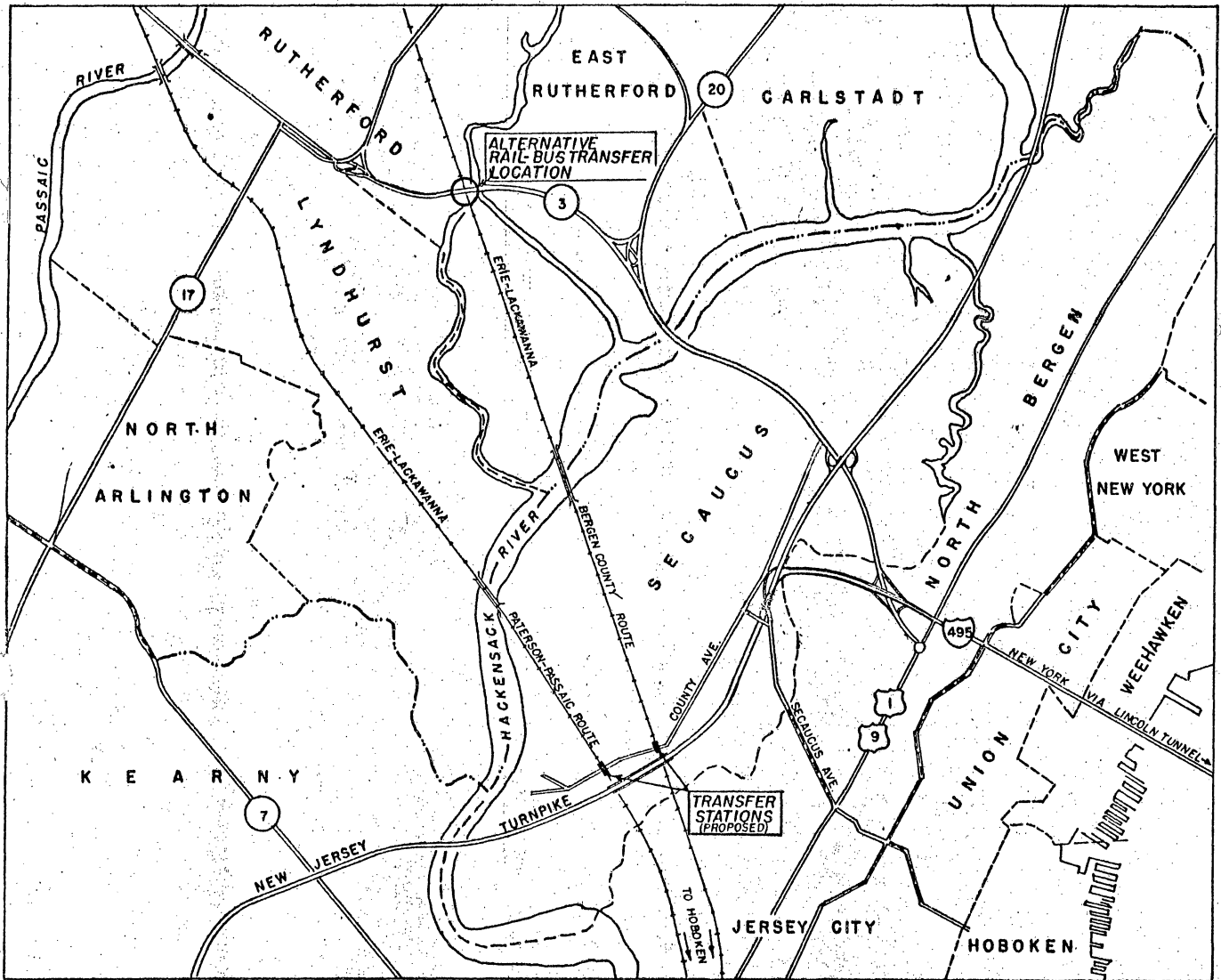
A unanimous recommendation of the Suburban Service Committee has been that more modern rail equipment is required to attract passengers. In this demonstration project the effect of such cars will be measured. Stage I calls for two commuter round trips on the Newark Branch line to be operated with comparatively new rail diesel cars (RDC) to be leased from another railroad. These cars will also be utilized in the off peak period by operating two round trips on the Boonton Line and three round trips on the Main Line. The latter is particularly significant in determining the significance of equipment since an hourly pattern of service will be operated, alternating between RDC equipment and conventional cars. In Stage II it is planned to utilize these cars on the Northern Branch during the peak period, convert the Main Line off-peak operation to all RDC equipment and to try to develop the potentialities of recreational travel by operating these cars on the Sussex Branch during summer weekends.

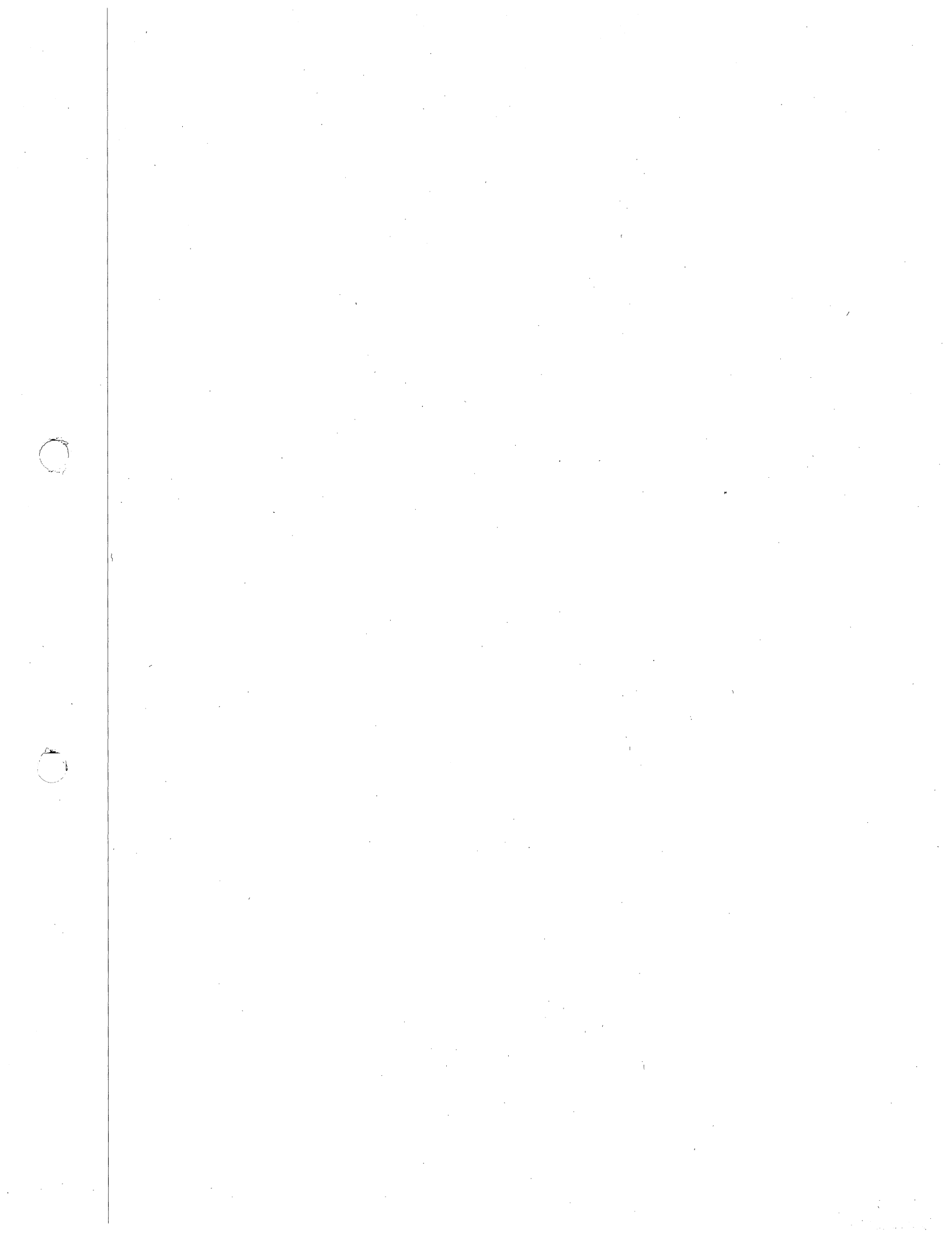
It is also planned to lease sufficient additional cars of conventional type so that the Northern Branch service may be fully equipped with the latest available cars. Should it not be possible to arrange such rentals, cars presently operated by the Erie Lackawanna will be rehabilitated. The re-equipping of an entire service should provide valuable information as to the role of new cars in attracting patronage.

Another experiment included in this demonstration project has two facets. Most commutation tickets now in use are for a fixed period regardless of the number of rides. This practice encourages use of train service by regular riders who have fixed hours of work.



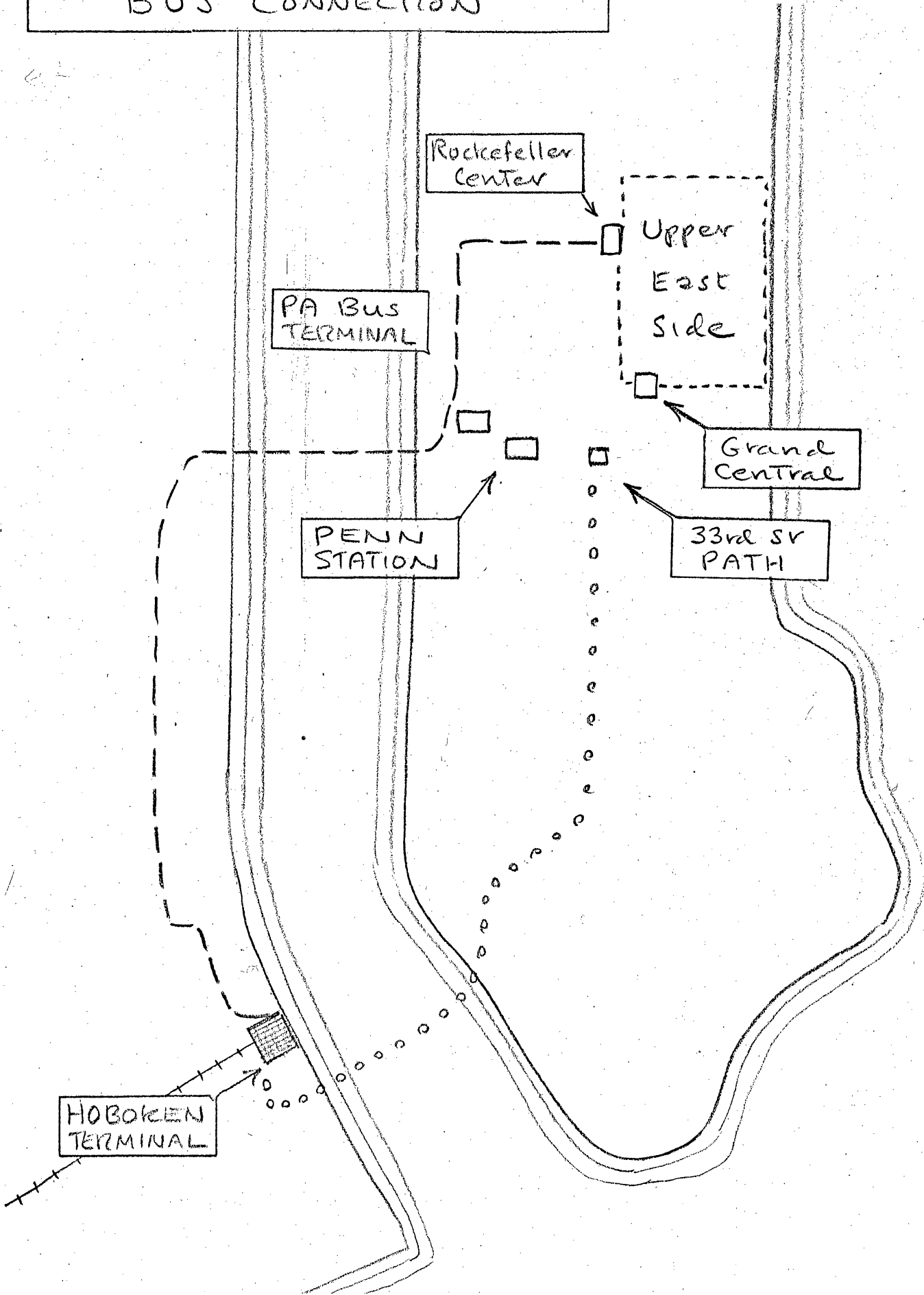
MAP 2

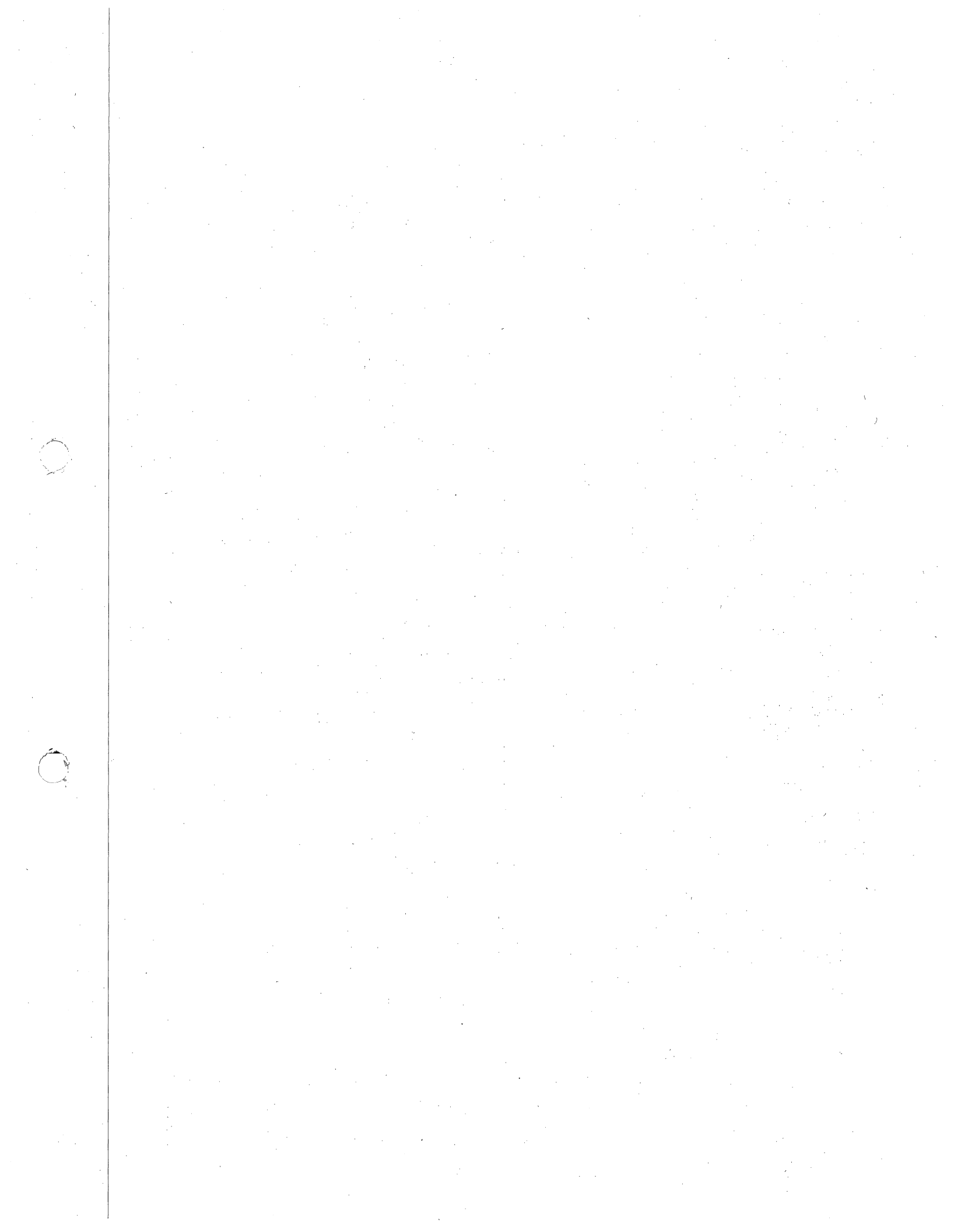




UPPER EAST SIDE
BUS CONNECTION

MAP 3





However, there are many other commuters who do not fall easily into such a pattern and because of the rigidity of the railroad ticket structure they prefer not to make the sizable investment represented by a monthly ticket. The size of this market is undetermined yet if only a small percentage of the persons who now use their automobile could be induced to use the train several days a month the increase in rail revenues would be substantial.

On the other hand, it is incumbent upon the State in its long range planning to take actions that will result in the service operating as efficiently as possible in order to obtain maximum benefit from public funds. Analysis of operating expenses indicates that ticket selling, collection and accounting offers one of the most inviting fields to effect economies.

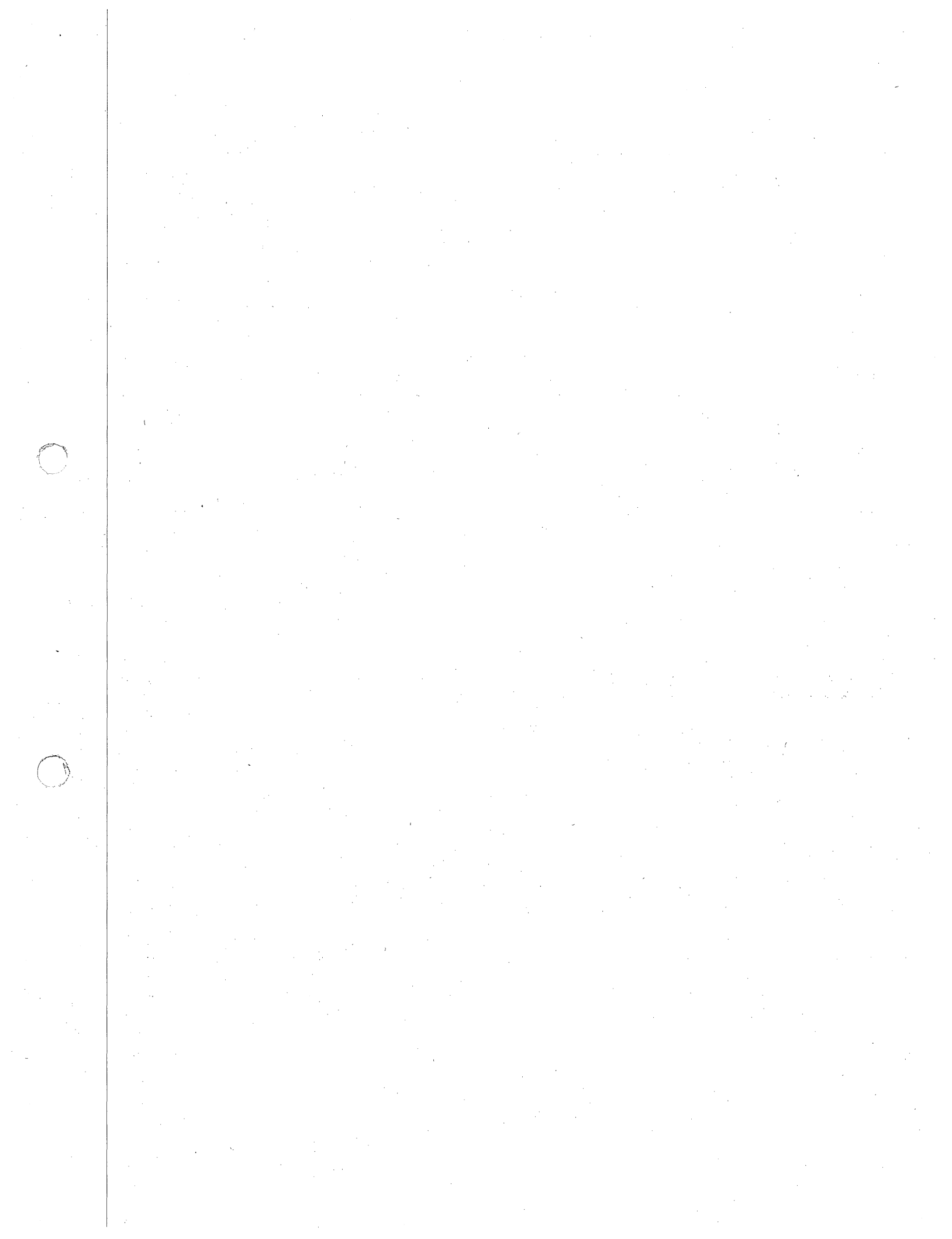
Studies and trials are now being conducted in other areas with mechanical and electronic ticket dispensing and validating machines. Thus far there appears to be no technological reason why an automated system will not work. However, the requirements of any ticket reading machine would be considerably reduced and consequently original and maintenance costs cut if it were possible to make these machines less complicated.

One method of accomplishing this goal is simplification of the present railroad ticket structure. Imposing a time limitation on tickets obviously adds to the complexity of machines required to judge the validity of a ticket. It also requires some means of frequently changing the time reading mechanism.

It is therefore proposed to experiment in the course of this project with the abolition of time limits on tickets. This will provide the flexibility of use to attract new patrons and data leading toward an automated ticket system.

Two branches have been chosen for this experiment. The Northern Branch is a self-contained line with low patronage. There are only three round trips operated on weekdays, all during the commuter period. Considerable bus service is available in the area served by this branch, which lends itself to alternate riding of the two modes and therefore possible widespread use of a no time limit rail ticket.

The Montclair Branch, on the other hand, offers an all-day service and carries over 2,000 passengers in each direction. It is a short distance line which serves an area with high density highway traffic that could possibly be diverted with the proposed type tickets. A significant part of the ticket experiment on this branch will be discovering the preference of those persons who are already using rail service. This will be accomplished by measuring the diversion from the somewhat paralleling Greenwood Lake Branch.



During the period of this demonstration project tickets will be sold for travel on the Northern and Montclair Branches which will be valid for use any time during the experiment (and 30 days thereafter). Agents at branch stations, Newark and Hoboken will keep records listing the various types of tickets and the number sold each day. These tickets will be presented by passengers to train crews for punching or collection in the usual manner. Crews will be authorized to collect cash fares on trains at the same rate as if tickets were purchased at stations and they will be required to make a daily accounting of all such cash fares. Refunds made on these tickets will be noted separately by the agency involved. A railroad employee will be designated to collect data currently from all these sources so that the progress of the experiment can be followed closely.

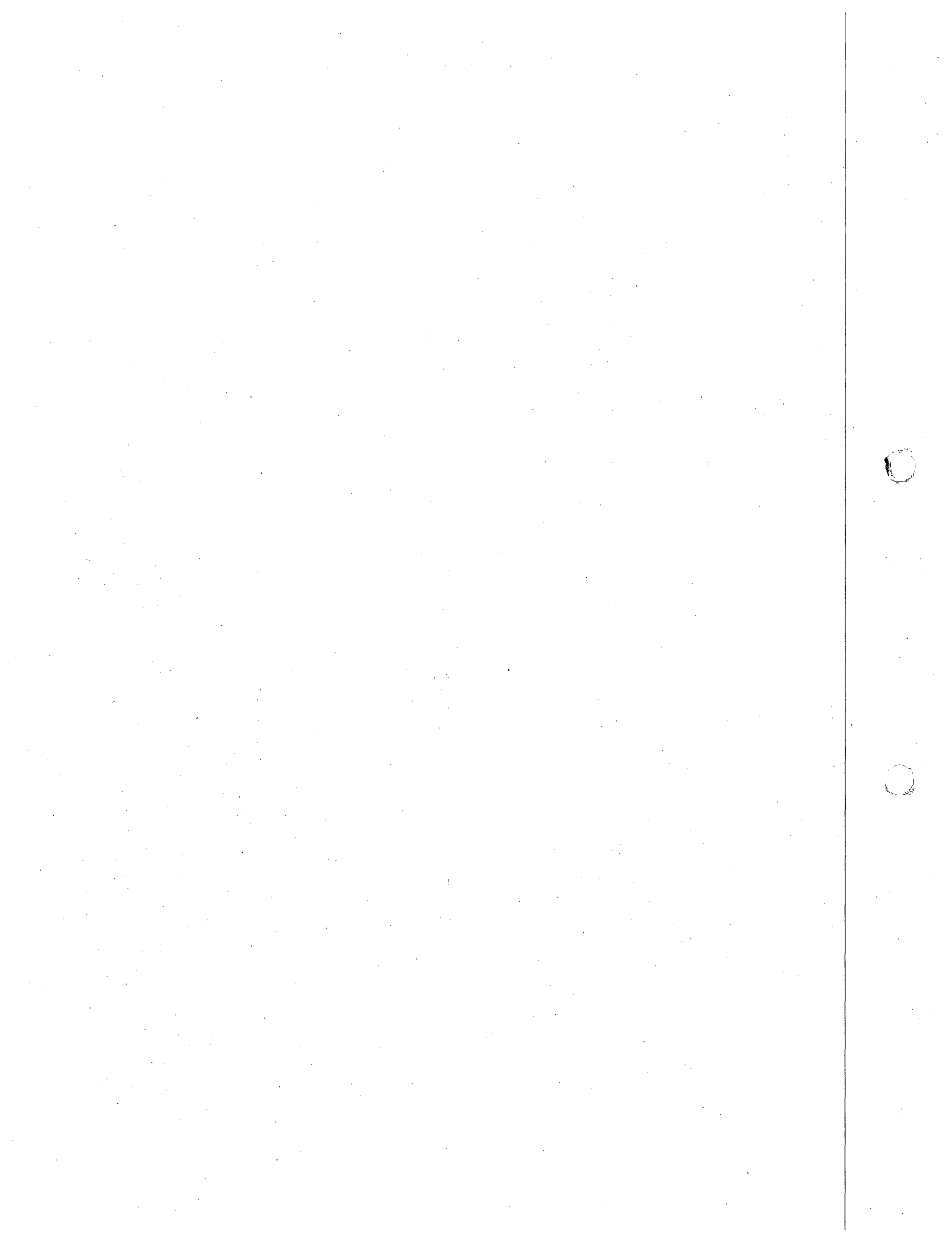
Only three types of tickets will be sold on the Montclair Branch during this experiment, good for 1, 10 and 40 trips. The fares to be charged will be the same as present tariffs for one-way, 10 trip and unrestricted monthly tickets. Tickets to and from all other points will remain as at present. Before, during and after this experiment counts will be made of passengers on this branch and on the Greenwood Lake Branch to ascertain degree of diversion. On the Northern Branch a 20-trip ticket will also be sold at 20/23rds of the present 23 ride ticket.

Surveys of passengers will be conducted to determine public reaction to the ticket forms and whether liberalization of time limits has attracted new travel. Analysis will also be made of ticket collections to compare dates of sale to dates of use.

The project will cover the costs of printing special ticket forms. Should it be determined by surveys and analysis that there has been a net gain in revenue because of the project, such increased income will be credited against these costs.

Should there be a substantial diversion from the Greenwood Lake-Boonton Line the number of Montclair Branch trains will be increased in Stage II. In addition, during Stage II studies will be made of ticket validating machines in other cities for the purpose of preparing design and specifications for machines suitable for use on all Erie Lackawanna routes.

An admitted weakness of rail service is the failure of the railroads to promote it. A common statement among residents of many communities is that they didn't know the trains were still running. This is usually made as the railroads petition to discontinue the trains. In this project the Suburban Service Committee has been asked to develop within the limits of the project budget a promotional campaign which the members feel will be most effective in publicizing Erie Lackawanna passenger service in general and the demonstration project in particular. In addition to the normal news media, the



Committee has been encouraged to consider novel methods of promotion and some ideas have already been submitted, i.e., the painting in distinctive colors of the Somerset Hills Express on the Gladstone Branch. It is also anticipated that the Committee will take advantage of the local means of news dissemination (talks before civic groups, personal contacts, etc.) uniquely available to such a group.

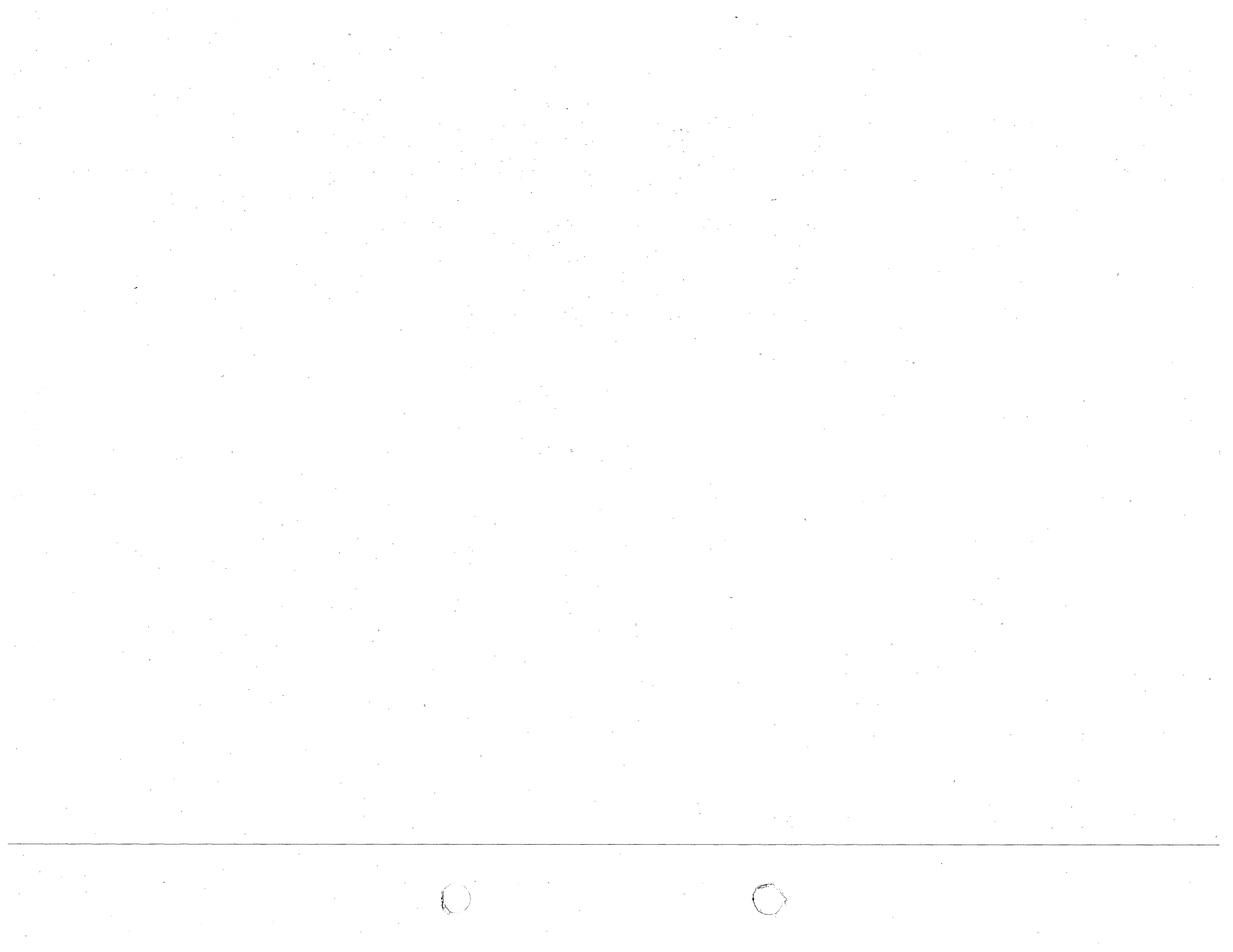
Need For Public Support

A vital question to this State and to other governmental agencies is whether or not all rail passenger service should be supported with public funds. This is particularly important in view of the tremendous investment in equipment and facilities which the State will have to make if the service is to be preserved. It is difficult to justify the use of tax moneys to subsidize a transportation mode used by comparatively few people yet those same citizens can and do claim that the service is necessary to them. Towns also allege that a serious economic impact will result from the loss of rail service.

By experimenting with some actual withdrawals of rail service (although protecting the requirements of passengers with substitute transportation) it is hoped to obtain a partial answer. At the same time service changes and other promotional efforts will help determine whether or not an improvement in the economics of other lightly patronized branches can be effected. Finally, it is intended that an analysis will be made of the financial results from the operations of each branch, making judicious use of procedures already developed.

Specifically, the demonstration project calls for the suspension in Stage I of passenger train service between Washington and Netcong at the western end of the suburban rail network and between Essex Fells and Great Notch on the Caldwell Branch, a spur of the Greenwood Lake Division. In Stage II service will be suspended on the Newark Branch between Paterson and Newark. These are all complete withdrawals of service and it will be possible through surveys and interviews to determine the effect upon individual riders and upon the communities being served. Local real estate agents and other businessmen will be contacted to assist in the latter endeavor.

Efforts to increase revenues have been described previously. It is intended to consider the results of these experiments in relation to the losses of the low volume branches and determine the cost to the public of preserving such service. Through the efforts of the



State and the railroad, guidelines as to determining branch line financial losses have already been established. Full advantage will be taken of these procedures in the proposed analyses.

Coordination of Bus and Rail Services

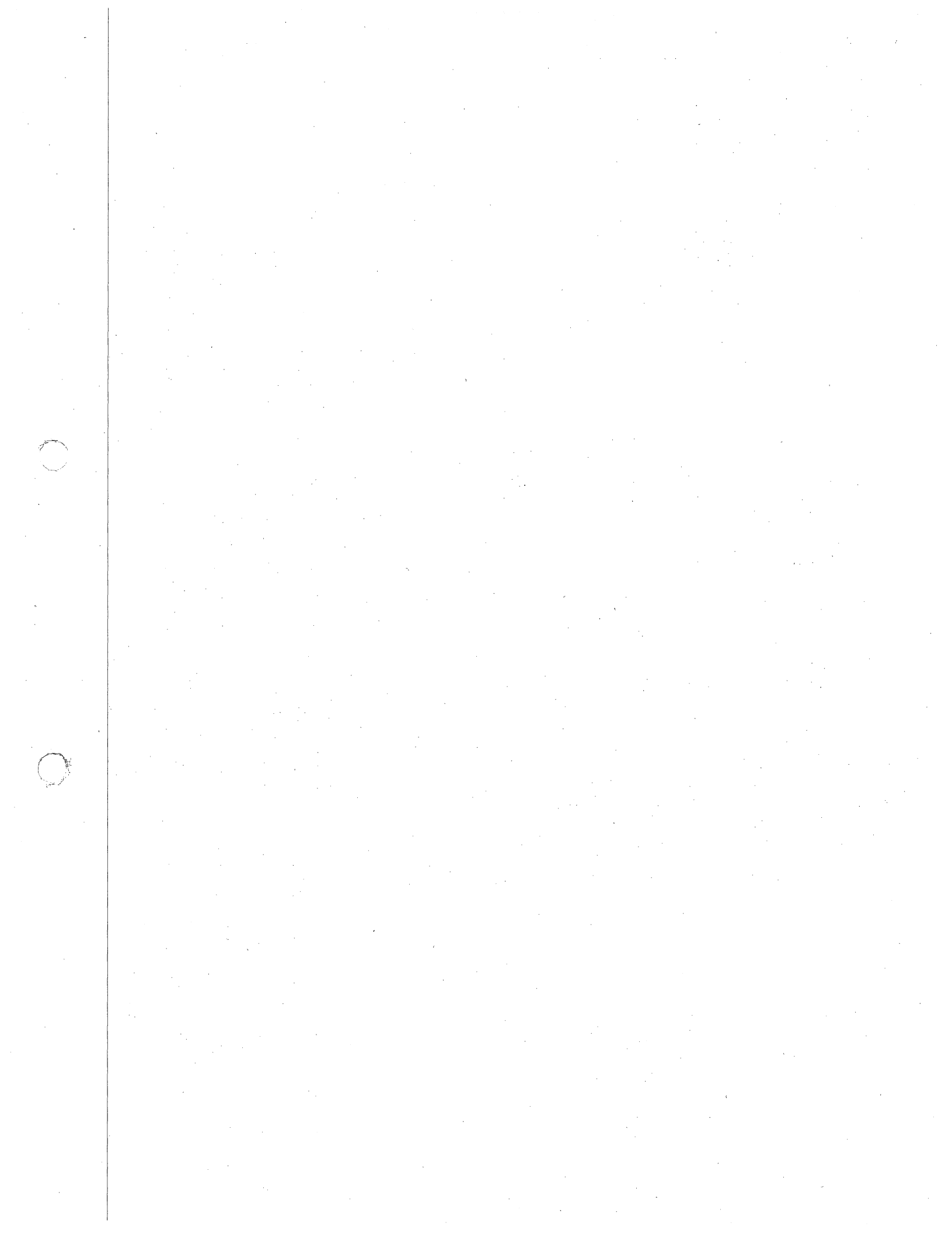
The bus companies of northern New Jersey and particularly in Bergen County perform outstanding transportation functions. Their service is generally excellent although often hampered by crowded highways. However, operating as competitive private enterprises, neither the railroads nor the bus lines have made any particular effort to coordinate their services.

In any full scale State supported transportation program, the taxpayers cannot afford the luxury of permitting uncoordinated and sometimes ruinous competition. It is important therefore that information be collected as to the practicability and public acceptance of joint bus-rail services.

In this demonstration project it is proposed to experiment with bus feeder service in several areas. Buses will operate from Washington and Hackettstown to the railroad stations at Netcong and Denville on tentative schedules shown in Exhibit 4; from Essex Fells and Caldwell to Montclair station and Verona and Cedar Grove to Upper Montclair station (Exhibit 4) and Midvale, Pompton and Pompton Plains to Mountain View station (Exhibit 4). Operation of the connecting bus service from Secaucus to the Port Authority Bus Terminal (Exhibit 4) and Hoboken to Rockefeller Center (Exhibit 4) will also demonstrate the feasibility of coordinating rail and bus services.

State Support of Bus Service

Thus far the State's program of direct aid has extended only to railroads. Yet bus service often may do a better job than existing trains. This is particularly true of lightly patronized rail services where buses with their flexibility, low capital investment and lesser operating costs can provide more and frequently superior service. However, bus companies now hesitate to invade these marginal areas while rail service is still operated and railroads are forced to carry the burden of uneconomic trains.



A comprehensive State transportation program must make a judgment as to whether there are some areas where it would be a more economic use of public money to assist financially in the operation of buses than to pay for the operation of trains and to invest in the improvement of rail service.

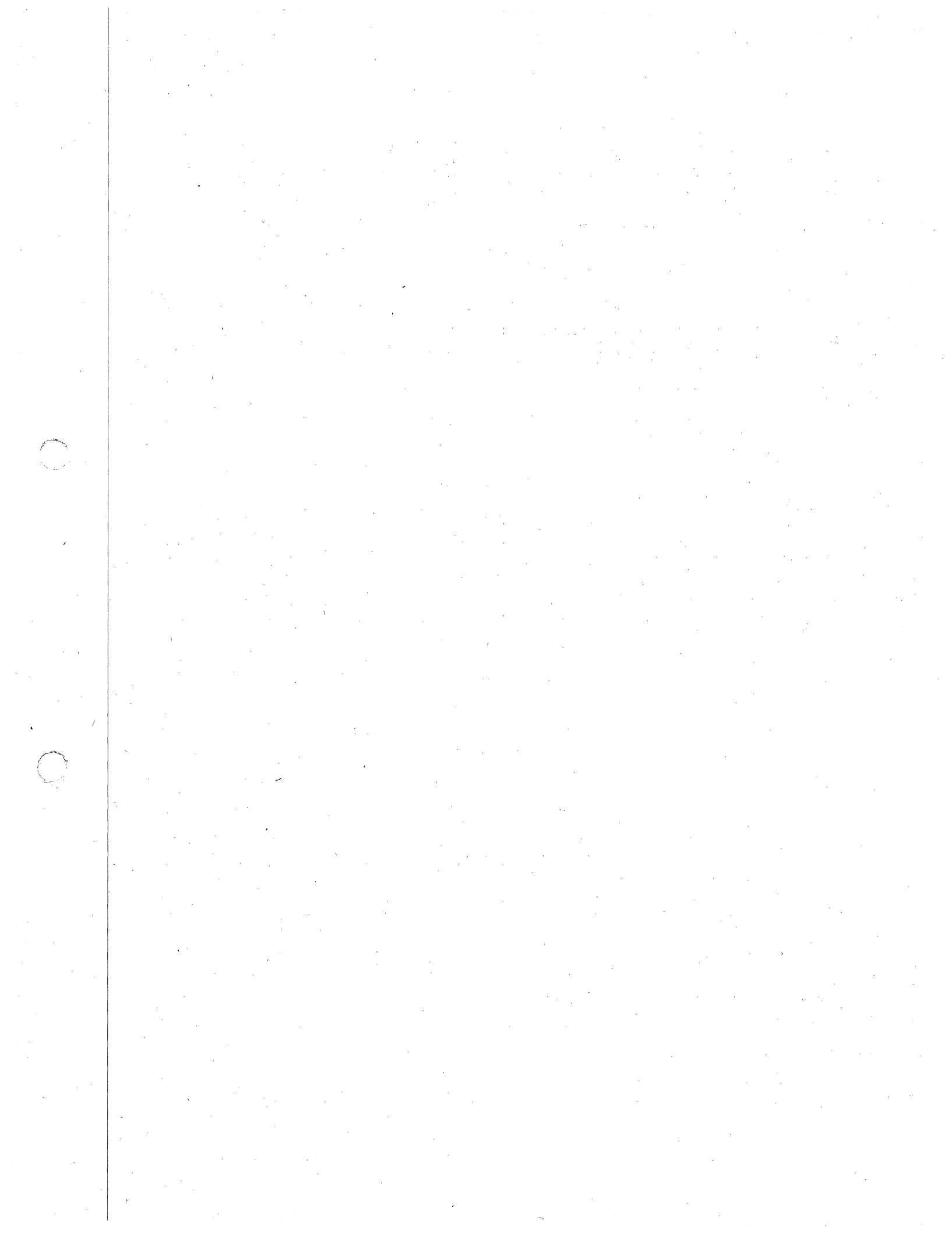
In this demonstration project it is proposed to test the effect of subsidizing bus operations in lieu of train service. This is to be done by substituting bus for rail service as follows:

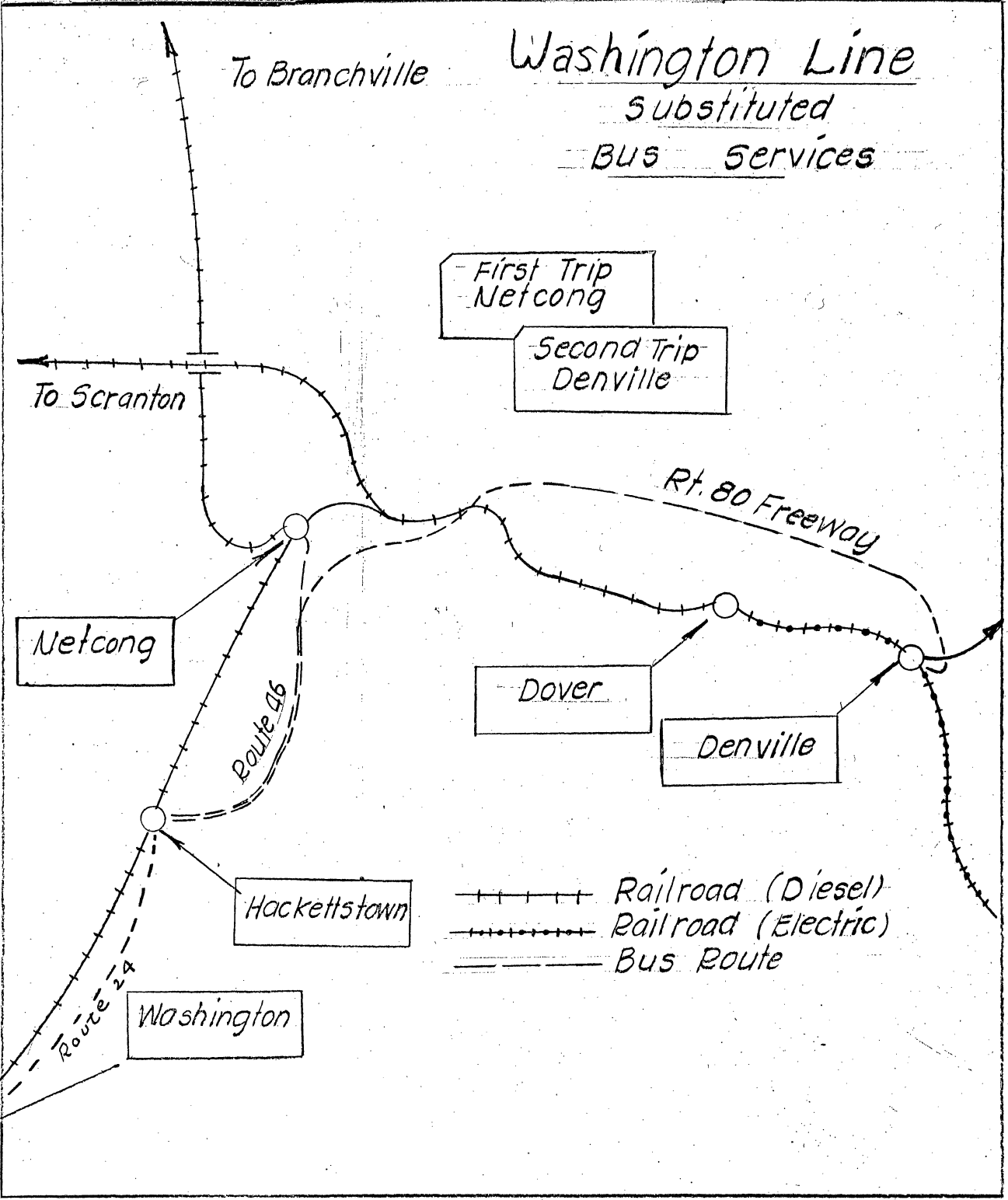
1. Between Washington and Netcong (Map 4).
2. Between Essex Fells-Caldwell and Montclair, and between Verona-Cedar Grove and Upper Montclair (Map 5).
3. Between Midvale and Mountain View (Map 1). This will be done in Stage II and will be only a partial replacement. By operation of both trains and buses it is hoped to develop data as to passenger preference.

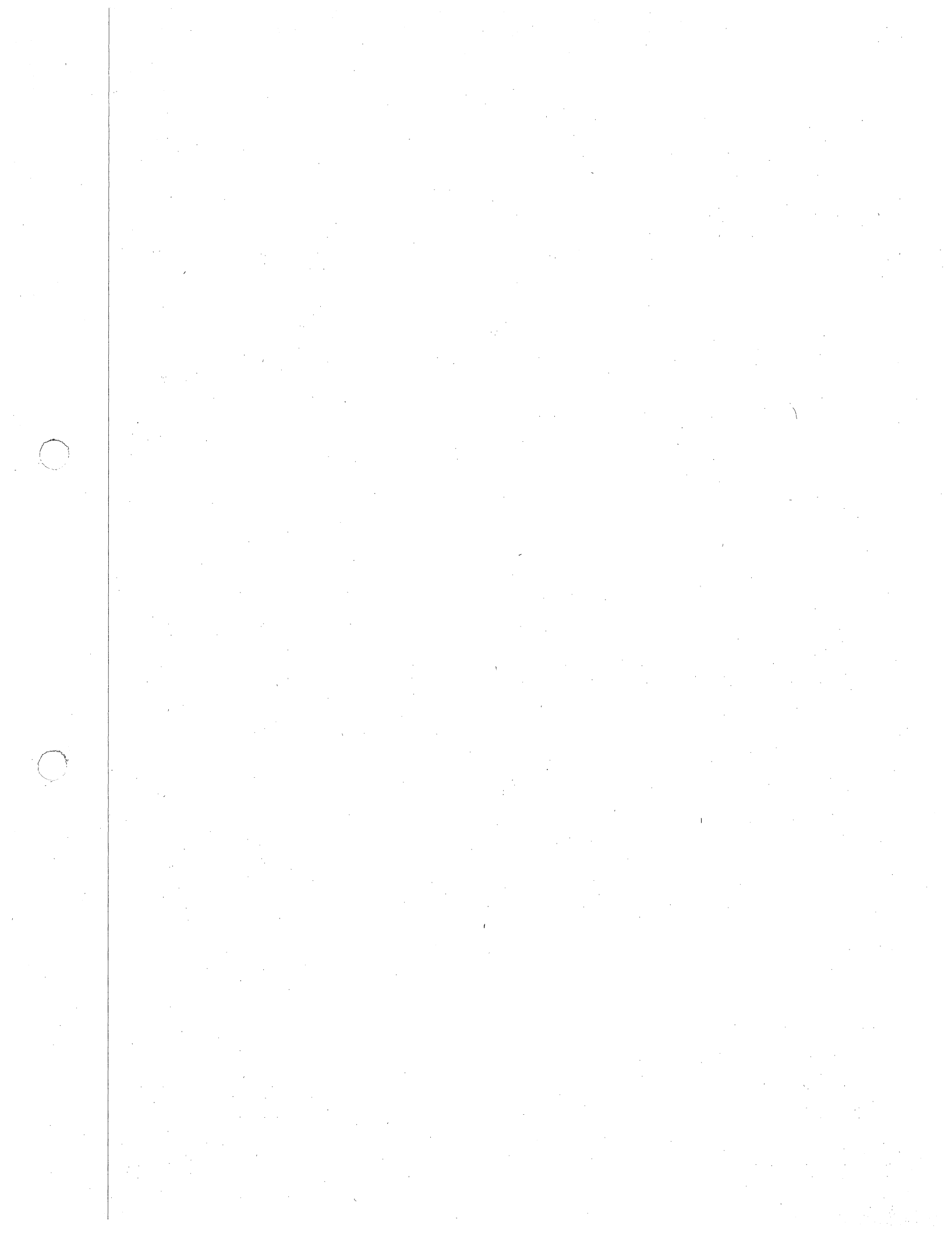
A more extensive test of this concept is proposed for the area served by the Newark Branch. Here it is planned first to determine the effect of offering both rail service (with RDC equipment) on schedules selected by local representatives and an express bus service with air conditioned equipment. This will be done in Stage I by operating buses from Ridgewood to Newark (Map 6). Then in Stage II the train service on the Newark Branch will be removed entirely and the contracted bus service expanded to include the operation of buses from the Nutley area to the Delawanna station of the railroad (Map 7) to accommodate passengers destined to Hoboken and New York.

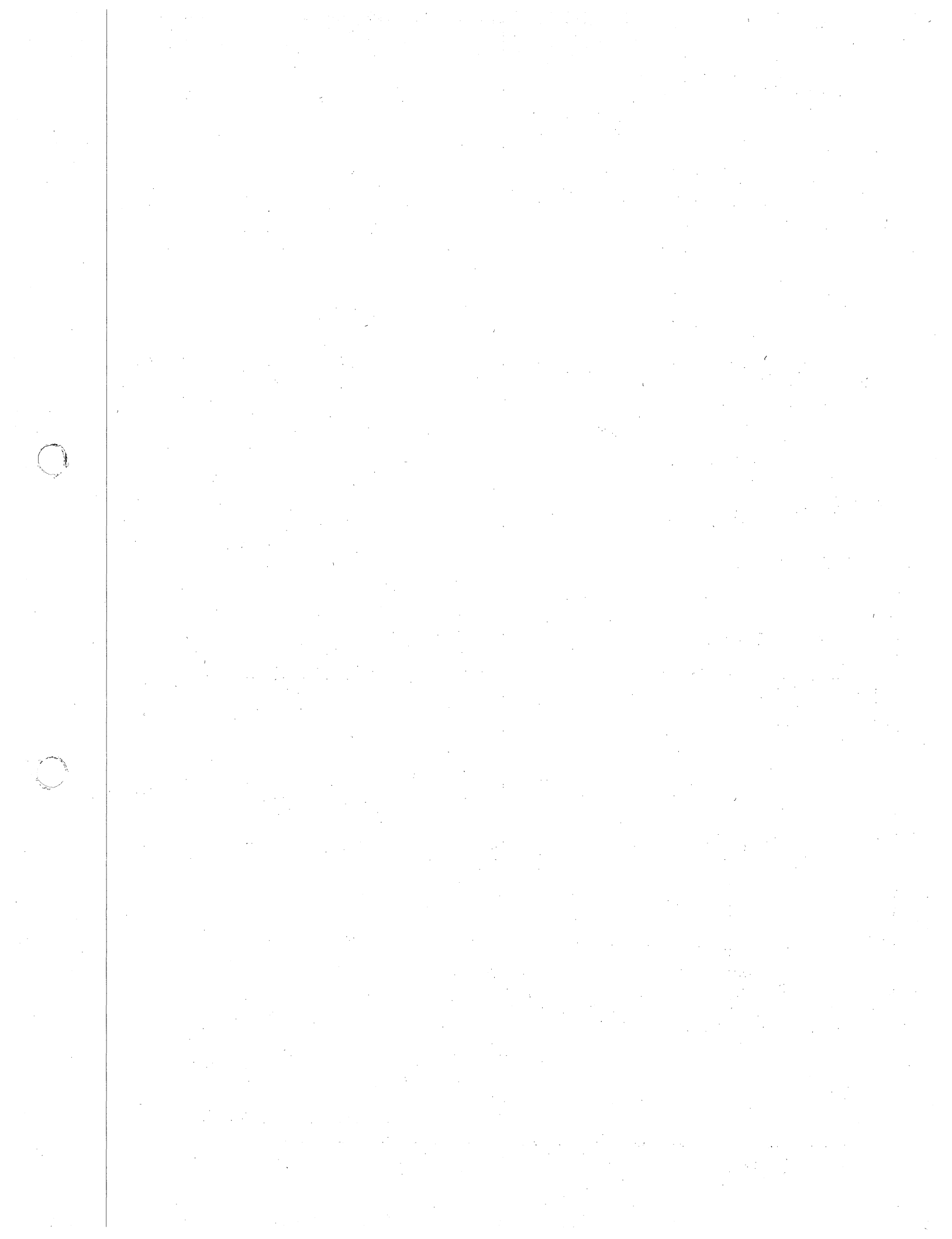
The Service Contract

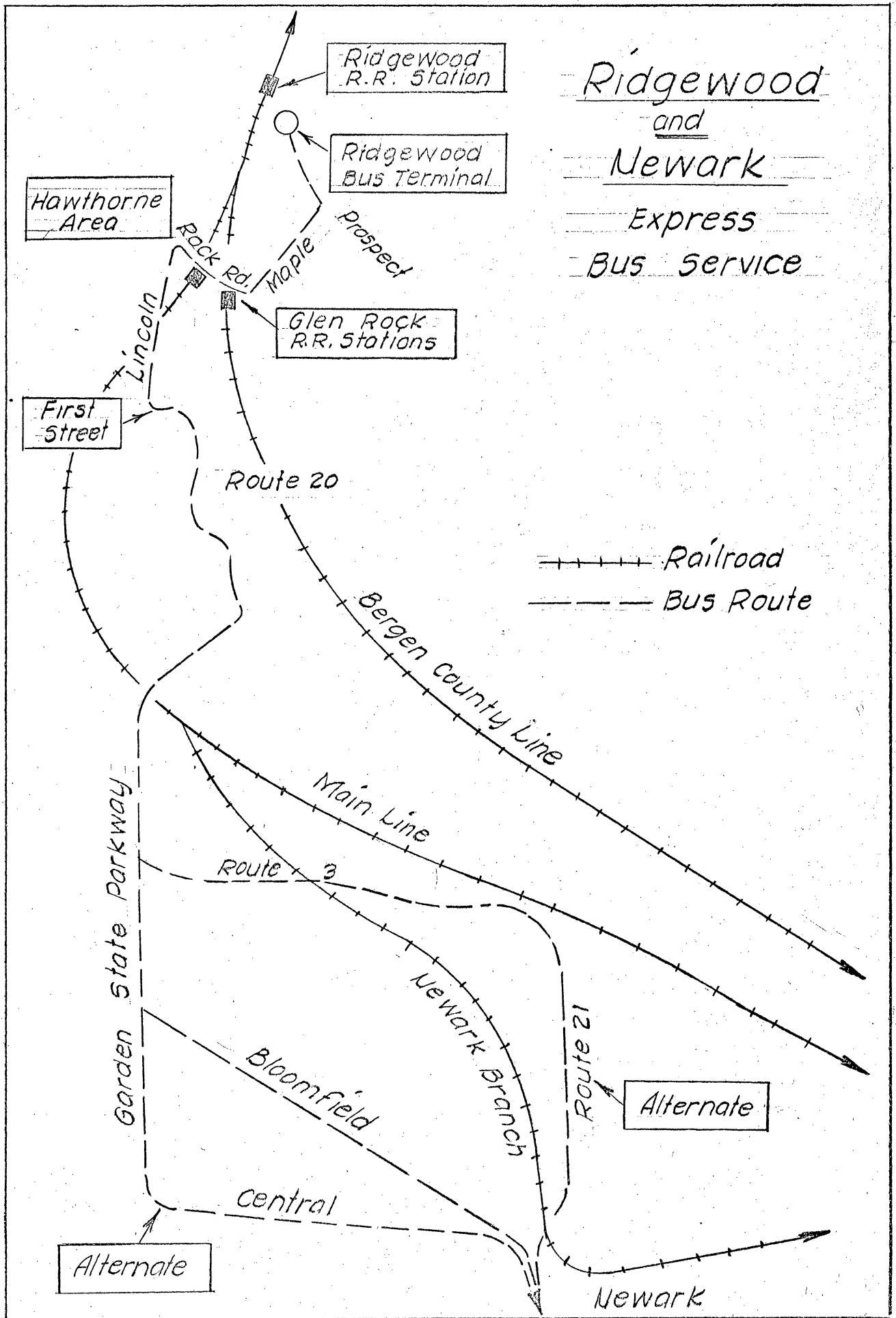
In order to carry out the demonstration project there must be assurance that the service involved will continue throughout the project life. The Erie Lackawanna Railroad has indicated their willingness to guarantee this continuance of service provided it is done by means of a service contract with the State, similar to the procedure followed in previous years. The deficit incurred by the Railroad during 1964 in furnishing New Jersey suburban service was about \$5.4 million (Exhibit 9), based on State formulas for allocation of revenues and expenses. It is expected that the 1965 and 1966 deficits will be higher than this figure because of lower revenues and increased wage costs. It is therefore proposed to execute a service contract with the Erie Lackawanna





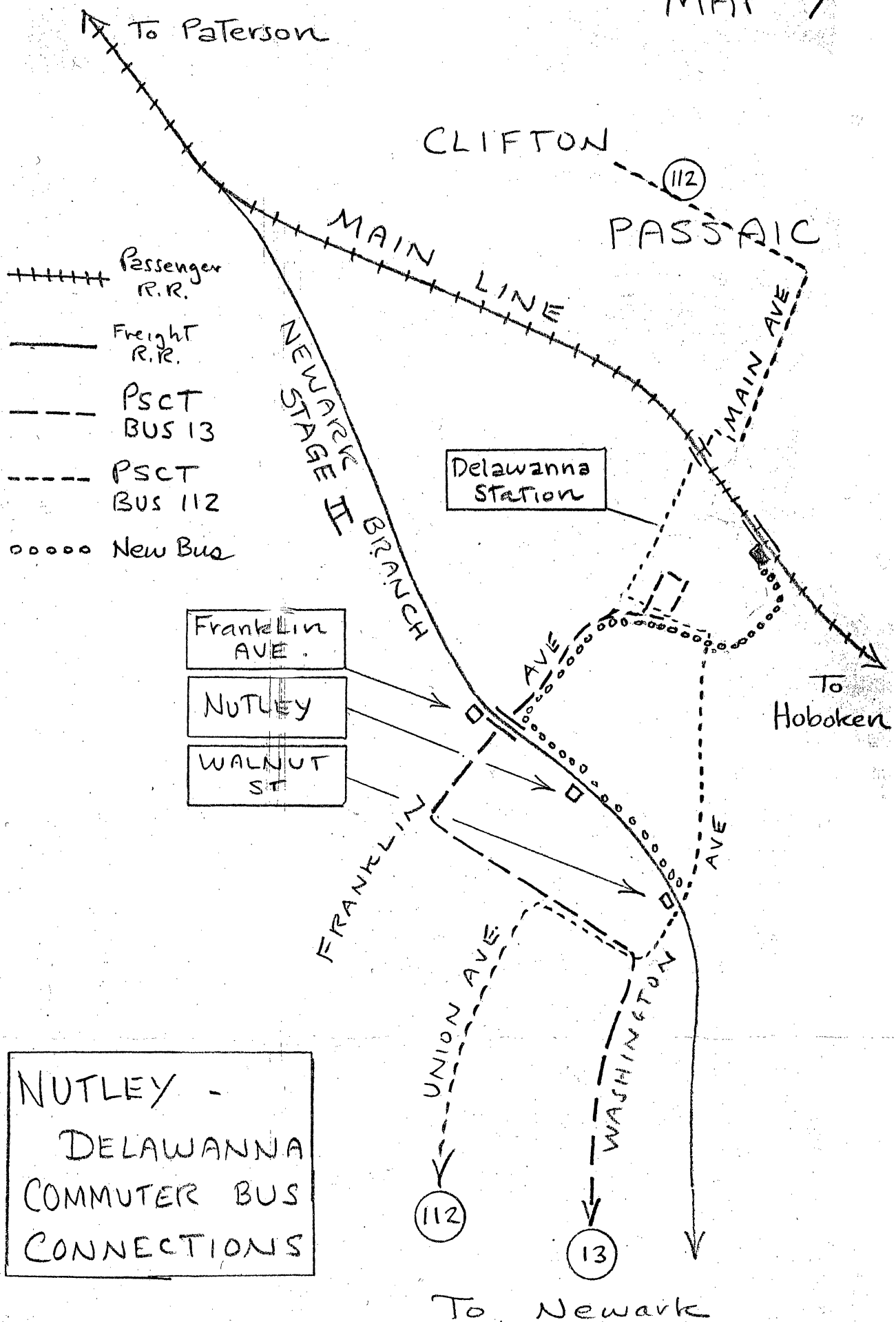








MAP 7



- +++++ Passenger R.R.
- Freight R.R.
- - - - PSCT BUS 13
- . - . PSCT BUS 112
- o o o o o New Bus

- FRANKLIN AVE.
- NUTLEY
- WALNUT ST

NUTLEY -
DELANNA
COMMUTER BUS
CONNECTIONS

112

13

To Newark



as part of this demonstration project, calling for payment of \$4.2 million over a 12-month period. As has been the case with other State service contracts, this is a negotiated figure representing the coverage of a substantial portion, but not all, of the fully allocated New Jersey suburban service deficit of the Railroad. This contract will also provide that the Railroad will permit the various tests outlined in this application to be carried out on its property and that revenues derived therefrom will be credited to the project and expenses (including loss of revenue) attributable thereto will be charged against the project.

SUMMARY OF DEMONSTRATION PROJECT WORK PROGRAM

PURPOSE: To determine the effectiveness of county participation in transportation planning and management.

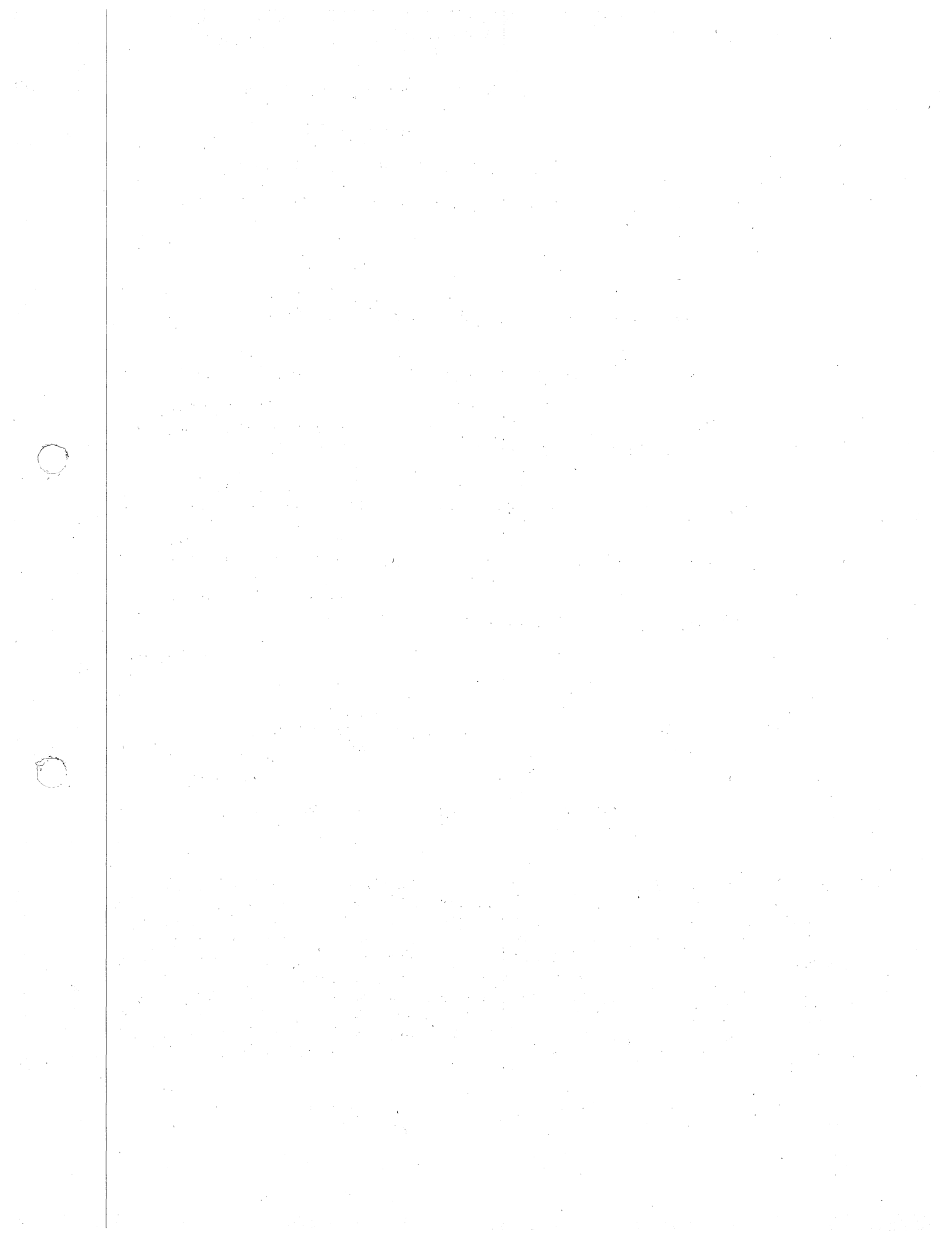
Description:

1. Organization of suburban Service Committee composed of county representatives.
2. Preparation of service changes by the Committee to be tested in the project.
3. Inclusion in the project of service changes approved by the Committee.
4. Participation in the activities of the project by the Committee through liaison with Director and by regular meetings.
5. Review by the Committee of the results of the project.

PURPOSE: To determine what will attract passengers to rail service.

Description:

1. Schedule changes suggested by local representatives.
 - (a) Northern Branch (Stages I & II)
 - (b) Newark Branch (Stage I)
 - (c) Bergen County Line (Stage II)



- (d) Main Line (Stage II)
 - (e) Morris & Essex Division (Stages I & II)
 - (f) Gladstone Branch (Stages I & II)
2. Increased service
- (a) Hourly off-peak patterned service on Main Line. (Stages I & II)
 - (b) Off-peak local trains to and from Summit permitting Dover express operation. (Stages I & II)
 - (c) Westbound Dover express in peak hour. (Stages I & II)
 - (d) Somerset Hills express on Gladstone Branch in peak hours. (Stages I & II)
 - (e) Off-peak service on Boonton Line. (Stage I)
 - (f) Greenwood Lake Branch peak hour trains from Wayne. (Stage I)
 - (g) Peak hour trains on Bergen County Line. (Stage II)
3. Inauguration of reverse direction commuter service.
- (a) Bergen County Line (Stages I & II)
4. Improved access to mid-town Manhattan.
- (a) Bus service from Hoboken to Rockefeller Center. (Stages I & II)
 - (b) Secaucus-Port Authority Bus Terminal bus service connecting with:
 - (1) Peak Bergen County Line trains (Stages I & II)
 - (2) Off-peak Main Line trains (Stages I & II)
 - (3) Peak Main Line trains (Stage II)
 - (4) Reverse commuter Bergen County Line trains. (Stages I & II)
5. Use of more modern equipment as suggested by Suburban Service Committee.

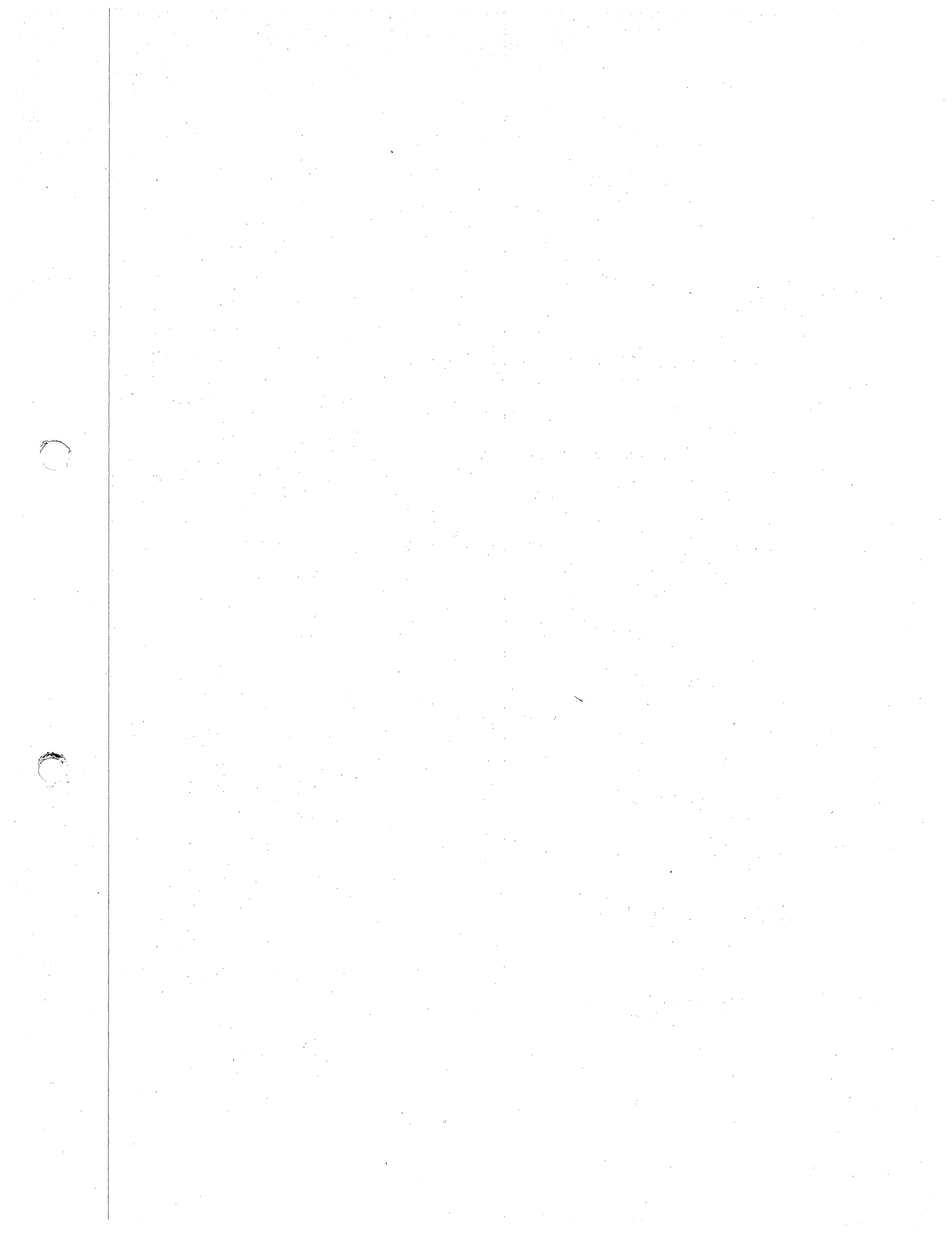


- (a) RDC cars on Newark Branch during peak period. (Stage I)
 - (b) RDC cars on Main Line during off peak with direct comparison with conventional cars on paralleling trains. (Stage I)
 - (c) RDC cars on Boonton Line during off-peak. (Stage I)
 - (d) Complete RDC service on Main Line during off-peak. (Stage II)
 - (e) Weekend operation of RDC cars on Sussex Branch in summer. (Stage II)
 - (f) Leased or rehabilitated cars on Northern Branch (including RDC equipment). (Stage II)
6. Simplified ticketing procedures.
- (a) No time limit tickets on:
 - (1) Northern Branch (Stages I & II)
 - (2) Montclair Branch (Stages I & II)
7. Advertising and sales campaign.
- (a) Mass media advertising and publicity. (Stages I & II)
 - (b) Suburban Service Committee sales effort. (Stages I & II)
 - (c) Unique advertising, i.e., painting of train. (Stages I & II)

PURPOSE: To determine the need for public support of all rail service.

Description:

- 1. Suspension of train service
 - (a) Washington to Netcong (Stage I)
 - (b) Essex Fells to Great Notch (Stage I)
 - (c) Newark Branch (Stage II)



PURPOSE: To determine feasibility of coordination of bus and rail services.

Description:

1. Operation of bus feeder services
 - (a) Washington and Hackettstown to Netcong and Denville (Stage I)
 - (b) Essex Fells and Caldwell to Montclair; Verona and Cedar Grove to Upper Montclair (Stage I)
 - (c) Midvale, Pompton and Pompton Plains to Mt. View (Stage II)
 - (d) Nutley to Delawanna (Stage II)
2. Operation of bus connecting services at terminals.
 - (a) Secaucus - PABT service (Stages I & II)
 - (b) Hoboken-Rockefeller Center service (Stages I & II)

PURPOSE: To determine the advisability of public support of bus service.

Description:

1. Contract operation of bus services in lieu of rail services.
 - (a) Washington-Netcong (Stage I)
 - (b) Essex Fells Branch (Stage I)
 - (c) Newark Branch (Stage II)



RECAPITULATION OF ESTIMATED WORK PROGRAM COSTS

Encouragement of travel

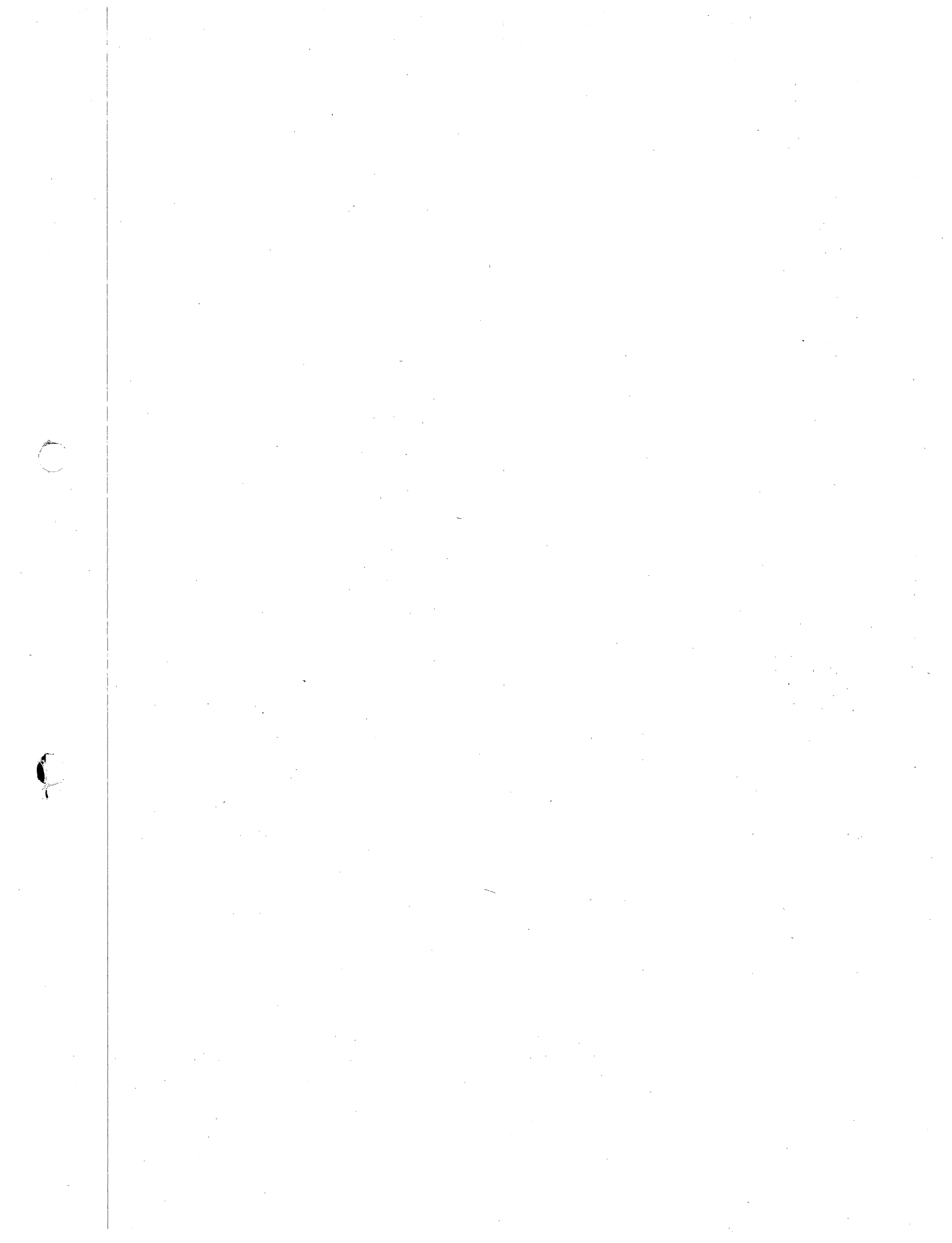
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|---------------|----|-------------------------------|---------------|
| | 1. | Added Railroad costs | |
| 13 | | Crew - Morris & Essex | \$43,000 |
| 13 | | Crew - Gladstone Branch | 34,000 |
| 13 | | Crew - Boonton Line | <u>4,000</u> |
| | | | \$ 81,000 |
| | 2. | Bus Services | |
| 14 | | Rockefeller Center | \$45,000 |
| 14 | | Secaucus-PABT | <u>44,000</u> |
| | | | 89,000 |
| | 3. | Leases or Rentals | |
| 4 | | RDC Cars (incl. maintenance) | \$80,000 |
| 4 | | Northern Branch Cars | 40,000 |
| 13 | | Mt. View Parking Lot | <u>1,000</u> |
| | | | 121,000 |
| 16 | 4. | Promotional Campaign | 110,000 |
| | 5. | Timetable and Ticket Printing | <u>30,000</u> |
| | | | \$431,000 |

Bus-Rail Coordination and Support of Bus Services

| | | | |
|----|----|--------------------|--------------|
| 18 | 1. | Washington Line | \$ 9,100 |
| 18 | 2. | Essex Fells Branch | 17,000 |
| 9 | 3. | Ridgewood-Newark | 36,000 |
| 19 | 4. | Nutley-Delawanna | 20,000 |
| 19 | 5. | Midvale-Mt. View | <u>7,900</u> |
| | | | \$ 90,000 |

Other Work Program Costs

| | | | |
|----|-----|----------------------------------|---------------|
| 19 | 1. | Erie Lackawanna Service Contract | \$4,200,000 |
| 20 | 2. | Added Railroad Operating Costs | |
| | (a) | Administration | 20,000 |
| | (b) | Maintenance | 10,000 |
| | (c) | Net loss of revenue | <u>50,000</u> |
| | | | \$4,280,000 |



SURVEYS AND ANALYSIS

A series of surveys is to be undertaken in connection with various phases of the project to provide data that will permit evaluation of the effects of schedule changes and improvements.

Included will be counts of passengers boarding trains at stations on lines of the Erie Lackawanna Railroad over which service modifications will be tested. Particular emphasis will be directed to those routes on which new trains will be added or additional station stops provided as recommended by the Suburban Service Committee.

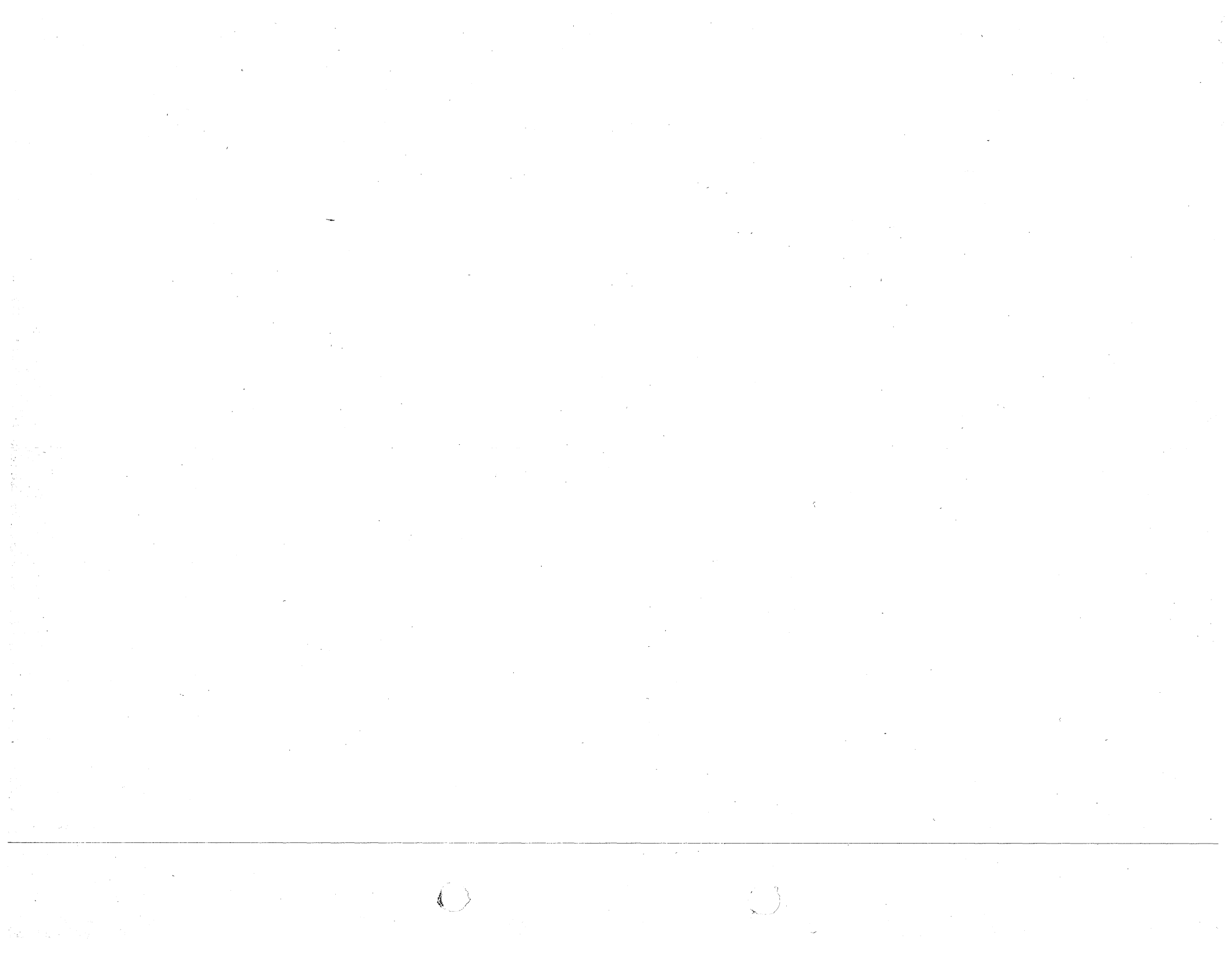
The data collected will be measured against pre-project patronage figures available from the Division of Railroad Transportation supplemented by machine processing of ticket sales in order to determine changes in the volume of ridership and assess the acceptance of the service improvements. Bench-mark train counts will only be necessary to supplement data already available and to determine route utilization where a station serves more than one route.

Similar counts will be conducted to measure the extent of use of both the coordinated and rail-substituted bus services which are to be tested during the project period.

In those instances where service improvements on one railroad route offer a potential diversion of passengers from a parallel route, origin and destination surveys of passengers will be required in addition to volume counts in order to measure the degree of such diversion. These origin and destination surveys will be conducted prior to the effectiveness of the service improvements and during the period of their experimentation.

Concurrently with the train and station counts and the origin and destination surveys, passenger reaction to the service modifications and improvements will be developed by means of on-train or station interviews, or through telephone home-interview techniques. These surveys will contribute to a continuing objective evaluation of the project results, and at the same time can provide constructive suggestions leading to further service improvements.

The surveys will be designed and conducted by the Tri-State Transportation Commission under the jurisdiction of the Project Director. Tabulation and analysis of the data will also be the responsibility of Tri-State. Close collaboration will be maintained with the Suburban Service Committee including possible assistance by the Committee in securing desired information.

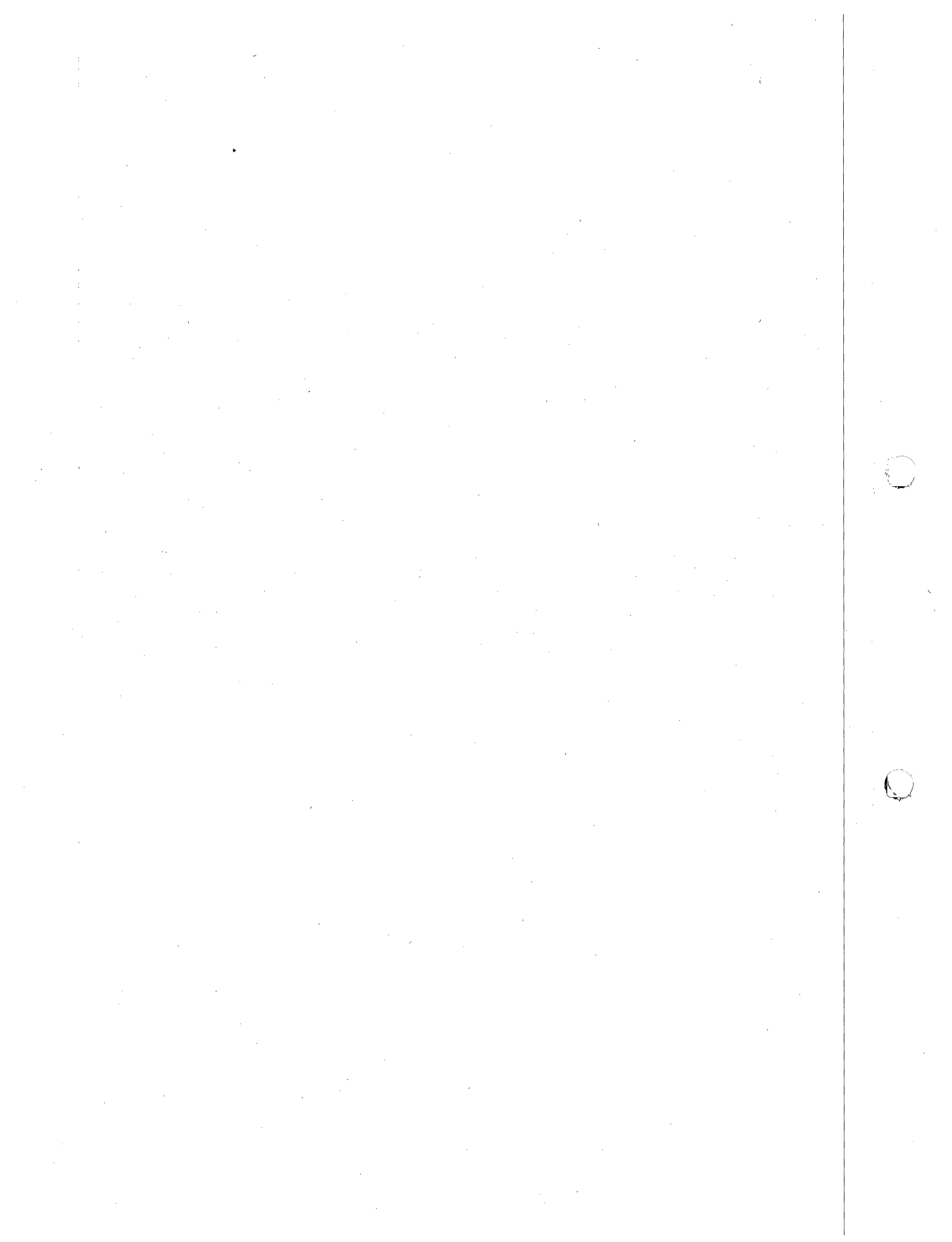


LABOR STANDARDS

No adverse effects on railroad or other carrier employees are intended to result from carrying out any or all parts of the demonstration project. It will increase employment for various trades and crafts. During those periods when certain trains will be eliminated the crews and any other affected personnel will be employed in similar assignments in connection with other project tests. It is understood that the Grant Contract will contain a warranty to this effect and will further provide that should adverse effects develop during the demonstration period as a result of project activities, appropriate protective arrangements will be made pursuant to section 10 (c) of the Urban Mass Transportation Act of 1964.

PROJECT DURATION

The Demonstration Project is planned to commence October 31, 1965 and run through the fall timetable change on October 30, 1966. Major schedule and service changes will be made in the fall and spring, October 31, 1965 and April 24, 1966, respectively. Stage I as referred to in project descriptions runs from October 31, 1965 to April 24, 1966 and Stage II covers the period from April 24 through October 30, 1966. An additional six months running to April 1967 is included for analysis and preparation of the final report.



HOUSING AND HOME FINANCE AGENCY
OFFICE OF TRANSPORTATION
DEMONSTRATION PROJECT BUDGET

PROJECT NO.

ESTIMATED DURATION OF PROJECT
18 MONTHS

APPLICANT

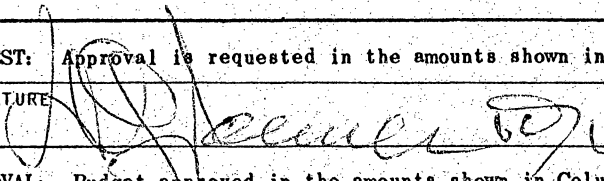
| LINE | DESCRIPTION | PRESENT BUDGET <i>Use only if this is a request for revision</i> (1) | REQUESTED BUDGET (2) | APPROVED BY HHFA (3) |
|------|---|--|-------------------------|-------------------------|
| 1 | Staff salaries (from schedule A) | | 165,125 | |
| 2 | Employee benefits (from schedule A) | | 21,829 | |
| 3 | Travel (from schedule A) | | 5,000 | |
| 4 | Other administrative costs (from schedule A) | | 14,000 | |
| 5 | Service improvement costs (identify by carrier or line) | | | |
| | Erie Lackawanna Service Contract | | 4,200,000 | |
| | Erie Lackawanna Added Operating Costs | | 161,000 | |
| 6 | Construction or rental contracts (identify) | | | |
| | (See Page 24) | | 121,000 | |
| 7 | Consultant contracts (identify consultant or purpose) | | | |
| 8 | Other project costs (identify) | | 359,000 | |
| | Advertising and Promotion (Page 24) | | 110,000 | |
| | Timetable and Tickets Printing (Pg.24) | | 30,000 | |
| | Bus Services (See Page 24) | | 179,000 | |
| | Interim and Special Report Printing | | 20,000 | |
| | Printing project report (3000 copies) | | 20,000 | |
| 9 | SUB-TOTAL | | 5,046,954 | |
| 10 | Contingencies | | 60,000 | |
| 11 | TOTAL PROJECT BUDGET | | 5,106,954 | |

REQUEST: Approval is requested in the amounts shown in Column 2

DATE OF REQUEST

July 20, 1965

SIGNATURE



TITLE

Commissioner

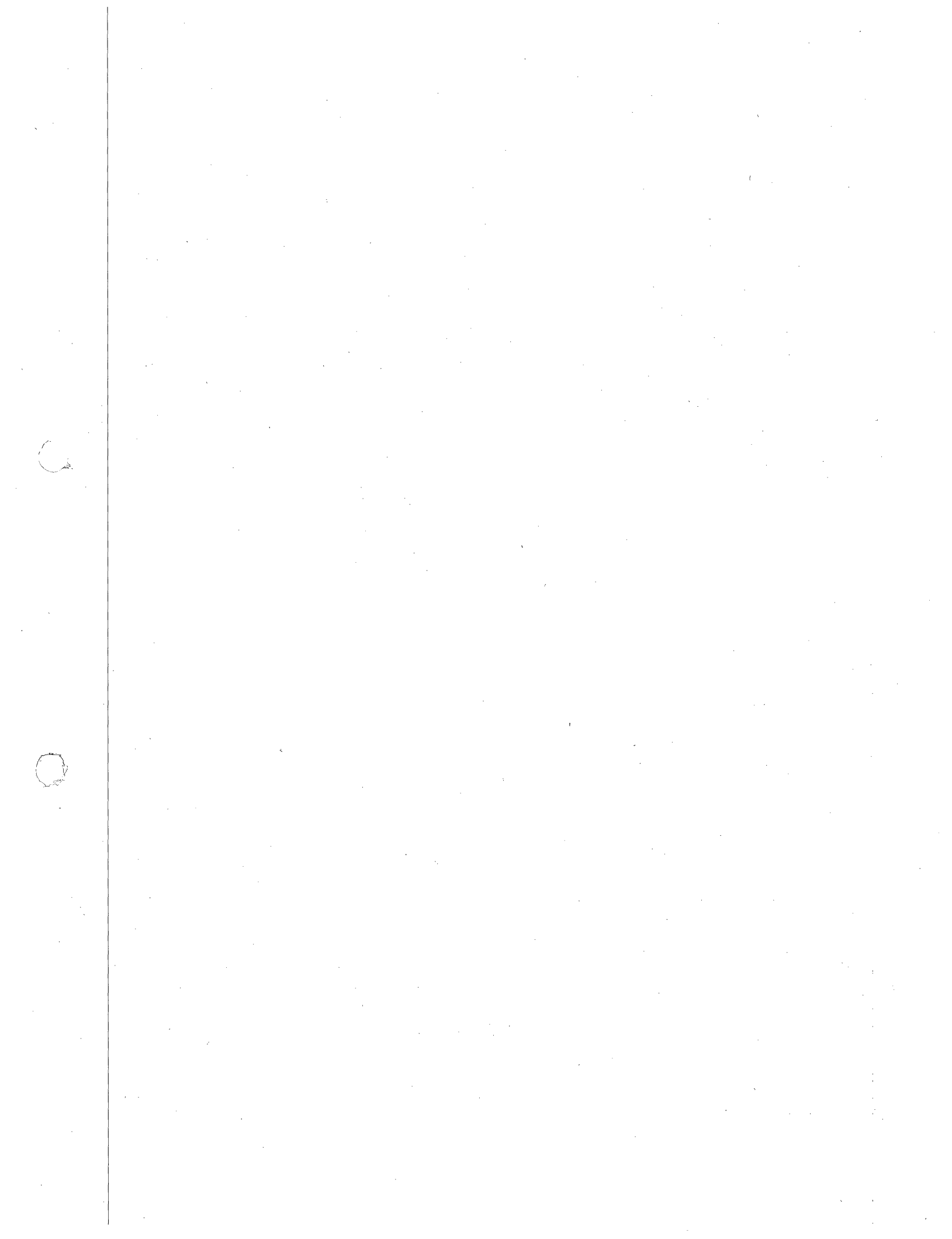
APPROVAL: Budget approved in the amounts shown in Column 3

DATE OF APPROVAL

HOUSING AND HOME FINANCE AGENCY, by

TITLE

Assistant Administrator (Transportation)



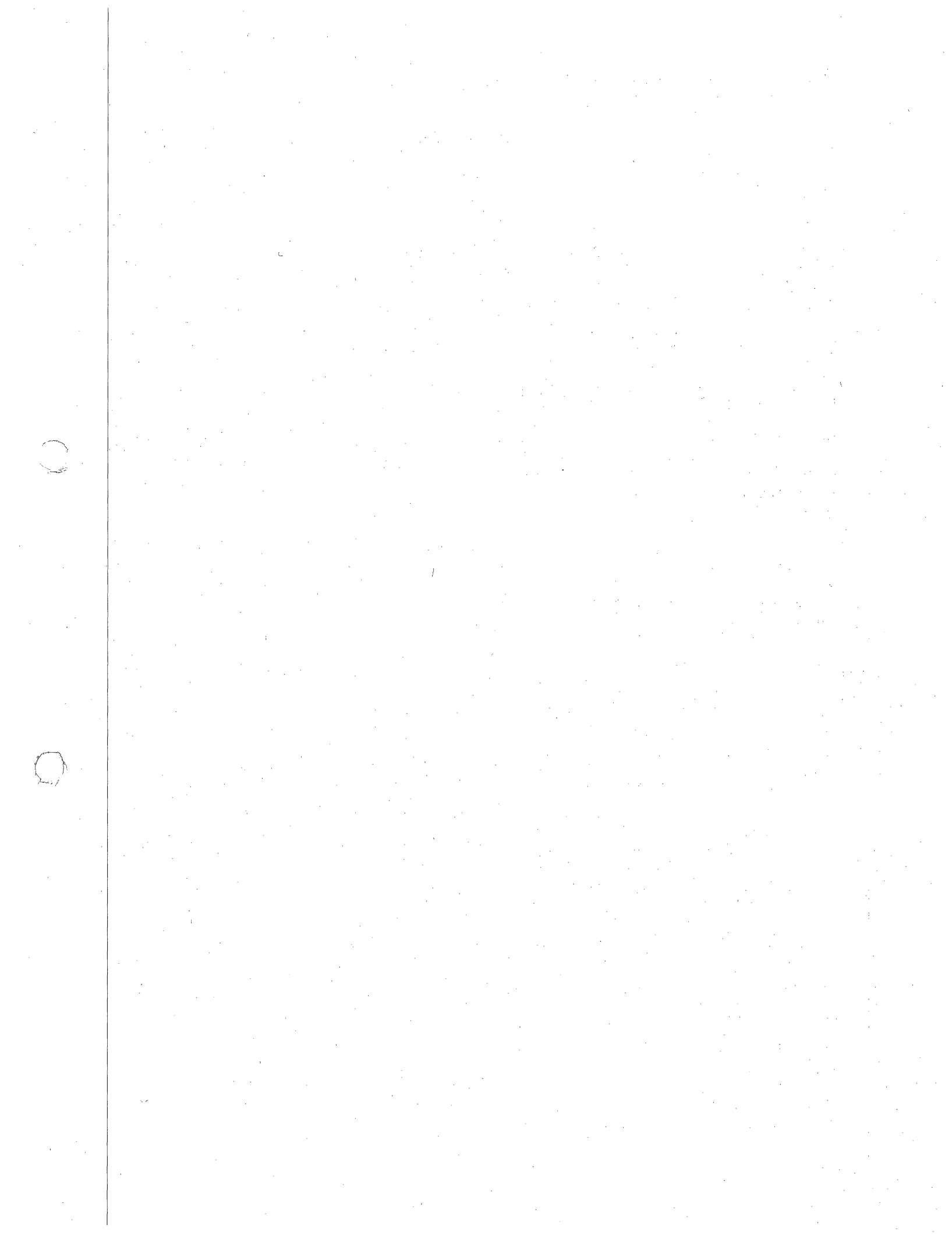
| HOUSING AND HOME FINANCE AGENCY OFFICE OF TRANSPORTATION | | | | PROJECT NO. | | |
|---|-------------------|--------------------|----------------------------|---|-----------------|----------|
| BUDGET SCHEDULE A - ADMINISTRATIVE EXPENSES | | | | DATE OF BUDGET REQUEST July 20, 1965 | | |
| BUDGET LINE 1. STAFF SALARIES | % TIME ON PROJECT | ANNUAL SALARY RATE | AMOUNT REQUESTED IN BUDGET | DISTRIBUTION BY PROJECT YEAR | | |
| POSITION TITLE | | | | 1ST YEAR | 2ND YEAR | 3RD YEAR |
| Director, Mass Transportation Demonstration Project | 25 | 17,000 | 6,375 | 4,250 | 2,125* | |
| Project Director | 100 | 15,000 | 22,500 | 15,000 | 7,500* | |
| Project Engineer | 100 | 13,000 | 19,500 | 13,000 | 6,500* | |
| Transportation Economists(2) | 100 | 20,000 | 30,000 | 20,000 | 10,000* | |
| Survey Manager | 100 | 10,000 | 12,500 | 10,000 | 2,500** | |
| Field Analysts (4) | 50 | 32,000 | 24,000 | 16,000 | 8,000* | |
| Programmer | 10 | 10,000 | 1,500 | 1,000 | 500* | |
| Survey Personnel *** | -- | 15,000 | 18,750 | 15,000 | 3,750** | |
| Secretarial and Clerical | -- | 20,000 | 30,000 | 20,000 | 10,000* | |
| TOTAL STAFF SALARIES | | | \$165,125 | \$114,250 | \$50,875 | |
| <p>If salary rates are fixed by law or civil service regulation, so indicate. Otherwise, indicate basis for salary determinations. If the time of any employee is to be prorated, indicate basis for proration.</p> <p>Salary rates are fixed by Tri-State Transportation Commission, New York-New Jersey Transportation Agency and New Jersey State Highway Department.</p> <p>* Second year represents 6 months for work completion and preparation of final report.</p> <p>** Second year represents 3 months for final surveys.</p> | | | | | | |
| <p>BUDGET LINE 2. EMPLOYEE BENEFITS (percent of Budget Line 1)</p> <p>If employee benefits paid by applicant are fixed by law, civil service regulation, or contract, so indicate. Otherwise, identify benefits covered by this item.</p> <p>Tri-State Transportation Commission) New Jersey State Highway Department) 15% New York-New Jersey Transportation Agency 13%</p> <p>*** Survey personnel not included in this computation</p> | | | | | | |
| TOTAL EMPLOYEE BENEFITS | | | \$21,829 | \$14,803 | \$7,026 | |



| BUDGET LINE 3. TRAVEL | AMOUNT REQUESTED IN BUDGET | DISTRIBUTION BY PROJECT YEAR | | |
|--|----------------------------------|------------------------------|----------|----------|
| DESCRIPTION AND PURPOSE OF TRAVEL (By Categories) | | 1ST YEAR | 2ND YEAR | 3RD YEAR |
| Meetings Field Inspections Inspection of automatic ticket collection devices Surveys | 1,500 1,000 500 2,000 | | | |
| TOTAL TRAVEL | \$5,000 | \$ | \$ | \$ |
| BUDGET LINE 4. OTHER ADMINISTRATIVE COSTS. All other administrative costs to be incurred by the applicant and charged to the project must be specifically identified below. | | | | |
| Electronic Data Processing: Machine Time @ \$60.00 per hour - 150 hours Miscellaneous and Clerical: Graphics, Mapping, Photography and Reproduction Survey Questionnaire Printing and Survey Report Printing (Above items to be audited on vouchers and time sheets.) | 9,000 2,500 2,500 | | | |
| TOTAL OTHER ADMINISTRATIVE COSTS | \$14,000 | \$ | \$ | \$ |



| HOUSING AND HOME FINANCE AGENCY OFFICE OF TRANSPORTATION | | PROJECT NO. |
|---|---|---|
| BUDGET SCHEDULE B - SOURCE OF FUNDS | | DATE OF BUDGET REQUEST July 20, 1965 |
| LINE | SOURCE | AMOUNT |
| 1 | Federal Grant | \$ 3,404,636 |
| 2 | Non-Federal Contribution | \$ 1,702,318 |
| | <i>SOURCE OF NON-FEDERAL CONTRIBUTION</i> | <i>AMOUNT</i> |
| 3 | Applicant's Cash Contribution to Project | \$ 1,424,021 |
| 4 | Applicant's Non-Cash Contribution (<i>identify</i>) | \$ 245,954 |
| | These services to the Project are staff salaries and expenses of the Tri-State Transportation Commission, New York-New Jersey Transportation Agency and New Jersey State Highway Department as shown in Budget Form H516, Lines 1, 2, 3, 4 and 8. | |
| 5 | Sources Other Than Applicant (<i>identify</i>) | \$ 0 |
| 6 | TOTAL FUNDS AVAILABLE (<i>Must equal Budget Line 11, Total Project Budget</i>) | \$ 5,106,954 |
| 7 | <p>Cite evidence that the Non-Federal contribution is now available for commitment; or that it will be available when required to match payments of the Federal Grant.</p> <p>Line 3: This amount has been appropriated by the State of New Jersey. (See Exhibit No. 3)</p> <p>Line 4: That portion of this amount applicable to the Tri-State Transportation Commission has been appropriated by the State of New York in first instance funds. (See Section 14, Ch. 74, Laws of 1965, State of New York, attached in Exhibit No. 5) The remainder has been appropriated by the State of New Jersey. (See Exhibit 3)</p> | |



BUDGET SCHEDULE A - FORM H-516

SUPPORTING INFORMATION

Line 1 Staff Salaries (Form H-516 A)

1. Director, Mass Transportation Demonstration Projects refers to the Executive Director, New York-New Jersey Transportation Agency, who serves as administrative head for all mass transportation demonstration projects involving the Tri-State Transportation Commission.
2. Project Director will supervise the work program and the implementation of the policies as determined by the Policy Committee.
3. Project Engineer will be responsible, under the direction of the Project Director, for the implementation of the operational phases of the project and will supervise the preparation of all reports relating to such operational matters.
4. Transportation Economists will be concerned with the analysis and evaluation of all survey findings, and the preparation of required reports. Additionally, they will be concerned with measuring and analyzing the costs and benefits arising from the existing and proposed services.
5. Survey Manager will be responsible for the organization and direction of the train counting, the origin and destination and other surveys, including the selection of survey personnel.
6. Field Analysts will work under the direct supervision of the Project Engineer to provide assistance in the area of field inspections, the compiling of data and in the preparation of reports on the operating phases of the project.
7. Programmer will design the programs for such electronic data processing as may be required.
8. Survey Personnel - temporary staff to be employed as required.
9. Secretarial and Clerical - will be assigned as necessary to assist in completion of the work.





State of New Jersey

DEPARTMENT OF LAW AND PUBLIC SAFETY

DIVISION OF LAW

STATE HIGHWAY DEPARTMENT

1035 PARKWAY AVENUE

TRENTON

ARTHUR J. SILLS
 Attorney General
 WILLIAM J. McCORMACK
 JOSEPH LIPKIN
 PHILIP A. DONNELLY
 JOHN F. CANNON
 Deputy Attorneys General

Housing and Home Financing Agency

| | | |
|--|---|------------------------------|
| Mr. John C. Kohl |) | State Highway Commissioner's |
| Assistant Administrator, Transportation) |) | Authority to Act on Behalf |
| Housing and Home Finance Agency |) | Of The State of New Jersey |
| Washington, D. C. |) | |

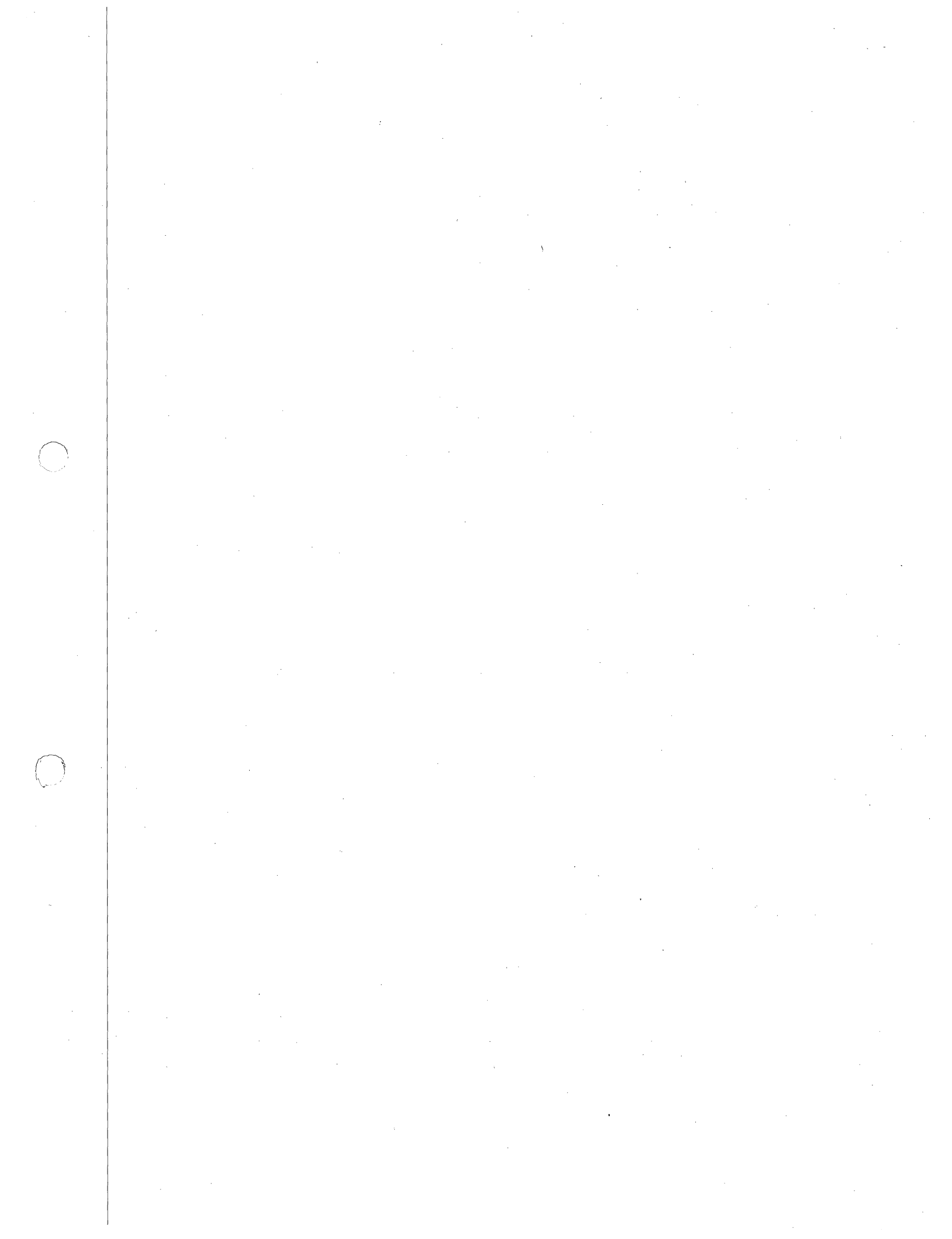
Dear Sir: Re Application by New Jersey State Highway Department, Dwight R. G. Palmer, Commissioner for Assistance Under The Mass Transportation Demonstration Provisions of the Urban Transportation Act of 1964

The Legislature of the State of New Jersey enacted a statute creating the office of State Highway Commissioner. Approved by the Governor on April 29, 1935, the Act became Chapter 178, Laws of 1935 (N.J.S.A. 27:1-1 et seq). By the provisions of the law the "Said Commissioner shall succeed to and exercise all the powers and perform all the duties now exercised or performed by the State Highway Department and the State Highway Commission, or either of them."

Subsequently, the Governor of New Jersey appointed Dwight R. G. Palmer as State Highway Commissioner. With the advice and consent of the Senate Mr. Palmer was confirmed and commissioned on April 12, 1954, as such State Highway Commissioner. The Commissioner has been carrying out the duties of the office since that time.

Chapter 14, Laws of 1959 (N.J.S.A. 27:24-2) created and established in the State Highway Department a Division of Railroad Transportation under the direction and supervision of the State Highway Commissioner. The said Division has been functioning since March 12, 1959.

On May 29, 1964, The Governor of New Jersey approved Chapter 88, Laws of 1964, (N.J.S.A. 48:12A-16.1 et seq.) to become effective July 1, 1964. A Statement appended to the Legislative bill which became Chapter 88 aforesaid, contained the paragraph following:

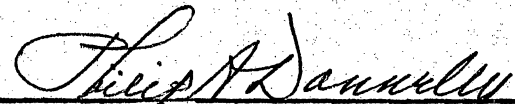


"An efficient and healthy transportation system is necessary for the growth of New Jersey's economy and the well-being of its citizens. Commuter rail service is a vital part of that system and New Jersey has already responded to the need for its preservation. The public interest now requires that additional steps be taken to assure the continuation and improvement of essential rail passenger service. The flexibility of action permitted by this legislation, if supported by adequate appropriations, should achieve that goal."

N.J.S.A. 48:12-16.11 provides that in addition to other powers the Commissioner, in order to carry out the objectives of Chapter 88, Laws of 1964, may:

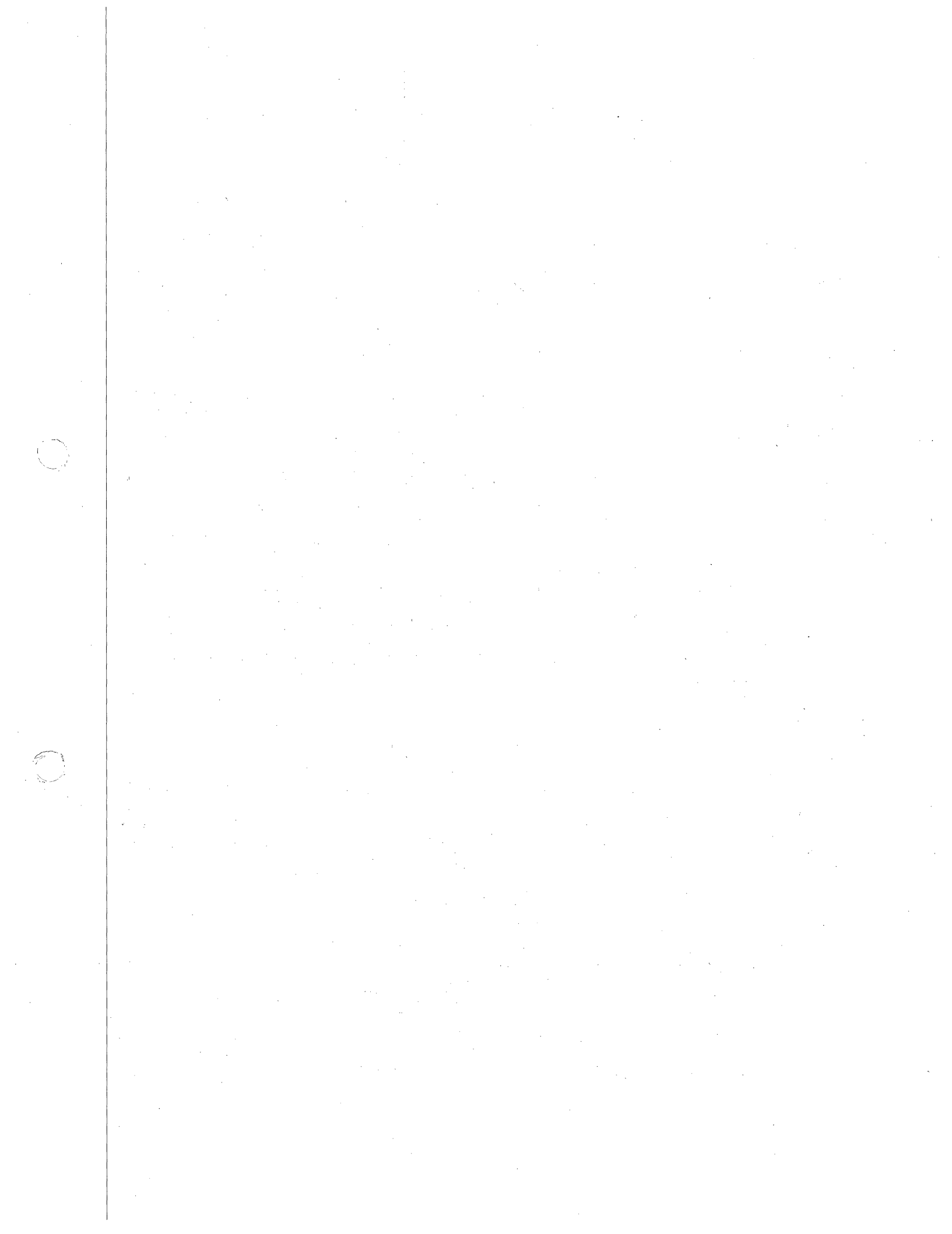
"(d) Have the power to receive and expend money from any federal or state agency or instrumentality and from any private sources, in addition to the money appropriated by the legislature; and as may be necessary for that purpose to enter into agreements with any person whatever, including but not limited to railroads, ferry companies, governmental agencies or political entities;"

The New Jersey statutes cited above, in the opinion of the undersigned, give the State Highway Commissioner of the State of New Jersey full power and authority to participate in the program contemplated by the Urban Mass Transportation Act of 1964, and to enter into agreements with the Federal Agency or Agencies in charge thereof.



Philip A. Donnelly
Deputy Attorney General

(Note: Title 27, Highways is one of the 58 titles of Revised



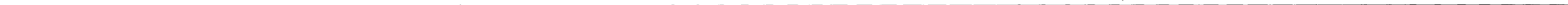
Statutes enacted into law by the Legislature of the State of New Jersey by virtue of the Laws of 1937, Chapter 188. Approved December 20, 1937.

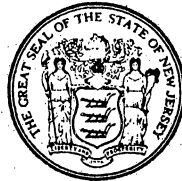
The Title of the Act is:

"An Act to establish all the public statute law of a general nature of the State of New Jersey in the form of a revision, consolidation and compilation to be known as the revised Statutes."

Analyses, tables and schedules indicating changes made in the statute law since the enactment of the Revised Statutes are printed as part of succeeding pamphlet laws.

Also, see New Jersey Statutes Annotated.)





State of New Jersey

DEPARTMENT OF LAW AND PUBLIC SAFETY

DIVISION OF LAW

STATE HIGHWAY DEPARTMENT

1033 PARKWAY AVENUE

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Deputy Attorneys General

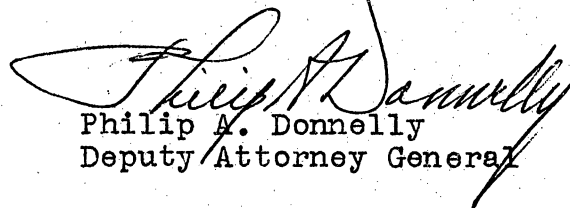
July 19, 1965

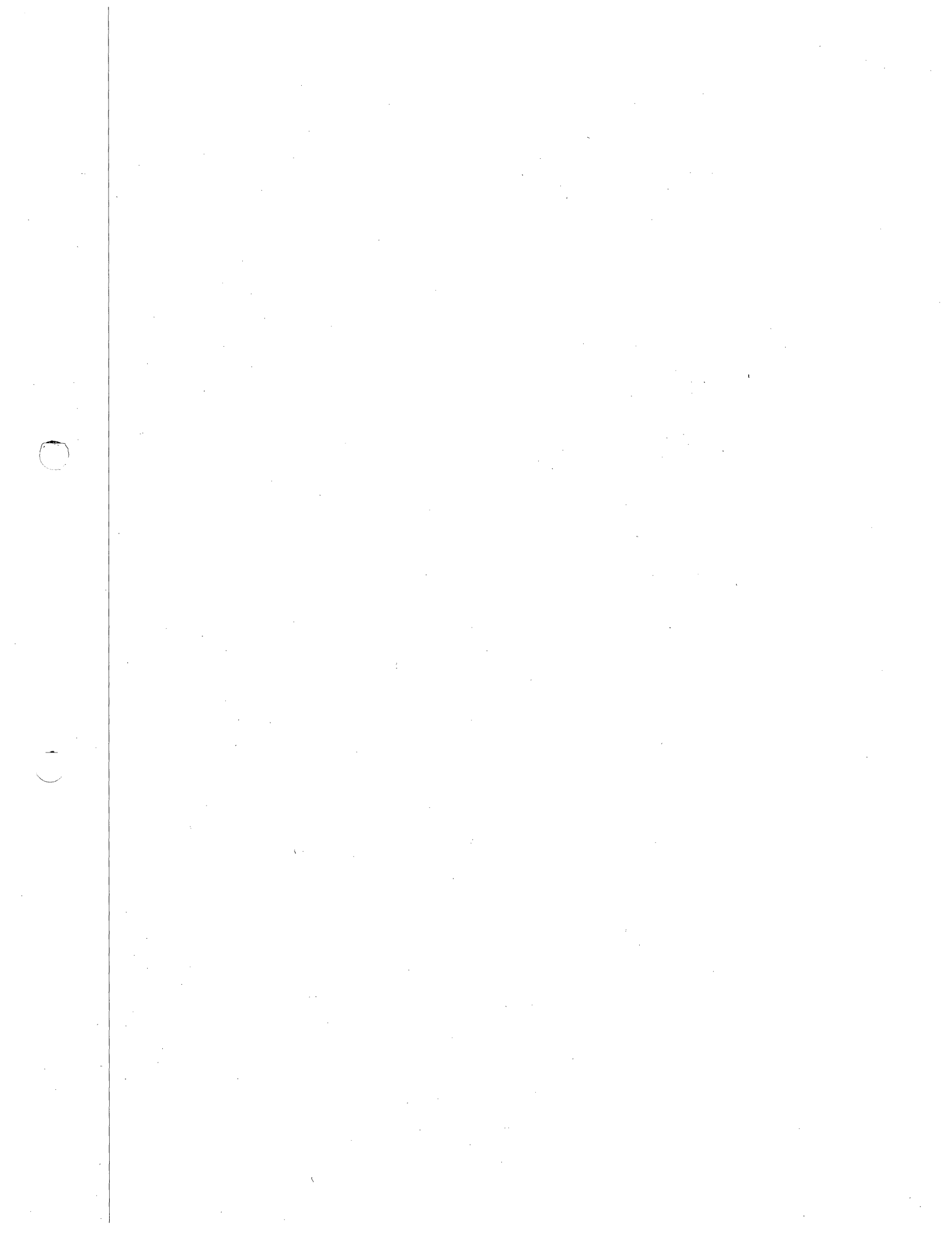
Mr. John C. Kohl
Assistant Administrator,
Transportation
Housing and Home Financing Agency
Washington, D. C.

Dear Sir: Re Application by New Jersey State
Highway Department, Dwight R. G.
Palmer, Commissioner for Assistance
Under The Mass Transportation
Demonstration Provisions of the
Urban Transportation Act of 1964

There are no legal actions pending against
the projects included in the above captioned
application.

Very truly yours,


Philip A. Donnelly
Deputy Attorney General



AFFIDAVIT

This will certify that the following is a true copy of account 630-100, State Highway Department, Division of Railroad Transportation as found on page 130 of Chapter 112 of the Laws of 1965 approved June 16, 1965 known as the General Appropriation Bill:

"Extraordinary:

| | | |
|--|---|------------------|
| For expenses of the division |) | |
| To carry out the provisions of P.L. 1964, |) | |
| Chapter 88 |) | |
| To carry out the provisions of P.L. 1964, |) | |
| Chapter 88, for Ferry Transportation |) | |
| Expenses in connection with New York-- |) | \$5,500,000 |
| New Jersey Transportation Agency |) | |
| Expenses of the Governor's Advisory Committee) |) | |
| on Transportation |) | |
| | | |
| To acquire new commuter railroad cars contingent | | |
| upon no less than an equal amount being | | |
| provided by the Federal Government | | <u>2,000,000</u> |
| | | |
| Total Appropriation, Division of Railroad | | |
| Transportation | | \$7,500,000 |

The unexpended balance in this account as of June 30, 1965 is hereby appropriated."

Signed

Philip A. Donnelly
Philip A. Donnelly
Deputy Attorney General

SUBSCRIBED AND SWORN
before me this 19th day
of July, 1965.

Minnie Argenti
Minnie Argenti
Notary Public of New Jersey



SCHEDULES

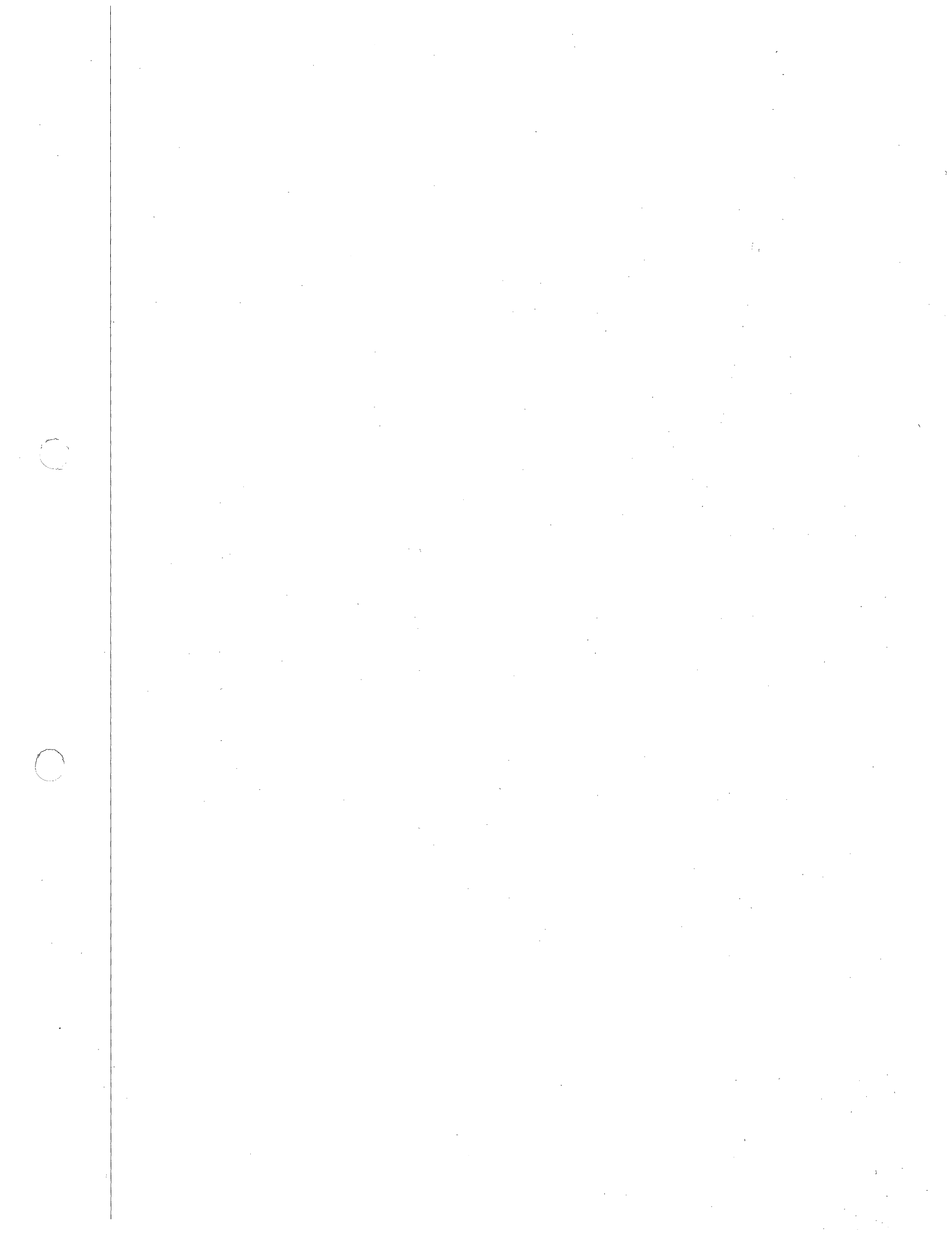
| | <u>Page</u> |
|-------------------------|-------------|
| NORTHERN BRANCH | |
| Present | 1 |
| Proposed | 2 |
| NEWARK BRANCH | |
| Present | 3 |
| Proposed | 4 |
| RIDGEWOOD - NEWARK BUS | |
| Proposed | 5 |
| BERGEN COUNTY LINE | |
| Present | 6 |
| Proposed | 7 - 8 |
| MAIN LINE | |
| Present | 9 - 10 |
| Proposed | 11 - 14 |
| MIDTOWN TRANSFER BUS | |
| Proposed | 15 - 16 |
| ROCKEFELLER CENTER BUS | |
| Proposed | 17 - 20 |
| BOONTON LINE | |
| Present | 21 - 22 |
| Proposed | 23 - 24 |
| WASHINGTON LINE BUS | |
| Proposed | 25 |
| CALDWELL BRANCH BUS | |
| Proposed | 26 |
| MIDVALE - MT. VIEW BUS | |
| Proposed | 27 |
| GLADSTONE BRANCH | |
| Present | 28 |
| Proposed | 29 - 30 |
| MORRIS & ESSEX DIVISION | |
| Present | 31 - 32 |
| Proposed | 33 - 42 |



**ERIE LACKAWANNA RAILROAD
NORTHERN BRANCH SCHEDULES**

PRESENT

| MONDAY through FRIDAY—EASTBOUND (Except Major Holidays) | | | | MONDAY through FRIDAY—WESTBOUND (Except Major Holidays) | | | | |
|---|----------------------|----------------------|----------------------|---|---|----------------------|----------------------|----------------------|
| NYACK TO NEW YORK | 1200 N.B. | 1202 N.B. | 1204 N.B. | Miles from Hoboken | NEW YORK TO NYACK | 1201 N.B. | 1203 N.B. | 1205 N.B. |
| | AM | AM | AM | | | PM | PM | PM |
| Nyack.....Lv. | 6.02 | 7.14 | 7.37 | | Lv. NEW YORK Motor Coach Connection Port Authority Bus Terminal 41st St. & 8th Ave. (1 block from Times Square)..... | | 5.25 | |
| Grand View....." | | 7.19 | 7.42 | | Barclay St. Ferry..... | SEE | FERRY | NOTE |
| Piermont....." | 6.09 | 7.22 | 7.45 | | Hoboken.....Lv. | 5.15 | 5.47 | 6.30 |
| Sparkill....." | 6.13 | 7.26 | 7.49 | | Susquehanna Transfer....." | | 6.04 | |
| Northvale....." | 6.17 | 7.30 | 7.53 | | Ridgefield....." | 5.39 | 6.11 | 6.54 |
| Norwood....." | 6.20 | 7.33 | 7.55 | 0.0 | Palisades Park....." | 5.42 | 6.15 | 6.57 |
| Closter....." | 6.23 | 7.36 | 7.58 | 4.9 | Leonia....." | 5.45 | 6.18 | 6.59 |
| Demarest....." | 6.26 | 7.39 | 8.01 | 9.1 | Englewood....." | 5.50 | 6.23 | 7.03 |
| Cresskill....." | 6.29 | 7.42 | 8.04 | 10.4 | Hudson Ave., Englewood....." | 5.53 | 6.26 | 7.05 |
| Tenafly....." | 6.32 | 7.45 | 8.07 | 11.4 | Tenafly....." | 5.56 | 6.29 | 7.08 |
| Hudson Ave., Englewood....." | 6.35 | 7.48 | 8.10 | 13.9 | Cresskill....." | 5.59 | 6.32 | 7.10 |
| Englewood....." | 6.37 | 7.51 | 8.13 | 14.9 | Demarest....." | 6.02 | 6.35 | 7.13 |
| Leonia....." | 6.40 | 7.54 | 8.16 | 15.9 | Closter....." | 6.05 | 6.38 | 7.15 |
| Palisades Park....." | 6.44 | 7.58 | 8.20 | 17.1 | Norwood....." | 6.08 | 6.41 | |
| Ridgefield....." | 6.47 | 8.01 | 8.23 | 18.1 | Northvale....." | 6.11 | 6.44 | |
| Susquehanna Transfer....." | | 8.08 | | 19.1 | Sparkill....." | 6.16 | 6.49 | 7.25 |
| Hoboken.....Ar. | 7.13 | 8.27 | 8.47 | 20.9 | Piermont....." | 6.20 | 6.53 | |
| Ar. NEW YORK | | | | 21.7 | Grand View....." | 6.24 | 6.57 | |
| Barclay St. Ferry..... | 7.27 | SEE | FERRY | 23.7 | Nyack.....Ar. | 6.30 | 7.03 | 7.42 |
| Motor Coach Connection | | | | 24.9 | | | | |
| Port Authority Bus Terminal | | | | 26.1 | | | | |
| 41st St. & 8th Ave. (1 block | | 8.49 | | 28.1 | | | | |
| from Times Square)..... | AM | AM | AM | | | PM | PM | PM |



ERIE LACKAWANNA RAILROAD
NORTHERN BRANCH SCHEDULES

PROPOSED

Stages I and II

| | EASTBOUND | | | | WESTBOUND | | |
|--------------------|------------|------------|------------|--------------------|------------|------------|------------|
| | 1200 AM | 1202 AM | 1204 AM | | 1201 PM | 1203 PM | 1205 PM |
| Nyack | 6:02 | 7:04 | 7:33 | Hoboken | 5:04 | 5:29 | 5:55 |
| Grand View | -- | 7:09 | 7:38 | | | | |
| Piermont | 6:09 | 7:12 | 7:41 | # Susquehanna Tfr. | 5:21 | 5:53 | -- |
| Sparkill | 6:13 | 7:16 | 7:45 | | | | |
| Northvale | 6:17 | 7:20 | 7:49 | Ridgefield | 5:29 | 5:53 | 6:19 |
| Norwood | 6:20 | 7:23 | 7:51 | Palisades Park | 5:32 | 5:57 | 6:22 |
| Closter | 6:23 | 7:26 | 7:54 | Leonia | 5:35 | 6:00 | 6:24 |
| Demarest | 6:26 | 7:29 | 7:57 | Englewood | 5:40 | 6:05 | 6:28 |
| Cresskill | 6:29 | 7:32 | 8:00 | Hudson Avenue | 5:43 | 6:08 | 6:30 |
| Tenafly | 6:32 | 7:35 | 8:03 | Tenafly | 5:46 | 6:11 | 6:33 |
| Hudson Avenue | 6:35 | 7:38 | 8:06 | Cresskill | 5:49 | 6:14 | 6:35 |
| Englewood | 6:37 | 7:41 | 8:09 | Demarest | 5:52 | 6:17 | 6:38 |
| Leonia | 6:40 | 7:44 | 8:12 | Closter | 5:55 | 6:20 | 6:40 |
| Palisades Park | 6:44 | 7:48 | 8:16 | Norwood | 5:58 | 6:23 | 6:43 |
| Ridgefield | 6:47 | 7:51 | 8:19 | Northvale | 6:01 | 6:26 | 6:46 |
| # Susquehanna Tfr. | -- | 7:58 | 8:26 | Sparkill | 6:06 | 6:31 | 6:51 |
| Hoboken | 7:13 | 8:17 | 8:45 | Piermont | 6:10 | 6:35 | -- |
| | | | | Grand View | 6:14 | 6:39 | -- |
| | | | | Nyack | 6:20 | 6:45 | 7:05 |

Connecting bus service to and from Port Authority Bus Terminal, New York.



**ERIE LACKAWANNA RAILROAD
NEWARK BRANCH SCHEDULES**

PRESENT

| EASTBOUND—MONDAY thru FRIDAY | | | |
|--|-------------------------|-------------|----------------------|
| No Service Saturday, Sunday or Major Holidays | | | |
| TO NEW YORK | 1300 | 1302 | 1113 1304 |
| | N.B. | N.B. | N.B. |
| | AM | AM | AM |
| Waldwick..... Lv. | 6.38 | 7.28 | *7.54 |
| Hohokus..... " | 6.41 | 7.31 | *7.56 |
| Ridgewood..... " | 6.43 | 7.34 | *7.59 |
| Glen Rock..... " | 6.46 | 7.37 | *8.02 |
| Hawthorne..... " | 6.49 | 7.40 | *8.05 |
| River St..... " | 6.51 | ..... | *8.07 |
| Paterson (Market St.)... " | 6.54 | 7.44 | *8.11 |
| South Paterson..... " | 6.56 | 7.46 | 8.19 |
| Athenia (Colfax Ave.)... " | 7.00 | 7.52 | ..... |
| Allwood..... " | 7.03 | 7.55 | 8.25 |
| Nutley (Franklin Ave.)... " | 7.06 | 7.58 | 8.28 |
| Nutley..... " | 7.08 | 8.00 | 8.30 |
| Nutley (Walnut St.)... " | 7.10 | 8.02 | 8.32 |
| Belleville..... " | 7.13 | 8.05 | 8.35 |
| Cleveland St., B'ville... " | 7.15 | ..... | ..... |
| Woodside..... " | ..... | ..... | 8.38 |
| Newark (Fourth Ave.)... " | 7.20 | 8.12 | 8.40 |
| Kearny..... " | 7.22 | 8.14 | 8.42 |
| Harrison (Davis Ave.)... " | 7.24 | 8.16 | ..... |
| Hoboken..... Ar. | 7.38 | 8.29 | 8.57 |
| | SEE FERRY NOTICE | | |
| FERRY | | | |
| New York, Barclay St. " | AM | AM | AM |

| WESTBOUND—MONDAY thru FRIDAY | | | | |
|--|----------------------------------|-------------------------|-------------|-------------|
| No Service Saturday, Sunday or Major Holidays | | | | |
| Miles from Hoboken | FROM NEW YORK | 1301 | 1303 | 1305 |
| | | N.B. | N.B. | N.B. |
| | FERRY | | | |
| | New York, Barclay St. Lv. | PM | PM | PM |
| | | SEE FERRY NOTICE | | |
| 0.0 | Hoboken..... " | 5.00 | 5.28 | 6.00 |
| 7.1 | Harrison (Davis Ave.)... " | 5.13 | 5.42 | ..... |
| 7.4 | Kearny..... " | 5.15 | 5.44 | 6.14 |
| 8.0 | Newark (Fourth Ave.)... " | 5.17 | 5.47 | 6.16 |
| 9.3 | Woodside..... " | 5.20 | ..... | ..... |
| 9.9 | Cleveland St., B'ville... " | 5.22 | ..... | ..... |
| 10.7 | Belleville..... " | 5.24 | 5.52 | 6.21 |
| 12.0 | Nutley (Walnut St.)... " | 5.27 | 5.55 | 6.24 |
| 12.6 | Nutley..... " | 5.30 | 5.58 | 6.26 |
| 13.1 | Nutley (Franklin Ave.)... " | 5.32 | 6.00 | 6.29 |
| 14.5 | Allwood..... " | 5.35 | 6.03 | 6.32 |
| 15.9 | Athenia (Colfax Ave.)... " | 5.38 | ..... | 6.35 |
| 18.3 | South Paterson..... " | 5.42 | 6.12 | 6.38 |
| 19.5 | Paterson (Market St.)... " | 5.46 | 6.16 | 6.42 |
| 20.5 | River St..... " | 5.49 | ..... | ..... |
| 21.6 | Hawthorne..... " | 5.52 | 6.22 | 6.46 |
| 23.3 | Glen Rock..... " | 5.55 | 6.25 | 6.49 |
| 24.8 | Ridgewood..... " | 5.59 | 6.29 | 6.53 |
| 26.0 | Hohokus..... " | 6.02 | ..... | 6.56 |
| 27.1 | Waldwick..... Ar. | 6.05 | ..... | 6.59 |
| | | PM | PM | PM |

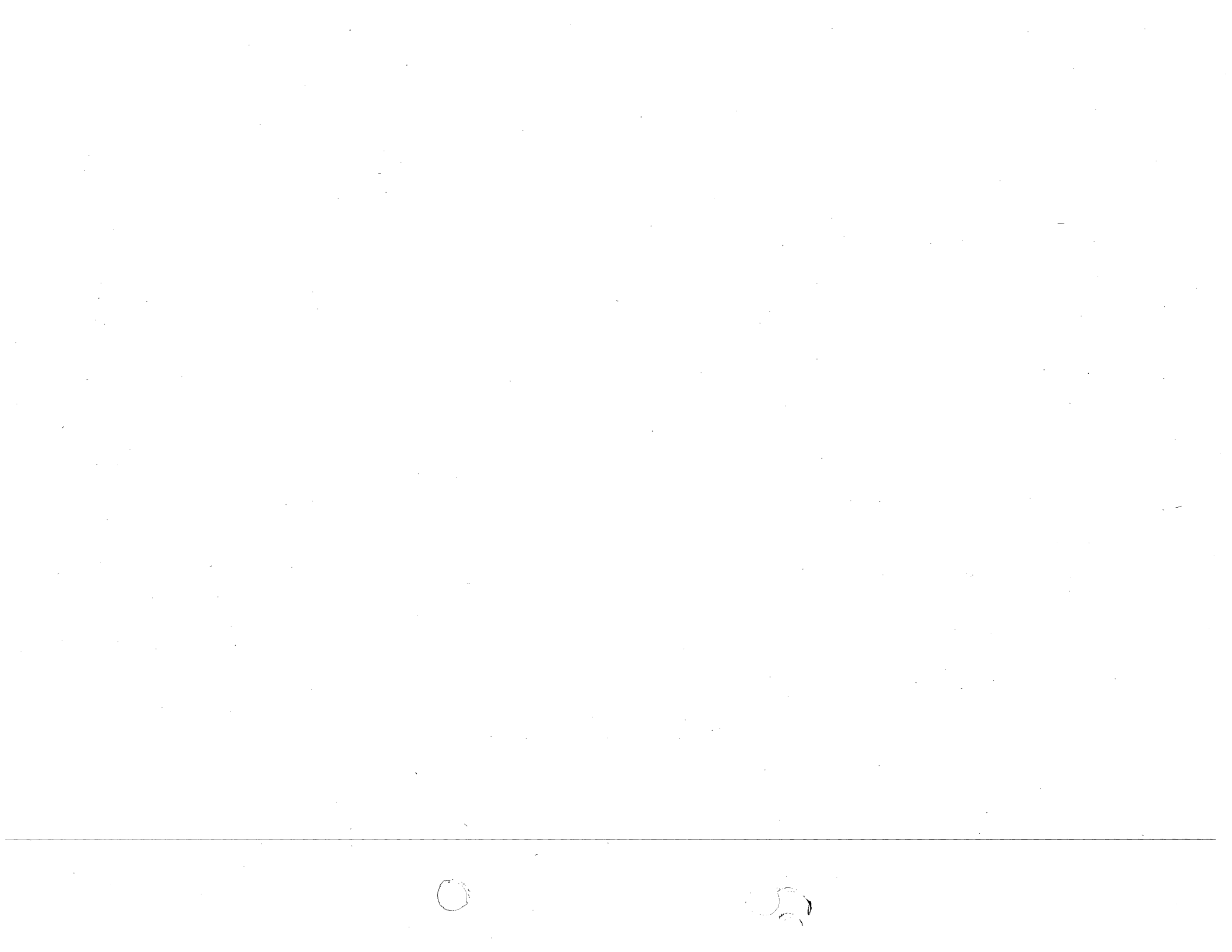


ERIE LACKAWANNA RAILROAD
NEWARK BRANCH SCHEDULES

Stage I

PROPOSED

| | EASTBOUND | | | | WESTBOUND | | |
|---------------|------------|------------|--------------------|---------------|------------|------------|------------|
| | 1300 AM | 1302 AM | 1112 1304 AM | | 1301 PM | 1303 PM | 1305 PM |
| Waldwick | 6:39 | 7:19 | 7:36 | Hoboken | 4:50 | 5:12 | 5:44 |
| Hohokus | 6:42 | 7:22 | 7:39 | Harrison | 5:03 | 5:26 | 5:57 |
| Ridgewood | 6:44 | 7:25 | 7:42 | Kearny | 5:05 | 5:28 | 5:59 |
| Glen Rock | 6:47 | 7:28 | 7:45 | Newark | 5:07 | 5:31 | 6:01 |
| Hawthorne | 6:50 | 7:31 | 7:48 | Woodside | 5:10 | -- | -- |
| River St. | -- | -- | 7:51 | Cleveland St. | 5:12 | -- | -- |
| Paterson | 6:54 | 7:35 | 7:57 | Belleville | 5:14 | 5:36 | 6:06 |
| So. Paterson | 6:56 | 7:37 | 8:01 | Walnut St. | 5:17 | 5:39 | 6:09 |
| Athenia | 7:00 | 7:43 | -- | Nutley | 5:20 | 5:42 | 6:11 |
| Allwood | 7:03 | 7:46 | 8:07 | Franklin Ave. | 5:22 | 5:44 | 6:14 |
| Franklin Ave. | 7:06 | 7:49 | 8:10 | Allwood | 5:25 | 5:47 | 6:17 |
| Nutley | 7:08 | 7:51 | 8:12 | Athenia | 5:28 | 5:50 | 6:20 |
| Walnut St. | 7:10 | 7:53 | 8:14 | So. Paterson | 5:32 | -- | 6:23 |
| Belleville | 7:13 | 7:55 | 8:17 | Paterson | 5:36 | 5:58 | 6:27 |
| Cleveland St. | 7:15 | -- | -- | River St. | -- | -- | -- |
| Woodside | -- | -- | 8:20 | Hawthorne | 5:40 | 6:03 | 6:31 |
| Newark | 7:20 | 8:01 | 8:22 | Glen Rock | 5:43 | 6:06 | 6:34 |
| Kearny | 7:22 | 8:03 | 8:24 | Ridgewood | 5:47 | 6:10 | 6:38 |
| Harrison | 7:24 | 8:05 | 8:26 | Hohokus | 5:50 | -- | 6:41 |
| Hoboken | 7:38 | 8:18 | 8:40 | Waldwick | 5:53 | 6:16 | 6:44 |



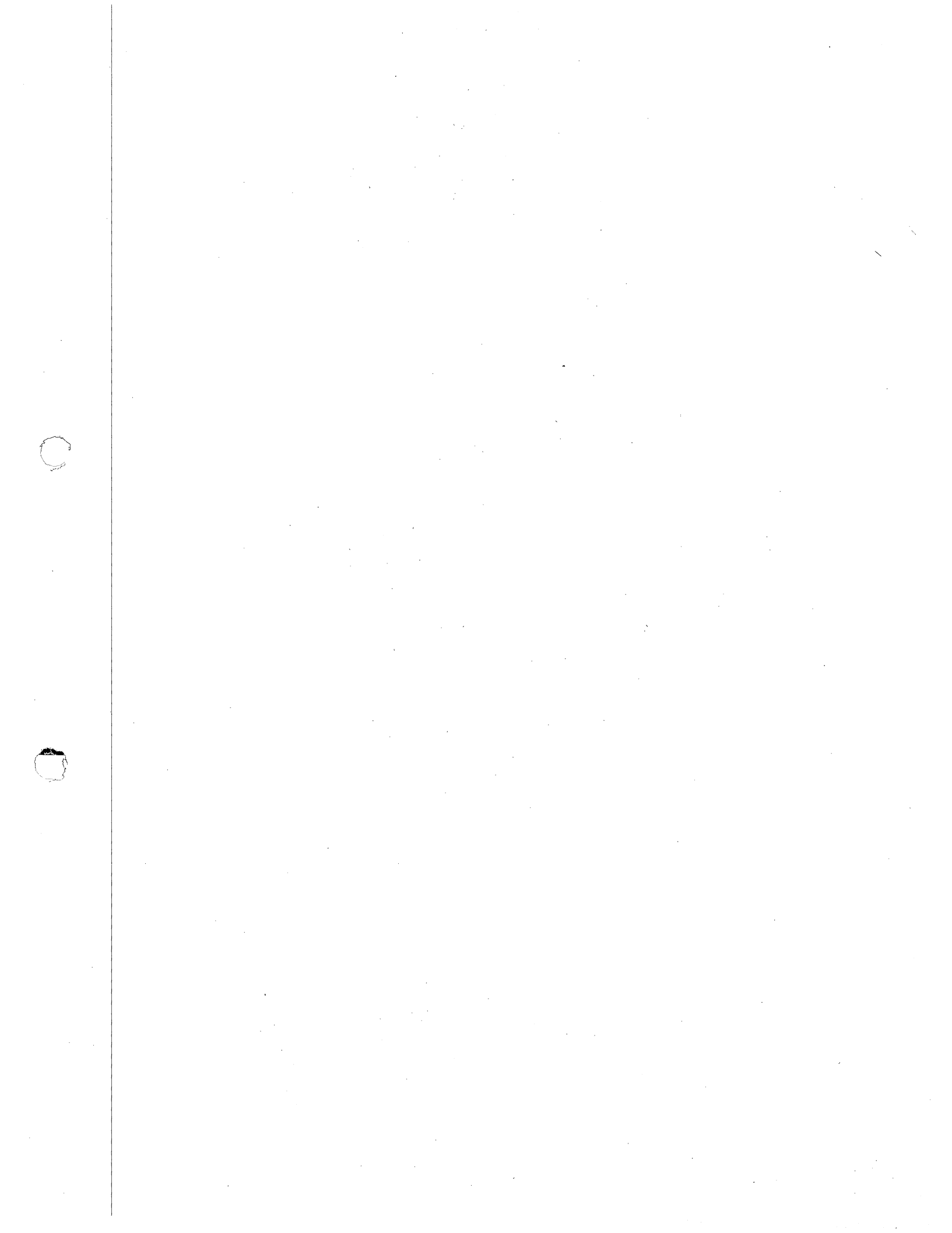
PROPOSED NEW BUS SERVICE

RIDGEWOOD - NEWARK

Stages I and II

| | <u>Bus</u> | <u>Bus</u> | <u>Bus</u> | <u>Bus</u> | <u>Bus</u> |
|-----------------------|------------|------------|------------|------------|------------|
| EASTBOUND (AM) | | | | | |
| Lv. Ridgewood | 6:50 | 7:20 | 7:40 | 8:00 | 9:10 |
| Lv. Glen Rock | (c) | (c) | (c) | (c) | (c) |
| Lv. Hawthorne | (c) | (c) | (c) | (c) | (c) |
| Ar. Newark | 7:40 | 8:10 | 8:30 | 8:50 | 10:00 |
| WESTBOUND (PM) | | | | | |
| Lv. Newark | 4:15 | 4:45 | 5:05 | 5:25 | 5:45 |
| Ar. Hawthorne | (c) | (c) | (c) | (c) | (c) |
| Ar. Glen Rock | (c) | (c) | (c) | (c) | (c) |
| Ar. Ridgewood | 5:05 | 5:35 | 5:55 | 6:15 | 6:35 |

- NOTES: (a) Bus running times are estimated without benefit of actual tests.
 (b) Cash fares of 65¢, 60¢ and 55¢ respectively between Ridgewood, Glen Rock and Hawthorne and Newark.
 (c) Times at these stops to be determined later.



ERIE LACKAWANNA RAILROAD BERGEN CO. LINE

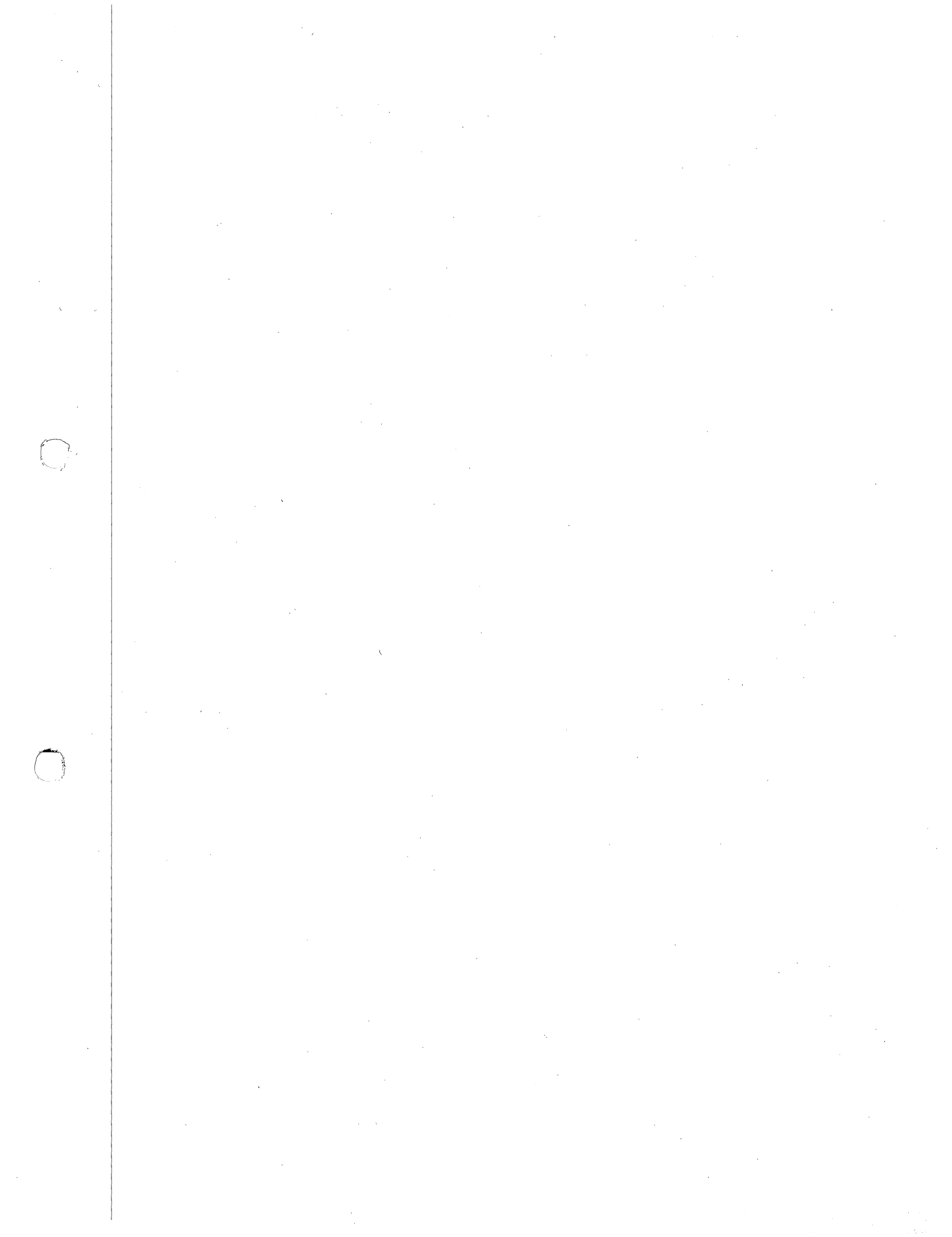
PRESENT

EASTBOUND

| TO NEW YORK | 1152 | 1154 | 50 | 1110 | 1156 | 1114 | 52 | 1158 | 1160 | 54 |
|---|------|------|------|------|------|------|------|------|------|------|
| | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. |
| Port Jervis..... Lv | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM |
| Otisville..... | | | | | | | 6.05 | | | 7.01 |
| Howells..... | | | | | | | 6.26 | | | 7.18 |
| Middletown..... | | | | | | | 6.38 | | | 7.31 |
| New Hampton..... | | | | | | | 6.43 | | | 7.42 |
| Goshen..... | | | | | | | 6.48 | | | 7.49 |
| Chester..... | | | | | | | 6.55 | | | |
| Monroe..... | | | 6.27 | | | | 7.05 | | | 7.57 |
| Harriman..... | | | 6.31 | | | | 7.09 | | | 8.01 |
| Arden..... | | | | | | | | | | |
| Southfields..... | | | | | | | | | | 8.08 |
| Tuxedo..... | | | 6.42 | | | | 7.22 | | | 8.14 |
| Sloatsburg..... | | | 6.46 | | | | 7.27 | | | 8.19 |
| Suffern..... | 5.57 | 6.30 | 7.01 | | 7.17 | | 7.35 | 7.39 | 7.51 | 8.25 |
| Mahwah..... | 6.00 | 6.33 | 7.04 | | 7.20 | | 7.38 | 7.42 | 7.54 | 8.28 |
| Ramsey..... | 6.05 | 6.38 | 7.10 | | 7.26 | | 7.48 | 8.00 | 8.34 | |
| Allendale..... | 6.08 | 6.41 | 7.14 | | 7.29 | | 7.53 | 8.03 | | |
| Waldwick..... | 6.11 | 6.44 | 7.17 | 7.24 | 7.32 | 7.41 | | 8.06 | | |
| Hohokus..... | 6.14 | 6.47 | 7.20 | 7.27 | 7.35 | | 7.49 | 8.09 | | |
| Ridgewood..... | 6.17 | 6.50 | 7.23 | 7.30 | | | | 8.12 | | 8.44 |
| Glen Rock..... | 6.20 | 6.53 | 7.26 | 7.33 | 7.41 | | | 8.15 | | |
| Bergen Co Line (Radburn-Fair Lawn..... | 6.23 | 6.56 | 7.29 | 7.36 | 7.44 | | 7.56 | | 8.18 | |
| Broadway-Fair Lawn..... | 6.26 | 6.59 | | 7.39 | 7.47 | | | | 8.21 | |
| Plauderville..... | 6.30 | 7.03 | | 7.43 | | | | | 8.25 | |
| Garfield..... | 6.33 | 7.06 | | 7.46 | | | | | 8.28 | |
| Rutherford-E. Rutherford..... | 6.38 | 7.11 | | 7.52 | | | | | 8.34 | |
| Hoboken..... Ar | 6.53 | 7.26 | 7.55 | 8.06 | 8.10 | 8.15 | 8.19 | 8.29 | 8.49 | 9.09 |

WESTBOUND

| Miles from Hoboken | FROM NEW YORK | 57 | 1165 | 1167 | 1169 | 1121 | 59 | 1171 | 1127 | 1175 | 1179 |
|--------------------------|----------------------------------|------|------|------|------|------|------|------|------|------|------|
| | | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. |
| | FERRY | | | | | | | | | | |
| | New York, Barclay St. Lv. | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM |
| 0.0 | Hoboken..... | 4.00 | 4.30 | 5.03 | 5.22 | 5.26 | 5.42 | 5.45 | 5.51 | 6.45 | 8.45 |
| 8.4 | Rutherford-E. Rutherford..... | | 4.44 | | | 5.40 | | | 6.05 | 6.59 | 8.59 |
| 11.3 | Bergen Co Line (Garfield..... | | 4.50 | | | 5.46 | | | 6.11 | 7.05 | 9.05 |
| 12.3 | Plauderville..... | | | | | 5.49 | | | 6.14 | | |
| 15.3 | Broadway-Fair Lawn..... | | 4.56 | 5.26 | | 5.53 | | | 6.19 | 7.11 | 9.11 |
| 16.3 | Radburn-Fair Lawn..... | | 4.59 | 5.30 | | 5.56 | | | 6.22 | 7.14 | 9.14 |
| 19.4 | Glen Rock..... | 4.39 | 5.02 | 5.34 | 5.49 | 5.59 | | 6.13 | 6.25 | 7.17 | 9.17 |
| 20.9 | Ridgewood..... | 4.43 | 5.07 | 5.39 | 5.54 | 6.05 | | 6.19 | 6.30 | 7.21 | 9.22 |
| 22.1 | Hohokus..... | 4.46 | 5.10 | 5.42 | 5.58 | | 6.12 | | 6.33 | 7.24 | 9.25 |
| 23.2 | Waldwick..... | 4.49 | 5.13 | 5.45 | 6.02 | | | 6.26 | 6.36 | 7.27 | 9.28 |
| 24.6 | Allendale..... | 4.52 | 5.16 | 5.48 | 6.06 | | | 6.30 | | 7.31 | 9.31 |
| 26.5 | Ramsey..... | 4.56 | 5.20 | 5.52 | 6.11 | | | 6.35 | | 7.36 | 9.36 |
| 29.1 | Mahwah..... | 5.00 | 5.25 | 5.57 | 6.16 | | 6.23 | 6.40 | | 7.39 | 9.39 |
| 30.3 | Suffern..... | 5.03 | 5.28 | 6.02 | 6.20 | | 6.28 | 6.43 | | 7.42 | 9.42 |
| 34.5 | Sloatsburg..... | 5.08 | | | | | | 6.37 | | | |
| 37.1 | Tuxedo..... | 5.13 | | | | | | 6.42 | | | |
| 40.9 | Southfields..... | 5.19 | | | | | | | | | |
| 43.3 | Arden..... | 5.27 | | | | | | | | | |
| 45.9 | Harriman..... | 5.32 | | | | | | | | | |
| 48.4 | Monroe..... | 5.37 | | | | | | 6.55 | | | |
| | | 5.40 | | | | | | 7.00 | | | |
| 54.2 | Chester..... | 5.40 | | | | | | 7.09 | | | |
| 58.7 | Goshen..... | 5.48 | | | | | | 7.16 | | | |
| 62.6 | New Hampton..... | 5.52 | | | | | | | | | |
| 66.0 | Middletown..... | 5.57 | | | | | | | | | |
| 69.3 | Howells..... | 6.00 | | | | | | 7.26 | | | |
| 73.8 | Otisville..... | 6.05 | | | | | | | | | |
| 77.2 | Port Jervis..... Ar | 6.12 | | | | | | 7.39 | | | |
| | | 6.30 | | | | | | 7.57 | | | |



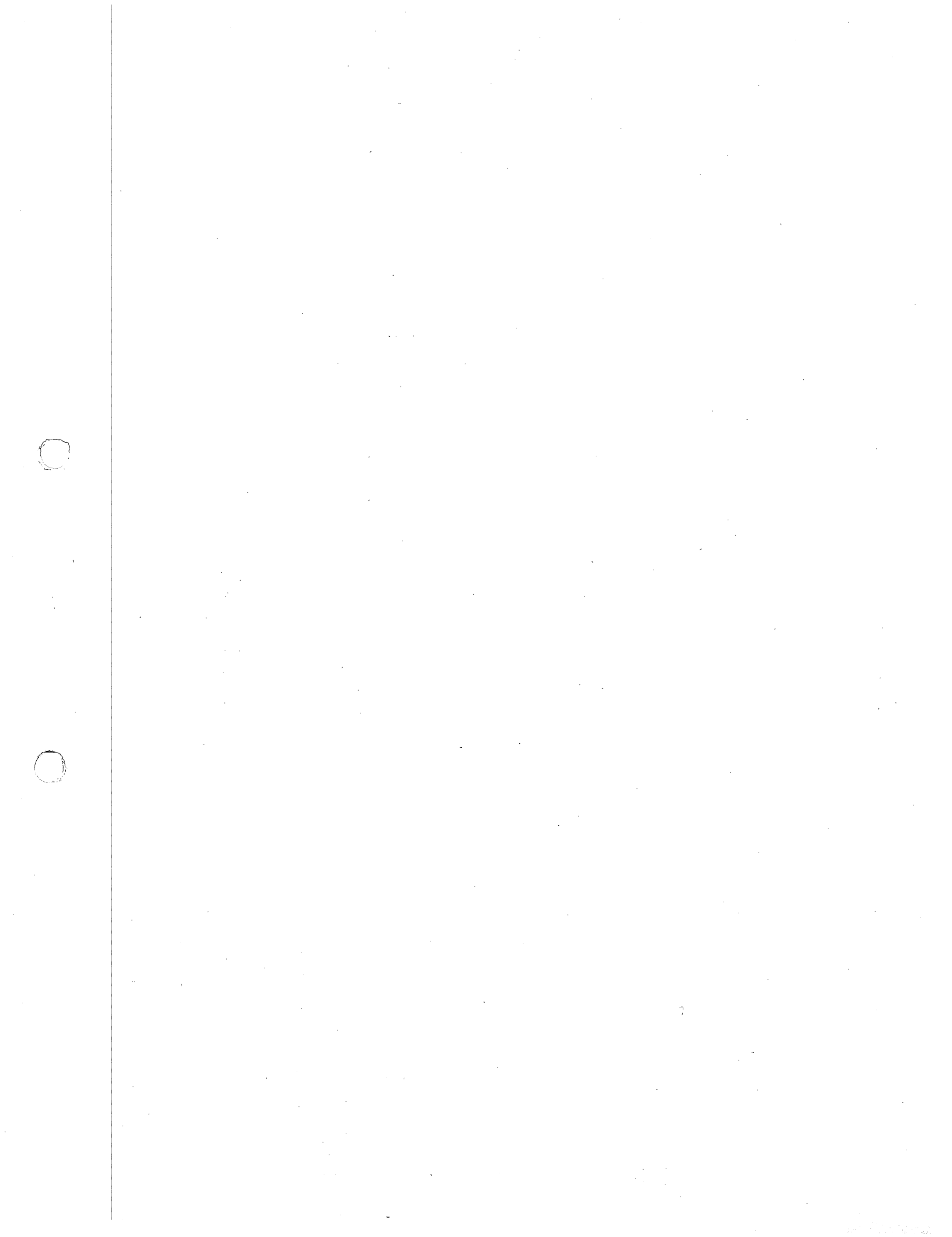
**ERIE LACKAWANNA RAILROAD
BERGEN COUNTY LINE SCHEDULES**

| | PROPOSED EASTBOUND | | | | | | | Stages I and II | | | (New) |
|------------------|-----------------------|------------|----------|------------|------------|------------|----------|-----------------|------------|----------|------------|
| | 1152 AM | 1154 AM | 50 AM | 1110 AM | 1156 AM | 1114 AM | 52 AM | 1158 AM | 1160 AM | 54 AM | 1122 PM |
| * Suffern | 5:57 | 6:30 | 7:01 | -- | 7:17 | -- | 7:35 | 7:39 | 7:51 | 8:25 | -- |
| Mahwah | 6:00 | 6:33 | 7:04 | -- | 7:20 | -- | 7:38 | 7:42 | 7:54 | 8:28 | -- |
| Ramsey | 6:05 | 6:38 | 7:10 | -- | 7:26 | -- | -- | 7:48 | 8:00 | 8:34 | -- |
| Allendale | 6:08 | 6:41 | 7:14 | -- | 7:29 | -- | -- | 7:51 | 8:03 | -- | -- |
| Waldwick | 6:11 | 6:44 | 7:17 | 7:24 | 7:32 | 7:41 | -- | -- | 8:06 | -- | 4:37 |
| Hohokus | 6:14 | 6:47 | 7:20 | 7:27 | 7:35 | -- | 7:49 | -- | 8:09 | -- | -- |
| Ridgewood | 6:17 | 6:50 | 7:23 | 7:30 | -- | 7:47 | -- | -- | 8:12 | 8:44 | 4:42 |
| Glen Rock | 6:20 | 6:53 | 7:26 | 7:33 | 7:41 | -- | -- | 8:02 | 8:15 | -- | -- |
| Radburn | 6:23 | 6:56 | 7:29 | 7:36 | 7:44 | -- | 7:56 | -- | 8:18 | -- | 4:47 |
| Broadway | 6:26 | 6:59 | -- | 7:39 | 7:47 | -- | -- | -- | 8:21 | -- | -- |
| Plauderville | 6:30 | 7:03 | -- | 7:43 | -- | -- | -- | -- | 8:25 | -- | -- |
| Garfield | 6:33 | 7:06 | -- | 7:46 | -- | -- | -- | -- | 8:28 | -- | 4:54 |
| Rutherford | 6:38 | 7:11 | -- | 7:52 | -- | -- | -- | -- | 8:34 | -- | 5:00 |
| # Midtown Trsfr. | -- | 7:19 | 7:48 | -- | -- | -- | -- | -- | 8:42 | -- | 5:08 |
| Hoboken | 6:53 | 7:28 | 7:57 | 8:06 | 8:10 | 8:15 | 8:19 | 8:29 | 8:51 | 9:09 | 5:15 |

* All times at New York State stations beyond Suffern remain as at present expect 2" later arrival for train 57.

Connecting bus service to and from Port Authority Bus Terminal, New York. See page 15 for schedules.

NOTE: Additional changes recommended by Suburban Service Committee to be included in Stage II.



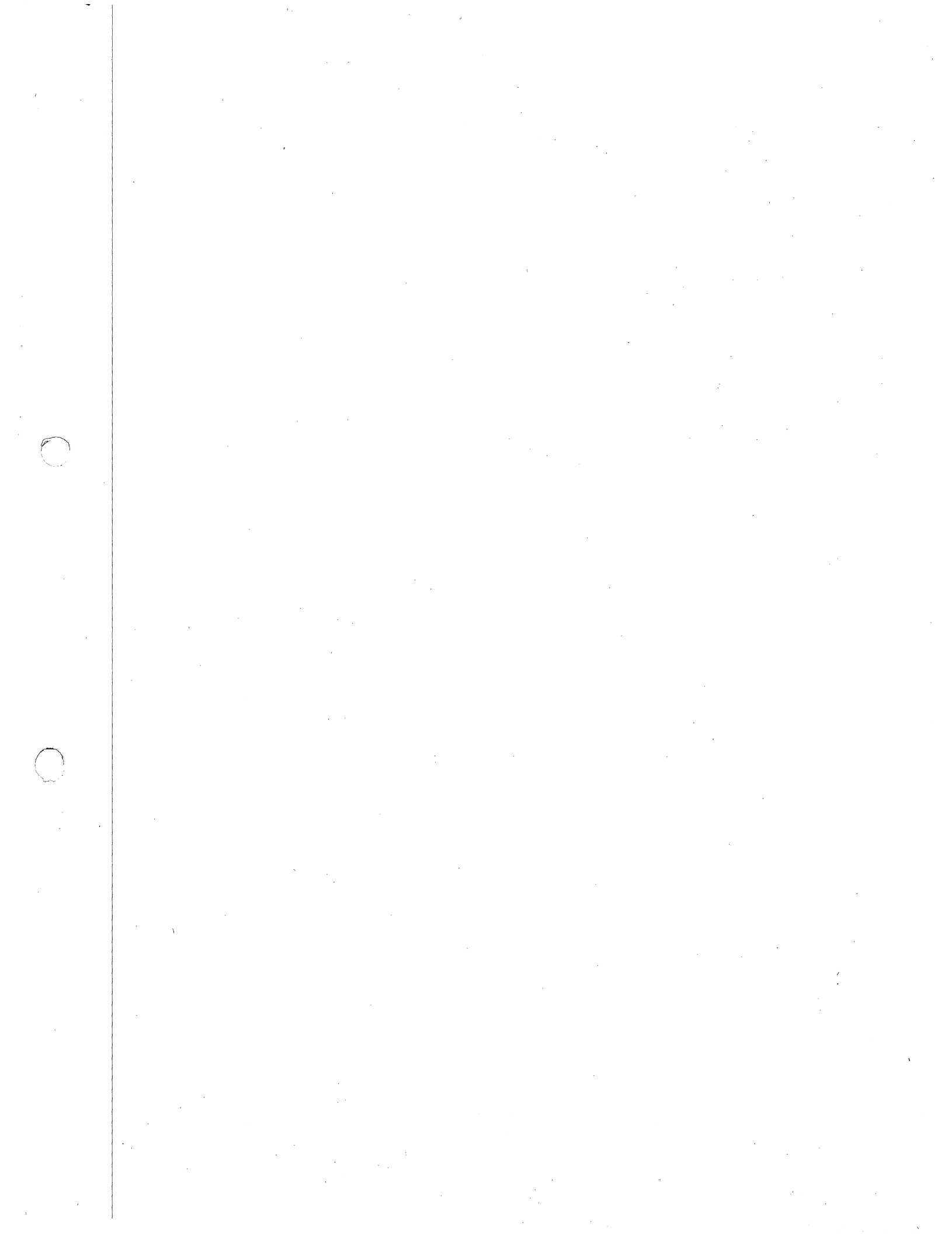
**ERIE LACKAWANNA RAILROAD
BERGEN COUNTY LINE SCHEDULES**

| | (New) 1155 AM | PROPOSED WESTBOUND | | | | | Stages I and II | | | | |
|------------------|---------------------|-----------------------|------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
| | | 57 PM | 1169 PM | 1171 PM | 1173 PM | 1121 PM | 59 PM | 1175 PM | 1127 PM | 1179 PM | 1183 PM |
| Hoboken | 7:43 | 4:15 | 4:30 | 5:03 | 5:22 | 5:26 | 5:42 | 5:45 | 5:51 | 6:45 | 8:45 |
| # Midtown Trsfr. | 7:51 | 4:22 | -- | 5:11 | -- | -- | -- | -- | -- | 6:52 | -- |
| Rutherford | 7:58 | -- | 4:44 | -- | -- | 5:40 | -- | -- | 6:05 | 7:01 | 8:59 |
| Garfield | 8:03 | -- | 4:50 | -- | -- | 5:46 | -- | -- | 6:11 | 7:07 | 9:05 |
| Plauderville | -- | -- | -- | -- | -- | 5:49 | -- | -- | 6:14 | -- | -- |
| Broadway | -- | -- | 4:56 | 5:28 | -- | 5:53 | -- | -- | 6:19 | 7:13 | 9:11 |
| Radburn | 8:10 | -- | 4:59 | 5:32 | -- | 5:56 | -- | -- | 6:22 | 7:15 | 9:14 |
| Glen Rock | -- | 4:41 | 5:02 | 5:36 | 5:49 | 5:59 | -- | 6:13 | 6:25 | 7:19 | 9:17 |
| Ridgewood | -- | 4:45 | 5:07 | 5:41 | 5:54 | 6:05 | -- | 6:19 | 6:30 | 7:23 | 9:22 |
| Hohokus | -- | 4:48 | 5:10 | 5:44 | 5:58 | -- | 6:12 | -- | 6:33 | 7:26 | 9:25 |
| Waldwick | 8:19 | 4:51 | 5:13 | 5:47 | 6:02 | -- | -- | 6:26 | 6:36 | 7:29 | 9:28 |
| Allendale | -- | 4:54 | 5:16 | 5:50 | 6:06 | -- | -- | 6:30 | -- | 7:33 | 9:31 |
| Ramsey | -- | 4:58 | 5:20 | 5:54 | 6:11 | -- | -- | 6:35 | -- | 7:37 | 9:35 |
| Mahwah | -- | 5:02 | 5:25 | 5:59 | 6:16 | -- | 6:23 | 6:40 | -- | 7:41 | 9:39 |
| * Suffern | -- | 5:05 | 5:28 | 6:04 | 6:20 | -- | 6:28 | 6:43 | -- | 7:44 | 9:42 |

* All times at New York State stations beyond Suffern remain as at present except 2" later arrival for train 57.

Connecting bus service to and from Port Authority Bus Terminal, New York. See page 16 for schedules.

NOTE: Additional changes recommended by Suburban Service Committee to be included in Stage II.



ERIE LACKAWANNA RAILROAD MAIN LINE SCHEDULES

PRESENT

EASTBOUND

| TO NEW YORK | 1150 | 1102 | 1104 | 1108 | 1112 | 1118 | 1120 | 1162 | 1164 | 1166 | 1168 | 58 | 1170 | 1172 | 1130 | 1174 | 1176 | 1178 |
|---|------|------|------|------|------|------|--------|---------|---------|--------|------|--------|--------|------|------|------|-------|-------|
| | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. |
| Port Jervis..... Lv | AM | AM | AM | AM | AM | AM | AM | AM | AM | PM | PM | PM | PM | PM | PM | PM | PM | PM |
| Otisville..... " | | | | | | | | | | | | f 1.40 | | | | | | |
| Howells..... " | | | | | | | | | | | | f 1.57 | | | | | | |
| Middletown..... " | | | | | | | | | | | | f 2.01 | | | | | | |
| New Hampton..... " | | | | | | | | | | | | f 2.10 | | | | | | |
| Goshen..... " | | | | | | | | | | | | f 2.21 | | | | | | |
| Chester..... " | | | | | | | | | | | | f 2.29 | | | | | | |
| Monroe..... " | | | | | | | | | | | | f 2.39 | | | | | | |
| Harriman..... " | | | | | | | | | | | | f 2.44 | | | | | | |
| Arden..... " | | | | | | | | | | | | f 2.50 | | | | | | |
| Southfields..... " | | | | | | | | | | | | f 2.56 | | | | | | |
| Tuxedo..... " | | | | | | | | | | | | f 3.01 | | | | | | |
| Sloatsburg..... " | | | | | | | | | | | | | | | | | | |
| Suffern..... " | 5.21 | | | | | | | 9.30 | 11.00 | 12.30 | 2.00 | 3.09 | 4.08 | 5.00 | | 7.35 | 9.51 | 10.55 |
| Mahwah..... " | 5.23 | | | | | | f 9.32 | f 11.02 | f 12.32 | f 2.02 | 3.11 | 4.10 | f 5.02 | | | 7.45 | 9.53 | |
| Ramsey..... " | 5.28 | | | | | | 9.36 | 11.06 | 12.36 | 2.06 | 3.16 | 4.15 | 5.07 | | | 7.42 | 9.58 | 11.02 |
| Allendale..... " | 5.31 | | | | | | 9.39 | 11.09 | 12.39 | 2.09 | 3.19 | 4.18 | 5.10 | | | 7.45 | 10.02 | |
| Waldwick..... " | 5.34 | 6.22 | 6.53 | 7.11 | 7.36 | 7.54 | 8.33 | 9.41 | 11.11 | 12.41 | 2.11 | 3.22 | 4.21 | 5.13 | 6.25 | 7.48 | 10.06 | 11.08 |
| Hohokus..... " | 5.37 | 6.25 | 6.56 | 7.14 | 7.39 | 7.56 | 8.36 | 9.44 | 11.14 | 12.44 | 2.14 | 3.25 | 4.24 | 5.16 | | 7.53 | 10.12 | 11.13 |
| Ridgewood..... " | 5.40 | 6.28 | 6.59 | 7.17 | 7.42 | 7.59 | 8.39 | 9.47 | 11.17 | 12.47 | 2.17 | 3.28 | 4.27 | 5.19 | 6.30 | 7.53 | 10.12 | 11.13 |
| Glen Rock..... " | 5.43 | 6.31 | 7.02 | 7.20 | 7.45 | 8.02 | 8.42 | 9.50 | 11.20 | 12.50 | 2.20 | 3.31 | 4.30 | 5.22 | 6.33 | 7.56 | 10.15 | 11.16 |
| Hawthorne..... " | 5.46 | 6.34 | 7.05 | 7.23 | 7.48 | 8.05 | 8.45 | 9.53 | 11.23 | 12.53 | 2.23 | 3.34 | 4.33 | 5.25 | | 7.59 | 10.18 | 11.19 |
| River St., Paterson..... " | 5.48 | 6.36 | 7.08 | 7.26 | 7.51 | 8.07 | | | | | | | | | | | | |
| Paterson (Market St.)..... " | 5.51 | 6.39 | 7.11 | 7.29 | 7.54 | 8.11 | 8.49 | 9.57 | 11.27 | 12.57 | 2.27 | 3.40 | 4.38 | 5.30 | 6.39 | 8.04 | 10.22 | 11.23 |
| South Paterson..... " | 5.53 | 6.41 | 7.14 | 7.32 | 7.57 | 8.15 | 8.51 | 9.59 | 11.29 | 12.59 | 2.29 | 3.42 | 4.41 | | | 8.06 | | |
| Clifton (Clifton Blvd., Athenia)..... " | 5.57 | 6.45 | 7.19 | 7.37 | 8.02 | 8.20 | 8.55 | 10.03 | 11.33 | 1.03 | 2.33 | 3.46 | 4.45 | 5.36 | 6.45 | 8.10 | 10.28 | 11.29 |
| Passaic (Passaic Ave.)..... " | 6.00 | 6.49 | 7.22 | 7.40 | 8.05 | 8.23 | 8.58 | 10.06 | 11.36 | 1.06 | 2.36 | 3.49 | 4.48 | 5.39 | 6.48 | 8.13 | 10.31 | 11.32 |
| Delawanna..... " | | 6.52 | 7.25 | 7.43 | 8.08 | 8.26 | 9.01 | | | | | | 4.51 | | | | | |
| Lyndhurst..... " | 6.05 | 6.55 | 7.28 | 7.46 | 8.11 | 8.29 | 9.04 | 10.10 | 11.40 | 1.10 | 2.40 | | 4.51 | 5.44 | 6.53 | | | 11.36 |
| Kingsland..... " | 6.07 | 6.57 | 7.30 | 7.48 | 8.13 | 8.31 | 9.06 | 10.12 | 11.42 | 1.12 | 2.42 | 3.55 | 4.55 | 5.46 | 6.55 | 8.20 | 10.38 | 11.38 |
| Carlton Hill..... " | | | | | | | | | | | | | | | | | | |
| Rutherford-E. Rutherford..... " | | | | | | | | | | | | | | | | | | |
| Hoboken..... Ar. | 6.22 | 7.12 | 7.45 | 8.03 | 8.28 | 8.46 | 9.21 | 10.27 | 11.57 | 1.27 | 2.57 | 4.10 | 5.10 | 6.00 | 7.10 | 8.35 | 10.53 | 11.53 |

Q-

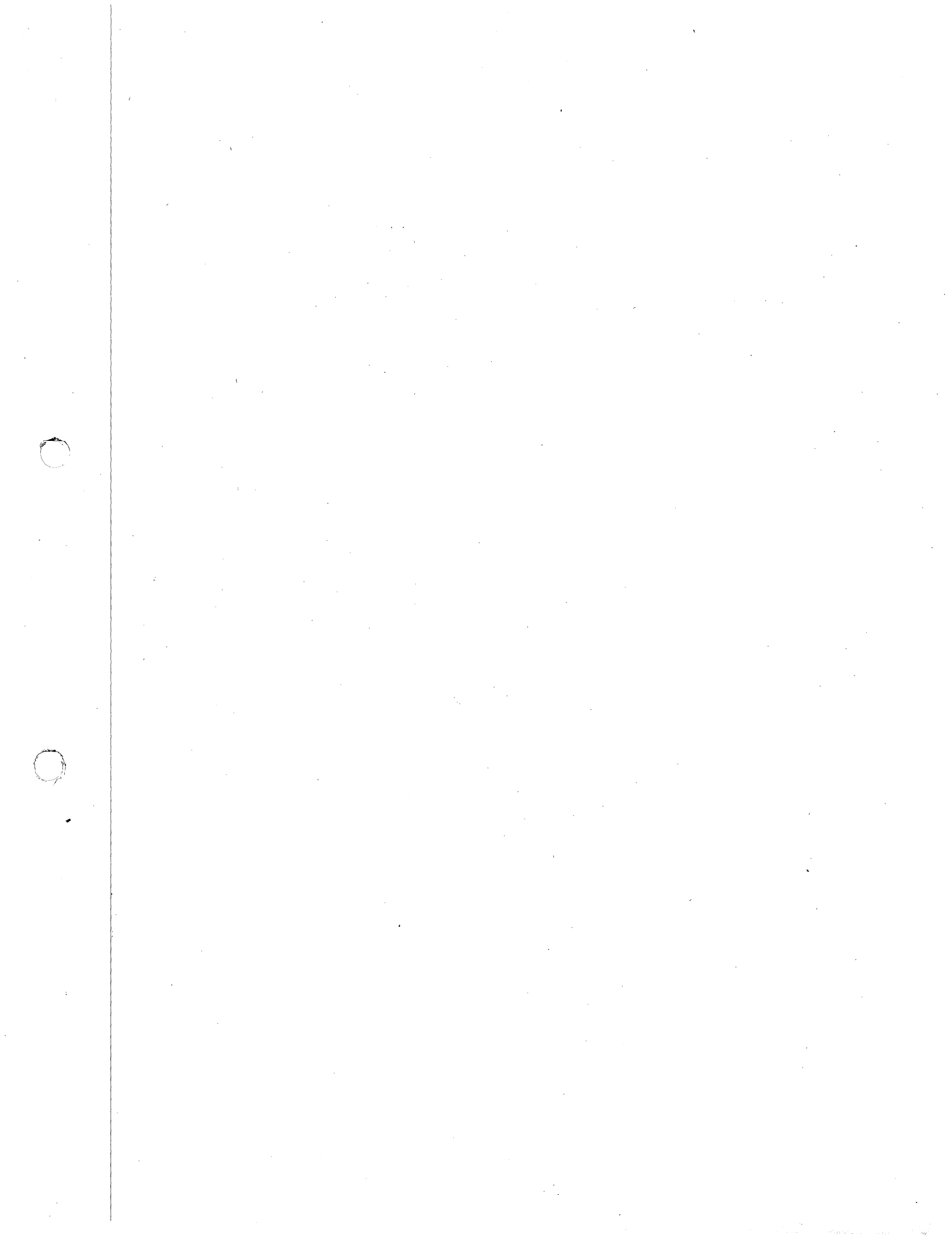
or

**ERIE LACKAWANNA RAILROAD
MAIN LINE SCHEDULES**

PRESENT

WESTBOUND

| Miles from Hoboken | FROM NEW YORK | 1151 | 53 | ▲ | ▲ | | | | | | | | | | | | | | |
|--------------------------|----------------------------------|-------|------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|-------|-------|------|
| | | N.B. | N.B. | N.B. | N.B. | | | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. |
| | | AM | AM | AM | AM | AM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM |
| 0.0 | Hoboken | 12.30 | 5.00 | 7.13 | 9.10 | 11.10 | 2.00 | 3.30 | 4.17 | 4.57 | 5.20 | 5.38 | 6.02 | 6.33 | 7.00 | 8.00 | 9.30 | 11.05 | |
| 8.4 | Rutherford-E. Rutherford | | | | | | | | | | | | | | | | | | |
| 9.6 | Carlton Hill | | | | | | | | | | | | | | | | | | |
| 7.6 | Kingsland | 12.45 | 5.15 | 7.27 | 9.24 | 11.25 | 2.15 | 3.44 | 4.32 | 5.12 | 5.34 | 5.52 | 6.16 | 6.47 | 7.14 | 8.15 | 9.44 | 11.19 | |
| 8.2 | Lyndhurst | 12.47 | | 7.29 | 9.26 | 11.27 | 2.17 | 3.46 | 4.34 | 5.14 | 5.37 | 5.55 | 6.18 | 6.49 | 7.16 | 8.17 | 9.46 | 11.21 | |
| 9.3 | Delawanna | | | 7.32 | | | 2.20 | 3.48 | 4.37 | 5.17 | 5.40 | 5.58 | 6.21 | 6.52 | 7.19 | | | 11.24 | |
| 10.6 | Passaic (Passaic Ave.) | 12.52 | 5.22 | 7.35 | 9.31 | 11.32 | 2.23 | 3.51 | 4.40 | 5.20 | 5.43 | 6.01 | 6.24 | 6.55 | 7.22 | 8.23 | 9.52 | 11.26 | |
| 12.2 | Clifton (Clifton Blvd., Athenia) | 12.55 | 5.25 | 7.38 | 9.34 | 11.35 | 2.28 | 3.54 | 4.43 | 5.23 | 5.46 | 6.04 | 6.27 | 6.58 | 7.25 | 8.26 | 9.55 | 11.29 | |
| 14.4 | South Paterson | 12.59 | | 7.42 | 9.38 | | 2.35 | 3.57 | 4.46 | 5.27 | 5.50 | 6.08 | 6.31 | 7.01 | 7.29 | 8.29 | 9.58 | 11.32 | |
| 15.6 | Paterson (Market St.) | 1.03 | 5.35 | 7.47 | 9.42 | 11.42 | 2.39 | 4.01 | 4.50 | 5.31 | 5.54 | 6.12 | 6.34 | 7.05 | 7.33 | 8.33 | 10.02 | 11.36 | |
| 16.6 | River St., Paterson | | 5.38 | 7.50 | 9.44 | | 2.40 | | 4.52 | 5.34 | 5.57 | 6.15 | 6.36 | | | | | | |
| 17.7 | Hawthorne | 1.07 | 5.41 | 7.53 | 9.47 | 11.46 | 2.43 | 4.04 | 4.55 | 5.37 | 6.00 | 6.18 | 6.38 | 7.09 | 7.37 | 8.37 | 10.06 | 11.40 | |
| 19.4 | Glen Rock | 1.10 | 5.44 | 7.56 | 9.50 | 11.49 | 2.46 | 4.07 | 4.58 | 5.40 | 6.03 | 6.21 | 6.41 | 7.12 | 7.41 | 8.40 | 10.09 | 11.43 | |
| 20.9 | Ridgewood | 1.14 | 5.50 | 8.01 | 9.54 | 11.54 | 2.50 | 4.11 | 5.02 | 5.44 | 6.07 | 6.25 | 6.45 | 7.16 | 7.45 | 8.44 | 10.13 | 11.47 | |
| 22.1 | Hohokus | | 5.53 | 8.05 | 9.57 | 11.57 | 2.53 | 4.14 | 5.05 | 5.47 | | 6.28 | 6.48 | 7.19 | 7.47 | 8.47 | 10.16 | 11.49 | |
| 23.2 | Waldwick | 1.20 | 5.57 | 8.09 | 9.59 | 12.00 | 2.56 | 4.17 | 5.08 | 5.50 | | 6.31 | 6.51 | 7.22 | 7.50 | 8.50 | 10.19 | 11.52 | |
| 24.6 | Allendale | 1.23 | 6.02 | 8.13 | 10.02 | 12.04 | 2.59 | | | | | | | | | 8.53 | 10.22 | 11.55 | |
| 26.5 | Ramsey | 1.26 | 6.07 | 8.17 | 10.06 | 12.08 | 3.03 | | | | | | | | | 8.57 | 10.26 | 11.59 | |
| 29.1 | Mahwah | 1.31 | 6.12 | 8.21 | 10.10 | 12.13 | 3.07 | | | | | | | | | 9.01 | 10.30 | 12.03 | |
| 30.5 | Suffern | 1.34 | 6.18 | 8.24 | 10.13 | 12.16 | 3.10 | | | | | | | | | 9.04 | 10.33 | 12.06 | |
| 34.5 | Sloatsburg | | | | | | | | | | | | | | | | | | |
| 37.1 | Tuxedo | | 6.28 | | | | | | | | | | | | | | | | |
| 40.9 | Southfields | | 6.33 | | | | | | | | | | | | | | | | |
| 43.3 | Arden | | 6.37 | | | | | | | | | | | | | | | | |
| 45.9 | Harriman | | 6.43 | | | | | | | | | | | | | | | | |
| 48.4 | Monroe | | 6.46 | | | | | | | | | | | | | | | | |
| 54.2 | Chester | | 6.56 | | | | | | | | | | | | | | | | |
| 58.7 | Goshen | | 7.04 | | | | | | | | | | | | | | | | |
| 62.6 | New Hampton | | 7.11 | | | | | | | | | | | | | | | | |
| 66.0 | Middletown | | 7.18 | | | | | | | | | | | | | | | | |
| 69.3 | Howells | | 7.24 | | | | | | | | | | | | | | | | |
| 73.8 | Otisville | | 7.31 | | | | | | | | | | | | | | | | |
| 87.2 | Port Jervis | | 7.50 | | | | | | | | | | | | | | | | |
| | | AM | AM | AM | AM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | AM |



ERIE LACKAWANNA RAILROAD

MAIN LINE SCHEDULES

Stages I and II

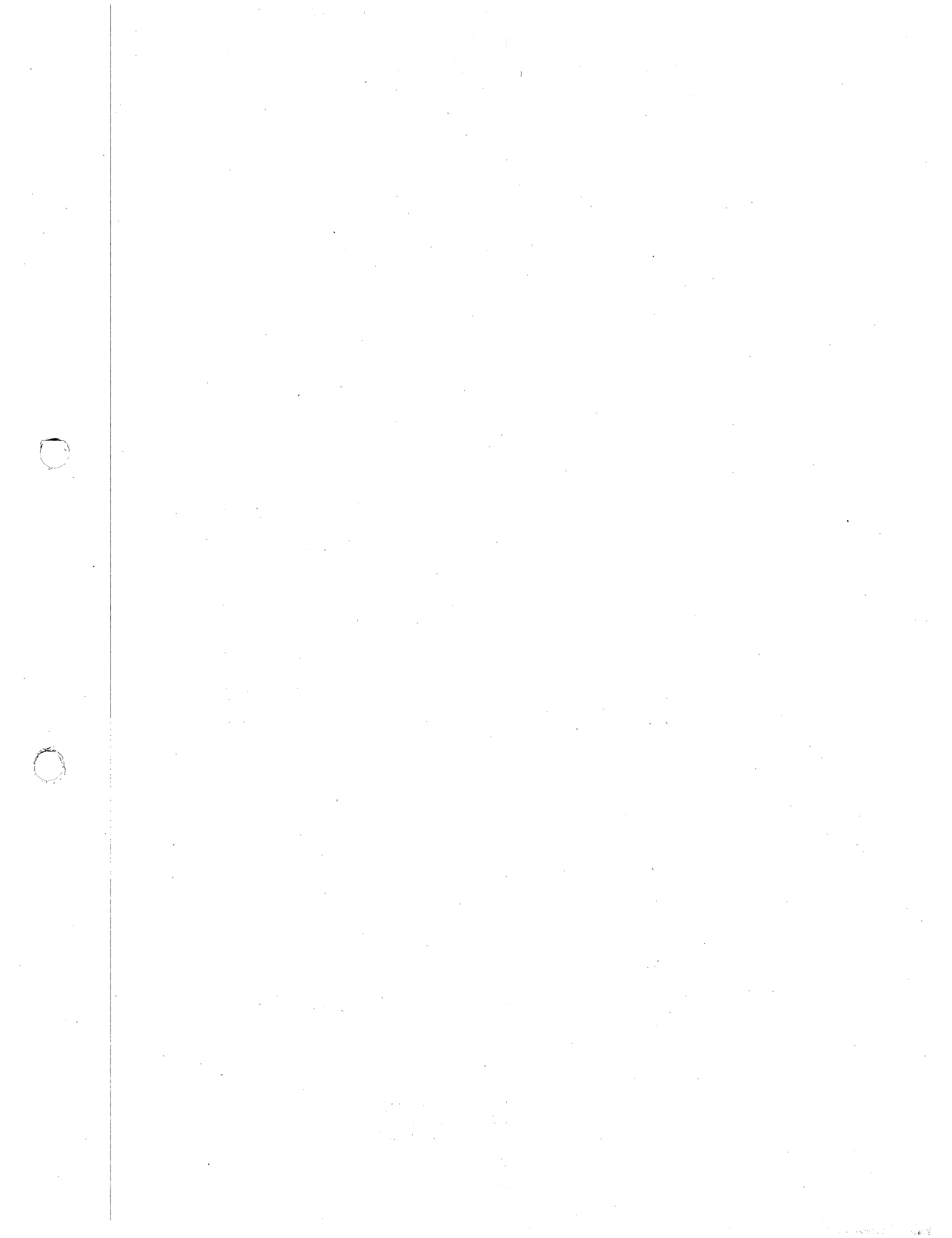
PROPOSED EASTBOUND

| | 1150 AM | 1102 AM | 1104 AM | 1108 AM | 1112 AM | 1118 AM | 1120 AM | 1162 AM | (RDC) 1164 AM | 1166 AM |
|--------------------|------------|------------|------------|------------|------------|------------|------------|------------|---------------------|------------|
| * Suffern | 5:21 | -- | -- | -- | -- | -- | -- | 9:04 | 10:04 | 11:04 |
| Mahwah | 5:23 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| Ramsey | 5:28 | -- | -- | -- | -- | -- | -- | 9:10 | 10:10 | 11:10 |
| Allendale | 5:31 | -- | -- | -- | -- | -- | -- | 9:13 | 10:13 | 11:13 |
| Waldwick | 5:34 | 6:22 | 6:53 | 7:11 | 7:36 | 7:54 | 8:33 | 9:16 | 10:16 | 11:16 |
| Hohokus | 5:37 | 6:25 | 6:56 | 7:14 | 7:39 | 7:56 | 8:36 | -- | -- | -- |
| Ridgewood | 5:40 | 6:28 | 6:59 | 7:17 | 7:42 | 7:59 | 8:39 | 9:20 | 10:20 | 11:20 |
| Glen Rock | 5:43 | 6:31 | 7:02 | 7:20 | 7:45 | 8:02 | 8:42 | 9:23 | 10:23 | 11:23 |
| Hawthorne | 5:46 | 6:34 | 7:05 | 7:23 | 7:48 | 8:05 | 8:45 | 9:26 | 10:26 | 11:26 |
| River St. | 5:48 | 6:36 | 7:08 | 7:26 | 7:51 | 8:07 | -- | -- | -- | -- |
| Paterson | 5:51 | 6:39 | 7:11 | 7:29 | 7:54 | 8:11 | 8:49 | 9:30 | 10:30 | 11:30 |
| S. Paterson | 5:53 | 6:41 | 7:14 | 7:32 | 7:57 | 8:15 | 8:51 | -- | -- | -- |
| Clifton | 5:57 | 6:46 | 7:19 | 7:37 | 8:02 | 8:20 | 8:55 | 9:36 | 10:36 | 11:36 |
| Passaic | 6:00 | 6:49 | 7:22 | 7:40 | 8:05 | 8:23 | 8:58 | 9:39 | 10:39 | 11:39 |
| Delawanna | -- | 6:52 | 7:25 | 7:43 | 8:08 | 8:26 | 9:01 | -- | -- | -- |
| Lyndhurst | 6:05 | 6:55 | 7:28 | 7:46 | 8:11 | 8:29 | 9:04 | -- | -- | -- |
| Kingsland | 6:07 | 6:57 | 7:30 | 7:48 | 8:13 | 8:31 | 9:06 | 9:44 | 10:44 | 11:44 |
| # Midtown Transfer | -- | -- | -- | -- | -- | -- | -- | 9:50 | 10:50 | 11:50 |
| Hoboken | 6:22 | 7:12 | 7:45 | 8:03 | 8:28 | 8:46 | 9:21 | 9:57 | 10:57 | 11:57 |

* All times at New York State stations beyond Suffern remain as at present

Connecting bus service to and from Port Authority Bus Terminal, New York.
See page 15 for schedules.

NOTE: Additional changes recommended by Suburban Service Committee to be included in Stage II.



ERIE LACKAWANNA RAILROAD

MAIN LINE SCHEDULES

Stages I and II

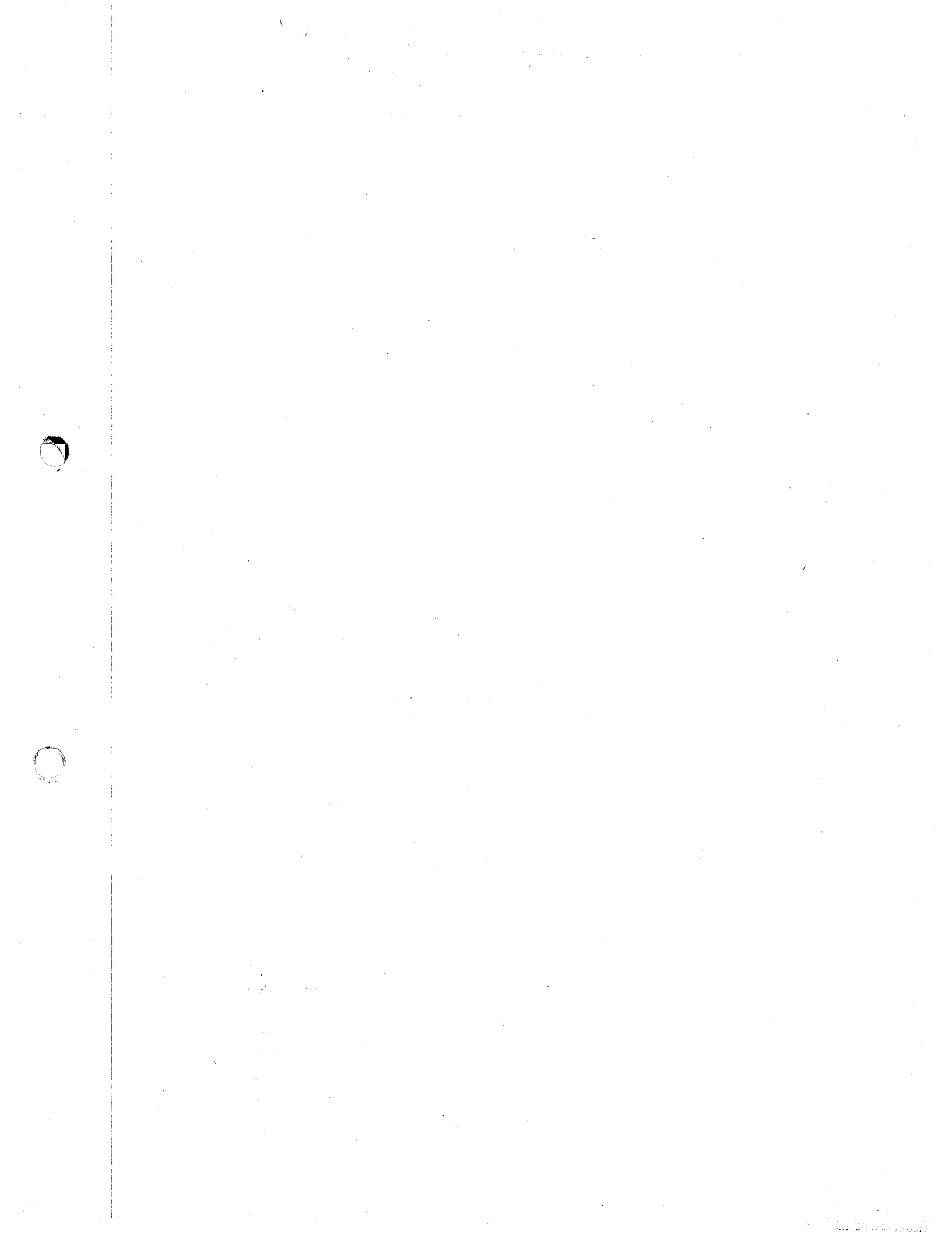
PROPOSED EASTBOUND

| | (RDC) 1168 PM | 1170 PM | (RDC) 1172 PM | 58 PM | 1174 PM | 1176 PM | 1130 PM | 1178 PM | 1180 PM | 1182 PM |
|------------------|---------------------|------------|---------------------|----------|------------|------------|------------|------------|------------|------------|
| * Suffern | 12:04 | 1:04 | 2:04 | 3:09 | 4:08 | 5:00 | -- | 7:35 | 9:51 | 10:55 |
| Mahwah | -- | -- | -- | 3:11 | 4:10 | 5:02 | -- | -- | 9:53 | -- |
| Ramsey | 12:10 | 1:10 | 2:10 | 3:16 | 4:15 | 5:07 | -- | 7:42 | 9:58 | 11:02 |
| Allendale | 12:13 | 1:13 | 2:13 | 3:19 | 4:18 | 5:10 | -- | 7:45 | 10:02 | -- |
| Waldwick | 12:16 | 1:16 | 2:16 | 3:22 | 4:21 | 5:13 | 6:25 | 7:48 | 10:06 | 11:08 |
| Hohokus | -- | -- | -- | 3:25 | 4:24 | 5:16 | -- | -- | 10:09 | -- |
| Ridgewood | 12:20 | 1:20 | 2:20 | 3:28 | 4:27 | 5:19 | 6:30 | 7:53 | 10:12 | 11:13 |
| Glen Rock | 12:23 | 1:23 | 2:23 | 3:31 | 4:30 | 5:22 | 6:33 | 7:56 | 10:15 | 11:16 |
| Hawthorne | 12:26 | 1:26 | 2:26 | 3:34 | 4:33 | 5:25 | -- | 7:59 | 10:18 | 11:19 |
| River St. | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| Paterson | 12:30 | 1:30 | 2:30 | 3:40 | 4:38 | 5:30 | 6:39 | 8:04 | 10:22 | 11:23 |
| S. Paterson | -- | -- | -- | 3:42 | 4:41 | -- | -- | 8:06 | -- | -- |
| Clifton | 12:36 | 1:36 | 2:36 | 3:46 | 4:45 | 5:36 | 6:45 | 8:10 | 10:28 | 11:29 |
| Passaic | 12:39 | 1:39 | 2:39 | 3:49 | 4:48 | 5:39 | 6:48 | 8:13 | 10:31 | 11:32 |
| Delawanna | -- | -- | -- | -- | 4:51 | -- | -- | -- | -- | -- |
| Lyndhurst | -- | -- | -- | -- | -- | 5:44 | 6:53 | -- | -- | 11:36 |
| Kingsland | 12:44 | 1:44 | 2:44 | 3:55 | 4:55 | 5:46 | 6:55 | 8:20 | 10:38 | 11:38 |
| # Midtown Trsfr. | 12:50 | 1:50 | 2:50 | -- | -- | -- | -- | -- | -- | -- |
| Hoboken | 12:57 | 1:57 | 2:57 | 4:10 | 5:10 | 6:00 | 7:10 | 8:35 | 10:53 | 11:53 |

* All times at New York State stations beyond Suffern remain as at present.

Connecting bus service to and from Port Authority Bus Terminal, New York.
See page 15 for schedules.

NOTE: Additional changes recommended by Suburban Service Committee to be included in Stage II.



ERIE LACKAWANNA RAILROAD

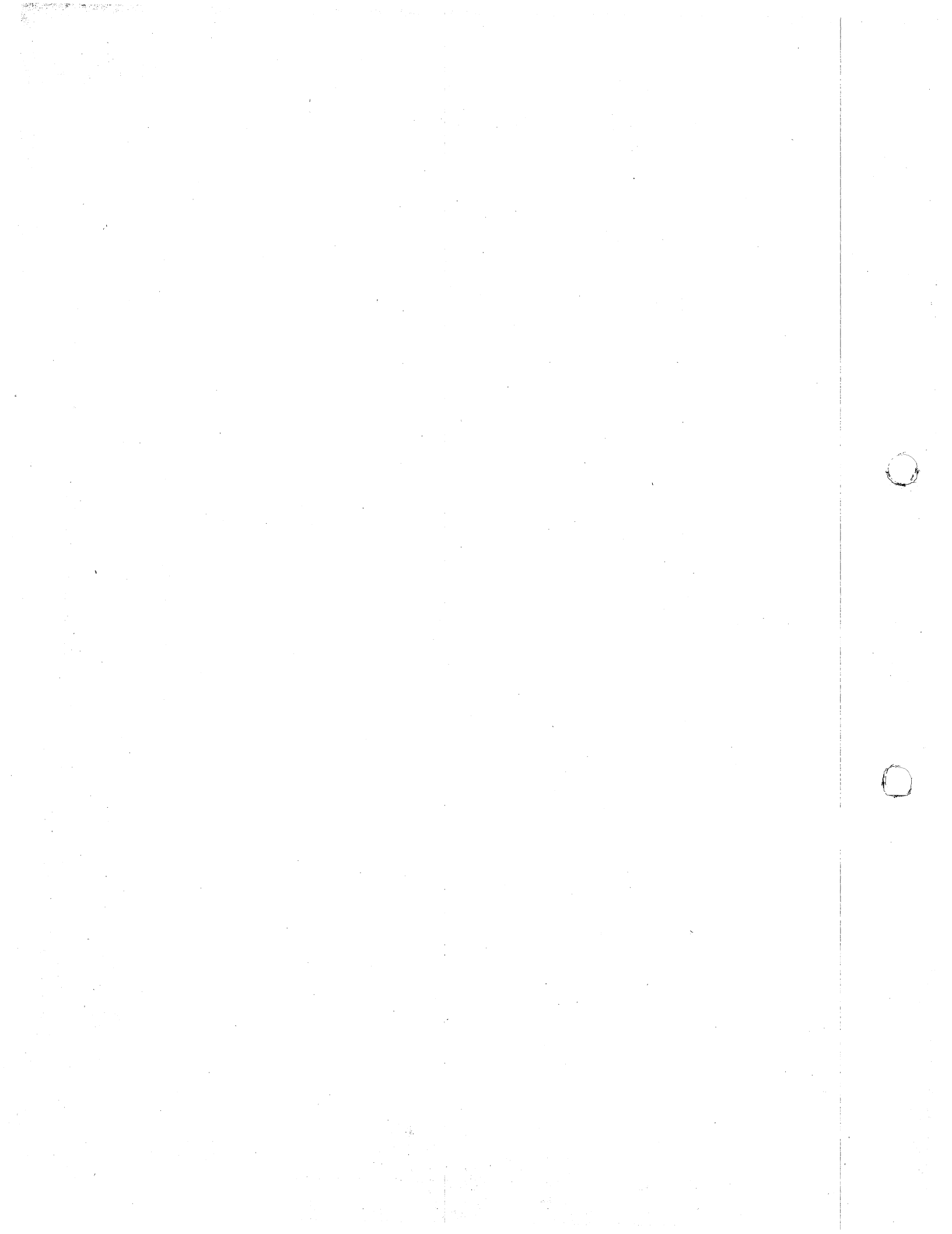
MAIN LINE SCHEDULES

| | Stages I and II | | | | | | | | | |
|------------------|-----------------|----------|------------|---|------------|---------------------|------------|---------------------|------------|------------|
| | 1151 AM | 53 AM | 1153 AM | PROPOSED WESTBOUND (RDC) 1157 AM | 1159 AM | (RDC) 1161 AM | 1163 AM | (RDC) 1165 PM | 1167 PM | 1111 PM |
| Hoboken | 12:30 | 5:00 | 7:13 | 8:47 | 9:47 | -- | 11:47 | -- | 1:47 | 3:30 |
| # Midtown Trsfr. | -- | -- | -- | 8:55 | 9:55 | 10:55 | 11:55 | 12:55 | 1:55 | -- |
| Kingsland | 12:45 | 5:15 | 7:27 | 9:01 | 10:01 | 11:01 | 12:01 | 1:01 | 2:01 | 3:44 |
| Lyndhurst | 12:47 | -- | 7:29 | -- | -- | -- | -- | -- | -- | 3:46 |
| Delawanna | -- | -- | 7:32 | -- | -- | -- | -- | -- | -- | 3:48 |
| Passaic | 12:52 | 5:22 | 7:35 | 9:06 | 10:06 | 11:06 | 12:06 | 1:06 | 2:06 | 3:51 |
| Clifton | 12:55 | 5:25 | 7:38 | 9:09 | 10:09 | 11:09 | 12:09 | 1:09 | 2:09 | 3:54 |
| S. Paterson | 12:59 | -- | 7:42 | -- | -- | -- | -- | -- | -- | 3:57 |
| Paterson | 1:03 | 5:35 | 7:47 | 9:16 | 10:16 | 11:16 | 12:16 | 1:16 | 2:16 | 4:01 |
| River St. | -- | 5:38 | 7:50 | -- | -- | -- | -- | -- | -- | -- |
| Hawthorne | 1:07 | 5:41 | 7:53 | 9:20 | 10:20 | 11:20 | 12:20 | 1:20 | 2:20 | 4:04 |
| Glen Rock | 1:10 | 5:44 | 7:56 | 9:23 | 10:23 | 11:23 | 12:23 | 1:23 | 2:23 | 4:07 |
| Ridgewood | 1:14 | 5:50 | 8:01 | 9:27 | 10:27 | 11:27 | 12:27 | 1:27 | 2:27 | 4:11 |
| Hohokus | -- | 5:53 | 8:05 | -- | -- | -- | -- | -- | -- | 4:14 |
| Waldwick | 1:20 | 5:57 | 8:09 | 9:31 | 10:31 | 11:31 | 12:31 | 1:31 | 2:31 | 4:17 |
| Allendale | 1:23 | 6:02 | 8:13 | 9:34 | 10:34 | 11:34 | 12:34 | 1:34 | 2:34 | -- |
| Ramsey | 1:26 | 6:07 | 8:17 | 9:38 | 10:38 | 11:38 | 12:38 | 1:38 | 2:38 | -- |
| Mahwah | 1:31 | 6:12 | 8:31 | -- | -- | -- | -- | -- | -- | -- |
| * Suffern | 1:34 | 6:18 | 8:24 | 9:43 | 10:43 | 11:43 | 12:43 | 1:43 | 2:43 | -- |

* All times at New York State stations beyond Suffern remain as at present.

Connecting bus service to and from Port Authority Bus Terminal, New York.
See page 16 for schedules.

NOTE: Additional changes recommended by Suburban Service Committee to be included in Stage II.



ERIE LACKAWANNA RAILROAD

MAIN LINE SCHEDULES

Stages I and II

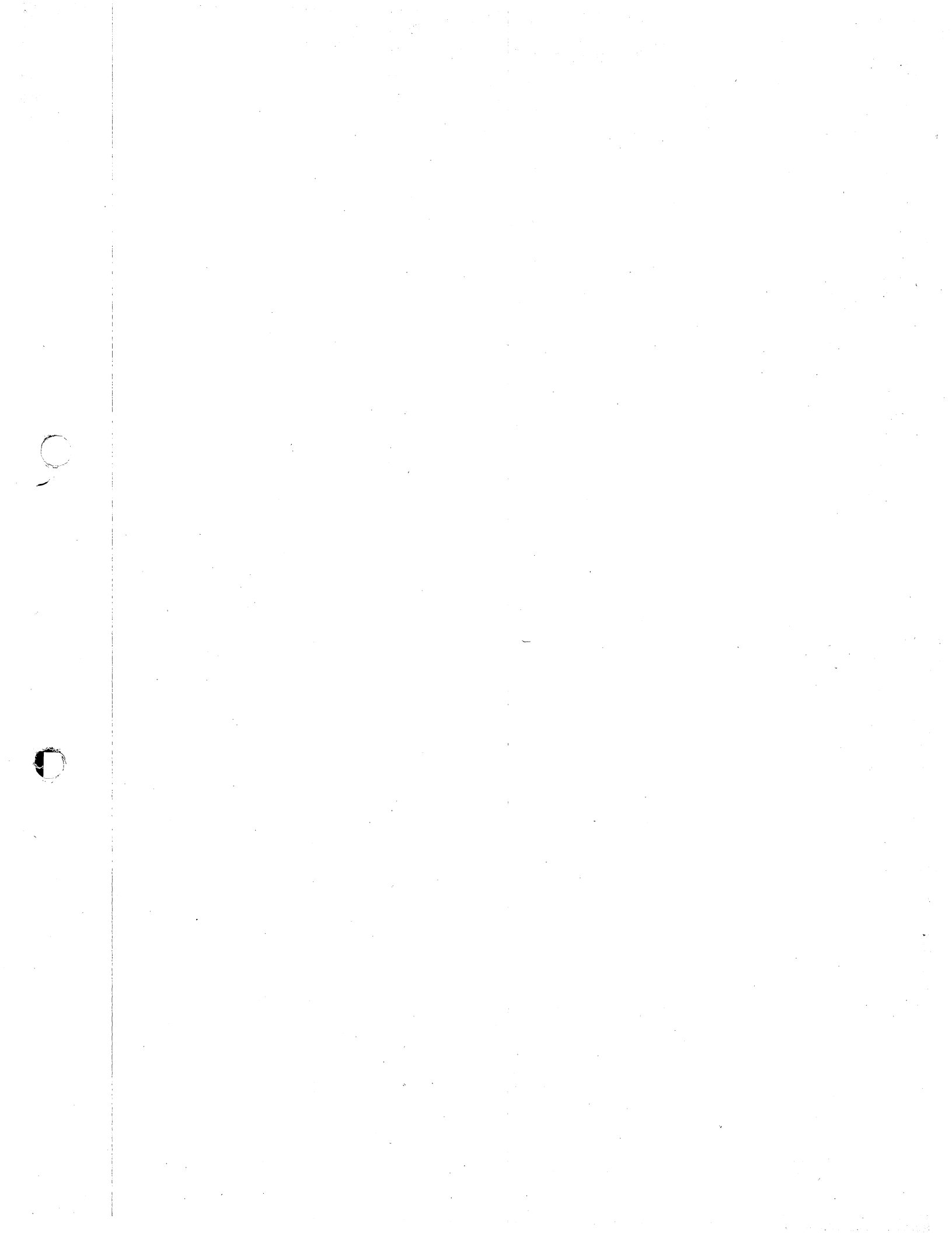
PROPOSED WESTBOUND

| | 1113 PM | 1115 PM | 1119 PM | 1125 PM | 1129 PM | 1131 PM | 1133 PM | 1181 PM | 1185 PM | 1187 PM |
|--------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| # Hoboken | 4:17 | 4:57 | 5:20 | 5:38 | 6:02 | 6:33 | 7:00 | 8:00 | 9:30 | 11:05 |
| # Midtown Transfer | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| Kingsland | 4:32 | 5:12 | 5:34 | 5:52 | 6:16 | 6:47 | 7:14 | 8:15 | 9:44 | 11:19 |
| Lyndhurst | 4:34 | 5:14 | 5:37 | 5:55 | 6:18 | 6:49 | 7:16 | 8:17 | 9:46 | 11:21 |
| Delawanna | 4:37 | 5:17 | 5:40 | 5:58 | 6:21 | 6:52 | 7:19 | -- | -- | 11:24 |
| Passaic | 4:40 | 5:20 | 5:43 | 6:01 | 6:24 | 6:55 | 7:22 | 8:23 | 9:52 | 11:26 |
| Clifton | 4:43 | 5:23 | 5:46 | 6:04 | 6:27 | 6:58 | 7:25 | 8:26 | 9:55 | 11:29 |
| S. Paterson | 4:46 | 5:27 | 5:50 | 6:08 | 6:31 | 7:01 | 7:29 | 8:29 | 9:58 | 11:32 |
| Paterson | 4:50 | 5:31 | 5:54 | 6:12 | 6:34 | 7:05 | 7:33 | 8:33 | 10:02 | 11:36 |
| River St. | 4:52 | 5:34 | 5:57 | 6:15 | 6:36 | -- | -- | -- | -- | -- |
| Hawthorne | 4:55 | 5:37 | 6:00 | 6:18 | 6:38 | 7:09 | 7:37 | 8:37 | 10:06 | 11:40 |
| Glen Rock | 4:58 | 5:40 | 6:03 | 6:21 | 6:41 | 7:12 | 7:41 | 8:40 | 10:09 | 11:43 |
| Ridgewood | 5:02 | 5:44 | 6:07 | 6:25 | 6:45 | 7:16 | 7:45 | 8:44 | 10:13 | 11:47 |
| Hohokus | 5:05 | 5:47 | -- | 6:28 | 6:48 | 7:19 | 7:47 | 8:47 | 10:16 | 11:49 |
| Waldwick | 5:08 | 5:50 | -- | 6:31 | 6:51 | 7:22 | 7:50 | 8:50 | 10:19 | 11:52 |
| Allendale | -- | -- | -- | -- | -- | -- | -- | 8:53 | 10:22 | 11:55 |
| Ramsey | -- | -- | -- | -- | -- | -- | -- | 8:57 | 10:26 | 11:59 |
| Mahwah | -- | -- | -- | -- | -- | -- | -- | 9:01 | 10:30 | 12:03 |
| * Suffern | -- | -- | -- | -- | -- | -- | -- | 9:04 | 10:33 | 12:06 |

* All times at New York State stations beyond Suffern remain as at present.

Connecting bus service to and from Port Authority Bus Terminal, New York.
See page 16 for schedules.

NOTE: Additional changes recommended by Suburban Service Committee to be included in Stage II.



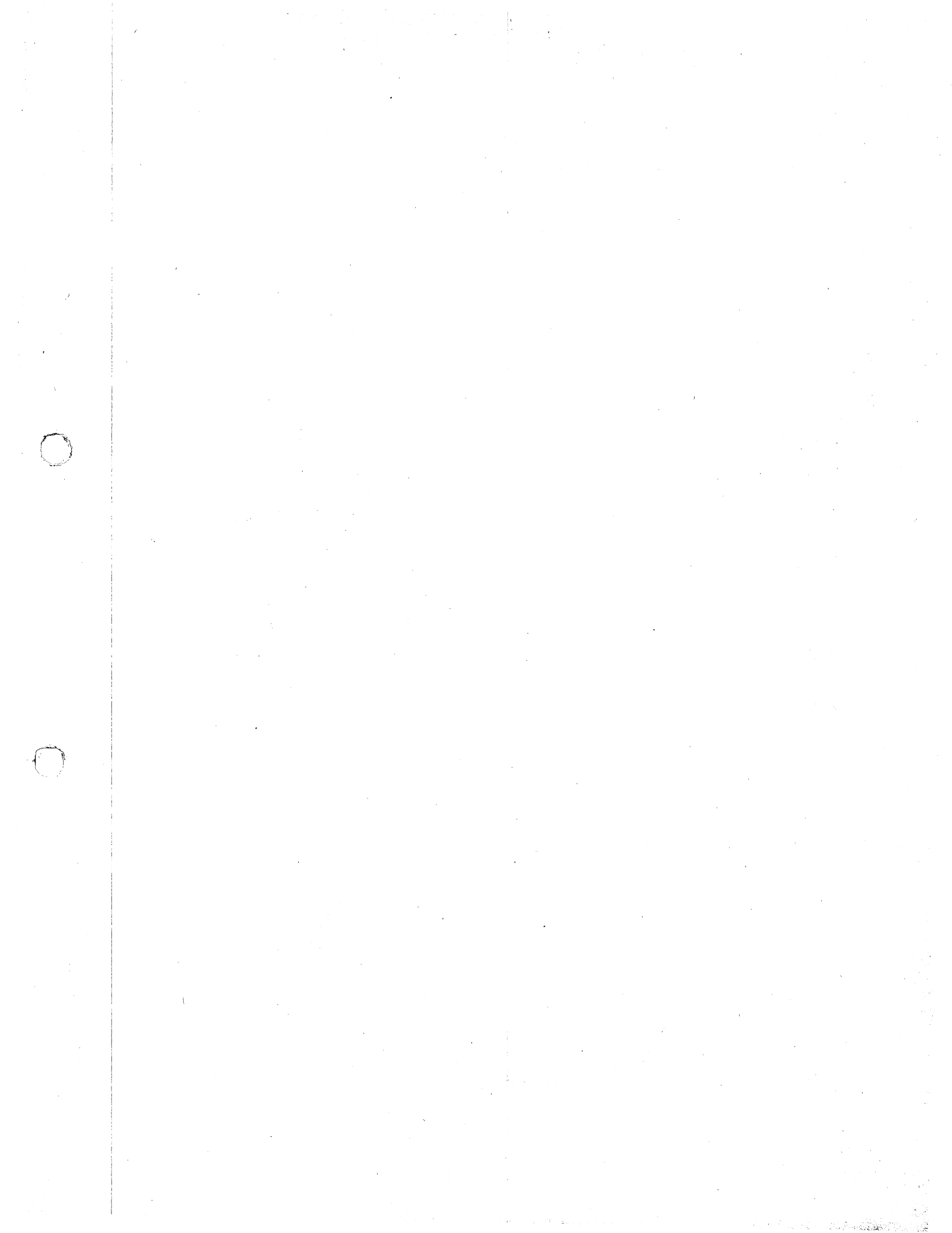
PROPOSED RAIL-BUS COORDINATION

MIDTOWN TRANSFER-PORT AUTHORITY
BUS TERMINAL, NEW YORK

Stage I

| <u>Branch</u> | <u>Train No.</u> | <u>Ar. Midtown Transfer</u> | <u>BUS</u> | |
|----------------|------------------|---------------------------------|---------------------|---------------------|
| | | | <u>Lv. Mid. Tr.</u> | <u>Ar. New York</u> |
| (b) Bergen Co. | 1154 | 7:19 AM | 7:22 AM | 7:47 AM |
| (b) Bergen Co. | 50 | 7:48 AM | 7:51 AM | 8:16 AM |
| (b) Bergen Co. | 1160 | 8:42 AM | 8:45 AM | 9:10 AM |
| (c) Main Line | 1162 | 9:50 AM | 9:53 AM | 10:13 AM |
| (c) Main Line | 1164 | 10:50 AM | 10:53 AM | 11:13 AM |
| (c) Main Line | 1166 | 11:50 AM | 11:53 AM | 12:13 PM |
| (c) Main Line | 1168 | 12:50 PM | 12:53 PM | 1:13 PM |
| (c) Main Line | 1170 | 1:50 PM | 1:53 PM | 2:13 PM |
| (c) Main Line | 1172 | 2:50 PM | 2:53 PM | 3:13 PM |
| (c) Bergen Co. | 1122 | 5:08 PM | 5:11 PM | 5:31 PM |

- NOTES: (a) Bus running times are estimated without benefit of actual tests.
- (b) Through tickets for use on these trains will be sold by railroad agents on basis of current rail fares to Hoboken plus 30¢ for each bus ride. Commutation tickets will include bus coupons at a charge of \$12.00 monthly and \$3.00 weekly.
- (c) Special 1-day excursion tickets for use on these trains will be sold by railroad agents at fares lower than present Hoboken fares plus ferry.



PROPOSED RAIL-BUS COORDINATION

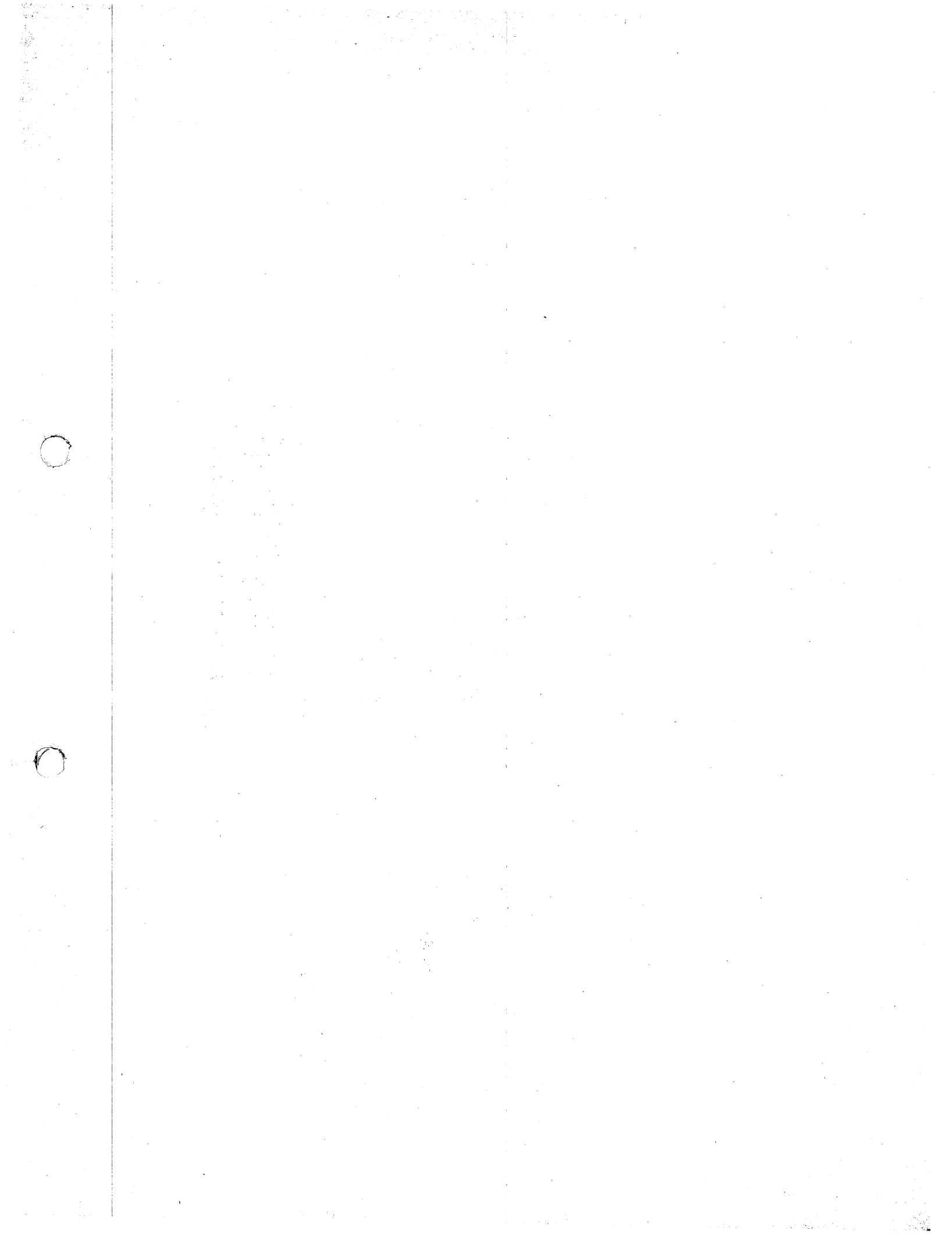
MIDTOWN TRANSFER-PORT AUTHORITY
BUS TERMINAL, NEW YORK

Stage I

WESTBOUND

| BUS | | Lv. Midtown | | Train No. | Branch |
|--------------|--------------|-------------|--|-----------|------------|
| Lv. New York | Ar. Mid. Tr. | Transfer | | | |
| (c) 7:25 AM | 7:45 AM | 7:51 AM | | 1155 | Bergen Co. |
| (c) 8:30 AM | 8:50 AM | 8:55 AM | | 1157 | Main Line |
| (c) 9:30 AM | 9:50 AM | 9:55 AM | | 1159 | Main Line |
| (c) 10:30 AM | 10:50 AM | 10:55 AM | | 1161 | Main Line |
| (c) 11:30 AM | 11:50 AM | 11:55 AM | | 1163 | Main Line |
| (c) 12:30 PM | 12:50 PM | 12:55 PM | | 1165 | Main Line |
| (c) 1:30 PM | 1:50 PM | 1:55 PM | | 1167 | Main Line |
| (b) 3:53 PM | 4:18 PM | 4:23 PM | | 57 | Bergen Co. |
| (b) 4:41 PM | 5:06 PM | 5:11 PM | | 1171 | Bergen Co. |
| (c) 6:23 PM | 6:48 PM | 6:53 PM | | 1179 | Bergen Co. |

- NOTES: (a) Bus running times are estimated without benefit of actual tests.
- (b) Through tickets for use on these trains will be sold by railroad agents on basis of current rail fares to Hoboken plus 30¢ for each bus ride. Commutation tickets will include bus coupons at a charge of \$12.00 monthly and \$3.00 weekly.
- (c) Special 1-day excursion tickets for use on these trains will be sold by railroad agents at fares lower than present Hoboken fares plus ferry.

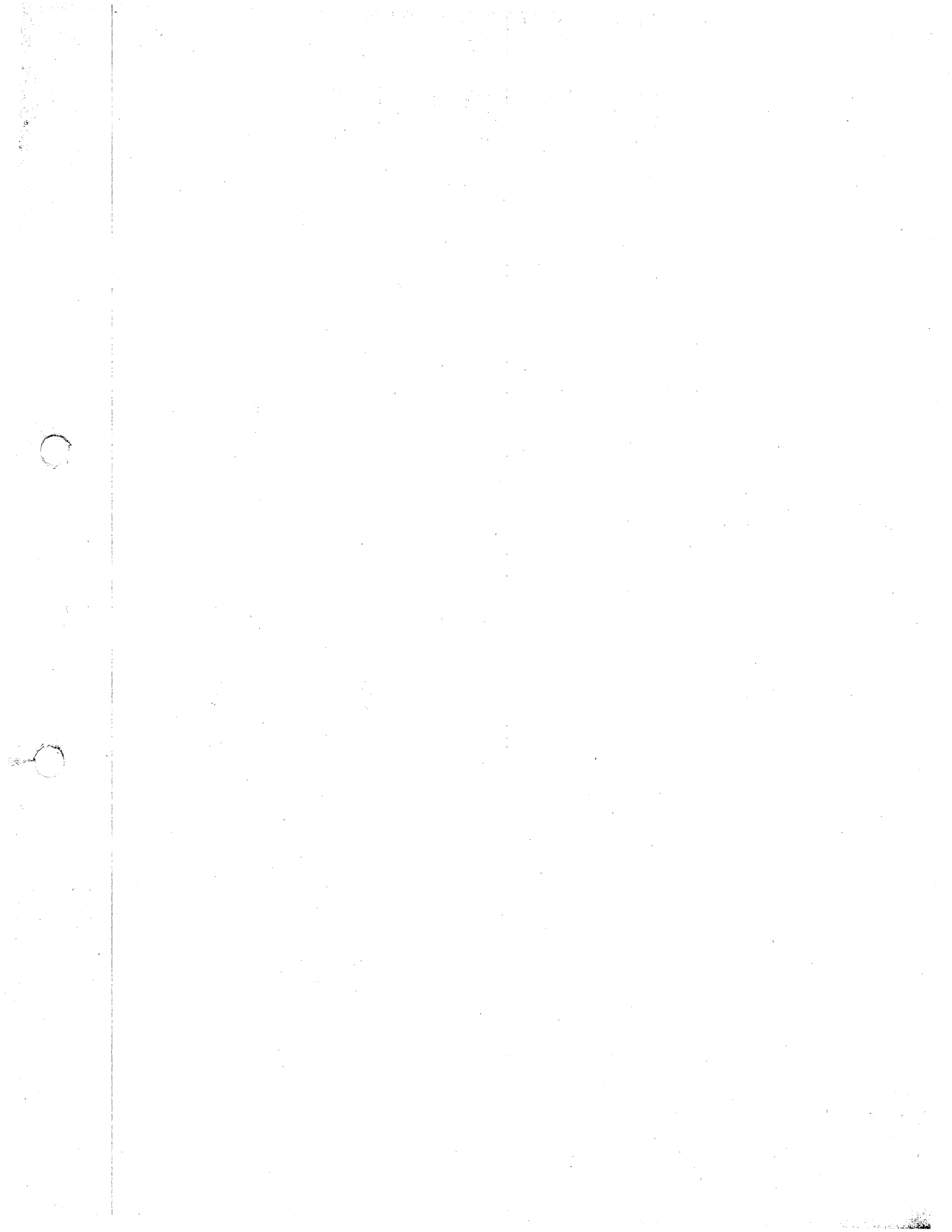


PROPOSED RAIL-BUS COORDINATION
HOBOKEN-ROCKEFELLER CENTER, NEW YORK

EASTBOUND

Stages I and II

| <u>Branch</u> | <u>Train No.</u> | <u>Ar. Hoboken</u> | <u>Lv. Hoboken</u> | <u>Bus</u> | <u>Ar. Rock. Center</u> |
|---------------|------------------|--------------------|--------------------|------------|-------------------------|
| Main Line | 1104 | 7:45 AM | 7:55 AM | | 8:35 AM |
| Carl. Hill | 1106 | 7:52 AM | | | |
| Boonton | 1012 | 7:54 AM | | | |
| Gladstone | 404 | 7:57 AM | | | |
| Bergen Co. | 50 | 7:55 AM | 8:00 AM | | 8:40 AM |
| Montclair | 112 | 7:53 AM | | | |
| M&E | 504 | 7:55 AM | | | |
| Main Line | 1108 | 8:03 AM | | | |
| M&E | 604 | 8:02 AM | 8:05 AM | | 8:45 AM |
| M&E | 204 | 8:03 AM | | | |
| Boonton | 1408 | 8:07 AM | | | |
| Boonton | 1410 | 8:12 AM | | | |
| Gladstone | 406 | 8:13 AM | 8:15 AM | | 8:55 AM |
| Bergen Co. | 1110 | 8:06 AM | | | |
| Bergen Co. | 1156 | 8:10 AM | | | |
| M&E | 302 | 8:11 AM | | | |
| Boonton | 1014 | 8:15 AM | | | |
| Boonton | 1016 | 8:20 AM | | | |
| Boonton | 1018 | 8:23 AM | | | |
| Northern | 1202 | 8:17 AM | | | |
| Gladstone | 408 | 8:17 AM | 8:25 AM | | 9:05 AM |
| Newark | 1302 | 8:18 AM | | | |
| Bergen Co. | 1114 | 8:15 AM | | | |

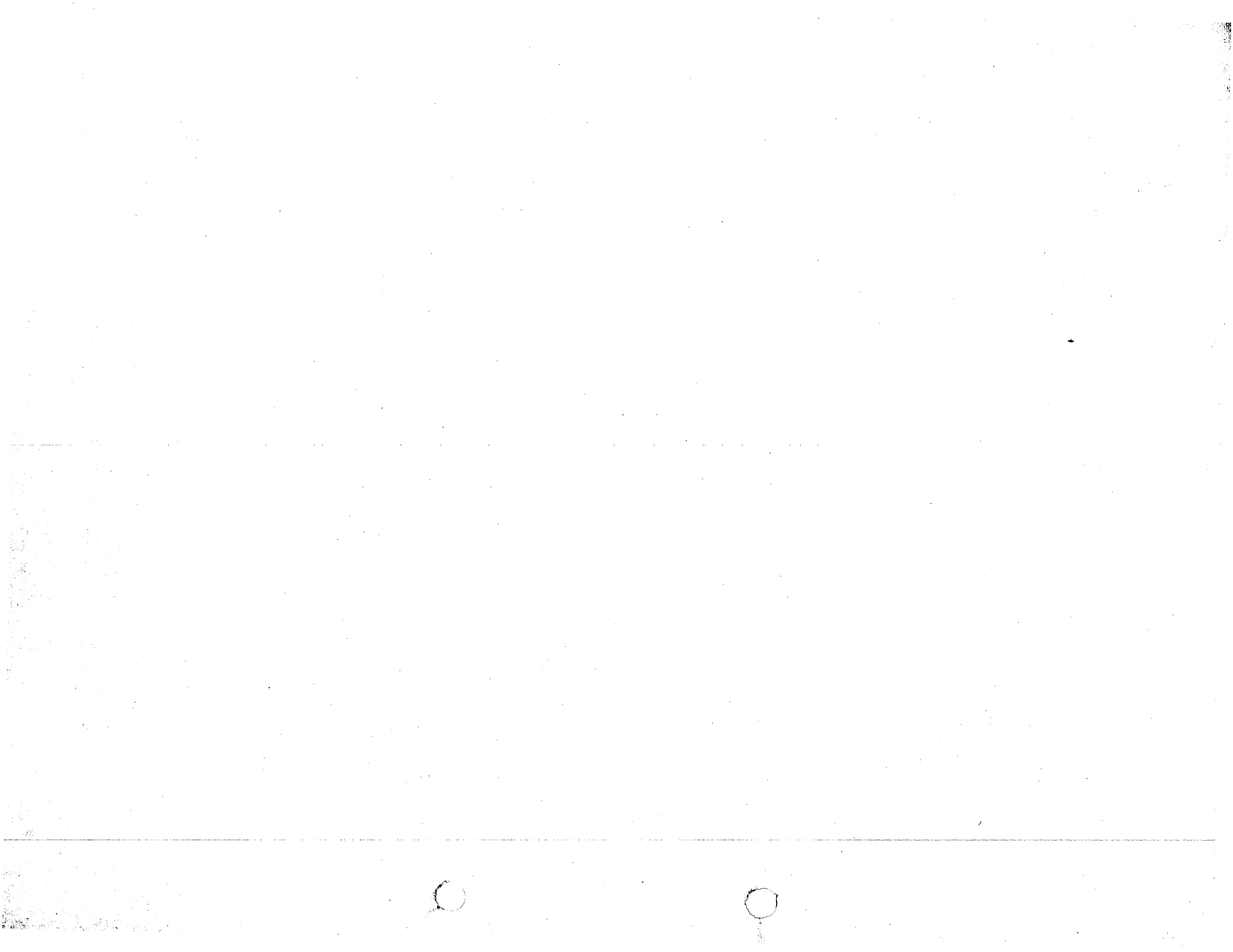


PROPOSED RAIL-BUS COORDINATION
HOBOKEN-ROCKEFELLER CENTER, NEW YORK

EASTBOUND

Stages I and II

| <u>Branch</u> | <u>Train No.</u> | <u>Ar. Hoboken</u> | <u>Bus</u> <u>Lv. Hoboken</u> | <u>Ar. Rock. Center</u> |
|---------------|------------------|--------------------|----------------------------------|-------------------------|
| Bergen Co. | 52 | 8:19 AM | | |
| Montclair | 120 | 8:20 AM | 8:25 AM | 9:05 AM |
| M&E | 304 | 8:22 AM | | |
| Boonton | 1414 | 8:33 AM | | |
| Gladstone | 410 | 8:33 AM | | |
| Bergen Co. | 1116 | 8:31 AM | 8:40 AM | 9:20 AM |
| M&E | 508 | 8:38 AM | | |
| M&E | 608 | 8:30 AM | | |
| M&E | 306 | 8:30 AM | | |
| Montclair | 124 | 8:37 AM | | |
| Gladstone | 414 | 9:02 AM | | |
| M&E | 310 | 9:01 AM | 9:10 AM | 9:50 AM |
| M&E | 612 | 9:03 AM | | |
| Montclair | 128 | 9:03 AM | | |
| Boonton | 1026 | 9:57 AM | | |
| Main Line | 1162 | 9:52 AM | 10:00 AM | 10:35 AM |
| M&E | 616 | 9:55 AM | | |
| M&E | 618 | 10:56 AM | 11:00 AM | 11:35 AM |
| Main Line | 1164 | 11:52 AM | 12:00 N | 12:35 PM |
| M&E | 620 | 11:56 AM | | |
| M&E | 622 | 12:56 PM | 1:00 PM | 1:35 PM |
| Main Line | 1166 | 1:52 PM | 2:00 PM | 2:35 PM |
| M&E | 624 | 1:56 PM | | |
| Main Line | 1168 | 2:52 PM | 3:00 PM | 3:35 PM |
| M&E | 626 | 2:56 PM | | |
| M&E | 628 | 3:56 PM | 4:00 PM | 4:40 PM |

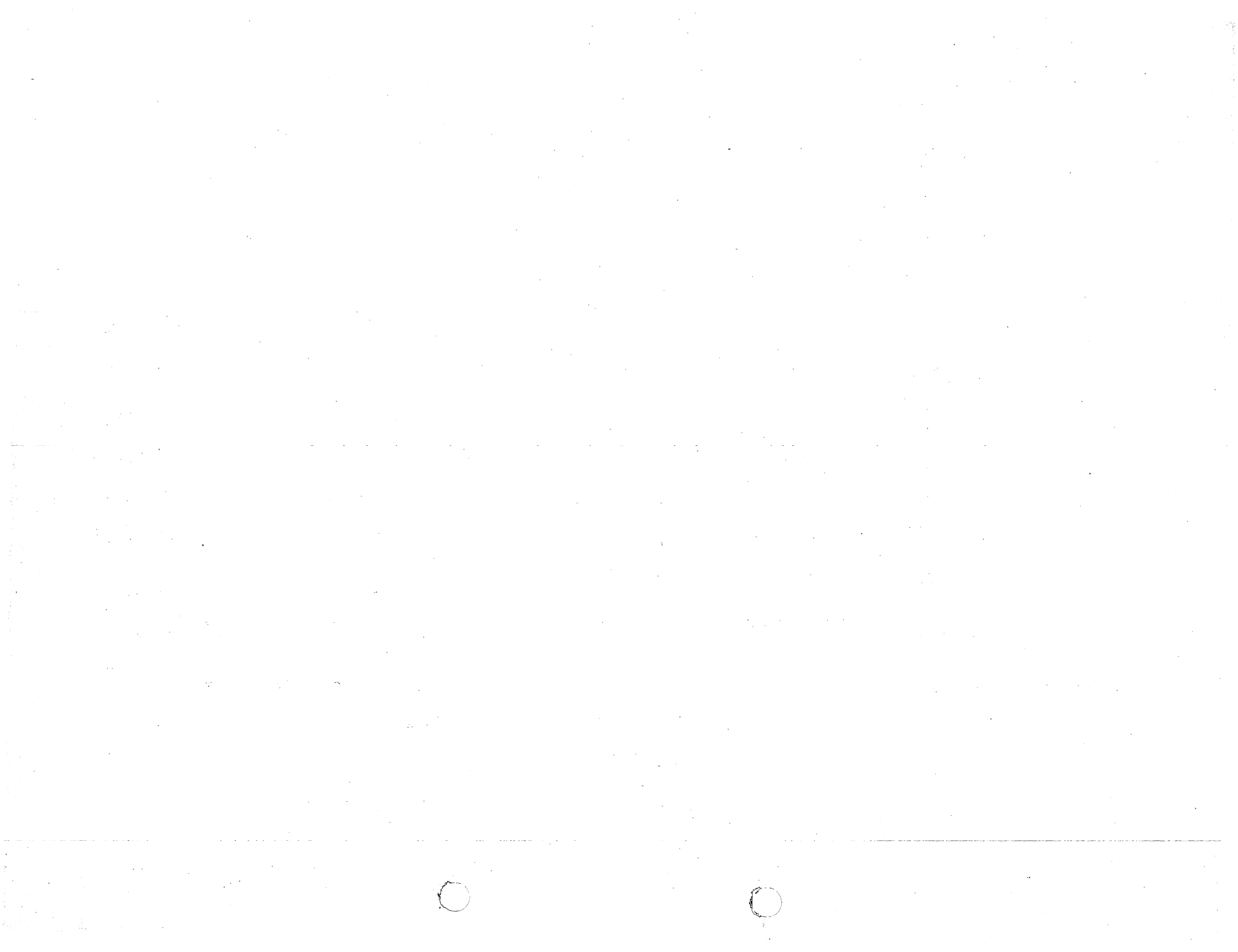


PROPOSED RAIL-BUS COORDINATION
HOBOKEN-ROCKEFELLER CENTER, NEW YORK

WESTBOUND

Stages I and II

| Bus | | | | | |
|-------------------------|--------------------|--|--------------------|------------------|---------------|
| <u>Lv. Rock. Center</u> | <u>Ar. Hoboken</u> | | <u>Lv. Hoboken</u> | <u>Train No.</u> | <u>Branch</u> |
| 9:30 AM | 10:05 AM | | 10:10 AM | 1011 | Boonton |
| | | | 10:15 AM | 611 | M&E |
| 10:30 AM | 11:05 AM | | 11:15 AM | 613 | M&E |
| 11:30 AM | 12:05 PM | | 12:15 PM | 615 | M&E |
| 12:30 PM | 1:05 PM | | 1:15 PM | 617 | M&E |
| 1:30 PM | 2:05 PM | | 2:15 PM | 619 | M&E |
| | | | 2:10 PM | 1013 | Boonton |
| 2:15 PM | 2:50 PM | | 3:00 PM | 621 | M&E |
| 3:30 PM | 4:05 PM | | 4:15 PM | 625 | M&E |
| 4:15 PM | 4:55 PM | | 5:00 PM | 219 | M&E |
| | | | 5:01 PM | 153 | Montclair |
| | | | 5:04 PM | 1201 | Northern |
| | | | 5:04 PM | 427 | Gladstone |
| 4:30 PM | 5:10 PM | | 5:12 PM | 1303 | Newark |
| | | | 5:15 PM | 527 | M&E |
| | | | 5:16 PM | 155 | Montclair |
| | | | 5:16 PM | 221 | M&E |
| | | | 5:18 PM | 1409 | Boonton |
| | | | 5:20 PM | 429 | Gladstone |



PROPOSED RAIL-BUS COORDINATION
HOBOKEN-ROCKEFELLER CENTER, NEW YORK

WESTBOUND

Stages I and II

| <u>Bus</u> | | <u>Lv. Hoboken</u> | <u>Train No.</u> | <u>Branch</u> |
|-------------------------|--------------------|--------------------|------------------|---------------|
| <u>Lv. Rock. Center</u> | <u>Ar. Hoboken</u> | | | |
| 4:45 PM | 5:25 PM | 5:29 PM | 1203 | Northern |
| | | 5:30 PM | 157 | Montclair |
| | | 5:31 PM | 1021 | Boonton |
| | | 5:31 PM | 631 | M&E |
| | | 5:33 PM | 633 | M&E |
| | | 5:34 PM | 1023 | Boonton |
| | | 5:35 PM | 433 | Gladstone |
| 5:00 PM | 5:40 PM | 5:44 PM | 1305 | Newark |
| | | 5:45 PM | 321 | M&E |
| 5:10 PM | 5:50 PM | 5:53 PM | 435 | Gladstone |
| | | 5:55 PM | 637 | M&E |
| | | 5:55 PM | 1205 | Northern |
| 5:20 PM | 6:00 PM | 6:03 PM | 1027 | Boonton |
| | | 6:05 PM | 323 | M&E |
| 5:30 PM | 6:10 PM | 6:15 PM | 239 | M&E |
| | | 6:15 PM | 1419 | Boonton |
| | | 6:17 PM | 639 | M&E |

- NOTES: (a) Bus running times are estimated without benefit of actual tests.
(b) Cash fare of 40¢ will apply with 10-trip books sold at \$3.60.

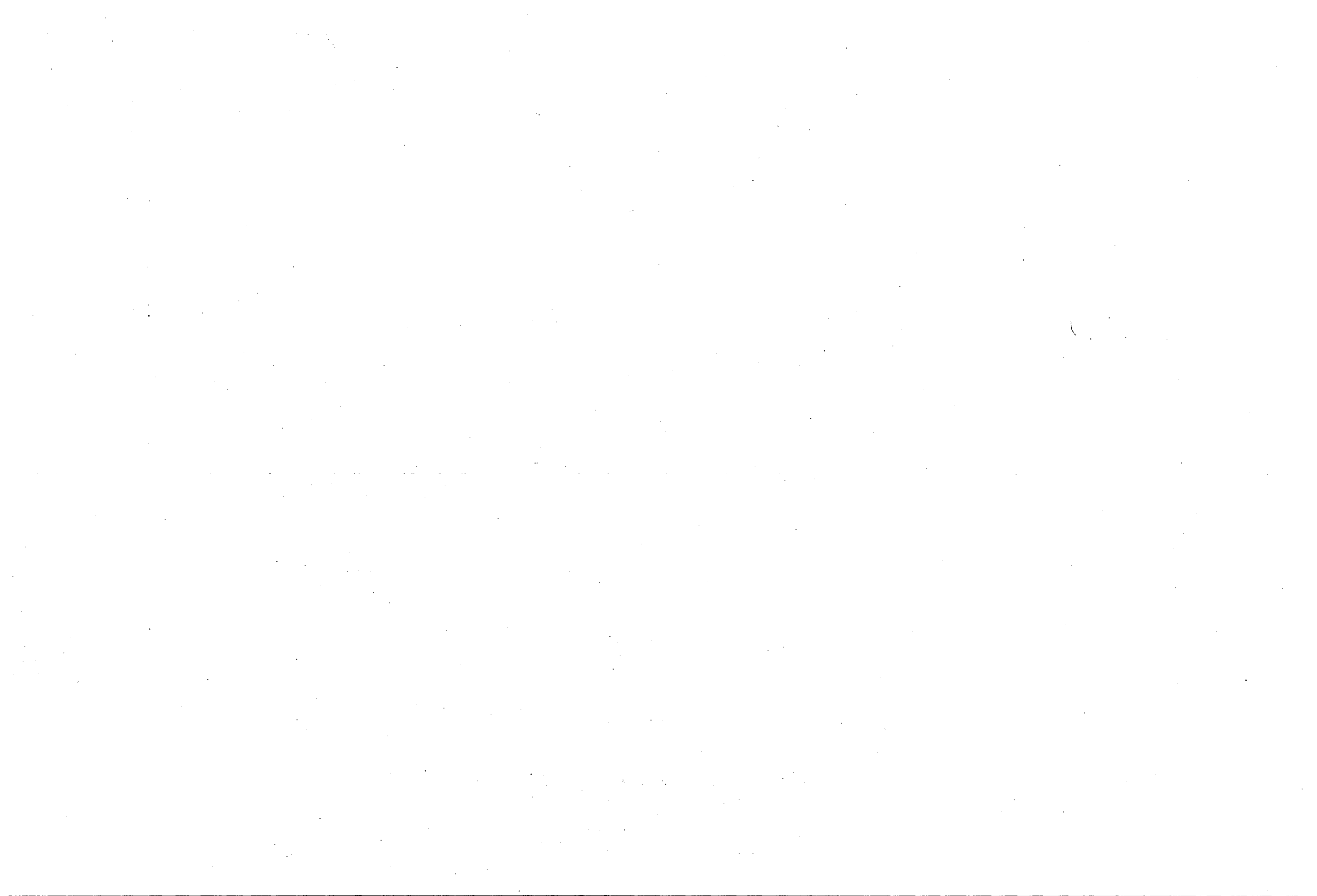


**ERIE LACKAWANNA RAILROAD
GREENWOOD LAKE-BOONTON LINE SCHEDULES**

PRESENT

| EASTBOUND—MONDAY through FRIDAY, EXCEPT MAJOR HOLIDAYS — | | | | | | | | | | | | | | |
|---|---|-------------|------------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--|
| TO NEW YORK | | 1006 | 1404 | 1012 | 1408 | 1410 | 1014 | 1016 | 1024 | 1414 | 1024 | 1418 | 616 | |
| | | 1402 | 1404 | 1012 | 1408 | 1410 | 1014 | 1016 | 1018 | 1414 | 1416 | 1418 | 1026 | |
| | | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | N.B. | |
| | | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | |
| Sussex Branch | Branchville.....Lv. | | | | | | | | | | | | | |
| | Lafayette....." | | | | | | | | | | | | | |
| | Newton....." | | | | | | | | C 6.40 | | | | | |
| | Andover....." | | | | | | | | C 6.49 | | | | | |
| | Cranberry Lake....." | | | | | | | | C 6.54 | | | | | |
| | Netcong (Stanhope).....Ar. | | | | | | | | C 7.03 | | | | | |
| | Washington.....Lv. | | | | | | | | 6.33 | | | | | |
| | Hackettstown....." | | | | | | | | 6.51 | | | | | |
| | Netcong (Stanhope)....." | | | | | | | | 7.06 | | 7.15 | | | |
| | Lake Hopatcong....." | | | | | | | | 7.12 | | 7.25 | | | |
| | Mt. Arlington....." | | | | | | | | | | | | | |
| | Dover....." | 5.40 | | 6.42 | | | 7.07 | 7.19 | 7.23 | | 7.34 | | 8.50 | |
| | Denville....." | 5.47 | | 6.49 | | | 7.14 | | 7.30 | | | | 8.57 | |
| | Mountain Lakes....." | 5.51 | | 6.53 | | | 7.18 | 7.28 | | | 7.43 | | 9.01 | |
| | Boonton....." | 5.54 | | 6.56 | | | 7.22 | 7.32 | | | 7.47 | | 9.04 | |
| | Montville....." | 5.57 | | 6.59 | | | | | | | | | | |
| | Towaco....." | 6.01 | | 7.03 | | | 7.28 | | 7.42 | | 7.52 | | 9.09 | |
| | Lincoln Park....." | 6.05 | | 7.07 | | | 7.32 | | 7.45 | | 7.56 | | 9.13 | |
| | Wanaque — Midvale....." | B 5.46 | 6.38 | | | 7.12 | | | | | B 7.37 | | | |
| | Haskell....." | B 5.49 | 6.41 | | | 7.15 | | | | | B 7.40 | | | |
| | Pompton — Riverdale....." | B 5.53 | 6.45 | | | 7.19 | | | | | B 7.44 | | | |
| | Pompton Plains....." | B 5.57 | 6.49 | | | 7.23 | | | | | B 7.48 | | | |
| | Pequanock....." | B 6.00 | 6.52 | | | 7.26 | | | | | B 7.51 | | | |
| | Wayne....." | B 6.03 | 6.55 | | | 7.29 | | | | | B 7.54 | | | |
| | Mountain View (Erie Ave.)....." | 6.10 | 6.58 | 7.12 | | 7.32 | | | 7.49 | | 8.00 | 8.27 | 9.18 | |
| | Little Falls (Railroad Ave.)....." | 6.15 | | 7.16 | | | 7.42 | | | | 8.04 | 8.31 | 9.22 | |
| Caldwell Branch | Essex Fells.....Lv. | | | | 7.18 | | | | | 7.45 | | | | |
| | Caldwell....." | | | | 7.22 | | | | | 7.49 | | | | |
| | Verona....." | | | | 7.25 | | | | | 7.52 | | | | |
| | Cedar Grove....." | | | | 7.28 | | | | | 7.55 | | | | |
| | Great Notch.....Ar. | | | | 7.32 | | | | | 7.59 | | | | |
| | Great Notch.....Lv. | 6.19 | | 7.21 | 7.32 | 7.41 | | | | 7.59 | 8.08 | 8.35 | 9.26 | |
| | Montclair Heights....." | 6.23 | | 7.25 | 7.36 | | | | | 8.03 | 8.11 | 8.38 | | |
| | Mountain Ave....." | | 7.08 | | 7.38 | | | | | 8.05 | 8.13 | 8.40 | | |
| | Upper Montclair....." | 6.26 | 7.10 | 7.28 | 7.40 | | | | | 8.07 | 8.15 | 8.42 | 9.32 | |
| | Watchung Ave., Montclair....." | 6.28 | 7.12 | | 7.42 | | 7.52 | | | 8.09 | 8.17 | 8.44 | 9.34 | |
| | Montclair (Erie Plaza)....." | 6.30 | 7.14 | | 7.44 | | | | | 8.11 | 8.19 | 8.46 | | |
| | Glen Ridge (Benson St.)....." | 6.32 | 7.16 | | 7.47 | | | | | 8.14 | 8.21 | 8.48 | | |
| | Rowe Street....." | 6.35 | 7.19 | 7.34 | | 7.51 | | | | | 8.24 | 8.51 | | |
| | Forest Hill....." | 6.37 | 7.22 | | | | | | | | | | | |
| | North Newark....." | 6.39 | 7.24 | 7.38 | | 7.55 | | 8.04 | | | 8.28 | 8.55 | 9.41 | |
| | West Arlington....." | | | | 7.53 | | | | | | | | | |
| | Arlington....." | 6.42 | 7.28 | | | 7.59 | | | | | 8.31 | 8.58 | | |
| | Hoboken.....Ar. | 6.55 | 7.41 | 7.54 | 8.07 | 8.12 | 8.15 | 8.20 | 8.23 | 8.33 | 8.44 | 9.11 | 9.57 | |
| | FERRY New York, Barclay St. ... | 7.12 AM | S E E F E R R Y N O T I C E | | | | | | | | | | 10.12 AM | |





**ERIE LACKAWANNA RAILROAD
GREENWOOD LAKE-BOONTON LINE SCHEDULES**

Stage I

PROPOSED EASTBOUND

| | 1402 AM | 1006 AM | 1404 AM | 1012 AM | 1408 AM | 1410 AM | 1014 AM | 1016 AM | 1018 AM | 1414 AM | 1416 AM | 1024 AM | 1418 AM | 1026 AM | (New) 1028 PM | (New) 1030 PM |
|-----------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---------------------|---------------------|
| Newton | -- | -- | -- | -- | -- | -- | -- | -- | 6:40 | -- | -- | -- | -- | -- | -- | -- |
| Netcong | -- | -- | -- | -- | -- | -- | -- | -- | *7:06 | -- | -- | -- | -- | -- | -- | -- |
| Lake Hopatcong | -- | -- | -- | -- | -- | -- | -- | -- | 7:12 | -- | -- | -- | -- | -- | -- | -- |
| Midvale | 5:46 | -- | 6:38 | -- | -- | 7:12 | -- | -- | -- | -- | 7:37 | -- | -- | -- | -- | -- |
| Haskell | 5:49 | -- | 6:41 | -- | -- | 7:15 | -- | -- | -- | -- | 7:40 | -- | -- | -- | -- | -- |
| Pompton | 5:53 | -- | 6:45 | -- | -- | 7:19 | -- | -- | -- | -- | 7:44 | -- | -- | -- | -- | -- |
| Pompton Plains | 5:57 | -- | 6:49 | -- | -- | 7:23 | -- | -- | -- | -- | 7:48 | -- | -- | -- | -- | -- |
| Pequannock | 6:00 | -- | 6:52 | -- | -- | 7:26 | -- | -- | -- | -- | 7:51 | -- | -- | -- | -- | -- |
| Wayne | 6:03 | -- | 6:55 | -- | 7:20 | 7:29 | -- | -- | -- | 7:47 | 7:54 | -- | -- | -- | -- | -- |
| Dover | -- | 5:40 | -- | 6:42 | -- | -- | 7:07 | 7:19 | 7:24 | -- | -- | 7:34 | -- | -- | 10:30 | 3:25 |
| Denville | -- | 5:47 | -- | 6:49 | -- | -- | 7:14 | -- | 7:31 | -- | -- | -- | -- | *8:57 | 10:36 | 3:31 |
| Mountain Lakes | -- | 5:51 | -- | 6:53 | -- | -- | 7:18 | 7:28 | -- | -- | -- | 7:43 | -- | 9:01 | 10:40 | 3:35 |
| Boonton | -- | 5:54 | -- | 6:56 | -- | -- | 7:22 | 7:32 | -- | -- | -- | 7:47 | -- | 9:04 | 10:43 | 3:38 |
| Montville | -- | 5:57 | -- | 6:59 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| Towaco | -- | 6:01 | -- | 7:03 | -- | -- | 7:28 | -- | 7:43 | -- | -- | 7:52 | -- | 9:09 | 10:48 | 3:43 |
| Lincoln Park | -- | 6:05 | -- | 7:07 | -- | -- | 7:32 | -- | 7:46 | -- | -- | 7:56 | -- | 9:13 | 10:52 | 3:47 |
| Mountain View | 6:07 | 6:10 | 6:58 | 7:12 | 7:23 | 7:32 | -- | -- | 7:50 | -- | 7:57 | 8:00 | 8:27 | 9:18 | 10:56 | 3:51 |
| Little Falls | -- | 6:15 | -- | 7:16 | -- | -- | 7:42 | -- | -- | -- | -- | 8:04 | 8:31 | 9:22 | 11:00 | 3:55 |
| Great Notch | -- | 6:19 | -- | 7:21 | 7:32 | 7:41 | -- | -- | -- | 7:59 | -- | 8:08 | 8:35 | 9:26 | -- | -- |
| Montclair Hgts. | -- | 6:23 | -- | 7:25 | 7:36 | -- | -- | -- | -- | 8:03 | -- | 8:11 | 8:38 | -- | -- | -- |
| Mountain Ave. | -- | -- | 7:08 | -- | 7:38 | -- | -- | -- | -- | 8:05 | -- | 8:13 | 8:40 | -- | -- | -- |
| Upper Montclair | -- | 6:26 | 7:10 | 7:28 | *7:40 | -- | -- | -- | -- | *8:07 | -- | 8:15 | *8:42 | 9:32 | 11:08 | 4:03 |
| Watchung Ave. | -- | 6:28 | 7:12 | -- | 7:42 | -- | 7:52 | -- | -- | 8:09 | -- | 8:17 | 8:44 | 9:34 | -- | -- |
| Montclair | -- | 6:30 | 7:14 | -- | *7:44 | -- | -- | -- | -- | *8:11 | -- | 8:19 | *8:46 | -- | -- | -- |
| Glen Ridge | -- | 6:32 | 7:16 | -- | 7:47 | -- | -- | -- | -- | 8:14 | -- | 8:21 | 8:48 | -- | -- | -- |
| Rowe St. | -- | 6:35 | 7:19 | 7:34 | -- | 7:51 | -- | -- | -- | -- | -- | 8:24 | 8:51 | -- | 11:15 | 4:10 |
| Forest Hill | -- | 6:37 | 7:22 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| North Newark | -- | 6:39 | 7:24 | 7:38 | -- | 7:55 | -- | 8:04 | -- | -- | -- | 8:28 | 8:55 | 9:41 | 11:19 | 4:14 |
| W. Arlington | -- | -- | -- | -- | 7:53 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| Arlington | -- | 6:42 | 7:28 | -- | -- | 7:59 | -- | -- | -- | -- | -- | 8:31 | 8:58 | -- | -- | -- |
| Hoboken | -- | 6:55 | 7:41 | 7:54 | 8:07 | 8:12 | 8:15 | 8:21 | 8:24 | 8:33 | -- | 8:44 | 9:11 | 9:57 | 11:34 | 4:29 |

* Bus connection. See pages 25 and 26 for schedules.



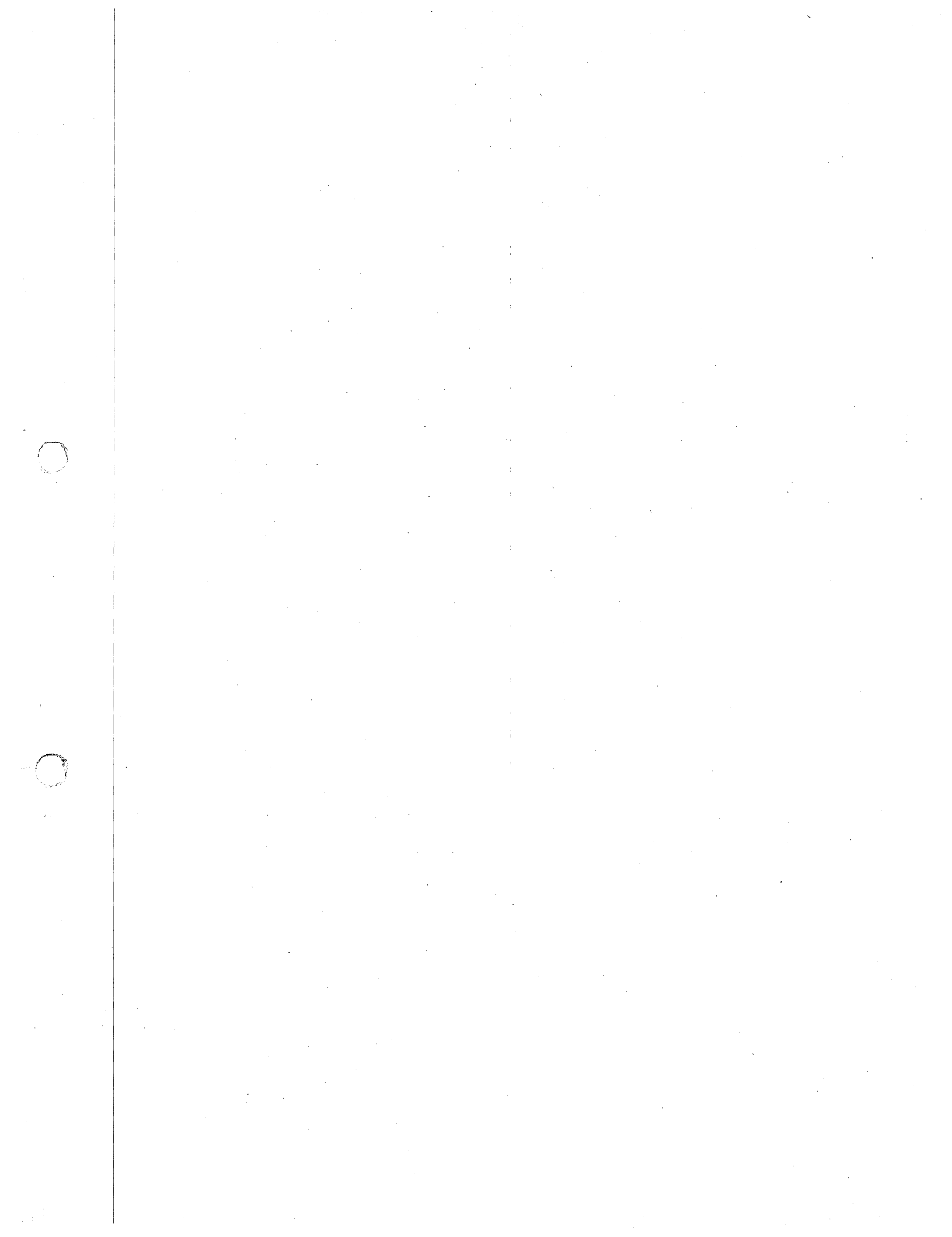
ERIE LACKAWANNA RAILROAD
GREENWOOD LAKE-BOONTON LINE SCHEDULES

Stage I

PROPOSED WESTBOUND

| | 1009 AM | (New) 1011 AM | 1013 PM | 1405 PM | 1015 PM | 1407 PM | 1017 PM | 1409 PM | 1411 PM | 1021 PM | 1023 PM | 1413 PM | 1415 PM | 1027 PM | 1419 PM | 1031 PM | 1421 PM | 1033 PM |
|-----------------|------------|---------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Hoboken | 7:45 | 9:10 | 2:10 | 3:30 | 4:30 | 4:46 | 5:07 | 5:18 | 5:21 | 5:31 | 5:34 | 5:37 | 5:41 | 6:03 | 6:15 | 6:45 | -- | 9:05 |
| Arlington | -- | -- | -- | 3:42 | -- | 4:59 | 5:20 | -- | 5:34 | -- | -- | 5:50 | -- | -- | 6:28 | 6:57 | -- | 9:17 |
| West Arlington | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 5:57 | -- | 6:30 | -- | -- | -- |
| North Newark | 8:01 | 9:26 | 2:26 | 3:45 | 4:44 | 5:02 | 5:23 | -- | 5:37 | -- | -- | 5:53 | -- | -- | 6:32 | 7:00 | -- | 9:20 |
| Forest Hill | -- | -- | -- | 3:47 | -- | 5:04 | -- | -- | -- | -- | -- | -- | -- | -- | 6:34 | -- | -- | -- |
| Rowe Street | -- | 9:30 | 2:30 | 3:50 | 4:48 | 5:08 | 5:27 | -- | 5:41 | -- | -- | -- | 6:02 | -- | 6:37 | 7:03 | -- | 9:23 |
| Glen Ridge | -- | -- | -- | 3:54 | -- | 5:12 | -- | -- | 5:44 | -- | -- | -- | 6:06 | -- | 6:40 | 7:06 | -- | 9:26 |
| Montclair | -- | -- | -- | 3:57 | -- | 5:15 | -- | *5:38 | -- | -- | -- | *5:59 | -- | 6:24 | 6:43 | *7:09 | -- | 9:28 |
| Watchung Ave. | -- | -- | -- | 3:59 | 4:54 | 5:18 | 5:33 | 5:43 | -- | -- | -- | -- | 6:11 | -- | 6:45 | 7:11 | -- | 9:30 |
| Upper Montclair | -- | 9:37 | 2:37 | 4:02 | -- | 5:21 | -- | *5:46 | -- | -- | -- | *6:05 | -- | 6:29 | 6:48 | *7:14 | -- | 9:32 |
| Mountain Avenue | -- | -- | -- | 4:04 | -- | 5:23 | -- | 5:48 | -- | -- | -- | -- | 6:15 | -- | 6:50 | 7:16 | -- | 9:34 |
| Montclair Hgts. | 8:15 | -- | -- | 4:06 | -- | 5:25 | -- | 5:50 | -- | -- | -- | -- | 6:17 | -- | 6:52 | 7:18 | -- | 9:36 |
| Great Notch | -- | -- | -- | 4:10 | 5:01 | 5:29 | 5:40 | -- | 5:56 | -- | -- | 6:11 | 6:21 | 6:33 | 6:55 | 7:21 | -- | 9:40 |
| Little Falls | -- | 9:45 | 2:45 | 4:14 | 5:06 | 5:33 | -- | -- | -- | -- | -- | 6:16 | -- | -- | 6:59 | 7:25 | -- | 9:44 |
| Mountain View | 8:25 | 9:49 | 2:49 | 4:18 | 5:10 | 5:38 | 5:47 | -- | -- | -- | 6:10 | -- | 6:27 | 6:39 | 7:03 | 7:29 | 7:32 | 9:48 |
| Lincoln Park | 8:28 | 9:52 | 2:52 | -- | 5:14 | -- | 5:52 | -- | -- | -- | 6:14 | -- | -- | 6:43 | -- | 7:33 | -- | 9:52 |
| Towaco | 8:32 | 9:56 | 2:56 | -- | 5:18 | -- | 5:56 | -- | -- | -- | 6:19 | -- | -- | 6:47 | -- | 7:37 | -- | 9:56 |
| Montville | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 7:41 | -- | -- |
| Boonton | 8:37 | 10:01 | 3:01 | -- | 5:23 | -- | 6:03 | -- | -- | 6:17 | -- | -- | -- | 6:54 | -- | 7:44 | -- | 10:02 |
| Mountain Lakes | 8:40 | 10:04 | 3:04 | -- | 5:27 | -- | 6:07 | -- | -- | 6:21 | -- | -- | -- | 6:58 | -- | 7:48 | -- | 10:06 |
| Denville | 8:46 | 10:10 | 3:10 | -- | *5:35 | -- | 6:15 | -- | -- | 6:27 | 6:31 | -- | -- | 7:04 | -- | 7:54 | -- | 10:12 |
| Dover | -- | 10:16 | 3:16 | -- | 5:42 | -- | 6:22 | -- | -- | 6:34 | 6:38 | -- | -- | 7:11 | -- | 8:00 | -- | 10:18 |
| Wayne | -- | -- | -- | 4:21 | -- | 5:41 | -- | 6:03 | -- | -- | -- | 6:24 | 6:30 | -- | 7:06 | -- | 7:35 | -- |
| Pecquannock | -- | -- | -- | 4:24 | -- | 5:44 | -- | -- | -- | -- | -- | 6:26 | -- | -- | 7:09 | -- | 7:38 | -- |
| Pompton Plains | -- | -- | -- | 4:27 | -- | 5:47 | -- | -- | -- | -- | -- | 6:30 | -- | -- | 7:12 | -- | 7:41 | -- |
| Pompton | -- | -- | -- | 4:30 | -- | 5:50 | -- | -- | -- | -- | -- | 6:33 | -- | -- | 7:15 | -- | 7:44 | -- |
| Haskell | -- | -- | -- | 4:34 | -- | 5:54 | -- | -- | -- | -- | -- | 6:37 | -- | -- | 7:19 | -- | 7:48 | -- |
| Midvale | -- | -- | -- | 4:37 | -- | 5:58 | -- | -- | -- | -- | -- | 6:40 | -- | -- | 7:22 | -- | 7:51 | -- |
| Lake Hopatcong | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 6:50 | -- | -- | -- | -- | 8:11 | -- | -- |
| Netcong | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | *6:58 | -- | -- | -- | -- | 8:17 | -- | -- |
| Newton | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 7:21 | -- | -- | -- | -- | -- | -- | -- |

* Bus connection. See pages 25 and 26 for schedules.



PROPOSED BUS-RAIL COORDINATION

WASHINGTON LINE

Stage I

EASTBOUND (A.M.)

| | <u>Bus</u> | <u>Train</u> <u>1024</u> | <u>Bus</u> |
|------------------|------------|-----------------------------|----------------------|
| Lv. Washington | 6:25 | | |
| Lv. Hackettstown | 6:45 | | 8:15 |
| Ar. Netcong | 7:00 | | 8:30 |
| | (Tr. 1018) | | |
| Lv. Netcong | 7:06 | 7:15 | 8:30 |
| Ar. Denville | 7:30 | -- | 8:50 |
| | | | (Tr. 616) (Tr. 1026) |
| Lv. Denville | 7:30 | -- | 8:56 |
| Ar. Hoboken | 8:23 | 8:44 | 9:55 |
| | | | 8:57 |
| | | | 9:57 |

WESTBOUND (P.M.)

| | <u>Tr. 1015</u> | <u>Tr. 627</u> | <u>Tr. 1023</u> | <u>Tr. 1031</u> |
|------------------|-----------------|----------------|-----------------|-----------------|
| Lv. Hoboken | 4:30 | 4:35 | 5:34 | 6:45 |
| Ar. Denville | 5:35 | 5:33 | 6:28 | 7:54 |
| | | (Bus) | | |
| Lv. Denville | 5:38 | | 6:28 | 7:54 |
| Ar. Netcong | 5:58 | | 6:54 | 8:17 |
| | | | (Bus) | |
| Lv. Netcong | 5:58 | | 6:57 | |
| Ar. Hackettstown | 6:03 | | 7:12 | |
| Ar. Washington | | | 7:32 | |

NOTE: (a) Bus running times are estimated without benefit of actual tests.
 (b) Current rail fares applicable to trips east of Netcong and Denville; cash fare of 40¢ on bus between Washington and Hackettstown or between Hackettstown and Netcong; 60¢ between Netcong and Denville; 80¢ between Washington and Netcong; \$1.00 between Hackettstown and Denville.



PROPOSED BUS-RAIL COORDINATION

CALDWELL BRANCH

EASTBOUND (A.M.)

Stage I

| | <u>Bus</u> | <u>Bus</u> | <u>Bus</u> |
|---------------------------|------------|------------|------------|
| Lv. Essex Fells | 7:23 | 7:50 | 8:25 |
| Lv. Caldwell | 7:26 | 7:53 | 8:28 |
| Ar. Montclair, Erie Plaza | 7:39 | 8:06 | 8:41 |
| | <u>Bus</u> | <u>Bus</u> | <u>Bus</u> |
| Lv. Verona | 7:20 | 7:47 | 8:22 |
| Lv. Cedar Grove | 7:25 | 7:52 | 8:27 |
| Ar. Upper Montclair | 7:35 | 8:02 | 8:37 |
| | (Tr. 1408) | (Tr. 1414) | (Tr. 1418) |
| Lv. Upper Montclair | 7:40 | 8:07 | 8:42 |
| Lv. Montclair Erie Plaza | 7:44 | 8:11 | 8:46 |
| Ar. Hoboken | 8:07 | 8:33 | 9:11 |

WESTBOUND (P.M.)

| | <u>Tr. 1409</u> | <u>Tr. 1413</u> | <u>Tr. 1031</u> |
|--------------------------|-----------------|-----------------|-----------------|
| Lv. Hoboken | 5:18 | 5:37 | 6:45 |
| Ar. Montclair Erie Plaza | 5:38 | 5:59 | 7:09 |
| Ar. Upper Montclair | 5:46 | 6:05 | 7:14 |
| | (Bus) | (Bus) | (Bus) |
| Lv. Upper Montclair | 5:49 | 6:08 | 7:17 |
| Ar. Cedar Grove | 5:59 | 6:18 | 7:27 |
| Ar. Verona | 6:04 | 6:23 | 7:37 |
| | (Bus) | (Bus) | (Bus) |
| Lv. Montclair Erie Plaza | 5:41 | 6:02 | 7:12 |
| Ar. Caldwell | 5:54 | 6:15 | 7:25 |
| Ar. Essex Fells | 5:57 | 6:18 | 7:28 |

NOTES: (a) Bus running times are estimated without benefit of actual tests.
 (b) Current rail fares applicable to trips east of Upper Montclair and Montclair.
 Cash fares on bus 25¢ Essex Fells-Caldwell-Montclair and 20¢ Verona-Cedar Grove-Upper Montclair.

0

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PROPOSED BUS-RAIL COORDINATION

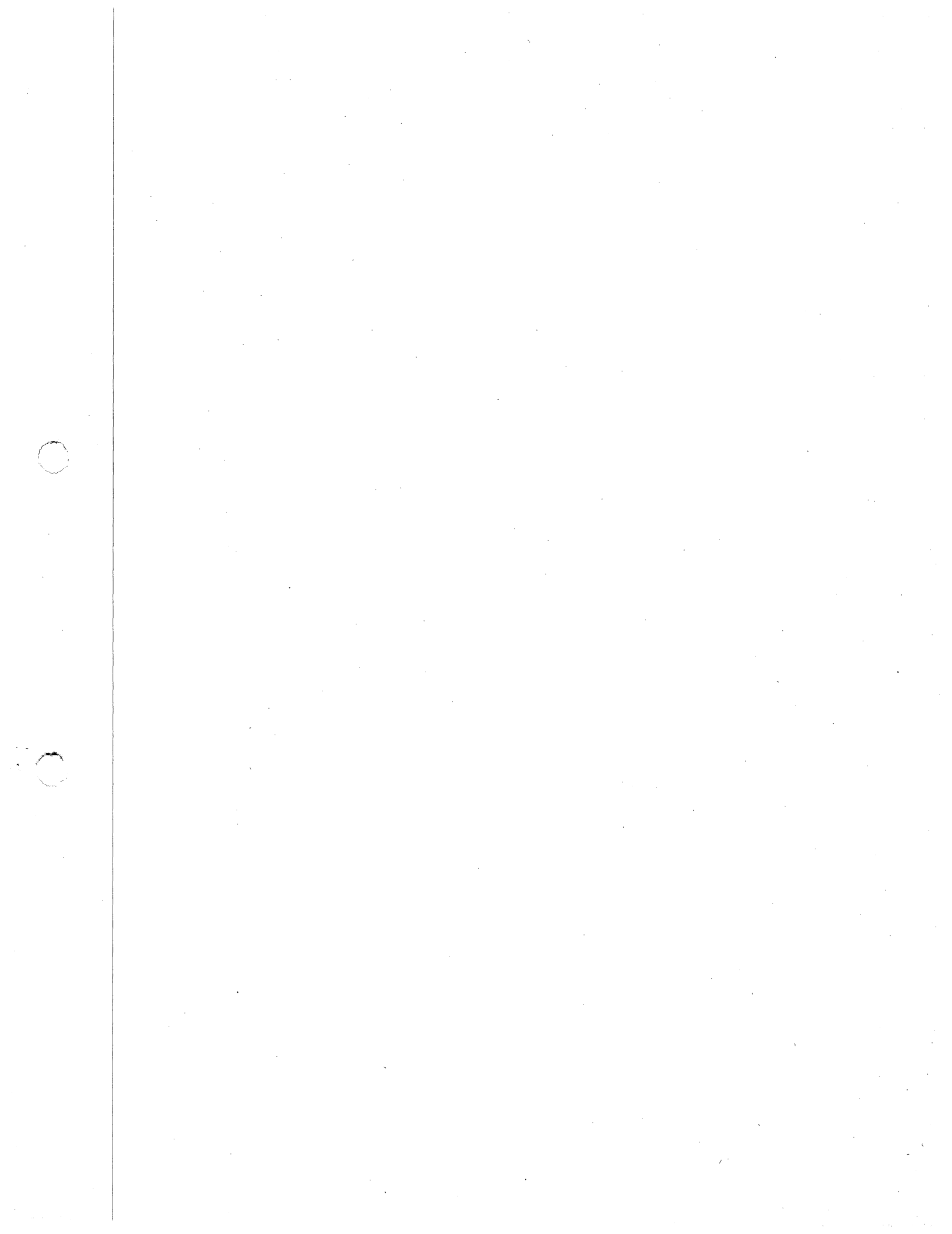
MIDVALE-MT. VIEW

Stage II

| EASTBOUND (A.M.) | <u>Bus</u> | <u>Tr. 1404</u> | <u>Bus</u> | <u>Tr. 1410</u> | <u>Bus</u> | <u>Tr. 1416</u> |
|--------------------|--------------------|-----------------|--------------------|-----------------|--------------------|--------------------|
| Lv. Midvale | 5:30 | 6:38 | | 7:12 | | 7:37 |
| Lv. Haskell | (c) | 6:41 | | 7:15 | | 7:40 |
| Lv. Pompton | (c) | 6:45 | 6:52 | 7:19 | | 7:44 |
| Lv. Pompton Plains | (c) | 6:49 | -- | 7:23 | 7:34 | 7:48 |
| Lv. Pequannock | (c) | 6:52 | -- | 7:26 | -- | 7:51 |
| Lv. Wayne | (c) | 6:55 | -- | 7:29 | -- | 7:54 |
| Ar. Mt. View | 6:05 (Tr. 1006) | -- | 7:07 (Tr. 1012) | -- | 7:44 (Tr. 1018) | 7:57 (Tr. 1024) |
| Lv. Mt. View | 6:10 | 6:58 | 7:12 | 7:32 | 7:49 | 8:00 |
| Ar. Hoboken | 6:55 | 7:41 | 7:54 | 8:12 | 8:23 | 8:44 |

| WESTBOUND (P.M.) | <u>Tr. 1405</u> | <u>Tr. 1015</u> | <u>Tr. 1407</u> | <u>Tr. 1023</u> | <u>Tr. 1413</u> | <u>Tr. 1419</u> | <u>Tr. 1031</u> |
|--------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Lv. Hoboken | 3:30 | 4:30 | 4:46 | 5:34 | 5:37 | 6:15 | 6:45 |
| Ar. Mt. View | -- | 5:10 (Bus) | -- | 6:09 (Bus) | -- | -- | 7:29 (Bus) |
| Lv. Mt. View | 4:18 | 5:13 | 5:38 | 6:12 | -- | 7:03 | 7:32 |
| Ar. Wayne | 4:21 | -- | 5:41 | -- | 6:24 | 7:06 | (c) |
| Ar. Pequannock | 4:24 | -- | 5:44 | -- | 6:26 | 7:09 | (c) |
| Ar. Pompton Plains | 4:27 | -- | 5:47 | 6:22 | 6:30 | 7:12 | (c) |
| Ar. Pompton | 4:30 | 5:28 | 5:50 | | 6:33 | 7:15 | (c) |
| Ar. Haskell | 4:34 | | 5:54 | | 6:37 | 7:19 | (c) |
| Ar. Midvale | 4:37 | | 5:58 | | 6:40 | 7:22 | 8:07 |

- NOTES: (a) Bus running times are estimated without benefit of actual tests.
 (b) Current rail fares applicable to trips east of Mt. View; cash fare of 25¢ on bus between any branch point and Mt. View.
 (c) Stopping time to be determined later.



ERIE LACKAWANNA RAILROAD GLADSTONE BRANCH SCHEDULES

PRESENT

EASTBOUND

WESTBOUND

| MONDAY THROUGH FRIDAY, EXCEPT HOLIDAYS | | | | | | | | | | | | | |
|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|--------|--------|------|
| To New York | | | | | | | | | | | | | |
| STATIONS | NB 402 | NB 404 | NB 406 | NB 408 | NB 410 | NB 412 | NB 414 | NB 416 | NB 418 | 428 | NB 450 | NB 454 | |
| | 602 | 404 | 406 | 408 | 410 | 412 | 416 | 514 | 628 | 650 | 454 | 456 | |
| | AM | AM | AM | AM | AM | AM | AM | AM | PM | PM | PM | PM | |
| Gladstone.....Lv | 6 08 | 6 45 | ..... | 7 07 | 7 25 | 7 55 | 8 43 | 10 17 | 12 47 | ..... | 3 57 | 4 38 | |
| Peapack..... | 6 10 | 6 47 | ..... | 7 09 | 7 27 | 7 57 | 8 45 | 10 19 | 12 49 | ..... | 3 59 | 4 40 | |
| Far Hills-B..... | 6 14 | 6 51 | ..... | 7 13 | 7 31 | 8 02 | 8 49 | 10 23 | 12 53 | ..... | 4 03 | 4 44 | |
| Mine Brook..... | ..... | ..... | ..... | 7 15 | 7 33 | 8 04 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Bernardsville..... | 6 22 | 6 59 | ..... | 7 23 | 7 39 | 8 10 | 8 56 | 10 30 | 1 00 | ..... | 4 10 | 4 51 | |
| Basking Ridge..... | 6 24 | 7 02 | ..... | 7 23 | 7 42 | 8 13 | 8 58 | 10 32 | 1 02 | ..... | 4 12 | 4 54 | |
| Lyons..... | 6 27 | 7 05 | ..... | 7 26 | 7 45 | 8 16 | 9 01 | 10 35 | 1 05 | ..... | 4 15 | 4 57 | |
| Millington..... | 6 30 | 7 08 | ..... | 7 29 | 7 49 | 8 19 | 9 04 | 10 38 | 1 08 | ..... | 4 18 | 5 00 | |
| Stirling..... | 6 33 | 7 11 | ..... | 7 32 | 7 52 | ..... | 9 07 | 10 41 | 1 11 | ..... | 4 21 | 5 12 | |
| Gillette..... | 6 35 | 7 13 | ..... | 7 35 | 7 54 | ..... | 9 10 | 10 44 | 1 14 | ..... | 4 23 | 5 12 | |
| Berkeley Hgts..... | 6 38 | 7 16 | 7 30 | ..... | 7 59 | 8 24 | 9 13 | 10 47 | 1 17 | ..... | 4 26 | 5 15 | |
| Murray Hill..... | 6 42 | 7 20 | 7 34 | ..... | 8 03 | ..... | 9 17 | 10 51 | 1 21 | ..... | 4 30 | 5 25 | |
| New Providence..... | 6 45 | 7 23 | 7 38 | ..... | 8 07 | ..... | 9 20 | 10 54 | 1 24 | ..... | 4 33 | 5 29 | |
| Summit.....Ar | 6 48 | 7 26 | 7 43 | ..... | 8 12 | ..... | 9 23 | 10 58 | 1 28 | ..... | 4 36 | 5 37 | |
| Newark (BroadSt.)..... | 7 09 | 7 43 | 8 00 | 8 03 | 8 28 | 8 50 | 9 42 | 11 28 | 1 58 | ..... | 5 01 | 6 05 | |
| Hoboken..... | 7 22 | 7 57 | 8 13 | 8 17 | 8 41 | 9 02 | 9 55 | 11 41 | 2 11 | ..... | 5 14 | 6 18 | |
| New York Barclay Street.....Ar | 7 42 | | | | | | | 10 12 | 11 57 | 2 27 | | 5 32 | 6 42 |

| MONDAY THROUGH FRIDAY, EXCEPT HOLIDAYS | | | | | | | | | | | | |
|--|--------|--------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|
| From New York | | | | | | | | | | | | |
| STATIONS | NB 651 | NB 653 | 607 - | 613 | NB 521 | NB 533 | NB 647 | NB 629 | NB 423 | NB 433 | NB 435 | NB 437 |
| | 451 | 453 | 455 | 413 | 421 | 423 | 427 | 429 | 431 | 433 | 435 | 437 |
| | AM | AM | AM | PM | PM | PM | PM | PM | PM | PM | PM | PM |
| New York Barclay St.....Lv | AM * | AM | AM | PM | PM | PM | PM | PM | PM | PM | PM | PM * |
| Hoboken..... | 7 00 | 8 15 | 10 00 | 1 00 | 2 30 | 4 15 | 4 49 | 5 20 | 5 20 | 5 25 | 5 53 | 6 29 |
| Newark (BroadSt.)..... | 7 13 | 8 29 | 10 13 | 1 13 | 2 43 | 4 28 | 4 58 | 5 34 | 5 34 | ..... | 6 05 | 6 35 |
| Summit..... | 7 46 | 9 02 | 10 42 | 1 43 | 3 13 | 4 48 | 5 18 | 5 52 | 5 54 | 6 07 | ..... | 6 56 |
| New Providence..... | 7 49 | 9 05 | 10 46 | 1 46 | 3 16 | 4 51 | 5 21 | 5 59 | 6 12 | 6 24 | 6 59 | 7 56 |
| Murray Hill..... | 7 52 | 9 08 | 10 51 | 1 49 | 3 19 | 4 53 | 5 25 | 6 02 | 6 15 | 6 28 | 7 03 | 7 59 |
| Berkeley Hgts..... | 7 59 | 9 13 | 10 55 | 1 54 | 3 23 | 4 58 | 5 29 | 6 06 | 6 19 | 6 32 | 7 07 | 8 03 |
| Gillette..... | 8 02 | 9 16 | 10 58 | 1 57 | 3 25 | 5 00 | 5 32 | 6 09 | 6 22 | 6 35 | 7 10 | 8 06 |
| Stirling..... | 8 05 | 9 19 | 11 01 | 2 00 | 3 28 | 5 03 | 5 34 | 6 11 | 6 25 | 6 38 | 7 13 | 8 08 |
| Millington..... | 8 08 | 9 22 | 11 04 | 2 03 | 3 31 | 5 06 | 5 37 | 6 06 | 6 23 | 6 41 | 7 16 | 8 11 |
| Lyons..... | 8 18 | 9 25 | 11 07 | 2 06 | 3 34 | 5 09 | 5 40 | 6 09 | 6 31 | 6 44 | 7 19 | 8 14 |
| Basking Ridge..... | 8 22 | 9 28 | 11 10 | 2 10 | 3 37 | 5 09 | 5 44 | 6 13 | 6 34 | 6 48 | 7 22 | 8 17 |
| Bernardsville..... | 8 25 | 9 31 | 11 12 | 2 13 | 3 40 | 5 12 | 5 47 | 6 16 | 6 37 | 6 51 | 7 25 | 8 20 |
| Mine Brook..... | 8 32 | 9 38 | 11 18 | 2 19 | 3 47 | 5 19 | 5 54 | 6 23 | 6 44 | 6 58 | 7 32 | 8 27 |
| Far Hills-B..... | 8 35 | 9 42 | 11 22 | 2 23 | 3 51 | 5 23 | 5 58 | 6 27 | 6 48 | 7 02 | 7 36 | 8 31 |
| Peapack..... | 8 38 | 9 44 | 11 24 | 2 25 | 3 54 | 5 26 | 6 01 | 6 30 | 6 51 | 7 05 | 7 39 | 8 34 |
| Gladstone.....Ar | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |



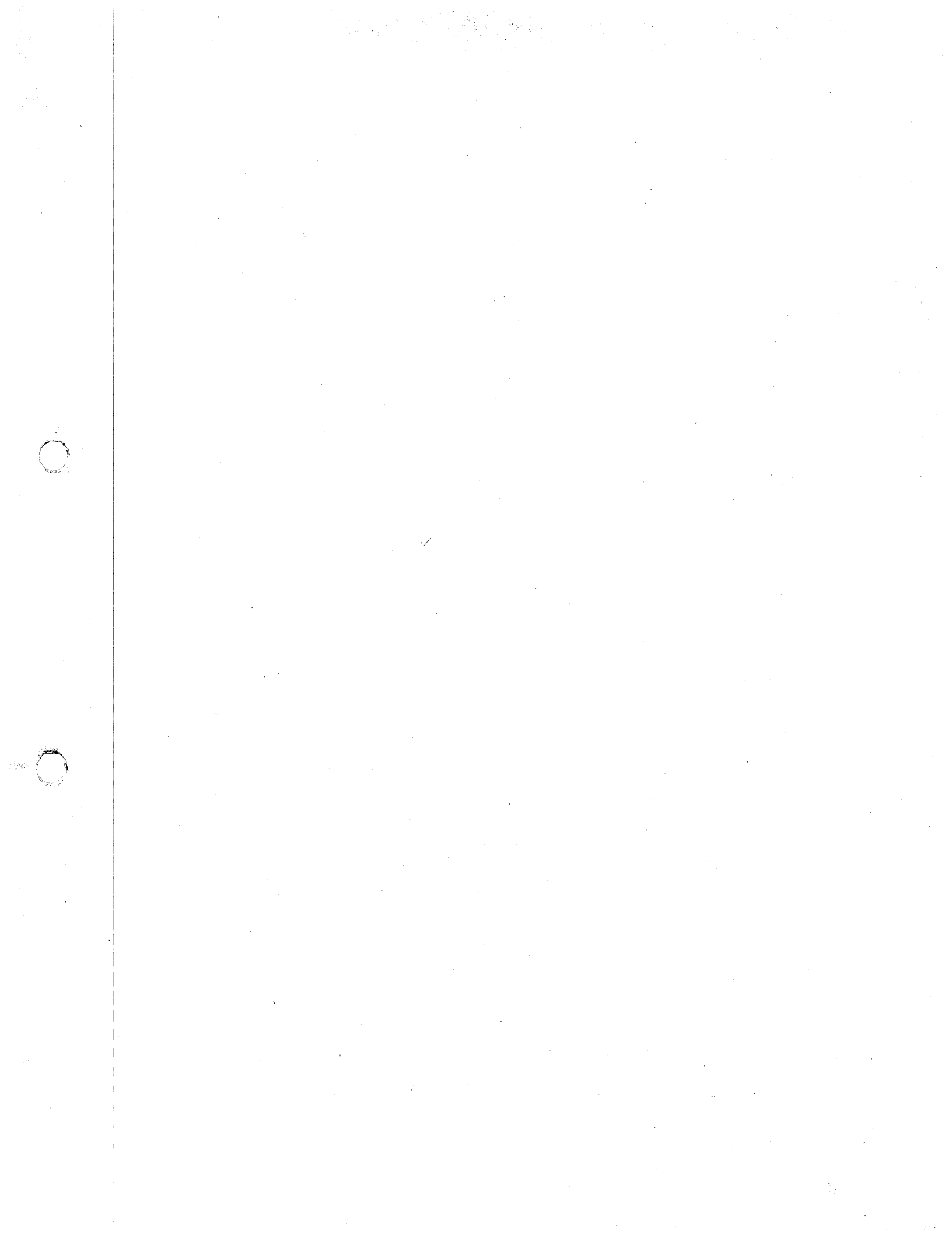
**ERIE LACKAWANNA RAILROAD
GLADSTONE BRANCH SCHEDULES**

PROPOSED

Stages I and II

EASTBOUND

| | 402 602 AM | 404 AM | 406 AM | 408 AM | 410 AM | 412 AM | 414 AM | 416 616 AM | 418 618 AM | 424 624 PM | 430 630 PM | 432 PM | 434 528 PM | 440 640 PM | 444 644 PM |
|----------------|------------------|-----------|-----------|-----------|-----------|-----------|-----------|------------------|------------------|------------------|------------------|-----------|---------------------|------------------|------------------|
| Gladstone | 6:08 | 6:45 | -- | 7:07 | 7:25 | 7:35 | 7:55 | 8:43 | 9:48 | 12:45 | 3:57 | 4:38 | | 7:45 | 9:55 |
| Peapack | 6:10 | 6:47 | -- | 7:09 | 7:27 | -- | 7:57 | 8:45 | 9:50 | 12:47 | 3:59 | 4:40 | change at Summit | 7:47 | -- |
| Far Hills | 6:14 | 6:51 | -- | 7:13 | 7:31 | 7:40 | 8:02 | 8:49 | 9:54 | 12:51 | 4:03 | 4:44 | | 7:51 | -- |
| Mine Brook | -- | -- | -- | -- | -- | -- | 8:04 | -- | -- | -- | -- | -- | | -- | -- |
| Bernardsville | 6:22 | 6:59 | -- | 7:20 | 7:38 | 7:47 | 8:10 | 8:56 | 10:01 | 12:58 | 4:10 | 4:51 | | 7:58 | 10:05 |
| Basking Ridge | 6:24 | 7:02 | -- | 7:23 | -- | 7:50 | 8:13 | 8:58 | 10:03 | 1:00 | 4:12 | 4:54 | | 8:01 | -- |
| Lyons | 6:27 | 7:05 | -- | 7:26 | -- | 7:53 | 8:16 | 9:01 | 10:06 | 1:03 | 4:15 | 4:57 | | 8:04 | -- |
| Millington | 6:30 | 7:08 | -- | 7:29 | -- | 7:56 | 8:19 | 9:04 | 10:09 | 1:06 | 4:18 | 5:07 | | 8:07 | 10:13 |
| Stirling | 6:33 | 7:11 | -- | 7:32 | -- | 7:59 | -- | 9:07 | -- | 1:09 | 4:21 | 5:10 | 6:40 | 8:10 | 10:16 |
| Gillette | 6:35 | 7:13 | -- | 7:35 | -- | 8:01 | -- | 9:10 | -- | 1:12 | 4:23 | 5:12 | -- | 8:12 | -- |
| Berkeley Hgts. | 6:38 | 7:16 | 7:30 | -- | 7:51 | -- | 8:24 | 9:13 | 10:15 | 1:15 | 4:26 | 5:15 | 6:44 | 8:15 | 10:20 |
| Murray Hill | 6:42 | 7:20 | 7:34 | -- | 7:55 | -- | -- | 9:17 | 10:19 | 1:19 | 4:30 | 5:25 | 6:47 | 8:19 | 10:24 |
| New Providence | 6:45 | 7:23 | 7:38 | -- | 7:59 | -- | -- | 9:20 | -- | 1:22 | 4:33 | 5:29 | -- | 8:22 | -- |
| Summit | 6:48 | 7:28 | 7:43 | -- | 8:04 | -- | -- | 9:23 | 10:26 | 1:26 | 4:38 | 5:37 | 6:53 | 8:26 | 10:28 |
| Newark | 7:09 | 7:43 | 8:00 | 8:03 | 8:20 | 8:28 | 8:50 | 9:42 | 10:43 | 1:43 | 5:01 | 6:05 | 7:27 | 8:45 | 10:48 |
| Hoboken | 7:22 | 7:57 | 8:13 | 8:17 | 8:33 | 8:41 | 9:02 | 9:55 | 10:56 | 1:56 | 5:14 | 6:18 | 7:40 | 8:58 | 10:59 |



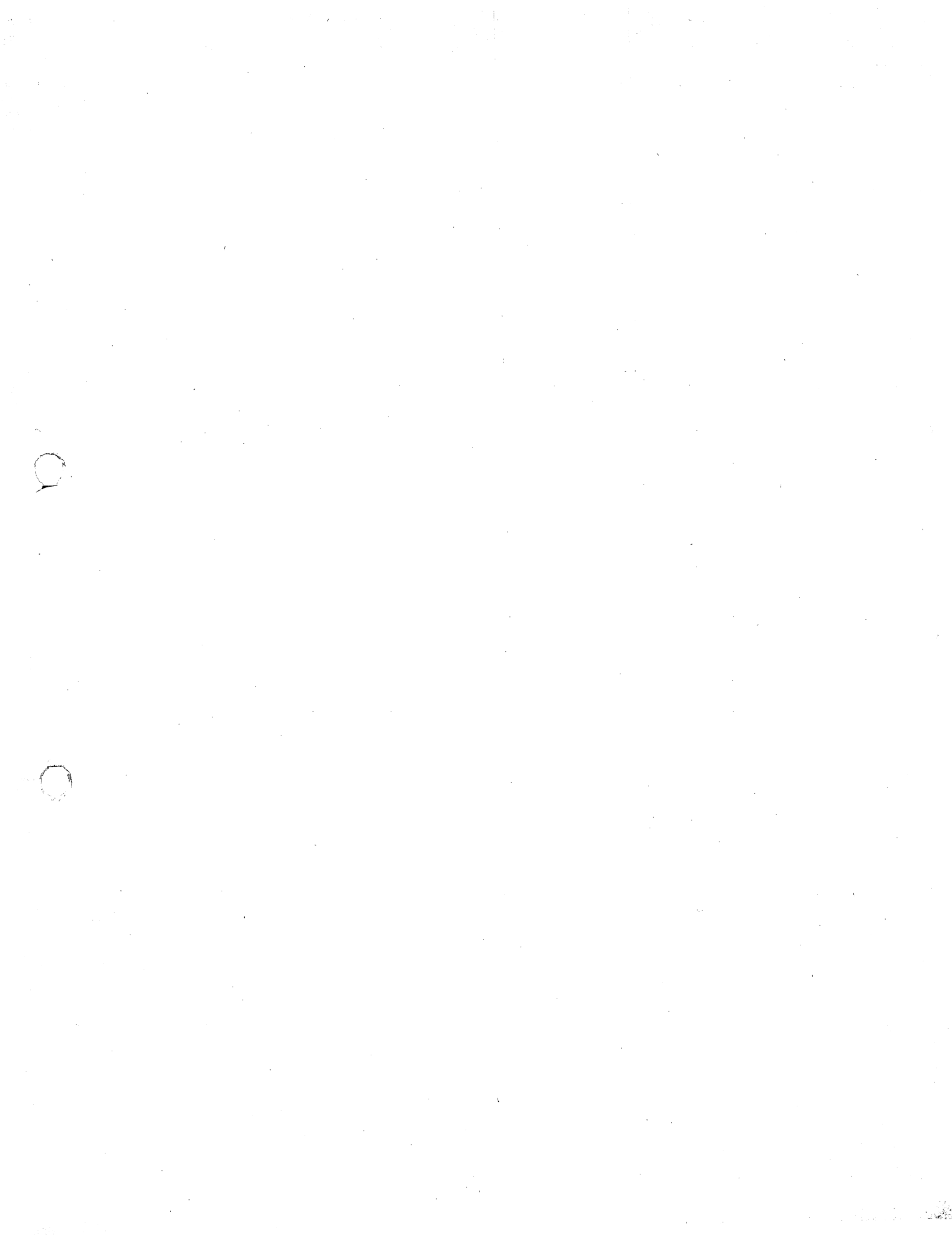
ERIE LACKAWANNA RAILROAD
GLADSTONE BRANCH SCHEDULES

PROPOSED

WESTBOUND

Stages I and II

| | 605 405 AM | 607 407 AM | 611 411 AM | 617 417 PM | 521 421 PM | 625 423 PM | 425 425 PM | 427 427 PM | 429 429 PM | 429 431 PM | 433 433 PM | 435 435 PM | 437 437 PM | 641 441 PM | 645 445 PM | 535 447 PM |
|----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Hoboken | 7:00 | 8:15 | 10:15 | 1:15 | 2:30 | 4:15 | 4:44 | 5:04 | 5:20 | 5:20 | 5:35 | 5:53 | 6:22 | 7:15 | 8:45 | 10:05 |
| Newark | 7:13 | 8:29 | 10:28 | 1:28 | 2:43 | 4:28 | 4:58 | 5:18 | 5:34 | 5:34 | -- | 6:05 | 6:35 | 7:28 | 8:58 | 10:18 |
| Summit | 7:46 | 9:01 | 10:46 | 1:46 | 3:13 | 4:48 | 5:18 | 5:35 | 5:52 | 5:54 | 6:07 | -- | 6:56 | 7:53 | 9:14 | 10:48 |
| New Providence | 7:49 | -- | 10:49 | 1:49 | 3:16 | 4:53 | 5:21 | -- | -- | 5:59 | 6:12 | 6:24 | 6:59 | 7:56 | 9:17 | 10:51 |
| Murray Hill | 7:55 | 9:06 | 10:52 | 1:52 | 3:19 | -- | 5:25 | -- | -- | 6:02 | 6:15 | 6:28 | 7:03 | 7:59 | 9:20 | 10:54 |
| Berkeley Hgts. | 8:03 | 9:13 | 10:56 | 1:57 | 3:23 | -- | 5:29 | -- | -- | 6:06 | 6:19 | 6:32 | 7:07 | 8:03 | 9:24 | 10:58 |
| Gillette | 8:06 | -- | 10:58 | 2:00 | 3:25 | -- | 5:32 | 5:46 | -- | 6:09 | 6:22 | 6:35 | 7:10 | 8:06 | 9:26 | 11:01 |
| Stirling | 8:09 | -- | 11:00 | 2:03 | 3:28 | -- | 5:34 | 5:48 | -- | 6:11 | 6:25 | 6:38 | 7:13 | 8:10 | 9:28 | 11:04 |
| Millington | 8:12 | 9:19 | 11:03 | 2:06 | 3:31 | 5:03 | 5:37 | 5:51 | 6:06 | -- | 6:28 | 6:41 | 7:16 | 8:14 | 9:31 | 11:07 |
| Lyons | 8:19 | 9:22 | 11:06 | 2:09 | 3:34 | -- | 5:40 | 5:54 | 6:09 | -- | 6:31 | 6:44 | 7:19 | 8:17 | 9:34 | 11:10 |
| Basking Ridge | 8:22 | 9:25 | 11:09 | 2:13 | 3:37 | 5:09 | 5:44 | 5:57 | 6:13 | -- | 6:34 | 6:48 | 7:22 | 8:20 | 9:37 | 11:13 |
| Bernardsville | 8:25 | 9:28 | 11:12 | 2:16 | 3:40 | 5:12 | 5:47 | 6:00 | 6:16 | -- | 6:37 | 6:51 | 7:25 | 8:23 | 9:40 | 11:16 |
| Mine Brook | -- | -- | -- | -- | -- | -- | -- | -- | 6:20 | -- | -- | -- | -- | -- | -- | -- |
| Far Hills | 8:32 | 9:35 | 11:19 | 2:23 | 3:47 | 5:19 | 5:54 | 6:07 | 6:23 | -- | 6:44 | 6:58 | 7:32 | 8:30 | 9:46 | 11:22 |
| Peapack | 8:36 | -- | 11:23 | 2:27 | 3:51 | 5:23 | 5:58 | 6:11 | 6:27 | -- | -- | 7:02 | 7:36 | 8:34 | 9:50 | 11:26 |
| Gladstone | 8:38 | 9:40 | 11:26 | 2:30 | 3:54 | 5:26 | 6:01 | 6:14 | 6:30 | -- | -- | 7:05 | 7:39 | 8:36 | 9:53 | 11:28 |



ERIE LACKAWANNA RAILROAD

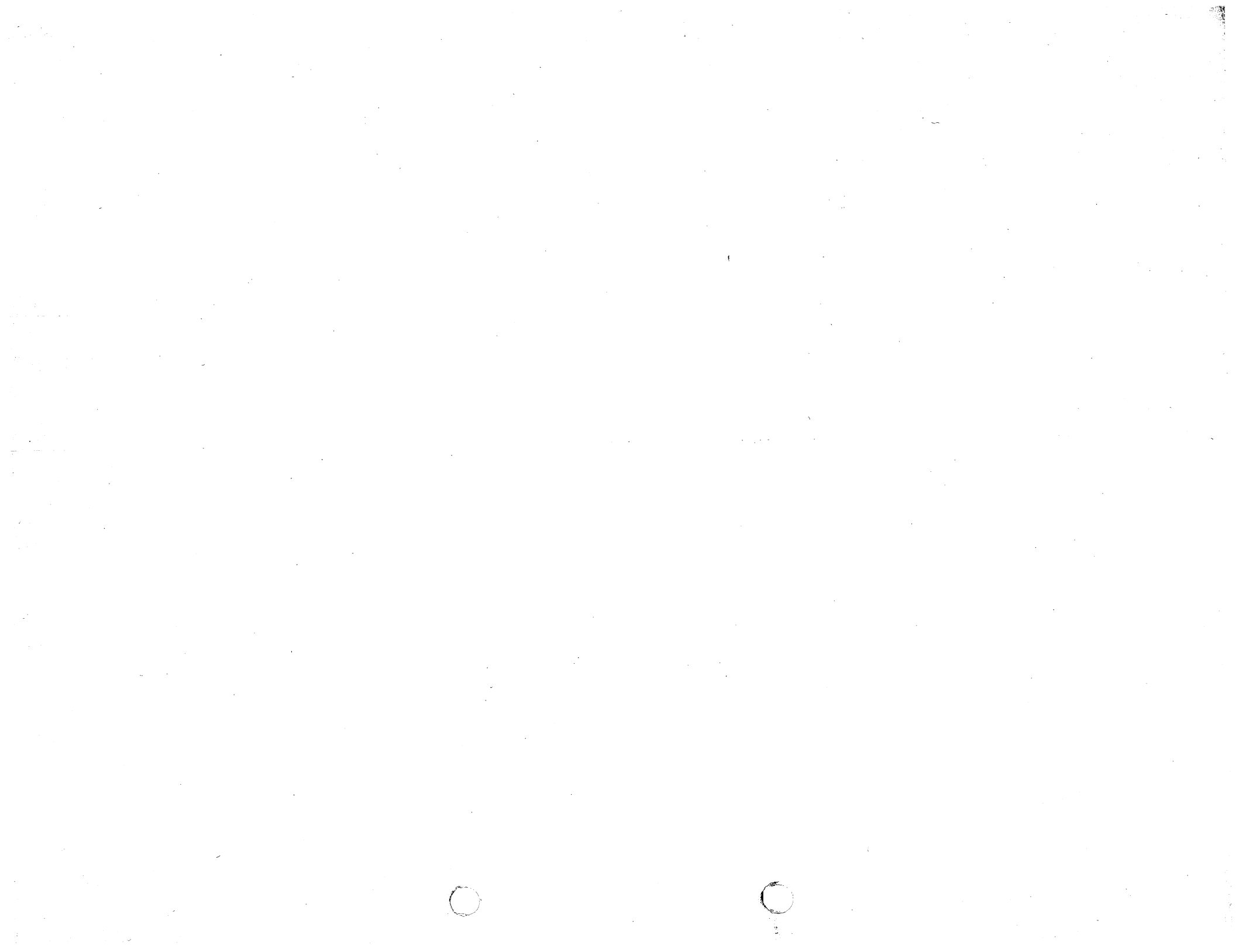
MORRIS & ESSEX DIVISION SCHEDULES

PRESENT EASTBOUND

MONDAY THROUGH FRIDAY, EXCEPT HOLIDAYS

| STATIONS | NB 644 Note | | NB 600 | NB 502 | NB 502 Note | | NB 300 | NB 504 | NB 404 Note | | NB 604 | NB 204 | NB 302 | NB 304 | NB 406 Note | | NB 408 Note | | NB 506 | NB 606 | NB 306 | NB 608 | NB 508 | NB 410 Note | | NB 308 | NB 610 | NB 222 | NB 310 | NB 412 Note | | NB 612 | NB 224 | |
|---------------------------|----------------|------|--------|--------|----------------|----|--------|--------|----------------|----|--------|--------|--------|--------|----------------|----|----------------|----|--------|--------|--------|--------|--------|----------------|----|--------|--------|--------|--------|----------------|----|--------|--------|--|
| | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | |
| Dover.....Lv | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Denville..... | 12 03 | 5 12 | | | 6 17 | | | | | | 7 00 | | | | | | | | | 7 17 | | | 7 25 | | | | | | | | | | | |
| Mount Tabor..... | | 5 18 | | | 6 23 | | | | | | 7 06 | | | | | | | | | 7 23 | | | 7 32 | | | | | | | | | | | |
| Morris Plains..... | 12 10 | 5 20 | | | 6 25 | | | | | | 7 08 | | | | | | | | | 7 25 | | | 7 31 | | | | | | | | | | | |
| Morristown..... | 12 14 | 5 29 | 6 08 | | 6 34 | | | | | | 7 18 | | | | | | | | | 7 30 | | | 7 44 | | | | | | | | | | | |
| Convent..... | | 5 32 | 6 11 | | 6 37 | | | | | | 7 21 | | | | | | | | | 7 33 | | | 7 38 | | | | | | | | | | | |
| Madison..... | 12 19 | 5 36 | 6 14 | | 6 40 | | | | | | 7 25 | | | | | | | | | 7 37 | | | 7 42 | | | | | | | | | | | |
| Chatham..... | 12 22 | 5 40 | 6 18 | | 6 44 | | | | | | 7 29 | | | | | | | | | 7 41 | | | 7 46 | | | | | | | | | | | |
| Summit..... | 12 27 | 5 46 | 6 24 | | 6 51 | | | | | | 7 33 | | | | | | | | | 7 48 | | | 7 52 | | | | | | | | | | | |
| Short Hills..... | | 5 50 | 6 28 | | 6 58 | | | | | | 7 37 | | | | | | | | | 7 52 | | | 7 56 | | | | | | | | | | | |
| Millburn..... | 12 32 | 5 52 | 6 30 | | 7 00 | | | | | | 7 43 | | | | | | | | | 8 01 | | | 8 04 | | | | | | | | | | | |
| Maplewood..... | 12 34 | 5 55 | 6 32 | | 7 03 | | | | | | 7 47 | | | | | | | | | 8 04 | | | 8 07 | | | | | | | | | | | |
| South Orange..... | 12 36 | 5 58 | 6 35 | | 7 05 | | | | | | 7 50 | | | | | | | | | 8 07 | | | 8 10 | | | | | | | | | | | |
| Mountain Station..... | | 6 00 | 6 37 | | 7 07 | | | | | | 7 55 | | | | | | | | | 8 09 | | | 8 12 | | | | | | | | | | | |
| Highland Avenue..... | 12 39 | 6 02 | 6 39 | | 7 09 | | | | | | 7 57 | | | | | | | | | 8 11 | | | 8 14 | | | | | | | | | | | |
| Orange..... | 12 41 | 6 04 | 6 41 | | 7 11 | | | | | | 7 59 | | | | | | | | | 8 13 | | | 8 16 | | | | | | | | | | | |
| Brick Church..... | 12 43 | 6 06 | 6 43 | | 7 13 | | | | | | 7 41 | | | | | | | | | 8 00 | | | 8 15 | | | | | | | | | | | |
| East Orange..... | 12 45 | 6 08 | 6 45 | | 7 15 | | | | | | 7 43 | | | | | | | | | 8 02 | | | 8 17 | | | | | | | | | | | |
| Grove Street..... | | 6 09 | 6 46 | | 7 17 | | | | | | 7 45 | | | | | | | | | 8 04 | | | 8 19 | | | | | | | | | | | |
| Roseville Avenue..... | | 6 11 | | | 7 19 | | | | | | 7 47 | | | | | | | | | 8 06 | | | 8 21 | | | | | | | | | | | |
| Newark (Broad St.)..... | 12 48 | 6 14 | 6 49 | | 7 22 | | | | | | 7 50 | | | | | | | | | 8 08 | | | 8 23 | | | | | | | | | | | |
| Harrison (Essex St.)..... | | 6 16 | 6 51 | | 7 24 | | | | | | 7 52 | | | | | | | | | 8 10 | | | 8 25 | | | | | | | | | | | |
| Hoboken..... | 1 01 | 6 27 | 7 02 | | 7 27 | | | | | | 7 55 | | | | | | | | | 8 12 | | | 8 27 | | | | | | | | | | | |

| STATIONS | NB 614 | NB 616 Note | | NB 314 | NB 512 | NB 620 | NB 514 Note | | 622 | NB 516 | NB 624 | 518 | NB 626 Note | | NB 522 | NB 628 | NB 524 | NB 630 | NB 526 | NB 226 | NB 650 Note | | NB 228 | NB 652 | NB 230 | NB 452 Note | | 654 | NB 632 | NB 528 Note | | NB 634 | NB 636 Note | | NB 318 | NB 638 | NB 640 Note | | NB 320 | NB 642 Note | | | | |
|-------------------------|--------|----------------|-------|--------|--------|--------|----------------|----|-------|--------|--------|-------|----------------|------|--------|--------|--------|--------|--------|--------|----------------|------|--------|--------|--------|----------------|----|------|--------|----------------|----|--------|----------------|------|--------|--------|----------------|------|--------|----------------|------|-------|--|--|
| | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | PM | | |
| Dover.....Lv | 8 18 | 8 50 | | | | 9 57 | | | 10 57 | | | | 12 57 | | | 1 57 | | | 2 57 | | | 4 05 | | | 4 36 | | | 5 39 | 5 57 | | | 6 57 | 7 57 | | | 8 57 | 9 57 | | | 10 57 | | | | |
| Denville..... | 8 24 | 8 56 | | | | 10 03 | | | 11 03 | | | | 1 03 | | | 2 03 | | | 3 03 | | | 4 11 | | | 4 42 | | | 5 45 | 6 03 | | | 7 03 | 8 03 | | | 9 03 | 10 03 | | | 11 03 | | | | |
| Mount Tabor..... | 8 26 | 8 58 | | | | 10 10 | | | 11 10 | | | | 1 10 | | | 2 10 | | | 3 10 | | | 4 18 | | | 4 48 | | | 5 52 | 6 09 | | | 7 09 | 8 09 | | | 9 09 | 10 09 | | | 11 09 | | | | |
| Morris Plains..... | 8 32 | 9 04 | | | | 10 10 | | | 11 10 | | | | 1 10 | | | 2 10 | | | 3 10 | | | 4 18 | | | 4 48 | | | 5 52 | 6 09 | | | 7 09 | 8 09 | | | 9 09 | 10 09 | | | 11 09 | | | | |
| Morristown..... | 8 36 | 9 08 | | | 9 44 | 10 14 | | | 10 44 | 11 14 | 11 44 | 12 14 | 12 44 | 1 14 | 1 44 | 2 14 | 2 44 | 3 14 | 3 44 | 4 04 | | | 4 22 | | | 4 52 | | | 5 56 | 6 13 | | | 6 44 | 7 13 | | | 7 43 | 8 13 | | | 8 57 | 9 57 | | |
| Convent..... | 8 39 | 9 11 | | | 9 47 | 10 17 | | | 10 47 | 11 17 | 11 47 | 12 17 | 12 47 | 1 17 | 1 47 | 2 17 | 2 47 | 3 17 | 3 47 | 4 07 | | | 4 25 | | | 4 55 | | | 5 59 | 6 16 | | | 6 47 | 7 16 | | | 7 46 | 8 16 | | | 9 13 | 10 13 | | |
| Madison..... | 8 43 | 9 15 | | | 9 50 | 10 20 | | | 10 50 | 11 20 | 11 50 | 12 20 | 12 50 | 1 20 | 1 50 | 2 20 | 2 50 | 3 20 | 3 50 | 4 10 | | | 4 28 | | | 4 59 | | | 6 02 | 6 19 | | | 6 50 | 7 19 | | | 7 49 | 8 19 | | | 9 19 | 10 19 | | |
| Chatham..... | 8 47 | 9 19 | | | 9 54 | 10 24 | | | 10 54 | 11 24 | 11 54 | 12 24 | 12 54 | 1 24 | 1 54 | 2 24 | 2 54 | 3 24 | 3 54 | 4 14 | | | 4 32 | | | 5 02 | | | 6 06 | 6 23 | | | 6 54 | 7 23 | | | 7 53 | 8 23 | | | 9 23 | 10 23 | | |
| Summit..... | 8 53 | 9 25 | 9 31 | | 10 00 | 10 30 | | | 11 00 | 11 30 | 12 00 | 12 30 | 1 00 | 1 30 | 2 00 | 2 30 | 3 00 | 3 30 | 4 00 | | | 4 41 | | | 5 11 | | | 5 37 | 6 12 | | | 6 29 | 7 04 | | | 7 29 | 8 04 | | | 8 32 | 9 07 | | | |
| Short Hills..... | 8 57 | 9 35 | 9 35 | | 10 04 | 10 34 | | | 11 04 | 11 34 | 12 04 | 12 34 | 1 04 | 1 34 | 2 04 | 2 34 | 3 04 | 3 34 | 4 04 | | | 4 45 | | | 5 15 | | | 5 41 | 6 16 | | | 6 33 | 7 04 | | | 7 33 | 8 08 | | | 8 36 | 9 11 | | | |
| Millburn..... | 8 59 | 9 37 | 9 37 | | 10 06 | 10 36 | | | 11 06 | 11 36 | 12 06 | 12 36 | 1 06 | 1 36 | 2 06 | 2 36 | 3 06 | 3 36 | 4 06 | | | 4 47 | | | 5 17 | | | 5 43 | 6 18 | | | 6 35 | 7 06 | | | 7 35 | 8 10 | | | 8 38 | 9 13 | | | |
| Maplewood..... | 9 02 | 9 40 | 9 40 | | 10 09 | 10 39 | | | 11 09 | 11 39 | 12 09 | 12 39 | 1 09 | 1 39 | 2 09 | 2 39 | 3 09 | 3 39 | 4 09 | | | 4 50 | | | 5 20 | | | 5 46 | 6 21 | | | 6 38 | 7 09 | | | 7 38 | 8 13 | | | 8 41 | 9 16 | | | |
| South Orange..... | | 9 43 | | | 10 12 | 10 42 | | | 11 12 | 11 42 | 12 12 | 12 42 | 1 12 | 1 42 | 2 12 | 2 42 | 3 12 | 3 42 | 4 12 | | | 4 52 | | | 5 22 | | | 5 49 | 6 23 | | | 6 41 | 7 12 | | | 7 41 | 8 16 | | | 8 43 | 9 17 | | | |
| Mountain Station..... | | 9 45 | | | 10 14 | 10 44 | | | 11 14 | 11 44 | 12 14 | 12 44 | 1 14 | 1 44 | 2 14 | 2 44 | 3 14 | 3 44 | 4 14 | | | 4 52 | | | 5 22 | | | 5 49 | 6 23 | | | 6 41 | 7 12 | | | 7 41 | 8 16 | | | 8 43 | 9 17 | | | |
| Highland Avenue..... | | 9 47 | | | 10 16 | 10 46 | | | 11 16 | 11 46 | 12 16 | 12 46 | 1 16 | 1 46 | 2 16 | 2 46 | 3 16 | 3 46 | 4 16 | | | 4 52 | | | 5 22 | | | 5 49 | 6 23 | | | 6 41 | 7 12 | | | 7 41 | 8 16 | | | 8 43 | 9 17 | | | |
| Orange..... | | 9 49 | | | 10 18 | 10 48 | | | 11 18 | 11 48 | 12 18 | 12 48 | 1 18 | 1 48 | 2 18 | 2 48 | 3 18 | 3 48 | 4 18 | | | 4 56 | | | 5 26 | | | 5 53 | 6 29 | | | 6 47 | 7 17 | | | 7 47 | 8 22 | | | 8 47 | 9 21 | | | |
| Brick Church..... | | 9 51 | | | 10 20 | 10 50 | | | 11 20 | 11 50 | 12 20 | 12 50 | 1 20 | 1 50 | 2 20 | 2 50 | 3 20 | 3 50 | 4 20 | | | 4 56 | | | 5 26 | | | 5 53 | 6 29 | | | 6 47 | 7 17 | | | 7 47 | 8 22 | | | 8 49 | 9 23 | | | |
| East Orange..... | | 9 53 | | | 10 22 | 10 52 | | | 11 22 | 11 52 | 12 22 | 12 52 | 1 22 | 1 52 | 2 22 | 2 52 | 3 22 | 3 52 | 4 22 | | | 4 56 | | | 5 26 | | | 5 53 | 6 29 | | | 6 47 | 7 17 | | | 7 47 | 8 22 | | | 8 49 | 9 23 | | | |
| Grove Street..... | | 9 55 | | | 10 23 | 10 53 | | | 11 23 | 11 53 | 12 23 | 12 53 | 1 23 | 1 53 | 2 23 | 2 53 | 3 23 | 3 53 | 4 23 | | | 4 56 | | | 5 26 | | | 5 53 | 6 29 | | | 6 47 | 7 17 | | | 7 47 | 8 22 | | | 8 49 | 9 23 | | | |
| Roseville Avenue..... | | 9 57 | | | 10 25 | 10 55 | | | 11 25 | 11 55 | 12 25 | 12 55 | 1 25 | 1 55 | 2 25 | 2 55 | 3 25 | 3 55 | 4 25 | | | 4 56 | | | 5 26 | | | 5 53 | 6 29 | | | 6 47 | 7 17 | | | 7 47 | 8 22 | | | 8 49 | 9 23 | | | |
| Newark (Broad St.)..... | 9 14 | 9 42 | 10 00 | | 10 28 | 10 58 | | | 11 28 | 11 58 | 12 28 | 12 58 | 1 28 | 1 58 | 2 28 | 2 58 | 3 28 | 3 58 | 4 28 | | | 5 01 | | | 5 31 | | | 6 02 | 6 36 | | | 6 54 | 7 24 | | | | | | | | | | | |



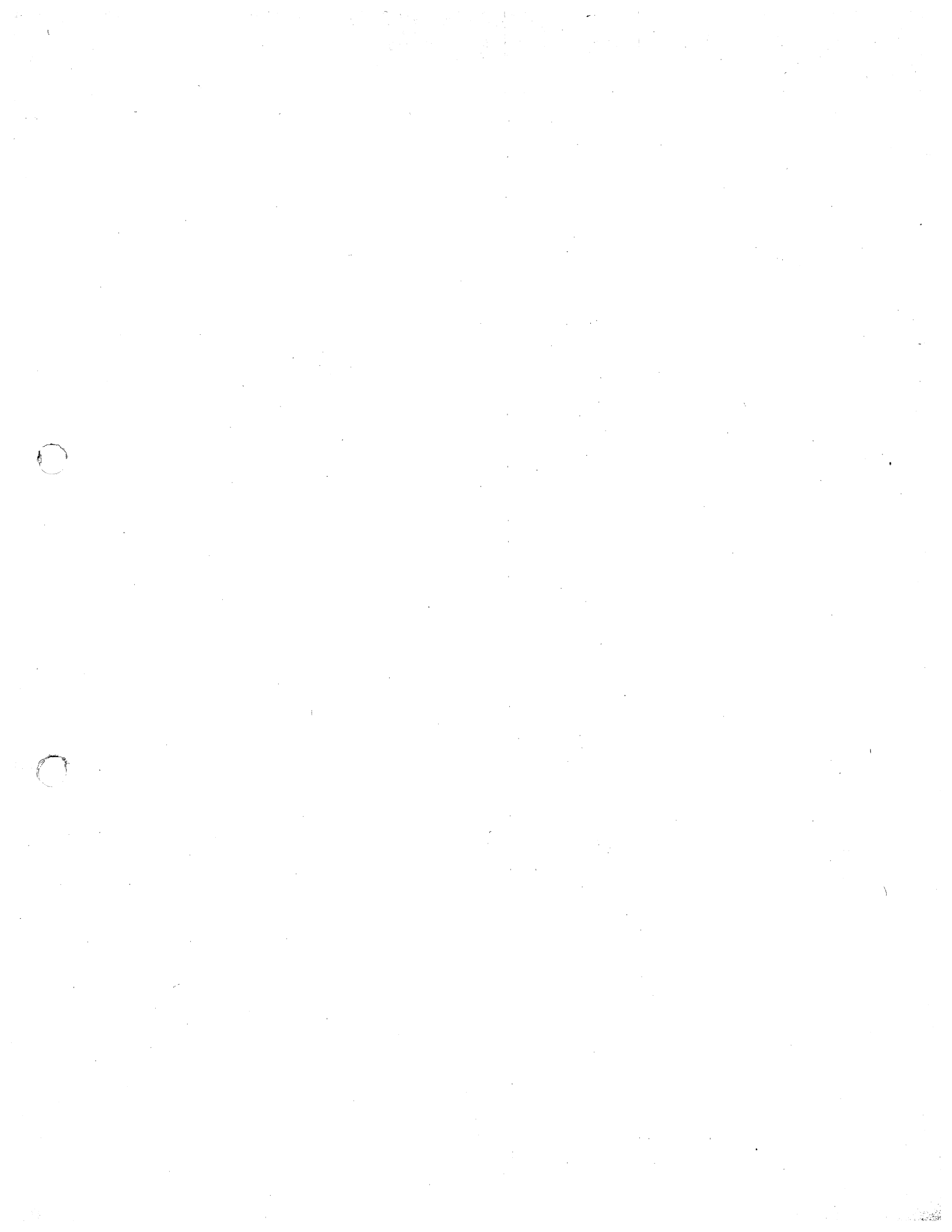


ERIE LACKAWANNA RAILROAD
MORRIS & ESSEX DIVISION SCHEDULES

Stages I & II

PROPOSED EASTBOUND

| | 600 AM | 502 AM | 602 AM | 300 AM | 504 AM | 404 AM | 604 AM | 204 AM | 302 AM | 406 AM | 408 AM | 304 AM | 606 AM | 506 AM |
|----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Dover | 5:21 | -- | 6:17 | -- | -- | -- | 7:00 | -- | -- | -- | -- | -- | 7:17 | -- |
| Denville | 5:18 | -- | 6:23 | -- | -- | -- | 7:06 | -- | -- | -- | -- | -- | 7:23 | -- |
| Mount Tabor | 5:20 | -- | 6:25 | -- | -- | -- | 7:08 | -- | -- | -- | -- | -- | 7:25 | -- |
| Morris Plains | 5:25 | -- | 6:30 | -- | -- | -- | 7:14 | -- | -- | -- | -- | -- | 7:31 | -- |
| Morristown | 5:29 | 6:08 | 6:34 | -- | 7:02 | -- | 7:18 | -- | -- | -- | -- | -- | 7:35 | 7:30 |
| Convent | 5:32 | 6:11 | 6:37 | -- | 7:05 | -- | 7:21 | -- | -- | -- | -- | -- | 7:38 | 7:33 |
| Madison | 5:36 | 6:14 | 6:40 | -- | 7:09 | -- | 7:25 | -- | -- | -- | -- | -- | 7:42 | 7:37 |
| Chatham | 5:40 | 6:18 | 6:44 | -- | 7:13 | -- | 7:29 | -- | -- | -- | -- | -- | 7:46 | 7:41 |
| Summit | 5:46 | 6:24 | -- | 6:54 | 7:19 | 7:28 | -- | --- | 7:36 | 7:43 | -- | 7:40 | 7:52 | 7:48 |
| Short Hills | 5:50 | 6:28 | -- | 6:58 | 7:23 | -- | -- | -- | 7:40 | -- | -- | -- | 7:56 | 7:52 |
| Millburn | 5:52 | 6:30 | -- | 7:00 | 7:25 | -- | -- | -- | 7:43 | -- | -- | 7:45 | -- | -- |
| Maplewood | 5:55 | 6:33 | -- | 7:03 | 7:28 | -- | -- | -- | 7:47 | -- | -- | 7:49 | -- | 7:58 |
| South Orange | 5:58 | 6:35 | -- | 7:05 | 7:31 | -- | -- | 7:33 | 7:50 | -- | -- | 7:52 | -- | 8:01 |
| Mountain Stat. | 6:00 | 6:37 | -- | 7:07 | 7:33 | -- | -- | 7:35 | -- | -- | -- | 7:54 | -- | 8:03 |
| Highland Ave. | 6:02 | 6:39 | -- | 7:09 | 7:35 | -- | -- | 7:37 | -- | -- | -- | 7:56 | -- | 8:05 |
| Orange | 6:04 | 6:41 | -- | 7:11 | -- | -- | -- | 7:39 | -- | -- | -- | 7:58 | -- | -- |
| Brick Church | 6:06 | 6:43 | -- | 7:13 | -- | -- | -- | 7:41 | -- | -- | -- | 8:00 | -- | -- |
| East Orange | 6:08 | 6:45 | -- | 7:15 | -- | -- | -- | 7:43 | -- | -- | -- | 8:02 | -- | -- |
| Grove St. | 6:09 | 6:46 | -- | 7:17 | -- | -- | -- | 7:45 | -- | -- | -- | 8:04 | -- | -- |
| Roseville Ave. | 6:11 | -- | -- | 7:19 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| Newark | 6:14 | 6:49 | 7:09 | 7:22 | 7:41 | 7:43 | 7:49 | 7:50 | -- | 8:00 | 8:03 | 8:08 | -- | 8:12 |
| Harrison | 6:16 | 6:51 | 7:11 | 7:24 | 7:43 | 7:45 | -- | -- | -- | -- | -- | 8:10 | -- | -- |
| Hoboken | 6:27 | 7:02 | 7:22 | 7:53 | 7:55 | 7:57 | 8:02 | 8:03 | 8:11 | 8:13 | 8:17 | 8:22 | 8:24 | 8:27 |

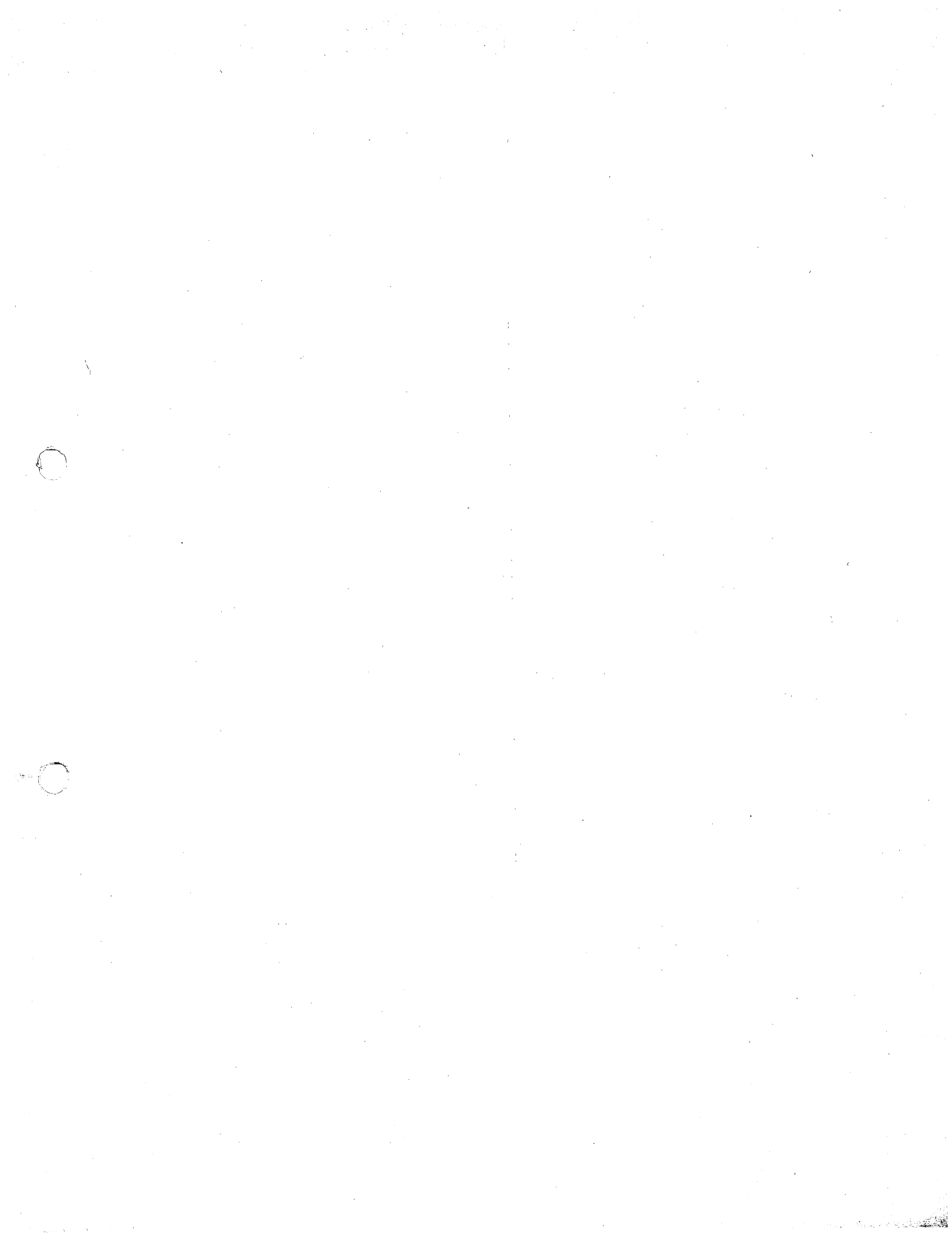


ERIE LACKAWANNA RAILROAD
MORRIS & ESSEX DIVISION SCHEDULES

Stages I & II

PROPOSED EASTBOUND

| | 608 AM | 410 AM | 306 AM | 508 AM | 412 AM | 308 AM | 610 AM | 222 AM | 310 AM | 414 AM | 612 AM | 224 AM | 614 AM | 616 AM |
|----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Dover | 7:25 | -- | -- | -- | -- | -- | 7:48 | -- | -- | -- | 8:03 | -- | 8:18 | 8:50 |
| Denville | 7:32 | -- | -- | -- | -- | -- | 7:54 | -- | -- | -- | 8:09 | -- | 8:24 | 8:56 |
| Mount Tabor | 7:34 | -- | -- | -- | -- | -- | 7:56 | -- | -- | -- | -- | -- | 8:26 | 8:58 |
| Morris Plains | 7:40 | -- | -- | -- | -- | -- | 8:02 | -- | -- | -- | 8:17 | -- | 8:32 | 9:04 |
| Morristown | 7:44 | -- | -- | 7:49 | -- | -- | 8:06 | -- | -- | -- | 8:21 | -- | 8:36 | 9:08 |
| Convent | -- | -- | -- | 7:53 | -- | -- | 8:09 | -- | -- | -- | 8:24 | -- | 8:39 | 9:11 |
| Madison | 7:50 | -- | -- | 7:57 | -- | -- | 8:13 | -- | -- | -- | 8:28 | -- | 8:43 | 9:15 |
| Chatham | -- | -- | -- | 8:01 | -- | -- | 8:17 | -- | -- | -- | -- | -- | 8:47 | 9:19 |
| Summit | -- | 8:04 | 7:54 | 8:07 | -- | 8:14 | 8:23 | -- | 8:25 | -- | 8:36 | -- | 8:53 | 9:25 |
| Short Hills | -- | -- | 7:58 | -- | -- | 8:18 | -- | -- | 8:29 | 8:36 | -- | -- | 8:57 | -- |
| Millburn | 8:04 | -- | 8:01 | -- | -- | 8:20 | -- | -- | 8:32 | -- | -- | -- | 8:59 | -- |
| Maplewood | -- | -- | 8:04 | 8:15 | -- | 8:23 | -- | -- | 8:35 | -- | -- | -- | 9:02 | -- |
| South Orange | -- | -- | 8:07 | -- | -- | 8:26 | -- | 8:29 | 8:38 | -- | -- | 8:51 | -- | -- |
| Mt. Station | -- | -- | 8:09 | -- | -- | -- | -- | 8:31 | -- | -- | -- | 8:53 | -- | -- |
| Highland Ave. | -- | -- | 8:11 | -- | -- | -- | -- | 8:33 | -- | -- | -- | 8:55 | -- | -- |
| Orange | -- | -- | 8:13 | -- | -- | -- | -- | 8:35 | -- | -- | -- | 8:57 | -- | -- |
| Brick Church | -- | -- | 8:15 | -- | -- | 8:32 | -- | 8:38 | -- | -- | -- | 8:59 | -- | -- |
| East Orange | -- | -- | 8:17 | -- | -- | -- | -- | 8:40 | -- | -- | -- | 9:01 | -- | -- |
| Grove Street | -- | -- | 8:19 | -- | -- | -- | -- | 8:42 | -- | -- | -- | 9:03 | -- | -- |
| Roseville Ave. | -- | -- | -- | -- | -- | 8:35 | -- | -- | -- | -- | -- | -- | -- | -- |
| Newark | 8:17 | 8:20 | -- | 8:26 | 8:28 | 8:37 | 8:39 | 8:45 | 8:47 | 8:50 | -- | 9:06 | 9:14 | 9:42 |
| Harrison | -- | -- | -- | -- | -- | -- | -- | 8:47 | -- | -- | -- | -- | -- | -- |
| Hoboken | 8:30 | 8:33 | 8:36 | 8:38 | 8:41 | 8:51 | 8:53 | 8:59 | 9:01 | 9:02 | 9:03 | 9:19 | 9:27 | 9:55 |



ERIE LACKAWANNA RAILROAD
MORRIS & ESSEX DIVISION SCHEDULES

Stages I & II

PROPOSED EASTBOUND

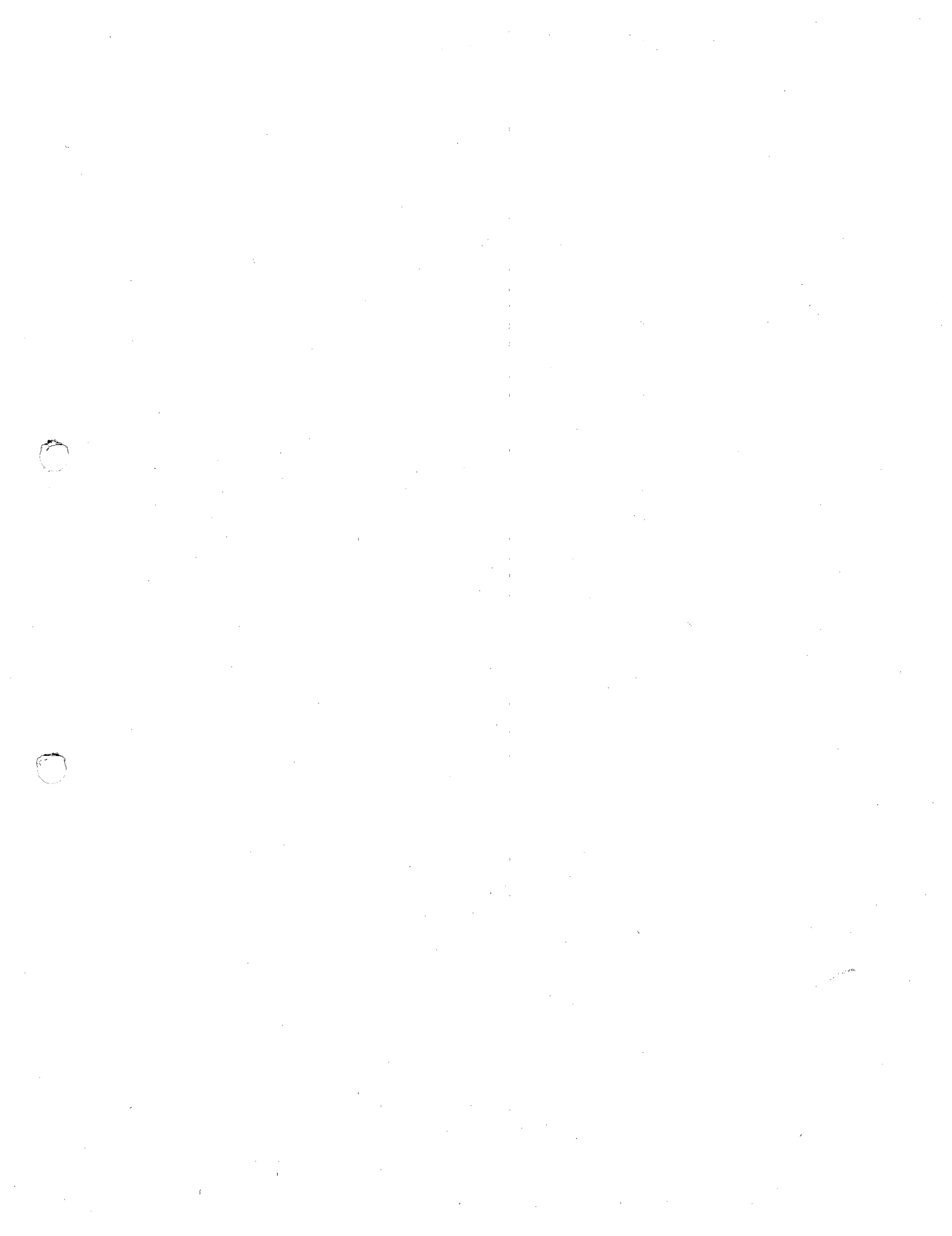
| | 314 AM | 512 AM | 618 AM | 318 AM | 514 AM | 620 AM | 320 AM | 516 PM | 622 PM | 322 PM | 518 PM | 624 PM | 324 PM | 522 PM |
|----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Dover | -- | -- | 9:55 | -- | -- | 10:55 | --- | -- | 11:55 | -- | -- | 12:55 | -- | -- |
| Denville | -- | -- | 10:01 | -- | -- | 11:01 | -- | -- | 12:01 | -- | -- | 1:01 | -- | -- |
| Mount Tabor | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| Morris Plains | -- | -- | 10:08 | -- | -- | 11:08 | -- | -- | 12:08 | -- | -- | 1:08 | -- | -- |
| Morristown | -- | 9:42 | 10:12 | -- | 10:42 | 11:12 | -- | 11:42 | 12:12 | -- | 12:42 | 1:12 | -- | 1:42 |
| Convent | -- | 9:45 | 10:15 | -- | 10:45 | 11:15 | -- | 11:45 | 12:15 | -- | 12:45 | 1:15 | -- | 1:45 |
| Madison | -- | 9:48 | 10:18 | -- | 10:48 | 11:18 | -- | 11:48 | 12:18 | -- | 12:48 | 1:18 | -- | 1:48 |
| Chatham | -- | 9:52 | 10:22 | -- | 10:52 | 11:22 | -- | 11:52 | 12:22 | -- | 12:52 | 1:22 | -- | 1:52 |
| Summit | 9:30 | 10:00 | 10:28 | 10:30 | 11:00 | 11:28 | 11:30 | 12:00 | 12:28 | 12:30 | 1:00 | 1:28 | 1:30 | 2:00 |
| Short Hills | 9:34 | 10:04 | -- | 10:34 | 11:04 | -- | 11:34 | 12:04 | -- | 12:34 | 1:04 | -- | 1:34 | 2:04 |
| Millburn | 9:36 | 10:06 | -- | 10:36 | 11:06 | -- | 11:36 | 12:06 | -- | 12:36 | 1:06 | -- | 1:36 | 2:06 |
| Maplewood | 9:39 | 10:09 | -- | 10:39 | 11:09 | -- | 11:39 | 12:09 | -- | 12:39 | 1:09 | -- | 1:39 | 2:09 |
| South Orange | 9:42 | 10:12 | -- | 10:42 | 11:12 | -- | 11:42 | 12:12 | -- | 12:42 | 1:12 | -- | 1:42 | 2:12 |
| Mt. Station | 9:44 | 10:14 | -- | 10:44 | 11:14 | -- | 11:44 | 12:14 | -- | 12:44 | 1:14 | -- | 1:44 | 2:14 |
| Highland Ave. | 9:46 | 10:16 | -- | 10:46 | 11:16 | -- | 11:46 | 12:16 | -- | 12:46 | 1:16 | -- | 1:46 | 2:16 |
| Orange | 9:48 | 10:18 | -- | 10:48 | 11:18 | -- | 11:48 | 12:18 | -- | 12:48 | 1:18 | -- | 1:48 | 2:18 |
| Brick Church | 9:50 | 10:20 | -- | 10:50 | 11:20 | -- | 11:50 | 12:20 | -- | 12:50 | 1:20 | -- | 1:50 | 2:20 |
| East Orange | 9:52 | 10:22 | -- | 10:52 | 11:22 | -- | 11:52 | 12:22 | -- | 12:52 | 1:22 | -- | 1:52 | 2:22 |
| Grove Street | 9:54 | 10:23 | -- | 10:53 | 11:23 | -- | 11:53 | 12:23 | -- | 12:53 | 1:23 | -- | 1:53 | 2:23 |
| Roseville Ave. | 9:56 | 10:25 | -- | 10:55 | 11:25 | -- | 11:55 | 12:25 | -- | 12:55 | 1:25 | -- | 1:55 | 2:25 |
| Newark | 9:59 | 10:28 | 10:43 | 10:58 | 11:28 | 11:43 | 11:58 | 12:28 | 12:43 | 12:58 | 1:28 | 1:43 | 1:58 | 2:28 |
| Harrison | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| Hoboken | 10:12 | 10:41 | 10:56 | 11:11 | 11:41 | 11:56 | 12:11 | 12:41 | 12:56 | 1:11 | 1:41 | 1:56 | 2:11 | 2:41 |

**ERIE LACKAWANNA RAILROAD
MORRIS & ESSEX DIVISION SCHEDULES**

Stages I & II

PROPOSED EASTBOUND

| | 626 PM | 326 PM | 524 PM | 628 PM | 328 PM | 526 PM | 226 PM | 630 PM | 228 PM | 632 PM | 230 PM | 432 PM | 634 PM | 636 PM |
|----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Dover | 1:55 | -- | -- | 2:55 | -- | -- | -- | 4:05 | -- | 4:36 | -- | -- | 5:39 | 5:57 |
| Denville | 2:01 | -- | -- | 3:01 | -- | -- | -- | 4:11 | -- | 4:42 | -- | -- | 5:45 | 6:03 |
| Mount Tabor | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 6:04 |
| Morris Plains | 2:08 | -- | -- | 3:08 | -- | -- | -- | 4:18 | -- | 4:48 | -- | -- | 5:52 | 6:10 |
| Morristown | 2:12 | -- | 2:42 | 3:12 | -- | 3:44 | -- | 4:22 | -- | 4:52 | -- | -- | 5:56 | 6:14 |
| Convent | 2:15 | -- | 2:45 | 3:15 | -- | 3:47 | -- | 4:25 | -- | :55 | -- | -- | 5:59 | 6:17 |
| Madison | 2:18 | -- | 2:48 | 3:18 | -- | 3:50 | -- | 4:29 | -- | 4:59 | -- | -- | 6:02 | 6:20 |
| Chatham | 2:22 | -- | 2:52 | 3:22 | -- | 3:54 | -- | 4:33 | -- | 5:02 | -- | -- | 6:06 | 6:24 |
| Summit | 2:28 | 2:30 | 3:00 | 3:28 | 3:30 | 4:00 | -- | 4:41 | -- | 5:11 | -- | 5:35 | 6:12 | 6:30 |
| Short Hills | -- | 2:34 | 3:04 | -- | 3:34 | 4:04 | -- | 4:45 | -- | 5:15 | -- | 5:41 | 6:16 | 6:34 |
| Millburn | -- | 2:36 | 3:06 | -- | 3:36 | 4:06 | -- | 4:47 | -- | 5:17 | -- | 5:43 | 6:18 | 6:36 |
| Maplewood | -- | 2:39 | 3:09 | -- | 3:39 | 4:09 | -- | 4:50 | -- | 5:20 | -- | 5:46 | 6:21 | 6:39 |
| South Orange | -- | 2:42 | 3:12 | -- | 3:42 | 4:12 | 4:14 | 4:52 | 4:57 | 5:22 | 5:27 | 5:49 | 6:23 | 6:42 |
| Mt. Station | -- | 2:44 | 3:14 | -- | 3:44 | -- | 4:16 | -- | 4:59 | -- | 5:29 | 5:51 | 6:25 | 6:44 |
| Highland Ave. | -- | 2:46 | 3:16 | -- | 3:46 | -- | 4:18 | -- | 5:01 | -- | 5:31 | 5:53 | 6:27 | 6:46 |
| Orange | -- | 2:48 | 3:18 | -- | 3:48 | 4:15 | 4:20 | -- | 5:03 | -- | 5:33 | 5:55 | 6:29 | 6:48 |
| Brick Church | -- | 2:50 | 3:20 | -- | 3:50 | 4:17 | 4:22 | 4:56 | 5:05 | 5:26 | 5:35 | 5:57 | 6:31 | 6:50 |
| East Orange | -- | 2:52 | 3:22 | -- | 3:52 | -- | 4:24 | -- | 5:07 | -- | 5:37 | 5:59 | 6:33 | 6:52 |
| Grove Street | -- | 2:53 | 3:23 | -- | 3:53 | -- | 4:25 | -- | 5:08 | -- | 5:38 | 6:00 | 6:34 | 6:53 |
| Roseville Ave. | -- | 2:55 | 3:25 | -- | 3:55 | -- | 4:27 | -- | 5:09 | -- | 5:39 | 6:02 | 6:36 | 6:55 |
| Newark | 2:43 | 2:58 | 3:28 | 3:43 | 3:58 | 4:23 | 4:30 | 5:01 | 5:12 | 5:31 | 5:42 | 6:05 | 6:40 | 6:58 |
| Harrison | -- | -- | 3:30 | -- | -- | -- | 4:32 | -- | -- | -- | -- | -- | -- | -- |
| Hoboken | 2:56 | 3:11 | 3:41 | 3:56 | 4:11 | 4:36 | 4:43 | 5:14 | 5:25 | 5:44 | 5:55 | 6:18 | 6:52 | 7:11 |



**ERIE LACKAWANNA RAILROAD
MORRIS & ESSEX DIVISION SCHEDULES**

Stages I & II

PROPOSED EASTBOUND

| | 528 PM | 638 PM | 640 PM | 330 PM | 642 PM | 342 PM | 644 PM | 344 PM | 646 AM | 648 AM |
|----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Dover | -- | 6:57 | 7:57 | -- | 8:55 | -- | 9:57 | -- | 10:57 | 11:57 |
| Denville | -- | 7:03 | 8:03 | -- | 9:01 | -- | 10:03 | -- | 11:03 | 12:03 |
| Mount Tabor | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| Morris Plains | -- | 7:10 | 8:10 | -- | 9:08 | -- | 10:09 | -- | 11:10 | 12:10 |
| Morristown | 6:44 | 7:14 | 8:14 | -- | 9:12 | -- | 10:13 | -- | 11:14 | 12:14 |
| Convent | 6:47 | 7:17 | 8:17 | -- | 9:15 | -- | 10:16 | -- | -- | -- |
| Madison | 6:50 | 7:20 | 8:20 | -- | 9:18 | -- | 10:19 | -- | 11:19 | 12:19 |
| Chatham | 6:54 | 7:24 | 8:24 | -- | 9:22 | -- | 10:23 | -- | 11:23 | 12:23 |
| Summit | 7:00 | 7:30 | 8:30 | 8:32 | 9:28 | 9:30 | 10:29 | 10:31 | 11:29 | 12:29 |
| Short Hills | 7:04 | 7:34 | -- | 8:36 | -- | 9:34 | -- | 10:35 | 11:33 | -- |
| Millburn | 7:06 | 7:36 | -- | 8:38 | -- | 9:36 | -- | 10:37 | 11:35 | 12:34 |
| Maplewood | 7:09 | 7:39 | -- | 8:41 | -- | 9:39 | -- | 10:40 | 11:38 | 12:37 |
| South Orange | 7:12 | 7:42 | -- | 8:43 | -- | 9:42 | -- | 10:43 | 11:41 | 12:39 |
| Mt. Station | 7:13 | 7:44 | -- | -- | -- | 9:44 | -- | 10:45 | 11:43 | -- |
| Highland Ave. | 7:15 | 7:46 | -- | -- | -- | 9:46 | -- | 10:47 | 11:45 | 12:42 |
| Orange | 7:17 | 7:48 | -- | 8:47 | -- | 9:48 | -- | 10:49 | 11:47 | 12:44 |
| Brick Church | 7:19 | 7:50 | -- | 8:49 | -- | 9:50 | -- | 10:51 | 11:49 | 12:46 |
| East Orange | 7:21 | 7:52 | -- | 8:51 | -- | 9:52 | -- | 10:53 | 11:51 | 12:47 |
| Grove Street | 7:22 | 7:53 | -- | 8:52 | -- | 9:53 | -- | 10:54 | 11:52 | -- |
| Roseville Ave. | 7:24 | 7:55 | -- | 8:54 | -- | 9:55 | -- | 10:55 | 11:54 | 12:48 |
| Newark | 7:27 | 7:58 | 8:45 | 8:57 | 9:43 | 9:58 | 10:46 | 10:57 | 11:57 | 12:50 |
| Harrison | -- | 8:00 | -- | -- | -- | -- | -- | -- | -- | -- |
| Hoboken | 7:40 | 8:11 | 8:58 | 9:10 | 9:56 | 10:11 | 10:59 | 11:10 | 12:10 | 1:03 |

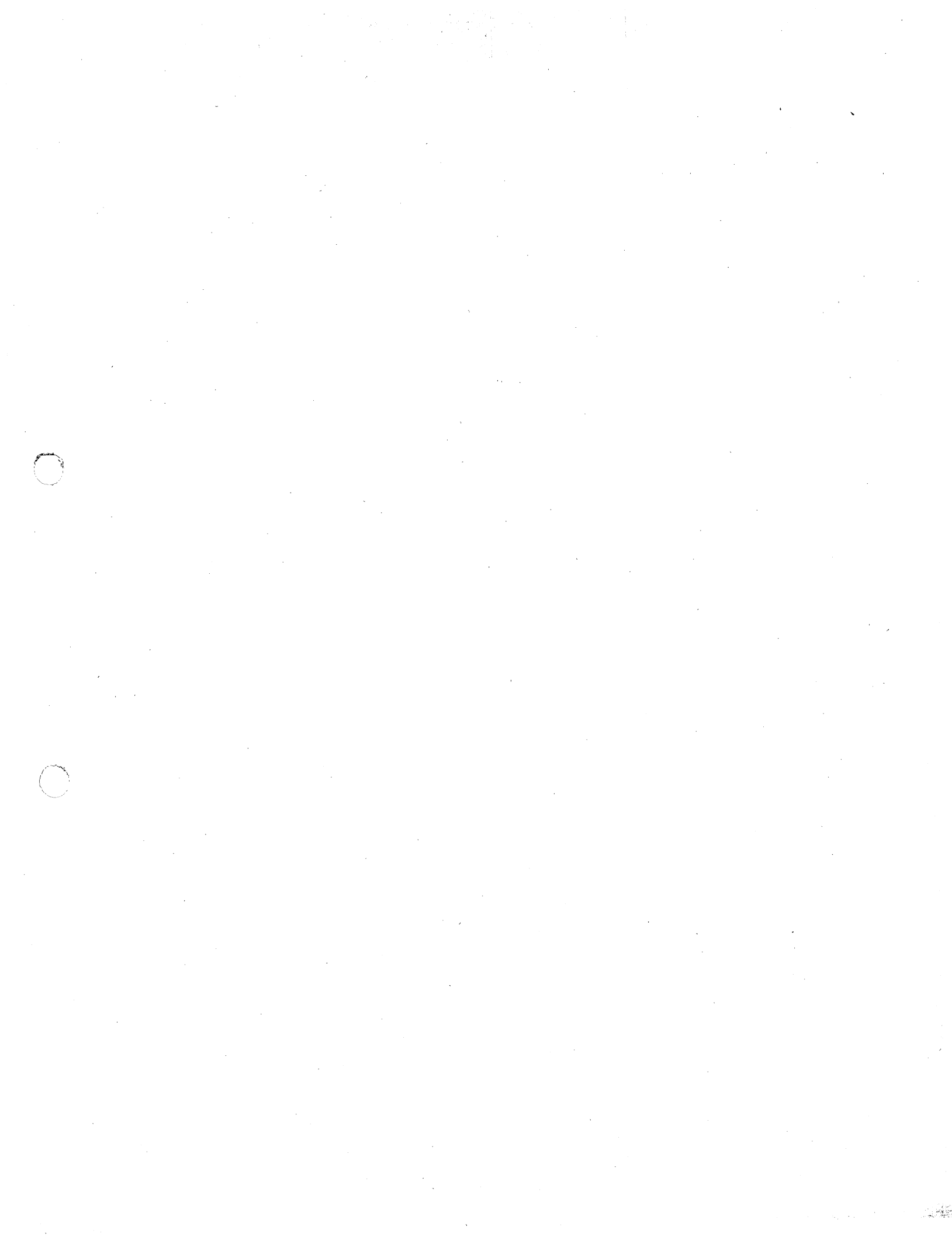


**ERIE LACKAWANNA RAILROAD
MORRIS & ESSEX DIVISION SCHEDULES**

Stages I & II

PROPOSED WESTBOUND

| | 601 AM | 603 AM | 501 AM | 301 AM | 605 AM | 303 AM | 607 AM | 305 AM | 503 AM | 307 AM | 609 AM | 507 AM | 309 AM | 611 AM |
|----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Hoboken | 12:30 | 1:30 | 6:15 | 6:35 | 7:00 | 7:30 | 8:15 | 8:30 | 8:35 | 9:00 | 9:15 | 9:30 | 10:00 | 10:15 |
| Harrison | 12:41 | 1:41 | 6:26 | -- | -- | 7:41 | 8:27 | -- | -- | -- | -- | -- | -- | -- |
| Newark | 12:43 | 1:43 | 6:29 | 6:48 | 7:13 | 7:43 | 8:29 | 8:45 | 8:50 | 9:13 | 9:28 | 9:43 | 10:13 | 10:28 |
| Roseville Ave. | 12:45 | 1:45 | 6:31 | -- | 7:16 | 7:46 | 8:32 | 8:47 | -- | 9:15 | -- | 9:45 | 10:15 | -- |
| Grove St. | 12:46 | 1:46 | 6:33 | -- | 7:17 | 7:47 | 8:33 | -- | -- | 9:17 | -- | 9:47 | 10:17 | -- |
| East Orange | 12:48 | 1:48 | 6:35 | -- | 7:19 | 7:49 | 8:35 | -- | -- | 9:19 | -- | 9:49 | 10:19 | -- |
| Brick Church | 12:50 | 1:50 | 6:37 | 6:54 | 7:21 | 7:51 | 8:37 | 8:51 | -- | 9:21 | -- | 9:51 | 10:21 | -- |
| Orange | 12:52 | 1:52 | 6:39 | 6:56 | 7:23 | 7:53 | 8:40 | 8:53 | -- | 9:23 | -- | 9:53 | 10:23 | -- |
| Highland Ave. | 12:54 | 1:54 | 6:41 | -- | 7:25 | 7:55 | 8:42 | -- | -- | 9:25 | -- | 9:55 | 10:25 | -- |
| Mountain Sta. | 12:56 | 1:56 | 6:43 | -- | 7:27 | 7:57 | 8:44 | -- | -- | 9:27 | -- | 9:57 | 10:27 | -- |
| South Orange | 12:58 | 1:58 | 6:45 | 7:10 | 7:29 | 7:59 | 8:46 | 8:56 | 8:58 | 9:29 | -- | 9:59 | 10:29 | -- |
| Maplewood | 1:00 | 2:00 | 6:48 | 7:12 | 7:31 | 8:02 | 8:48 | -- | 9:01 | 9:31 | -- | 10:01 | 10:31 | -- |
| Millburn | 1:03 | 2:03 | 6:51 | 7:15 | 7:34 | 8:05 | 8:51 | -- | 9:04 | 9:34 | -- | 10:04 | 10:34 | -- |
| Short Hills | 1:05 | 2:05 | 6:54 | 7:17 | 7:37 | 8:08 | 8:53 | -- | 9:07 | 9:36 | -- | 10:06 | 10:36 | -- |
| Summit | 1:09 | 2:09 | 6:58 | 7:21 | 7:40 | 8:13 | 8:58 | 9:15 | 9:11 | 9:40 | 9:44 | 10:10 | 10:40 | 10:44 |
| Chatham | 1:15 | 2:15 | 7:04 | -- | 7:47 | -- | 9:03 | -- | 9:17 | -- | 9:49 | 10:19 | -- | 10:49 |
| Madison | 1:18 | 2:18 | 7:07 | -- | 7:50 | -- | 9:06 | -- | 9:21 | -- | 9:52 | 10:22 | -- | 10:52 |
| Convent | 1:22 | 2:22 | 7:11 | -- | 7:54 | -- | 9:10 | -- | 9:25 | -- | 9:56 | 10:26 | -- | 10:56 |
| Morristown | 1:25 | 2:26 | 7:15 | -- | 7:58 | -- | 9:14 | -- | 9:30 | -- | 10:00 | 10:30 | -- | 11:00 |
| Morris Plains | 1:30 | 2:30 | -- | -- | 8:02 | -- | 9:18 | -- | -- | -- | 10:04 | -- | -- | 11:04 |
| Mount Tabor | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| Denville | 1:37 | 2:37 | -- | -- | 8:09 | -- | 9:24 | -- | -- | -- | 10:12 | -- | -- | 11:12 |
| Dover | 1:43 | 2:43 | -- | -- | 8:15 | -- | 9:30 | -- | -- | -- | 10:18 | -- | -- | 11:18 |

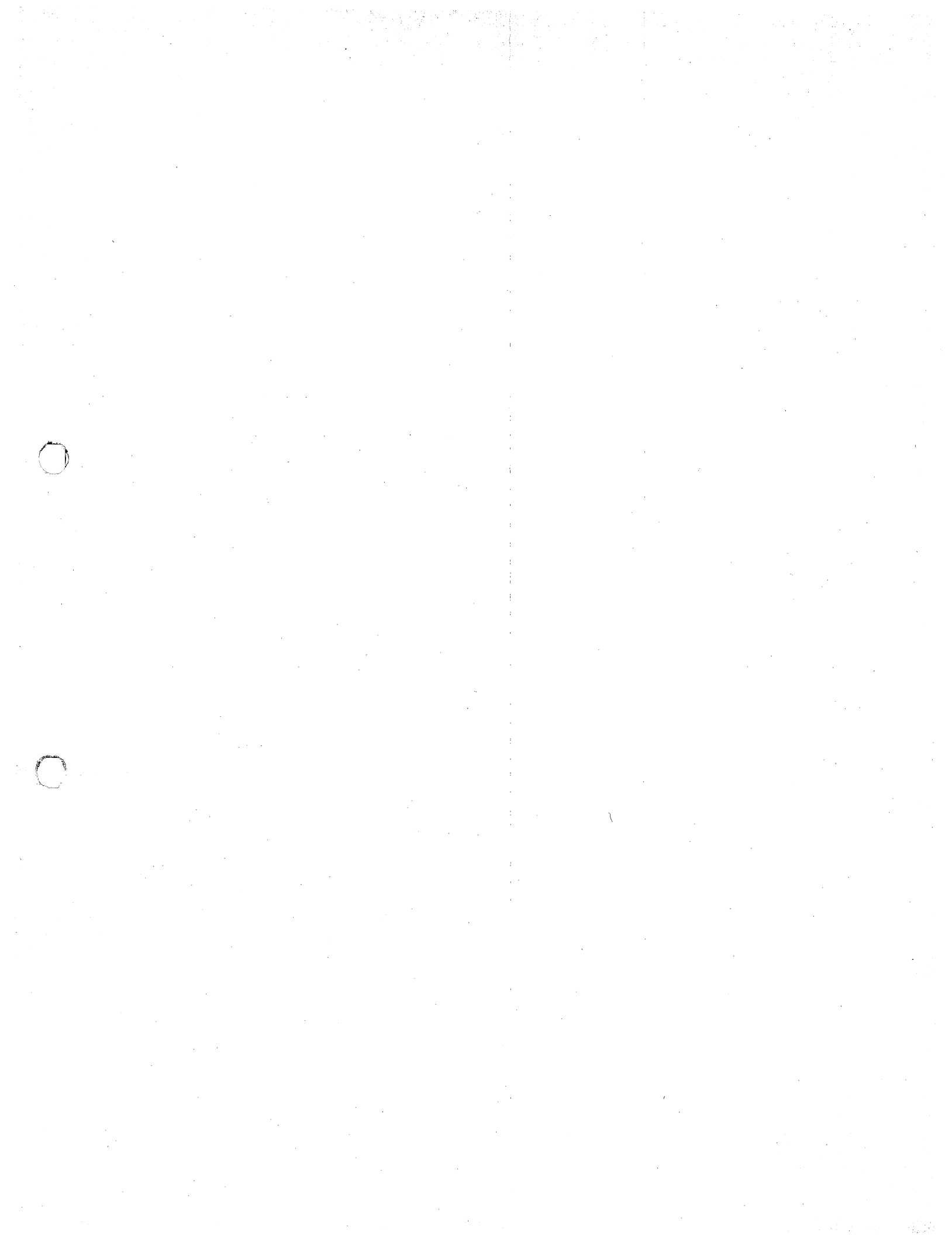


ERIE LACKAWANNA RAILROAD
MORRIS & ESSEX DIVISION SCHEDULES

Stages I & II

PROPOSED WESTBOUND

| | 509 AM | 311 AM | 613 AM | 511 AM | 313 PM | 615 PM | 513 PM | 315 PM | 617 PM | 517 PM | 317 PM | 619 PM | 521 PM | 621 PM |
|----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Hoboken | 10:30 | 11:00 | 11:15 | 11:30 | 12:00 | 12:15 | 12:30 | 1:00 | 1:15 | 1:30 | 2:00 | 2:15 | 2:30 | 3:00 |
| Harrison | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 3:11 |
| Newark | 10:43 | 11:13 | 11:28 | 11:43 | 12:13 | 12:28 | 12:43 | 1:13 | 1:28 | 1:43 | 2:13 | 2:28 | 2:43 | 3:13 |
| Roseville Ave. | 10:45 | 11:15 | -- | 11:45 | 12:15 | -- | 12:45 | 1:15 | -- | 1:45 | 2:15 | -- | 2:45 | 3:15 |
| Grove St. | 10:47 | 11:17 | -- | 11:47 | 12:17 | -- | 12:47 | 1:17 | -- | 1:47 | 2:17 | -- | 2:47 | 3:17 |
| East Orange | 10:49 | 11:19 | -- | 11:49 | 12:19 | -- | 12:49 | 1:19 | -- | 1:49 | 2:19 | -- | 2:49 | 3:19 |
| Brick Church | 10:51 | 11:21 | -- | 11:51 | 12:21 | -- | 12:51 | 1:21 | -- | 1:51 | 2:21 | -- | 2:51 | 3:21 |
| Orange | 10:53 | 11:23 | -- | 11:53 | 12:23 | -- | 12:53 | 1:23 | -- | 1:53 | 2:23 | -- | 2:53 | 3:23 |
| Highland Ave | 10:55 | 11:25 | -- | 11:55 | 12:25 | -- | 12:55 | 1:25 | -- | 1:55 | 2:25 | -- | 2:55 | 3:25 |
| Mt. Station | 10:57 | 11:27 | -- | 11:57 | 12:27 | -- | 12:57 | 1:27 | -- | 1:57 | 2:27 | -- | 2:57 | 3:27 |
| South Orange | 10:59 | 11:29 | -- | 11:59 | 12:29 | -- | 12:59 | 1:29 | -- | 1:59 | 2:29 | -- | 2:59 | 3:29 |
| Maplewood | 11:01 | 11:31 | -- | 12:01 | 12:31 | -- | 1:01 | 1:31 | -- | 2:01 | 2:31 | -- | 3:01 | 3:31 |
| Millburn | 11:04 | 11:34 | -- | 12:04 | 12:34 | -- | 1:04 | 1:34 | -- | 2:04 | 2:34 | -- | 3:04 | 3:34 |
| Short Hills | 11:06 | 11:36 | -- | 12:06 | 12:36 | -- | 1:06 | 1:36 | -- | 2:06 | 2:36 | -- | 3:06 | 3:36 |
| Summit | 11:10 | 11:40 | 11:44 | 12:10 | 12:40 | 12:44 | 1:10 | 1:40 | 1:44 | 2:10 | 2:40 | 2:44 | 3:10 | 3:40 |
| Chatham | 11:19 | -- | 11:49 | 12:19 | -- | 12:49 | 1:19 | -- | 1:49 | 2:19 | -- | 2:49 | 3:19 | 3:46 |
| Madison | 11:22 | -- | 11:52 | 12:22 | -- | 12:52 | 1:22 | -- | 1:52 | 2:22 | -- | 2:52 | 3:22 | 3:49 |
| Convent | 11:26 | -- | 11:56 | 12:26 | -- | 12:56 | 1:26 | -- | 1:56 | 2:26 | -- | 2:56 | 3:26 | 3:53 |
| Morristown | 11:30 | -- | 12:00 | 12:30 | -- | 1:00 | 1:30 | -- | 2:00 | 2:30 | -- | 3:00 | 3:30 | 3:57 |
| Morris Plains | -- | -- | 12:04 | -- | -- | 1:04 | -- | -- | 2:04 | -- | -- | 3:04 | -- | 4:01 |
| Mount Tabor | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 4:07 |
| Denville | -- | -- | 12:12 | -- | -- | 1:12 | -- | -- | 2:12 | -- | -- | 3:12 | -- | 4:09 |
| Dover | -- | -- | 12:18 | -- | -- | 1:18 | -- | -- | 2:18 | -- | -- | 3:18 | -- | 4:15 |

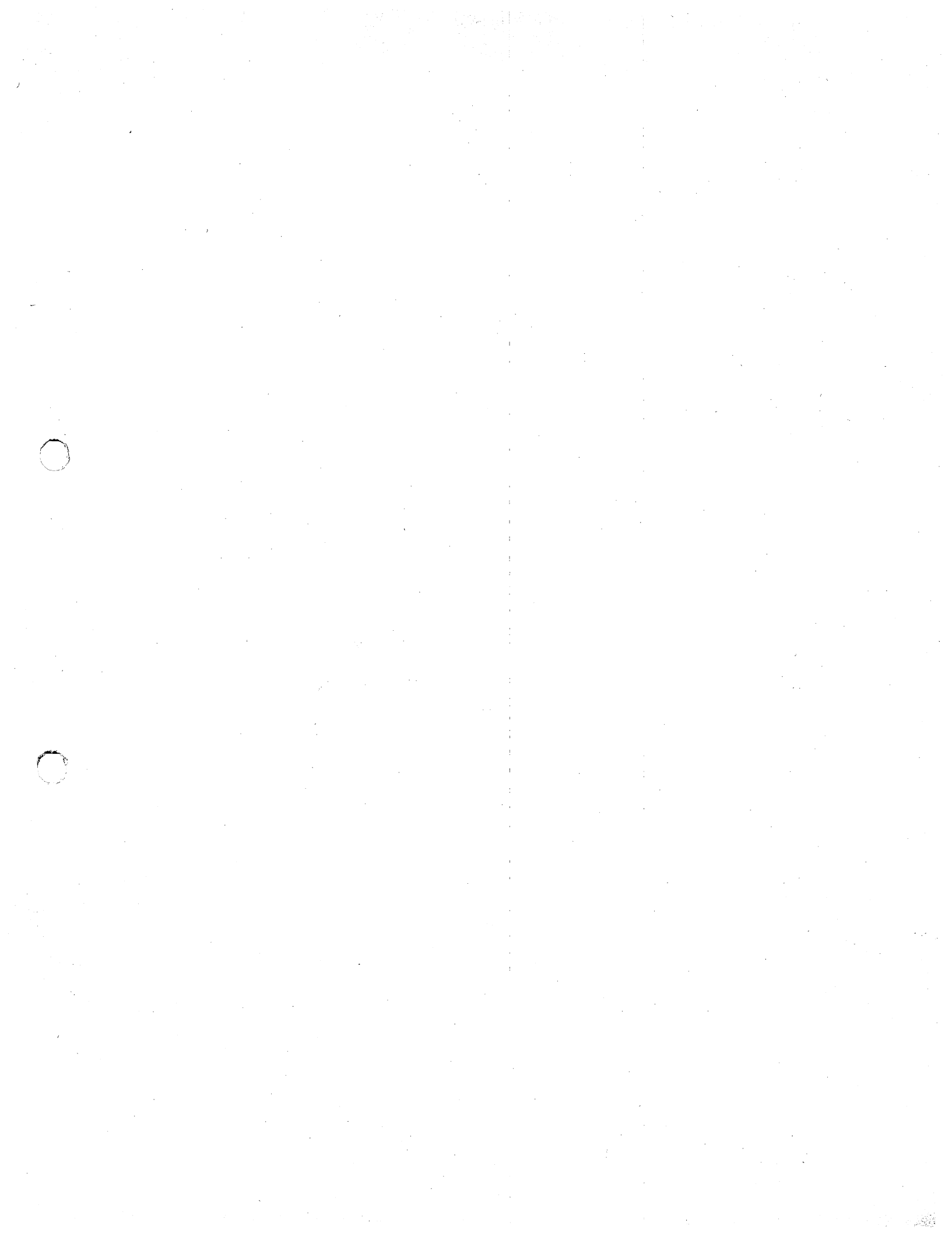


**ERIE LACKAWANNA RAILROAD
MORRIS & ESSEX DIVISION SCHEDULES**

Stages I & II

PROPOSED WESTBOUND

| | 209 PM | 623 PM | 211 PM | 625 PM | 319 PM | 627 PM | 425 PM | 217 PM | 523 PM | 219 PM | 427 PM | 629 PM | 527 PM | 221 PM |
|----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Hoboken | 3:30 | 3:45 | 4:00 | 4:15 | 4:15 | 4:35 | 4:44 | 4:45 | 4:55 | 5:00 | 5:04 | 5:07 | 5:15 | 5:16 |
| Harrison | 3:41 | -- | 4:11 | -- | 4:27 | 4:46 | 4:55 | 4:56 | -- | -- | -- | -- | -- | 5:27 |
| Newark | 3:43 | 3:58 | 4:13 | 4:28 | 4:30 | 4:48 | 4:58 | 4:59 | 5:08 | 5:12 | 5:18 | 5:20 | 5:28 | -- |
| Roseville Ave. | 3:45 | -- | 4:15 | -- | 4:33 | -- | -- | 5:01 | -- | -- | -- | -- | -- | -- |
| Grove St. | 3:47 | -- | 4:17 | -- | 4:35 | -- | -- | 5:04 | -- | 5:16 | -- | -- | -- | 5:33 |
| East Orange | 3:49 | -- | 4:19 | -- | 4:37 | -- | -- | 5:06 | -- | 5:18 | -- | -- | -- | 5:35 |
| Brick Church | 3:51 | -- | 4:21 | -- | 4:39 | -- | -- | 5:08 | -- | 5:20 | -- | -- | 5:34 | 5:37 |
| Orange | 3:53 | -- | 4:23 | -- | 4:41 | -- | -- | 5:10 | -- | 5:22 | -- | -- | -- | 5:39 |
| Highland Ave. | 3:55 | -- | 4:25 | -- | 4:43 | -- | -- | 5:12 | -- | 5:24 | -- | -- | -- | 5:41 |
| Mt. Station | 3:57 | -- | 4:27 | -- | 4:45 | -- | -- | 5:14 | -- | 5:26 | -- | -- | -- | 5:43 |
| South Orange | 3:59 | 4:07 | 4:30 | -- | 4:47 | -- | -- | 5:16 | 5:18 | 5:28 | -- | -- | -- | 5:45 |
| Maplewood | -- | 4:10 | -- | -- | 4:50 | -- | 5:07 | -- | 5:21 | -- | -- | 5:31 | -- | -- |
| Millburn | -- | 4:13 | -- | -- | 4:53 | -- | 5:10 | -- | 5:24 | -- | -- | 5:34 | -- | -- |
| Short Hills | -- | 4:16 | -- | 4:41 | 4:55 | -- | 5:13 | -- | 5:27 | -- | -- | 5:37 | -- | -- |
| Summit | -- | 4:21 | . | 4:46 | 5:00 | 5:04 | 5:18 | -- | 5:32 | -- | 5:35 | -- | 5:48 | -- |
| Chatham | -- | 4:27 | -- | 4:52 | -- | 5:10 | -- | -- | 5:38 | -- | -- | 5:47 | 5:54 | -- |
| Madison | -- | 4:30 | -- | 4:55 | -- | 5:13 | -- | -- | 5:42 | -- | -- | 5:51 | 5:58 | -- |
| Convent | -- | 4:34 | -- | 4:59 | -- | 5:17 | -- | -- | 5:46 | -- | -- | 5:55 | 6:02 | -- |
| Morristwon | -- | 4:38 | -- | 5:03 | -- | 5:21 | -- | -- | 5:50 | -- | -- | 5:59 | 6:06 | -- |
| Morris Plains | -- | 4:42 | -- | 5:07 | -- | 5:25 | -- | -- | -- | -- | -- | 6:03 | -- | -- |
| Mt. Tabor | -- | 4:48 | -- | 5:13 | -- | 5:31 | -- | -- | -- | -- | -- | 6:09 | -- | -- |
| Denville | -- | 4:50 | -- | 5:15 | -- | 5:33 | -- | -- | -- | -- | -- | 6:11 | -- | -- |
| Dover | -- | 4:56 | -- | 5:21 | -- | 5:40 | -- | -- | -- | -- | -- | 6:18 | -- | -- |



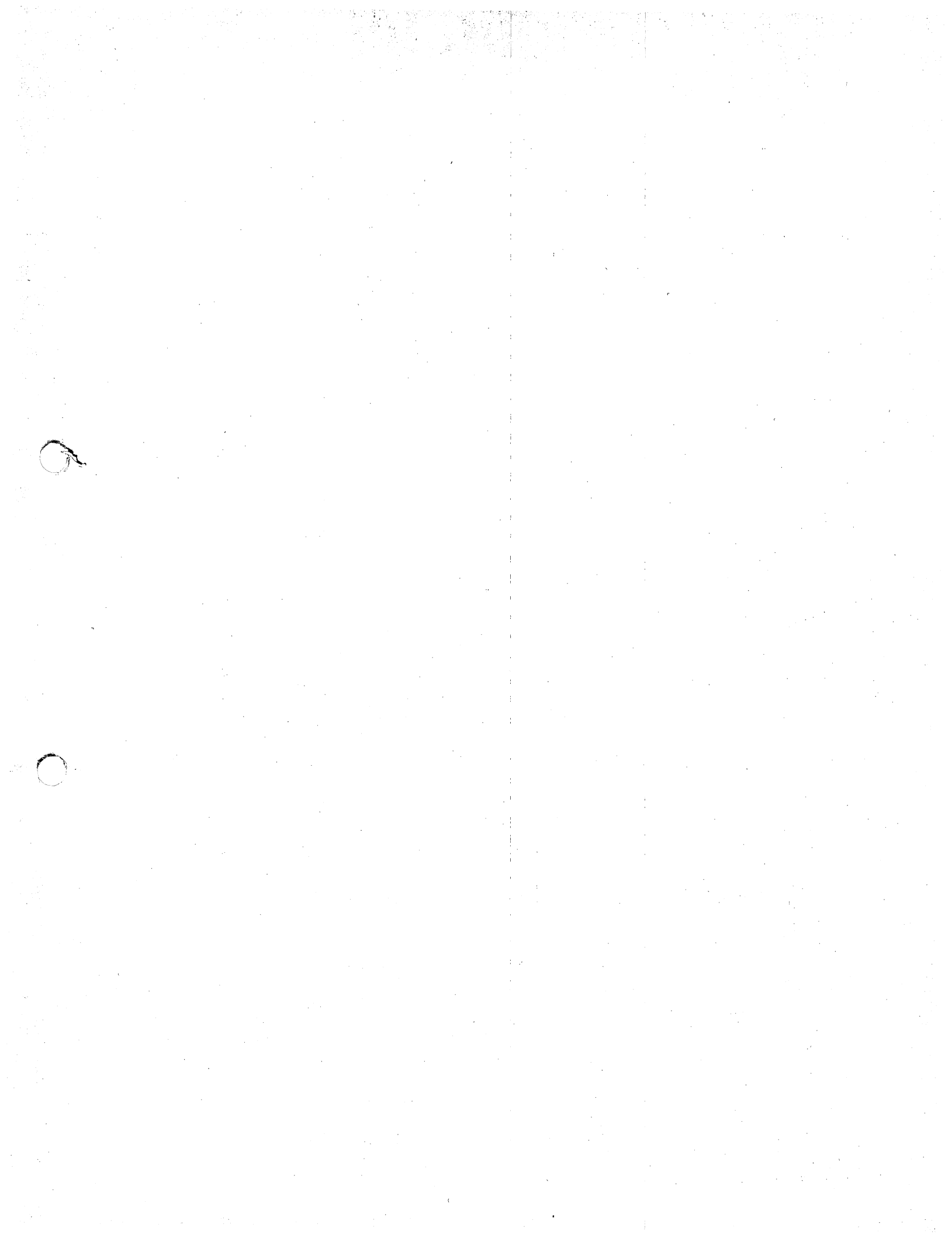
**ERIE LACKAWANNA RAILROAD
MORRIS & ESSEX DIVISION SCHEDULES**

Stages I & II

PROPOSED WESTBOUND

| | 429 PM | 529 PM | 223 PM | 631 PM | 633 PM | 433 PM | 227 PM | 635 PM | 321 PM | 435 PM | 637 PM | 323 PM | 239 PM | 639 PM |
|----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Hoboken | 5:20 | 5:23 | 5:25 | 5:31 | 5:33 | 5:35 | 5:36 | 5:39 | 5:45 | 5:53 | 5:55 | 6:05 | 6:15 | 6:17 |
| Harrison | -- | -- | 5:37 | -- | -- | -- | -- | -- | -- | -- | -- | 6:17 | -- | -- |
| Newark | 5:34 | 5:38 | 5:40 | -- | -- | -- | 5:50 | 5:53 | 5:58 | 6:05 | 6:07 | 6:19 | -- | 6:30 |
| Roseville Ave. | -- | -- | 5:43 | -- | -- | -- | -- | -- | -- | -- | -- | 6:22 | 6:30 | -- |
| Grove St. | -- | -- | -- | -- | -- | -- | 5:55 | -- | 6:02 | -- | -- | 6:24 | 6:31 | -- |
| East Orange | -- | -- | 5:46 | -- | -- | -- | 5:57 | -- | 6:04 | -- | -- | 6:26 | 6:33 | -- |
| Brick Church | -- | -- | 5:48 | -- | -- | -- | 5:59 | -- | 6:06 | -- | -- | 6:28 | 6:35 | -- |
| Orange | -- | -- | 5:50 | -- | -- | -- | 6:01 | -- | 6:08 | -- | -- | 6:30 | 6:37 | -- |
| Highland Ave. | -- | -- | 5:52 | -- | -- | -- | 6:03 | -- | 6:10 | -- | -- | 6:32 | 6:39 | -- |
| Mt. Station | -- | -- | 5:54 | -- | -- | -- | 6:05 | -- | 6:12 | -- | -- | 6:34 | 6:41 | -- |
| South Orange | -- | 5:48 | 5:57 | -- | -- | -- | 6:08 | -- | 6:14 | -- | -- | 6:36 | 6:43 | -- |
| Maplewood | -- | 5:52 | -- | -- | -- | 5:59 | -- | -- | 6:17 | -- | -- | 6:39 | -- | -- |
| Millburn | -- | 5:56 | -- | -- | -- | 6:02 | -- | -- | 6:21 | -- | -- | 6:43 | -- | -- |
| Short Hills | -- | 5:59 | -- | -- | -- | -- | -- | 6:07 | -- | -- | 6:21 | 6:46 | -- | -- |
| Summit | 5:52 | 6:03 | -- | -- | -- | 6:07 | -- | 6:11 | -- | -- | 6:26 | 6:50 | -- | -- |
| Chatham | -- | 6:09 | -- | -- | 6:07 | -- | -- | 6:17 | -- | -- | 6:32 | -- | -- | 6:50 |
| Madison | -- | 6:13 | -- | 6:06 | -- | -- | -- | 6:21 | -- | -- | 6:36 | -- | -- | 6:53 |
| Convent | -- | 6:17 | -- | -- | 6:14 | -- | -- | 6:25 | -- | -- | 6:40 | -- | -- | 6:57 |
| Morristown | -- | 6:22 | -- | 6:13 | -- | -- | -- | 6:29 | -- | -- | 6:44 | -- | -- | 7:00 |
| Morris Plains | -- | -- | -- | -- | 6:21 | -- | -- | 6:34 | -- | -- | 6:48 | -- | -- | 7:04 |
| Mount Tabor | -- | -- | -- | 6:22 | -- | -- | -- | 6:40 | -- | -- | 6:54 | -- | -- | 7:08 |
| Denville | -- | -- | -- | -- | 6:29 | -- | -- | 6:42 | -- | -- | 6:56 | -- | -- | 7:11 |
| Dover | -- | -- | -- | 6:30 | 6:35 | -- | -- | 6:48 | -- | -- | 7:02 | -- | -- | 7:17 |

EXHIBIT
Page 411

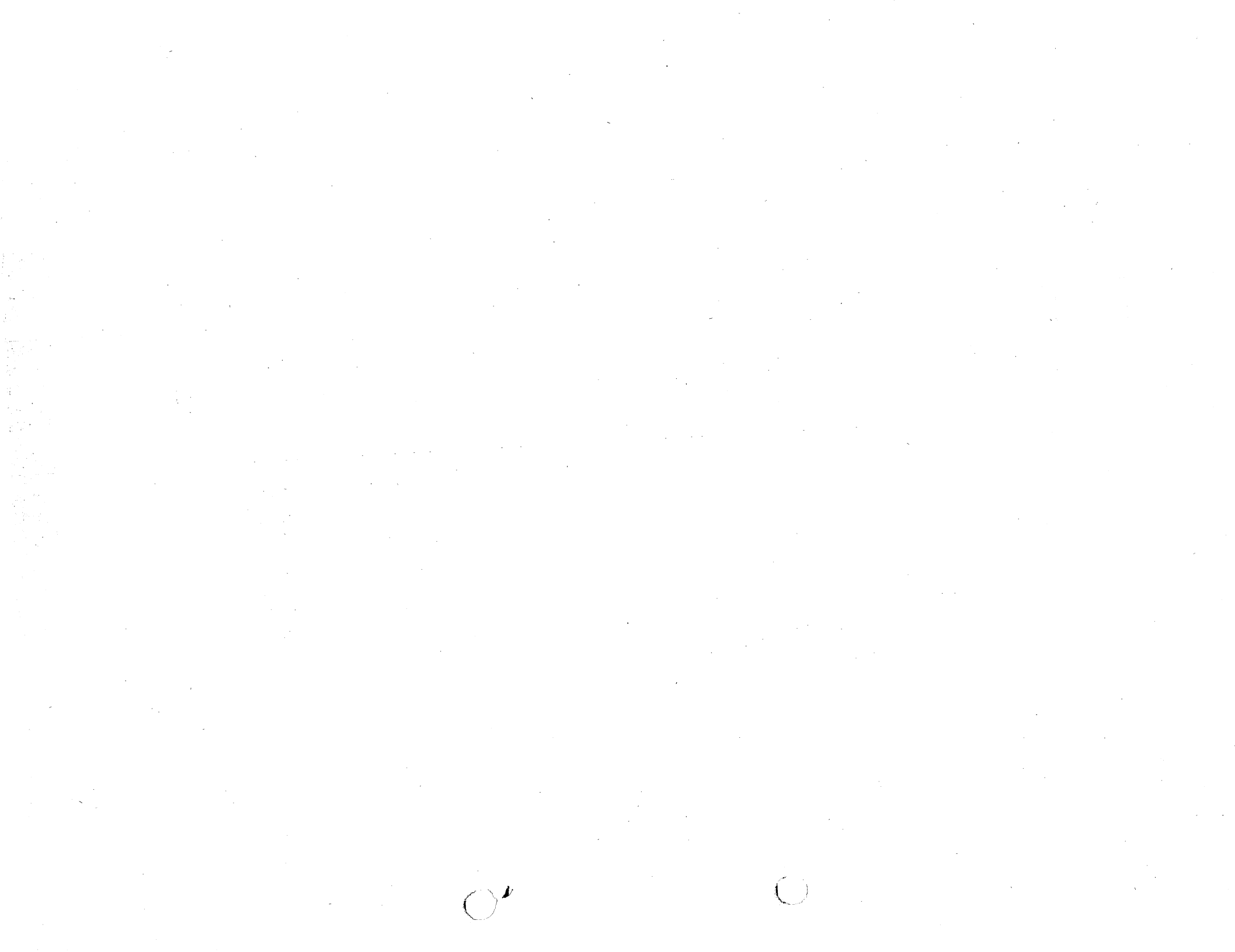


**ERIE LACKAWANNA RAILROAD
MORRIS & ESSEX DIVISION SCHEDULES**

Stages I & II

PROPOSED WESTBOUND

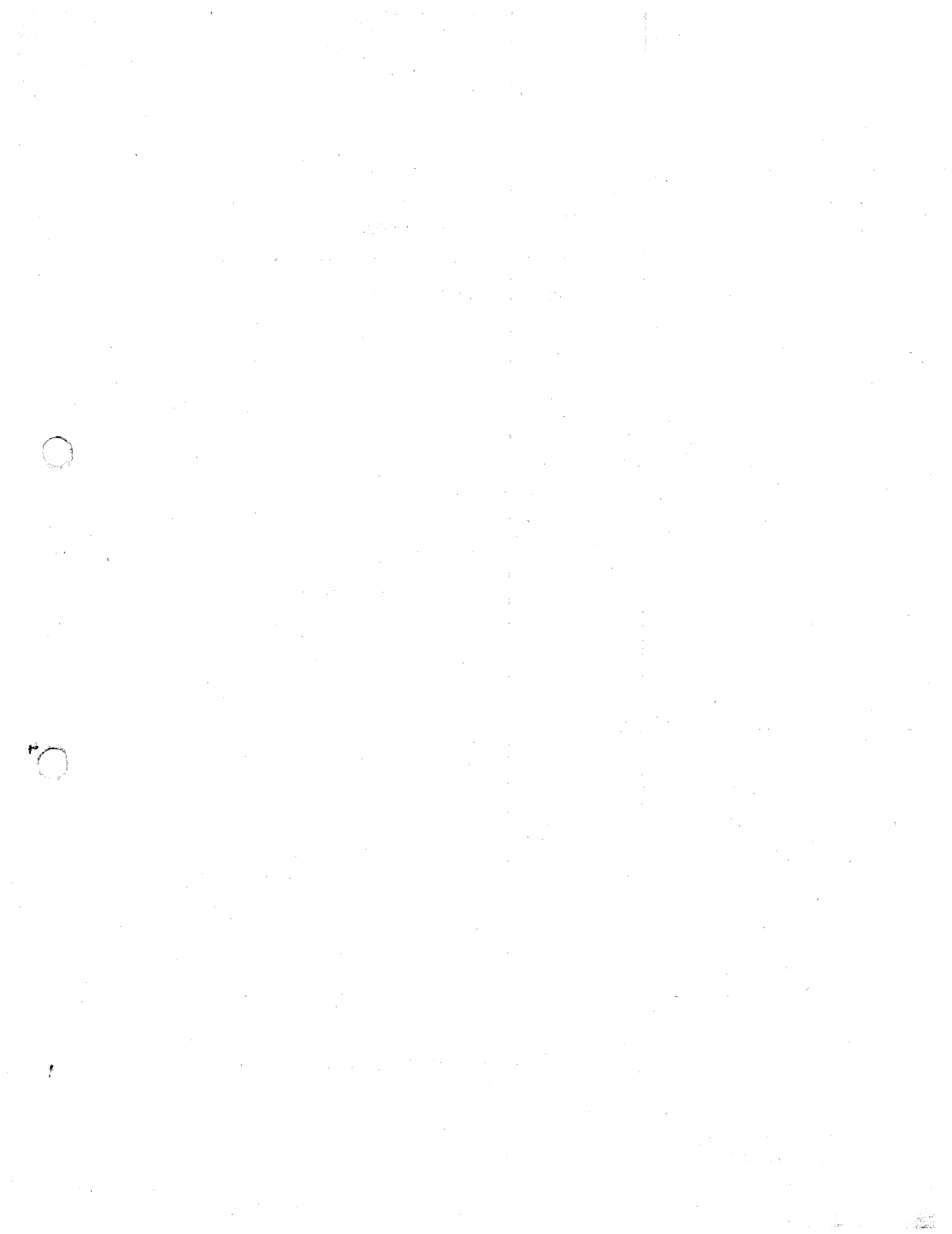
| | 437 PM | 241 PM | 531 PM | 641 PM | 325 PM | 643 PM | 327 PM | 645 PM | 533 PM | 647 PM | 535 PM | 649 PM | 537 PM | 651 PM |
|----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Hoboken | 6:22 | 6:30 | 6:50 | 7:15 | 7:30 | 8:00 | 8:30 | 8:45 | 9:05 | 9:30 | 10:05 | 10:30 | 11:00 | 11:30 |
| Harrison | -- | 6:41 | -- | -- | 7:41 | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| Newark | 6:35 | 6:43 | 7:03 | 7:28 | 7:43 | 8:13 | 8:43 | 8:58 | 9:18 | 9:43 | 10:18 | 10:43 | 11:13 | 11:43 |
| Roseville Ave. | -- | 6:45 | -- | -- | 7:45 | -- | 8:45 | -- | -- | 9:45 | 10:20 | 10:45 | 11:15 | 11:45 |
| Grove St. | -- | 6:47 | 7:07 | -- | 7:47 | -- | 8:47 | -- | 9:21 | 9:46 | 10:21 | -- | 11:17 | -- |
| East Orange | -- | 6:49 | 7:09 | -- | 7:49 | -- | 8:49 | -- | 9:23 | 9:48 | 10:23 | 10:47 | 11:19 | 11:47 |
| Brick Church | -- | 6:51 | 7:11 | 7:33 | 7:51 | 8:18 | 8:51 | -- | 9:25 | 9:50 | 10:25 | 10:49 | 11:21 | 11:49 |
| Orange | -- | 6:53 | 7:13 | -- | 7:53 | -- | 8:53 | -- | 9:27 | 9:52 | 10:27 | 10:51 | 11:23 | 11:51 |
| Highland Ave. | -- | 6:55 | 7:15 | -- | 7:55 | -- | 8:55 | -- | 9:29 | 9:54 | 10:29 | 10:53 | 11:25 | 11:53 |
| Mt. Station | -- | 6:57 | 7:17 | -- | 7:57 | -- | 8:57 | -- | 9:31 | 9:56 | 10:31 | 10:55 | 11:27 | 11:55 |
| South Orange | -- | 6:59 | 7:19 | 7:37 | 7:59 | 8:22 | 8:59 | -- | 9:33 | 9:58 | 10:33 | 10:57 | 11:29 | 11:57 |
| Maplewood | 6:45 | 7:02 | 7:21 | 7:40 | 8:01 | 8:25 | 9:01 | -- | 9:35 | 10:00 | 10:35 | 10:59 | 11:31 | 11:59 |
| Millburn | 6:48 | 7:05 | 7:24 | 7:43 | 8:04 | 8:28 | 9:04 | -- | 9:38 | 10:03 | 10:38 | 11:02 | 11:34 | 12:02 |
| Short Hills | 6:51 | -- | 7:26 | 7:46 | 8:07 | 8:31 | 9:06 | -- | 9:40 | 10:05 | 10:40 | 11:04 | 11:36 | 12:04 |
| Summit | 6:56 | -- | 7:30 | 7:50 | 8:11 | 8:35 | 9:10 | 9:14 | 9:44 | 10:09 | 10:44 | 11:08 | 11:40 | 12:08 |
| Whatham | -- | -- | 7:36 | 7:56 | -- | 8:41 | -- | 9:20 | 9:50 | 10:15 | 10:50 | 11:14 | 11:46 | 12:14 |
| Madison | -- | -- | 7:39 | 7:59 | -- | 8:44 | -- | 9:23 | 9:53 | 10:18 | 10:53 | 11:17 | 11:49 | 12:17 |
| Monvent | -- | -- | 7:43 | 8:03 | -- | 8:48 | -- | 9:27 | 9:57 | 10:22 | 10:57 | 11:21 | 11:53 | 12:21 |
| Morristown | -- | -- | 7:47 | 8:07 | -- | 8:52 | -- | 9:31 | 10:01 | 10:26 | 11:00 | 11:25 | 11:56 | 12:25 |
| Morris Plains | -- | -- | -- | 8:11 | -- | 8:56 | -- | 9:35 | -- | 10:30 | -- | 11:29 | -- | 12:29 |
| Mount Tabor | -- | -- | -- | 8:17 | -- | -- | -- | -- | -- | 10:36 | -- | 11:35 | -- | -- |
| Denville | -- | -- | -- | 8:19 | -- | 9:03 | -- | 9:42 | -- | 10:38 | -- | 11:37 | -- | 12:37 |
| Dover | -- | -- | -- | 8:25 | -- | 9:09 | -- | 9:48 | -- | 10:44 | -- | 11:43 | -- | 12:43 |



EXCERPT: SECTION 14 CHAPTER 74 LAWS OF 1965 STATE OF NEW YORK

137

| 1 CAPITAL CONSTRUCTION FUND—Continued | |
|---------------------------------------|---|
| 2 | Rentals 144,440 00 |
| 3 | Equipment—replacements 152,900 00 |
| 4 | Equipment—additional 31,984 00 |
| 5 | Maintenance undistributed |
| 6 | For services and expenses..... 461,587 00 |
| 7 | For services and expenses, including travel outside |
| 8 | the state, of the state's share of conducting urban |
| 9 | transportation studies, including the costs of the |
| 10 | state's share of mass transportation demonstra- |
| 11 | tion projects, in the metropolitan area of New |
| 12 | York City by the Tri-State Transportation Com- |
| 13 | mittee, with or without Federal aid 1,080,355 00 |
| 14 | For services and expenses, including travel outside |
| 15 | the state, of the state's share of the costs of high- |
| 16 | way and transportation planning surveys and |
| 17 | studies, with or without Federal aid 1,617,990 00 |
| 18 | Total of schedule <u>6,312,348 00</u> |

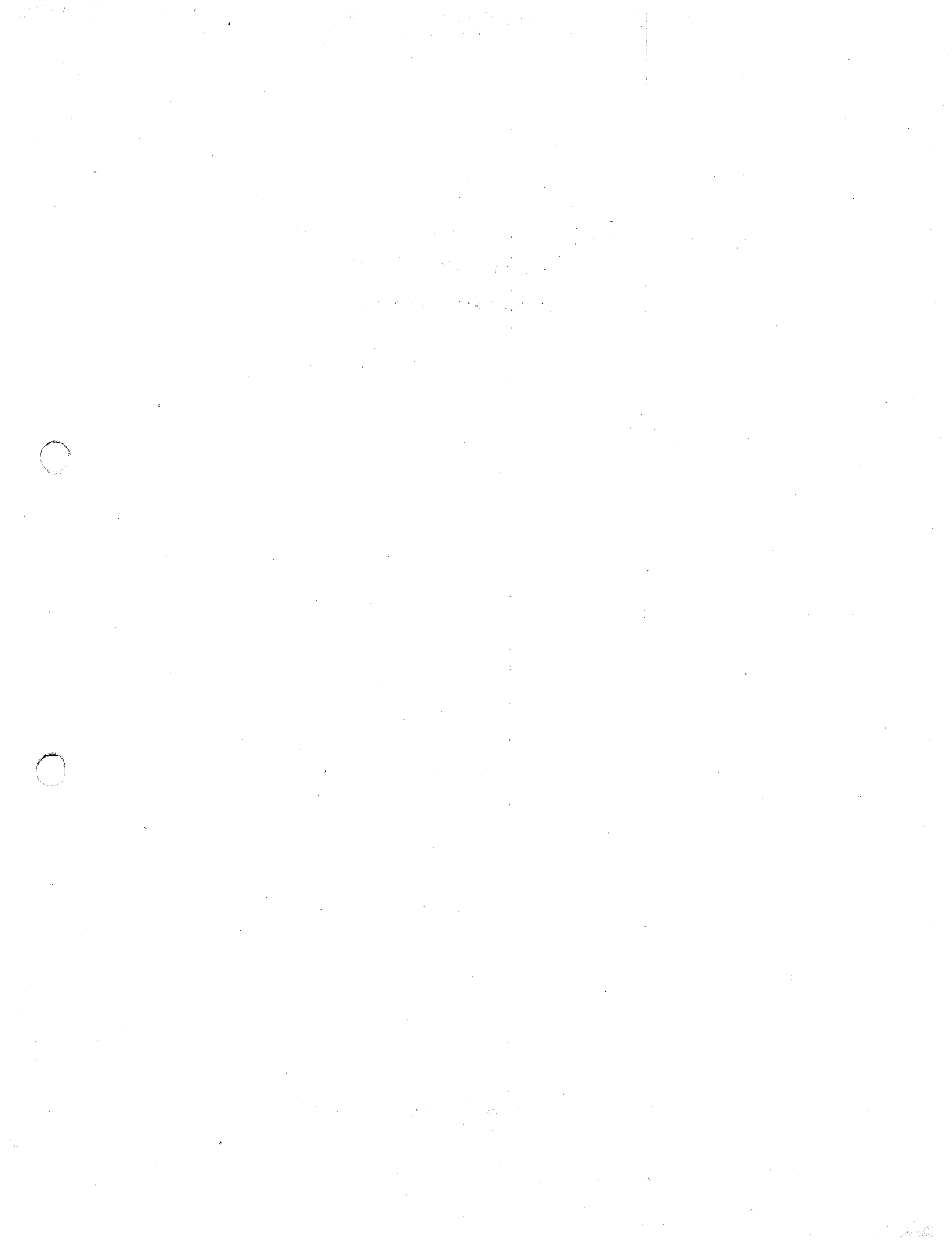


1 CAPITAL CONSTRUCTION FUND—Continued

25 TRI-STATE TRANSPORTATION COMMITTEE

26 The sum of five million nine hundred thousand

27 dollars (\$5,900,000) or so much thereof as may be

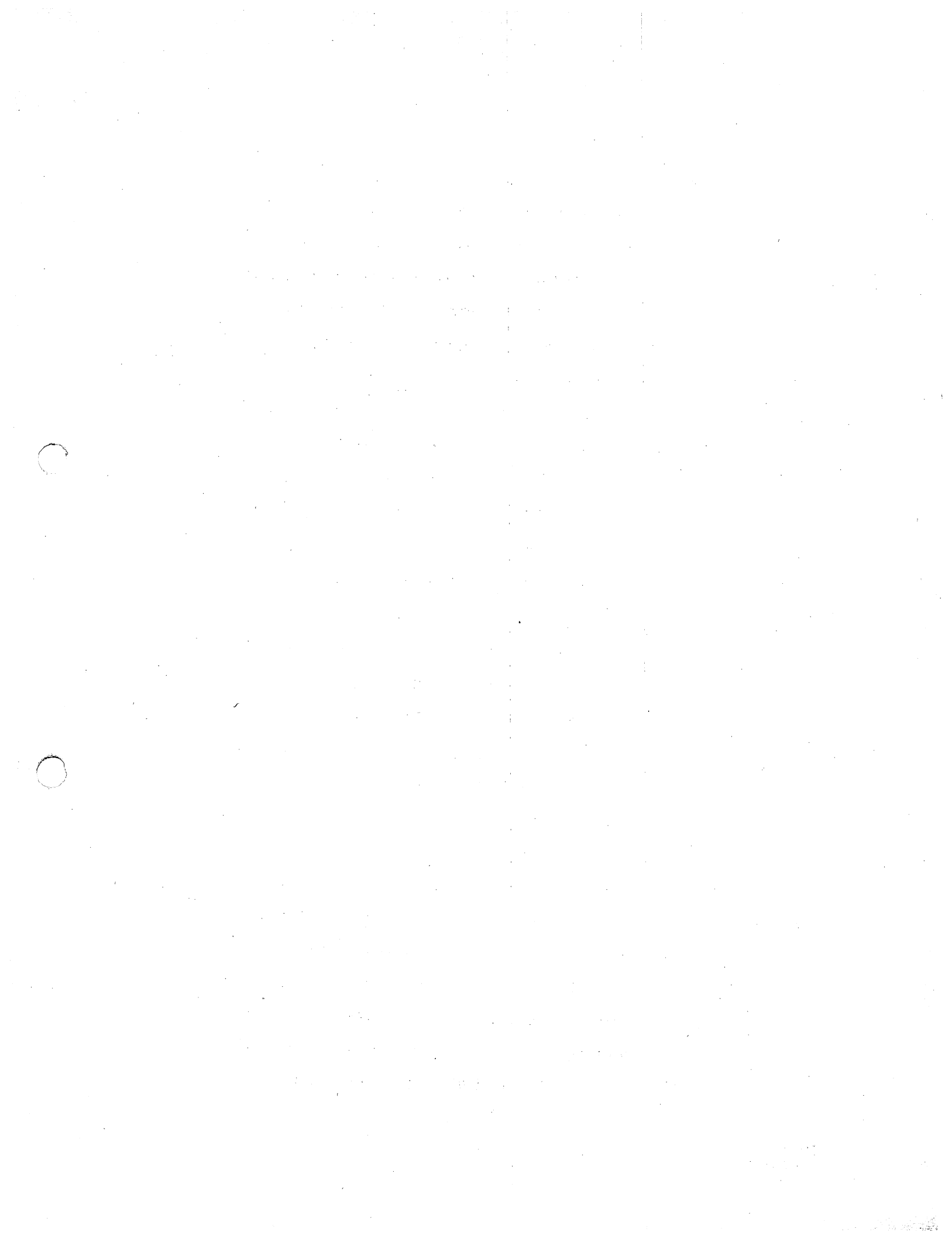


1 **CAPITAL CONSTRUCTION FUND—Continued**

2 necessary is hereby appropriated to the department
3 of public works from the capital construction fund
4 for services and expenses, including travel outside
5 the state, for payment in the first instance by the
6 state of costs of conducting urban transportation
7 studies, including costs of urban transportation
8 studies and surveys as provided in the Federal-aid
9 Highway Act of 1956 and such other Federal-aid
10 highway acts as may be amendatory and supple-
11 mental thereto or pursuant to the provisions of Title
12 23, U. S. Code, "Highways"; costs of urban trans-
13 portation surveys and studies as authorized by
14 Section 701 of the Federal Housing Act of 1954 as
15 amended; costs of urban mass transportation de-
16 monstration projects as authorized by Section 103-b
17 of the Federal Housing Act of 1949 as amended,
18 and any other surveys, studies or projects.

19 This appropriation is made in anticipation of full
20 reimbursement by the parties to an agreement
21 with the Tri-State Transportation Committee and
22 shall be repaid in full to the state as provided by
23 Sections VI, VII and VIII of such agreement, as
24 executed under date of February 6, 1962.

25 The comptroller is hereby authorized to receive from
26 the parties to an agreement with the Tri-State
27 Transportation Committee amounts of money equal

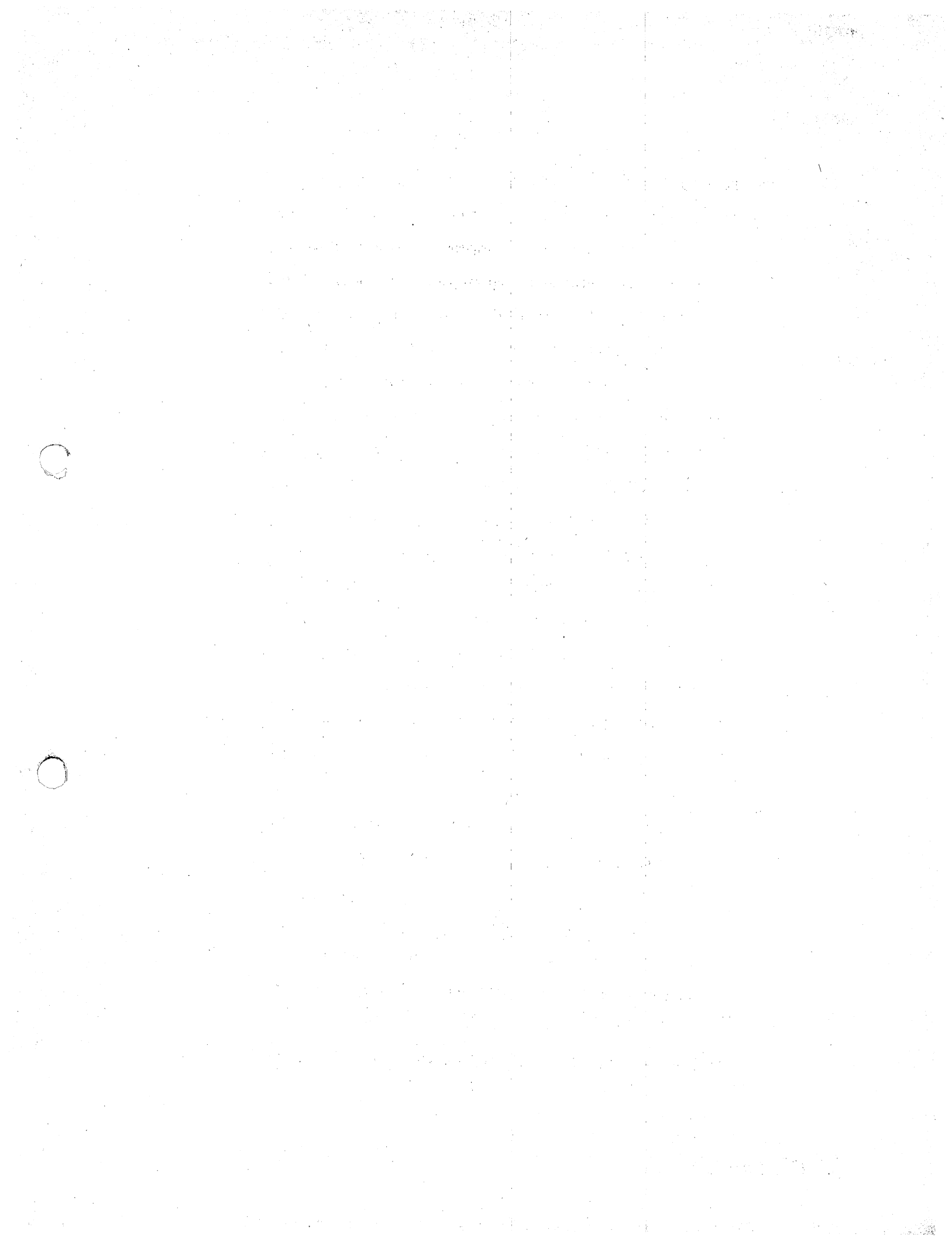


1 **CAPITAL CONSTRUCTION FUND—Continued**

2 to the amounts of money expended by the state
3 from the appropriation hereby made for such first
4 instance payments on the projects herein author-
5 ized and to deposit the same to the credit of the
6 Capital Construction Fund so that the state shall
7 be reimbursed for the full amount of any and all
8 such first instance payments from this appropria-
9 tion.

10 The monies hereby appropriated shall be paid from
11 the treasury on the audit and warrant of the comp-
12 troller on vouchers approved by the superintendent
13 of public works.

14 Notwithstanding any other provision of law, the
15 director of the budget is hereby authorized to trans-
16 fer to the Tri-State Transportation Commission, in
17 whole or in part, any of this appropriation in the
18 event such agency is created before April 1, 1966
19 by concurrent action by the legislatures of the party
20 states to the aforementioned agreement. No such
21 transfer shall take effect until a certificate of trans-
22 fer shall have been issued by the director of the
23 budget and copies filed with the comptroller, the
24 chairman of the senate finance committee and the
25 chairman of the assembly ways and means commit-
26 tee. Amendments to such certificate may be made
27 by filing revised copies with the same officers 5,900,000 00



SENATE, No. 220

STATE OF NEW JERSEY

INTRODUCED MARCH 15, 1965

By Senators OZZARD, SANDMAN, HUNT, FORSYTHE, WOOLFENDEN,
FARLEY, GROSSI, WADDINGTON, RIDOLFI, LYNCH, KELLY
and WEBER

(Without Reference)

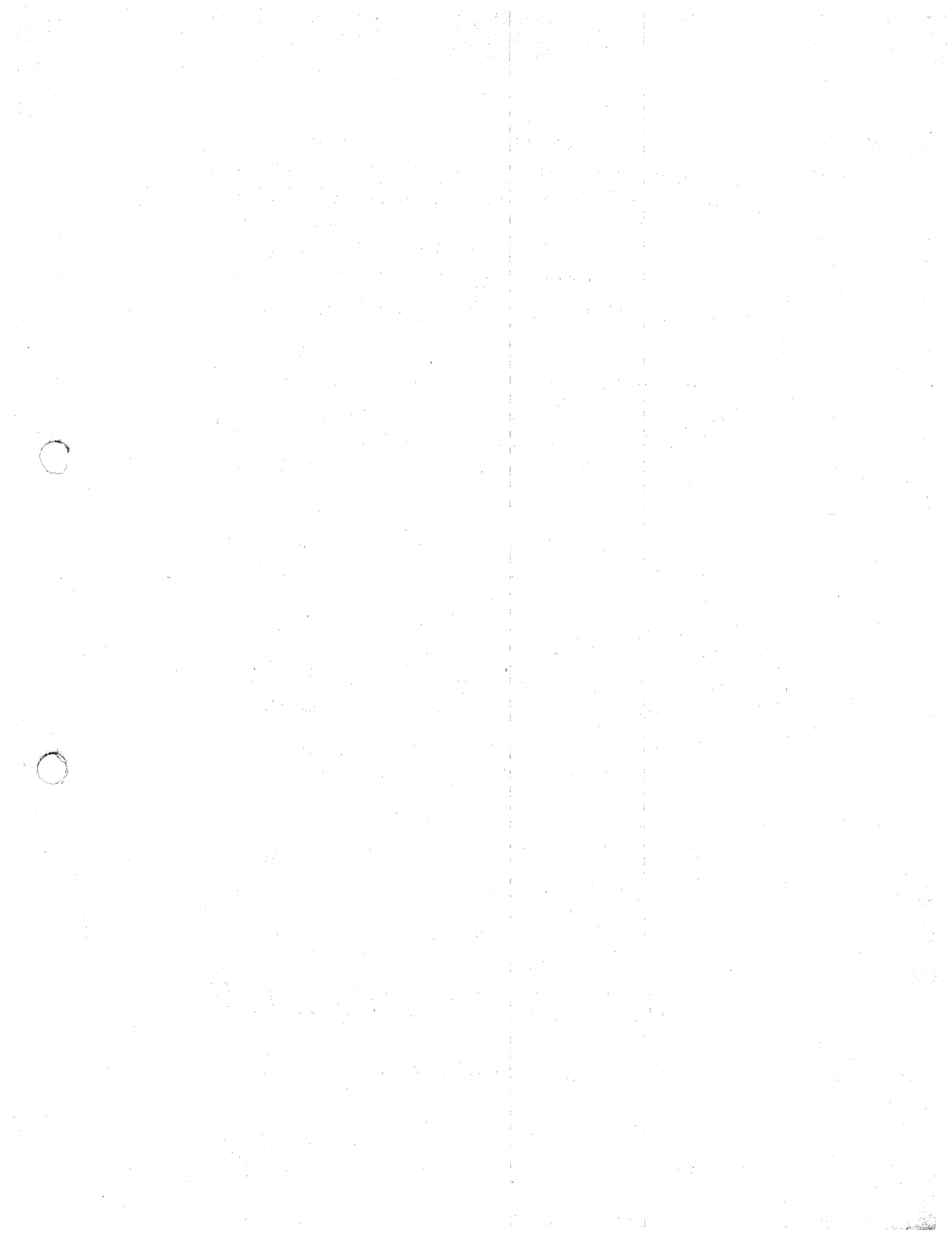
AN Act concerning regional transportation planning, providing for an inter-
state compact between the States of New Jersey, New York and Connecti-
cut, creating the Tri-State Transportation Commission, prescribing the
functions, powers and duties of the same and providing for the selection of
New Jersey representatives.

1 WHEREAS, The States of New Jersey, Connecticut and New York heretofore
2 created, by executive agreement, the Tri-State Transportation Com-
3 mittee; and

4 WHEREAS, One of the primary purposes for the creation of the Tri-State
5 Transportation Committee was to insure the continued qualification of
6 the party States for Federal funds from the Bureau of Public Roads
7 and the Housing and Home Finance Agency and other related Federal
8 sources; and

9 WHEREAS, The Tri-State Transportation Committee has performed a useful
10 and valuable service for the party States in conducting regional trans-
11 portation and related land use studies; and

12 WHEREAS, It has been deemed desirable to recognize and codify the existing
13 Tri-State Transportation Committee agreements by an interstate com-
14 pact between the party States; now, therefore



1 BE IT ENACTED *by the Senate and General Assembly of the State of New*
2 *Jersey:*

1 1. The State of New Jersey hereby agrees with the States of Con-
2 necticut and New York, upon enactment by each of them of legislation
3 having the same effect as this section, to the following compact:

ARTICLE I

1 1. The party States, for the purpose of continuing the regional trans-
2 portation and related land use studies commenced by the Tri-State Trans-
3 portation Committee and assuring the continued qualification of the party
4 States for Federal funds from the Bureau of Public Roads and the Hous-
5 ing and Home Finance Agency and other related Federal sources, do hereby
6 establish and create the Tri-State Transportation Commission.

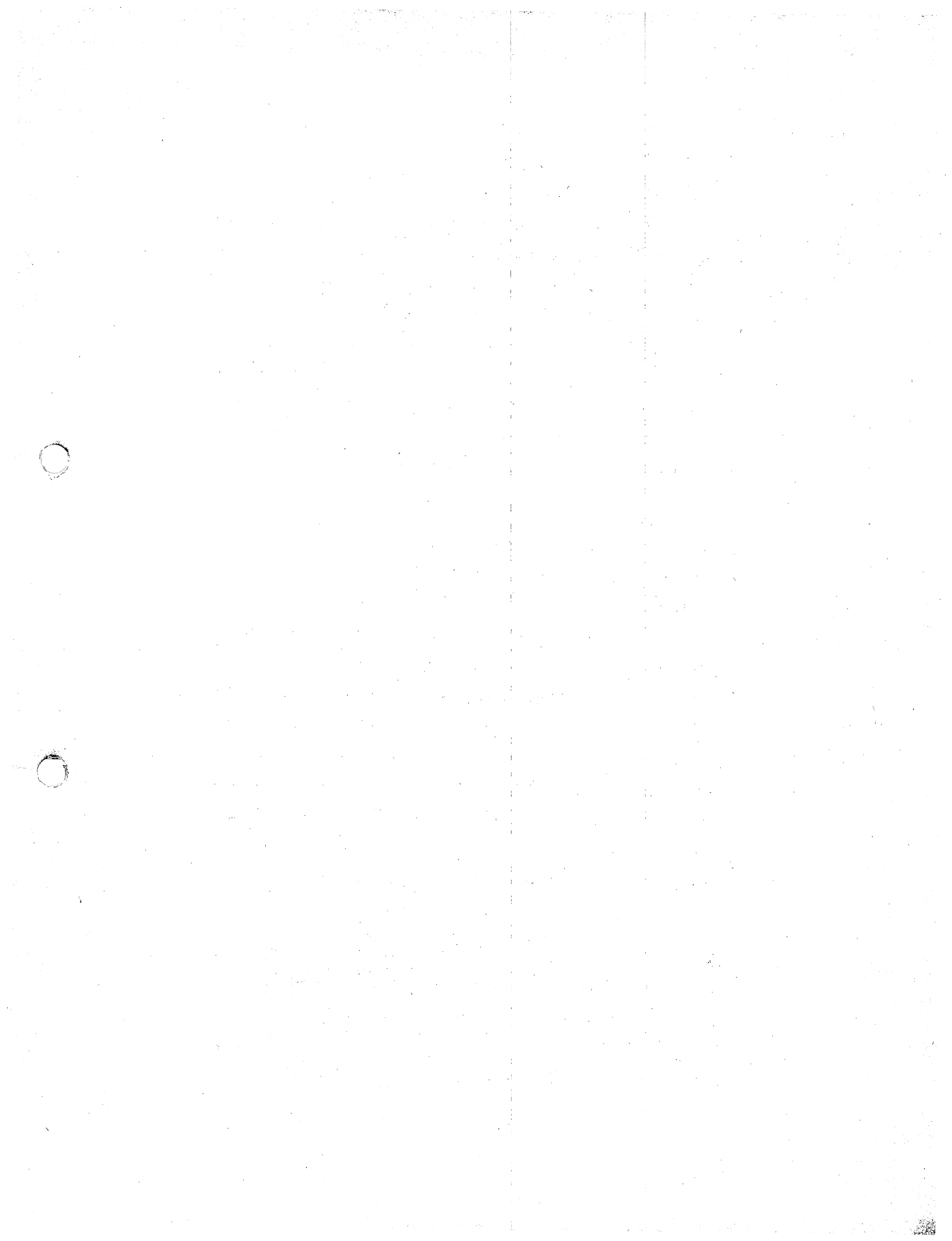
1 2. It is the intention and design of the party States that the Tri-State
2 Transportation Commission shall continue and carry out the plans and
3 studies commenced by the Tri-State Transportation Committee and there
4 is hereby transferred to the commission all of the personnel and employees
5 and all of the studies, files, books, papers, records, equipment and other
6 property of the Tri-State Transportation Committee.

ARTICLE II

1 1. The commission shall be an interstate body, both corporate and
2 politic serving as a common agency of the party States and representing
3 them both collectively and individually in the exercise of its powers and
4 duties.

1 2. (a) The commission shall be composed of not more than 18 members
2 representing the party States, the city of New York and the Federal
3 Government and apportioned as follows:

4 (1) Five representatives from each of the party States; provided, how-
5 ever, in the case of the State of New York, one of the representatives shall
6 be the chairman of the planning commission of the city of New York; and

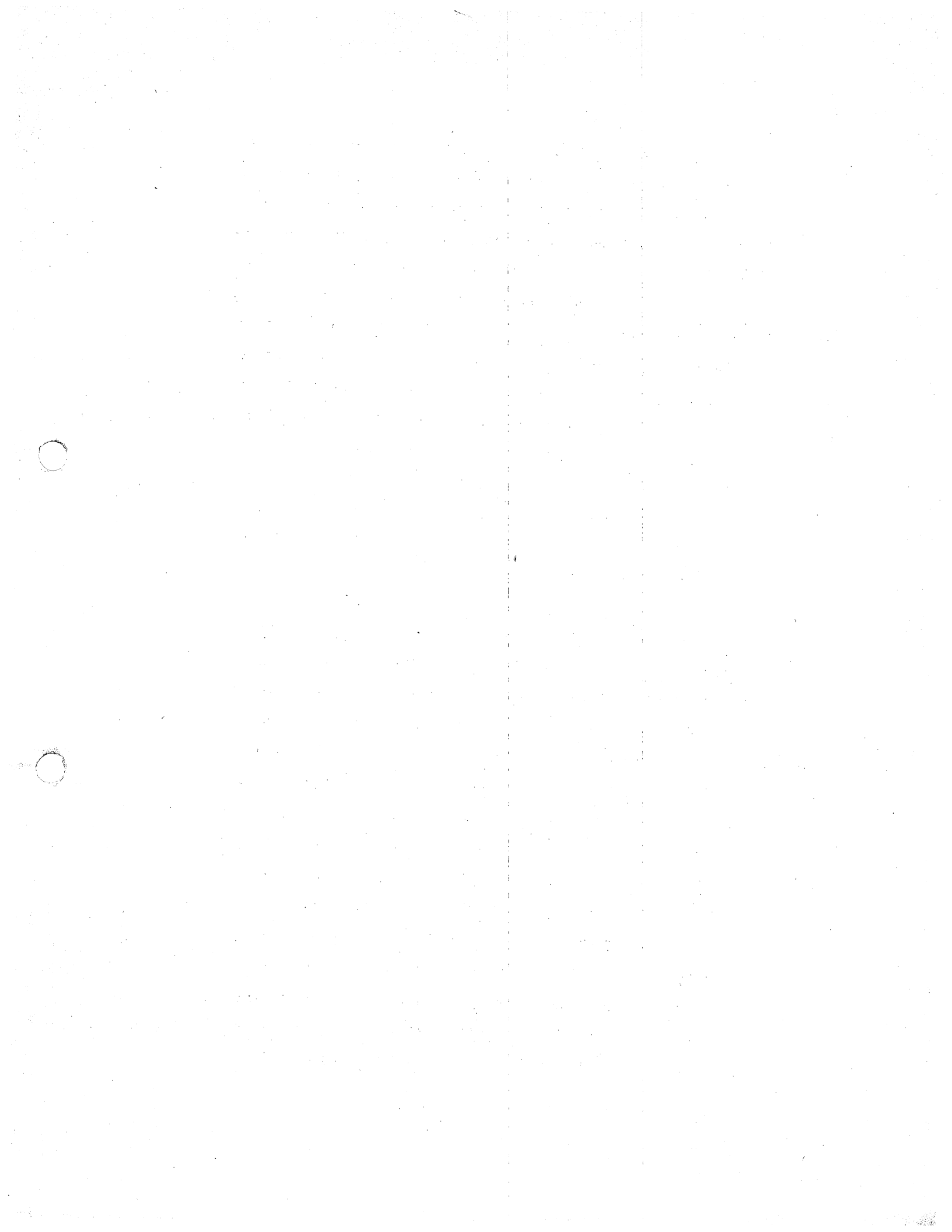


7 (2) To the extent consistent with Federal law and policies of the Federal
8 agencies involved, 3 officers or employees of the Federal Government repre-
9 senting the Bureau of Public Roads in the United States Department of
10 Commerce, the Federal Housing and Home Finance Agency and the Federal
11 Aviation Agency respectively, provided, however, that such representatives
12 of the Federal Government shall not be entitled to vote on any action of the
13 commission but may attend and otherwise participate in commission meet-
14 ings and may make recommendations to the commission.

15 The representatives of the party States shall be appointed in such man-
16 ner as shall be specified by the laws of the respective States; provided,
17 however, the chairman of the planning commission of the city of New York
18 shall be a member by virtue of and so long as he shall hold such office. The
19 Federal representatives shall be appointed by the officer or officers having
20 the power to appoint them to the Federal offices they then hold. Each member
21 shall hold office at the pleasure of the appointing authority. The commission
22 shall elect a chairman from among its members.

23 (b) The commission's functions shall be performed and carried out by
24 said members and by such officers, agents and employees as may be appointed
25 by the commission, subject to its direction and control. All such officers,
26 agents and employees shall hold office at the pleasure of the commission,
27 which shall prescribe their powers, duties and qualifications and fix their
28 compensation and other terms of their employment.

29 (c) A quorum of the commission for the purpose of transacting business
30 at any commission meeting shall exist only when there are present, in per-
31 son, at least 3 members from each of the party States. No action of the com-
32 mission shall be effective or binding unless a majority of each party State's
33 representatives who are present at such commission meeting shall vote in
34 favor thereof. Certified copies of the minutes of each commission meeting
35 shall be sent to each of the Governors of the party States within 10 days of
36 said meeting. The vote of any one or more of the representatives from each
37 party State may be vetoed and canceled by the Governor of any such State



4

38 within 10 days, Saturdays, Sundays and legal holidays of the particular
39 State excepted, after receipt by the said Governor of the certified copy of the
40 minutes of the meeting at which such vote was cast, the intent being to em-
41 power the Governor of each party State to nullify the commission's action
42 upon which such vote had been taken.

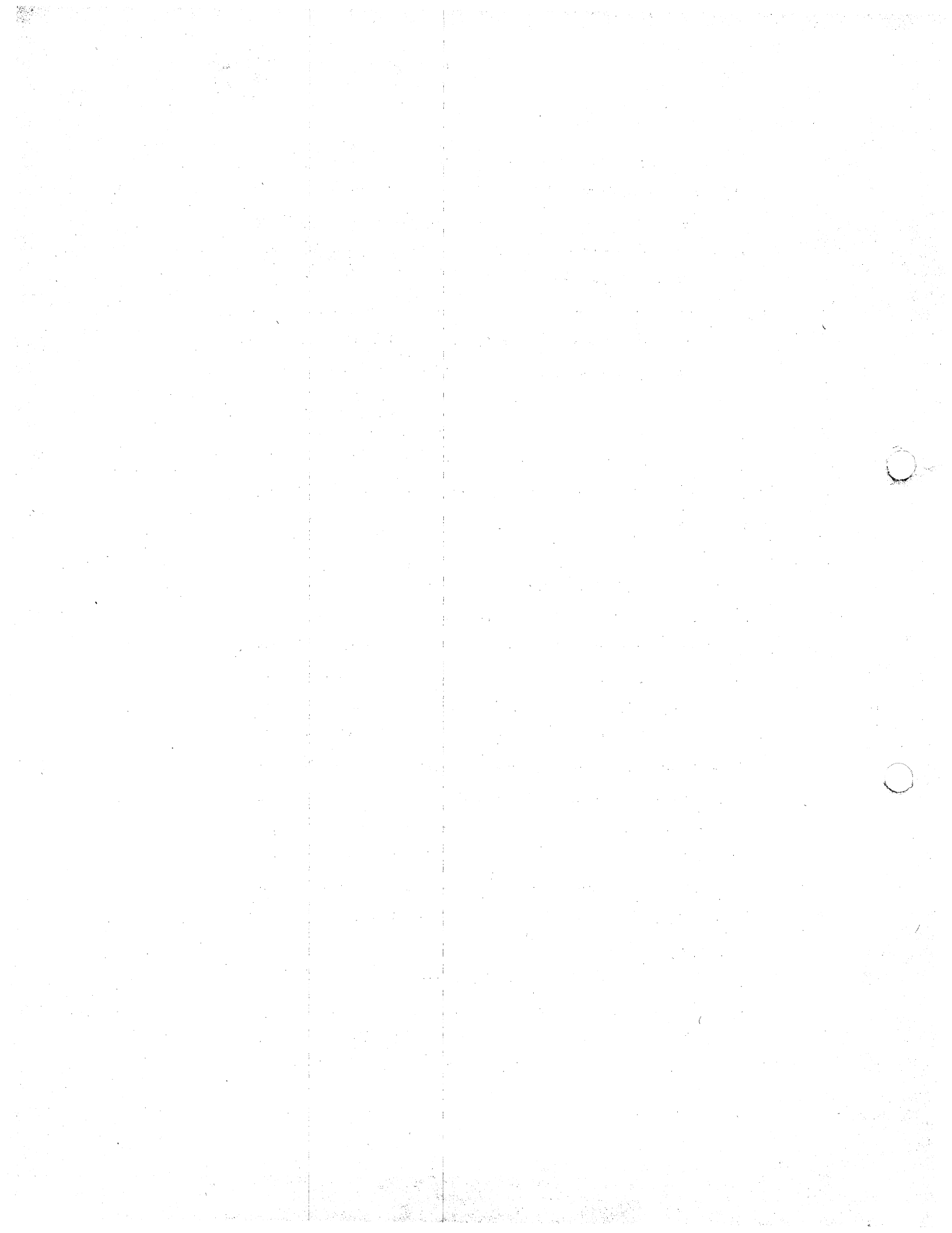
43 (d) The members of the commission shall receive no compensation for
44 their services pursuant to this compact but they shall be entitled to be paid
45 the expenses actually and necessarily incurred by them in the performance
46 of their duties.

47 (e) No member of the commission who is otherwise a public officer or
48 employee shall suffer a forfeiture of his office or employment, or any loss
49 or diminution in the rights and privileges appertaining thereto, by reason of
50 such membership.

ARTICLE III

1 1. (a) The function of the commission shall be to continue the studies
2 and planning of the Tri-State Transportation Committee and the commis-
3 sion may act as an official planning agency of the party States for the com-
4 pact region. It shall conduct surveys, make studies, submit recommendations
5 and prepare plans designed to aid in solving immediate and long-range
6 transportation problems, in facilitating the movement of people and goods
7 and in meeting transportation needs generally and may consider all land
8 use problems related to the development of proper transportation plans.
9 The commission shall not engage in or undertake any functions related to
10 the operation of transportation plans except that it may engage in experi-
11 mental projects relating to any matters under its consideration including
12 mass transportation demonstration projects financed as provided in Article
13 IV of this compact.

14 (b) The commission shall also act as a liaison to encourage coordination
15 among and between all agencies and entities, governmental and private,
16 charged with or having a substantial interest in the planning or providing
17 of transportation and other related public facilities within any part of the



18 compact region, or in the regulation of such facilities or of their services,
19 or in the solving of problems connected with transportation and land use
20 and development. In furtherance of this function, the commission is author-
21 ized to report to the party States on the regional implications of any trans-
22 portation plan or program and other related development plans or programs
23 proposed by any such agency or entity.

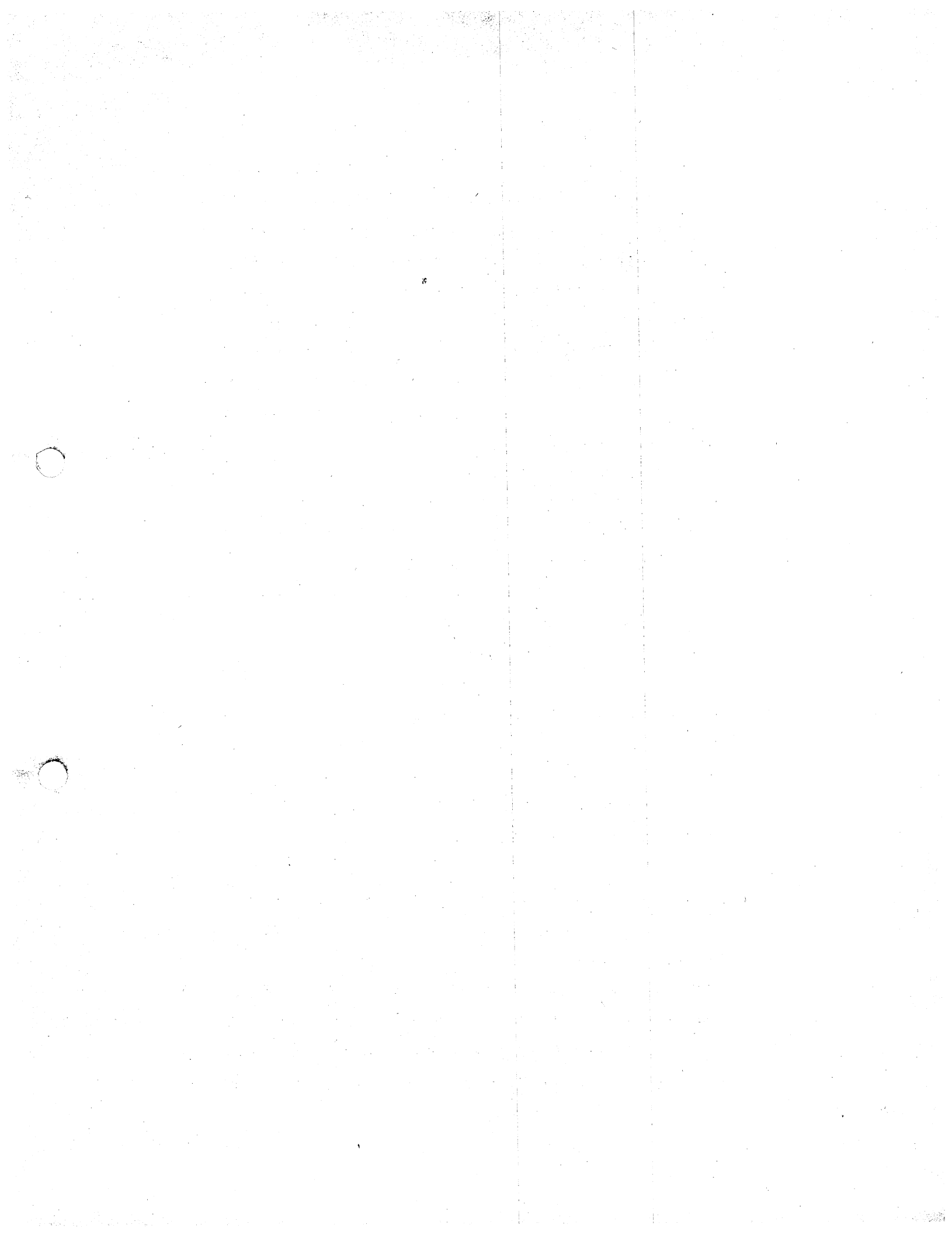
1 2. (a) The commission shall have power to adopt a corporate seal and
2 to enter into contracts.

3 (b) The commission shall have power to apply for and to receive and
4 accept grants of property, money and services and other assistance offered
5 or made available to it by any person, government, or agency whatever,
6 which it may use to meet necessary expenses and for any other use within
7 the scope of its functions, and to negotiate for the same upon such terms and
8 conditions as may be necessary or advisable.

9 (c) The commission shall have power to hire, lease, acquire and dispose
10 of property to the extent necessary to carry out its functions, powers and
11 duties as the same may be constituted from time to time.

12 (d) Without diminution of its general power to contract, the commission
13 shall have power to contract with any government or agency whatever, in-
14 cluding the respective highway or other departments of the party States,
15 for the performance of services by the commission which relate to its
16 functions, powers and duties, and to accept compensation or reimbursement
17 therefor.

18 (e) The commission shall have power to expend, or to authorize the ex-
19 penditure of, funds appropriated to it or for its purposes by the party States,
20 but such expenditures shall at all times be within the terms of an annual
21 budget to be adopted by the commission, by resolution, in advance of each
22 fiscal period of the commission, which budget may be amended or modified
23 from time to time. Each of the party States reserves the right to require
24 such audit or audits as such State may from time to time consider proper.

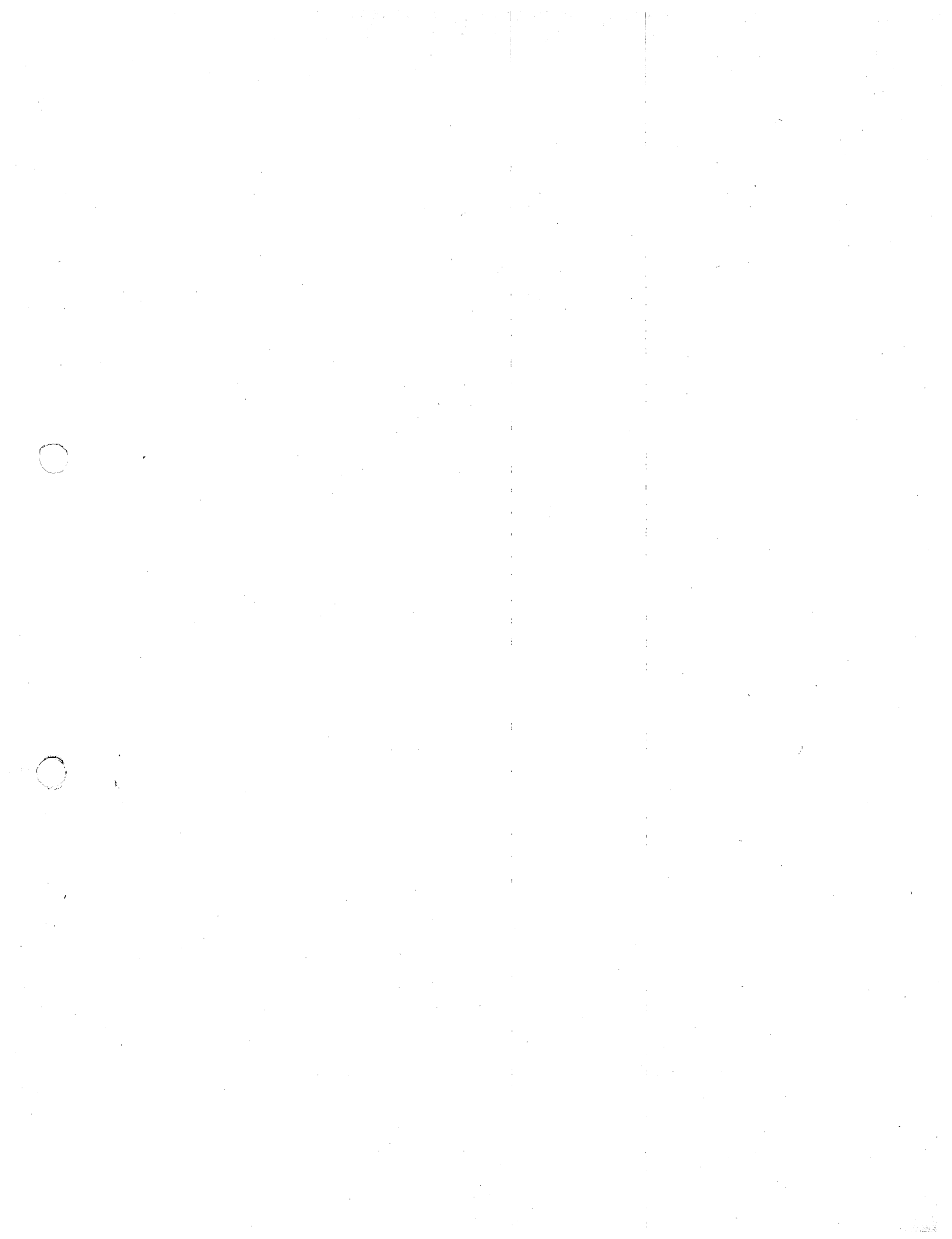


25 (f) The commission shall have such additional powers, incidental to the
26 express powers granted to it by this compact, as may be necessary or
27 proper for the effective performance of its functions.

1 3. To avoid duplication of effort and in the interests of economy, the
2 commission shall make use of existing studies, surveys, plans, data and
3 other materials in the possession of the governmental agencies of the party
4 States and their respective political subdivisions. Each such agency is hereby
5 authorized to make such materials available to the commission and otherwise
6 to assist it in the performance of its functions. At the request of the com-
7 mission, each such agency which is engaged in highway or other transporta-
8 tion activities or in land use or development planning, or which is charged
9 with the duty of providing or regulating any transportation facility or any
10 other public facility, is further authorized to provide the commission with
11 information regarding its plans and programs affecting the compact region
12 so that the commission may have available to it current information with
13 respect thereto. The officers and personnel of such agencies, and of any other
14 government or agency whatever, may serve at the request of the commis-
15 sion upon such advisory committees as the commission shall determine to
16 create; and such officers and personnel may serve upon such committees
17 without forfeiture of office or employment and with no loss or diminution in
18 the status, rights and privileges which they otherwise enjoy.

ARTICLE IV

1 1. Subject to the availability of funds appropriated pursuant to the
2 applicable laws of the respective party States, the cost and expense of sup-
3 porting, administering and operating the activities of the commission shall
4 be apportioned among the party States in the ratio of 10% for the State of
5 Connecticut, 45% for the State of New Jersey and 45% for the State of New
6 York except with regard to mass transportation demonstration projects. In
7 the case of a mass transportation demonstration project, all expenses for
8 and related thereto, but not inclusive of the cost and expense of supporting,



9 administering and operating the commission, and less any Federal aid or
10 other contributions received therefor, shall be for the account of the party
11 State in which any such project is conducted and shall be paid out of appro-
12 priations made available by such party State.

1 2. The commission may accept advances from one or more of the party
2 States or from the Federal Government; but it may not otherwise borrow
3 money nor may it issue notes or bonds. It shall not incur any obligation in
4 excess of the amounts appropriated or otherwise available to it or for its
5 purposes and each of its expenditures shall be within the terms of the annual
6 budget hereinbefore mentioned.

1 3. The commission is declared to be an instrumentality of the party
2 States exercising a governmental function. It shall enjoy the sovereign im-
3 munity of the party States and may not be sued in any court or tribunal
4 whatsoever; nor shall it have the power to pledge the credit of the party
5 States or any of them, or to impose any liability upon them, or any one of
6 them, directly or indirectly, either by tort, contract or otherwise.

1 4. The commission shall report annually to the Governors and Legis-
2 latures of the party States with respect to its operations and finances and
3 shall provide such financial reports as shall be required from time to time
4 under the laws of the party States.

ARTICLE V

1 1. For the purpose of this compact, unless the context plainly requires a
2 different meaning:

3 (a) "Party States" means the States of Connecticut, New Jersey and
4 New York;

5 (b) "Commission" means the Tri-State Transportation Commission
6 created and established by this compact;

7 (c) "Concurrent legislation" means a statute enacted by one of the party
8 States which is concurred in by the other party States in the form of enact-
9 ments having like effect; and

10 (d) "Compact region" means the geographical area described as follows:
11 the counties of Rockland, Orange, Dutchess, Putnam, Westchester, Nassau,
12 Suffolk, New York, Kings, Queens, Bronx and Richmond in the State of New
13 York; the counties of Bergen, Essex, Hudson, Mercer, Middlesex, Mon-
14 mouth, Morris, Passaic, Somerset and Union in the State of New Jersey; and
15 the Southwestern, Danbury, Greater Bridgeport, Ansonia-Derby, South
16 Central Connecticut and Central Naugatuck Valley planning regions in the
17 State of Connecticut. Such area may be enlarged or reduced by concurrent
18 legislation hereafter enacted.

1 2. This compact shall be construed liberally to effectuate its purposes.
2 Nothing herein shall be deemed in any way to limit or restrict the power of
3 one or more of the party States, by law or otherwise, to deal independently
4 with respect to any matter within the scope of this compact.

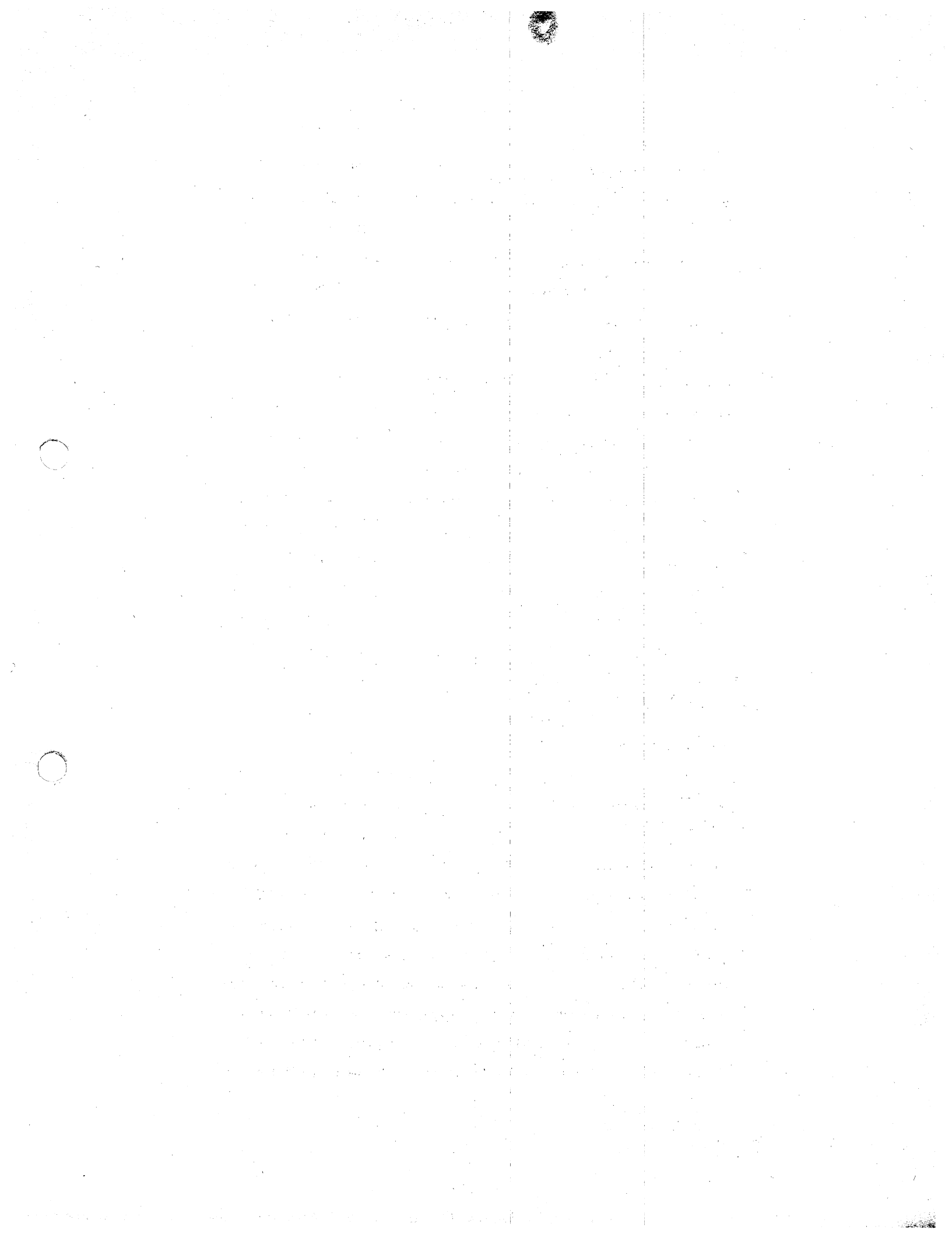
1 3. The commission shall continue in existence until March 1, 1969. There-
2 after it shall continue only upon the adoption of concurrent legislation by
3 the party States.

1 4. Amendments and supplements to this compact to implement the pur-
2 poses thereof may be adopted by concurrent legislation of the party States.

1 5. If any part or provision of this compact or the application thereof
2 to any person or circumstance be adjudged invalid by any court of competent
3 jurisdiction, such judgment shall be confined in its operation to the part,
4 provision, or application directly involved in the controversy in which such
5 judgment shall have been rendered and shall not affect or impair the validity
6 of the remainder of this compact or the application thereof to other persons
7 or circumstances, and the party States hereby declare that they would have
8 entered into this compact or the remainder thereof had the invalidity of
9 such provision or application thereof been apparent.

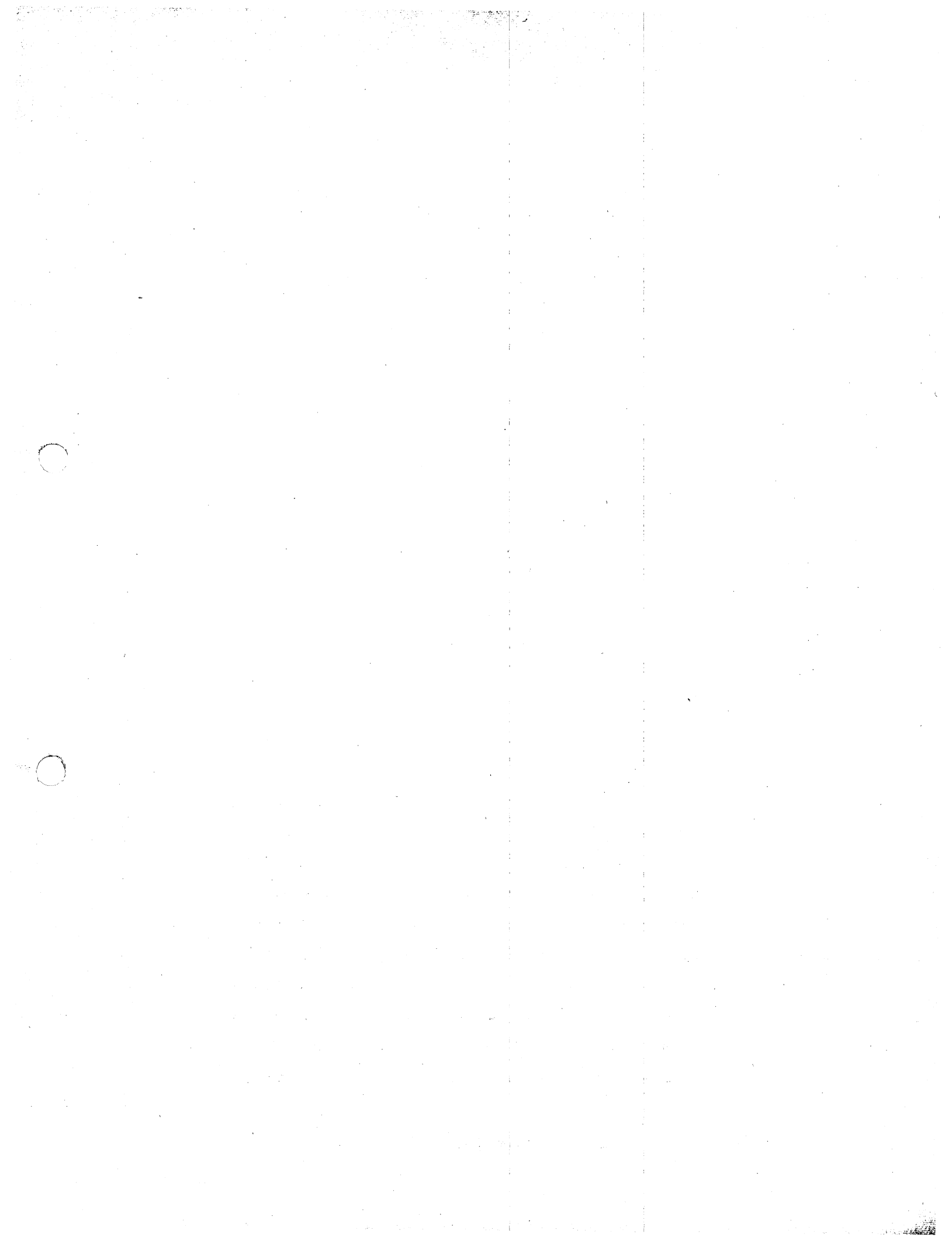
1 6. This compact shall be known and may be cited as the Tri-State Trans-
2 portation Compact.

1 7. The 5 representatives from this State on the Tri-State Transporta-
2 tion Commission shall consist of the State Highway Commissioner or his



3 designated representative, the Commissioner of Conservation and Economic
4 Development or his designated representative, one additional State official
5 designated by the Governor to serve as his personal representative and 2
6 public members appointed by the Governor with the advice and consent of
7 the Senate. The public members shall serve 2-year terms commencing as of
8 March 1, 1965. Any vacancy in the office of a public member shall be filled for
9 the unexpired term only in the same manner as the original appointment.

1 3. This act shall take effect upon the enactment, on or before July 1,
2 1965, by each of the States of Connecticut and New York of legislation
3 having like effect as section 1 hereof.



ASSURANCE OF COMPLIANCE WITH THE HOUSING
AND HOME FINANCE AGENCY REGULATION UNDER
TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

New Jersey State Highway Department (hereinafter called the "Recipient") does hereby agree that it will comply with Title VI of the Civil Rights Act of 1964 (P.L. 88-352) and all requirements imposed by or pursuant to the Regulation of the Housing and Home Finance Agency (24 CFR Subtitle A, Part I, Section 1.1 et. seq.) issued pursuant to that Title, to the end that, in accordance with Title VI of that Act and the Regulation, no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Agency under Federal urban mass transportation programs; and HEREBY GIVES ASSURANCE THAT it will immediately take any measures necessary to effectuate this agreement.

If any real property or structure thereon is provided or improved with the aid of Federal financial assistance extended to the Recipient by the Agency under Federal urban mass transportation programs, this assurance shall obligate the Recipient, or in the case of any transfer of such property, any transferee, for the period during which the real property or structure is used for a purpose for which the Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits. If any personal property is so provided, this assurance shall obligate the Recipient for the period during which it retains ownership or possession of the property. In all other cases, this assurance shall obligate the Recipient for the period during which the Federal financial assistance is extended to it by the Agency under Federal urban mass transportation programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof to the Recipient by the Agency under Federal urban mass transportation programs, including installment payments after such date on account of applications for Federal financial assistance which were approved before such date. The Recipient recognizes and agrees that such Federal financial assistance will be extended in reliance on the representations and agreements made in this assurance, and that the United States shall have the right to seek judicial enforcement of this assurance. This assurance is binding on the Recipient, its successors, transferees, and assignees. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Recipient.

Dated July 20, 1965

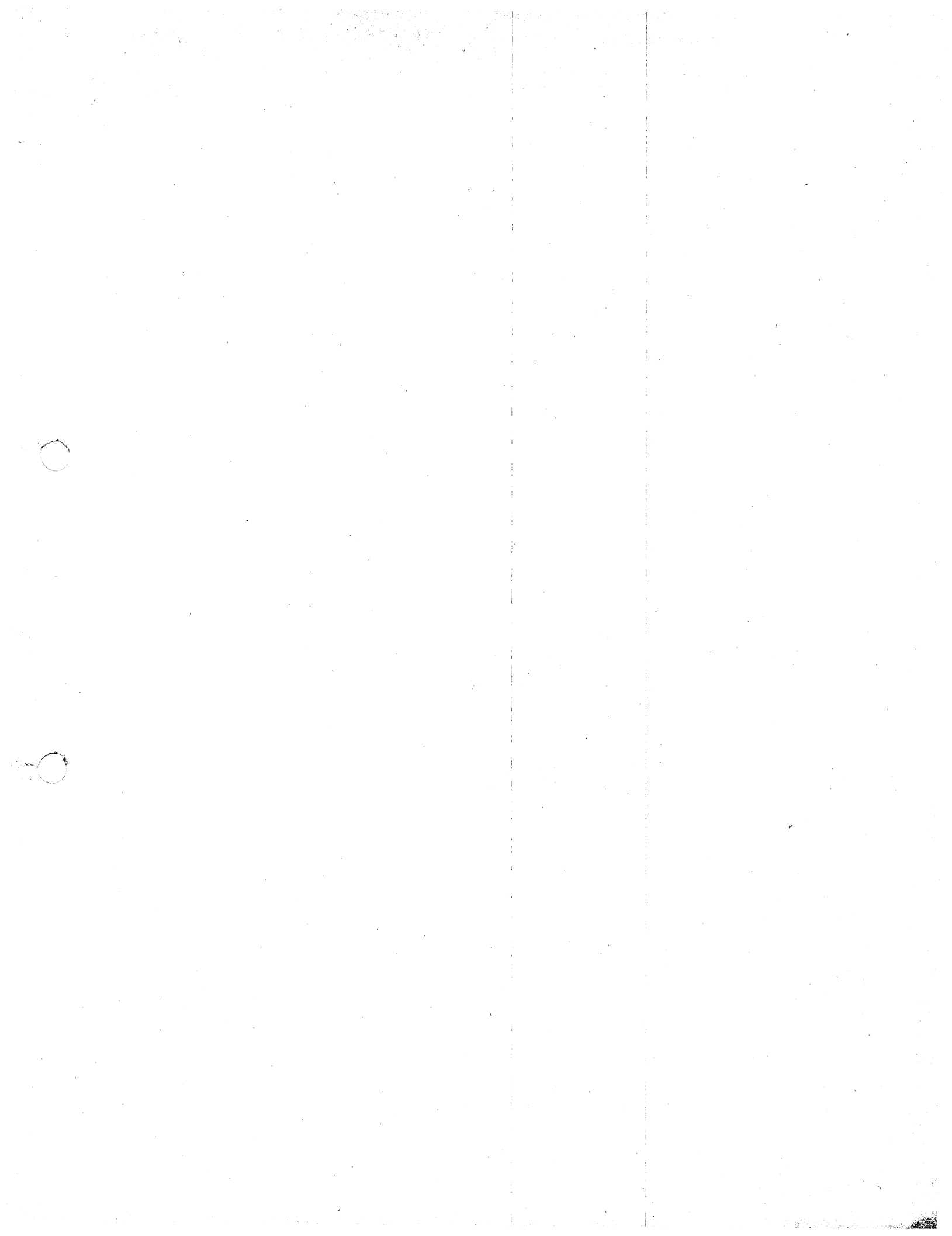
1035 Parkway Avenue
Trenton, New Jersey

(Recipient's mailing address)

New Jersey State Highway Department
(Recipient)

by 

Dwight R. G. Palmer
Commissioner



ERIE LACKAWANNA RAILROAD COMPANY
250 PARK AVENUE
NEW YORK 17, N. Y.

WM. WHITE
CHAIRMAN

July 19, 1965

Hon. Dwight R. G. Palmer
Commissioner State Highway Department
State of New Jersey
Trenton, New Jersey

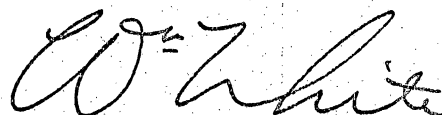
Dear Commissioner Palmer:

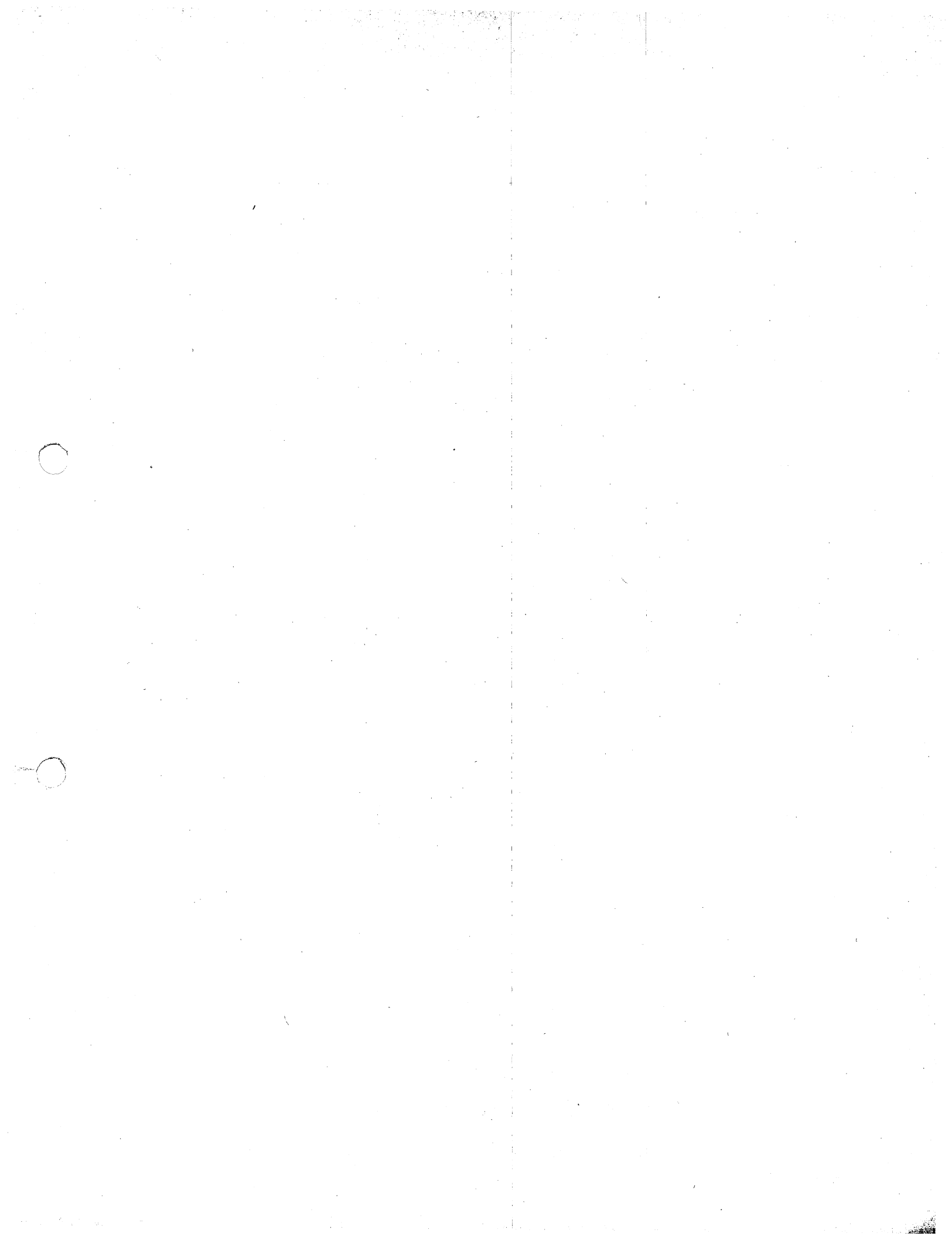
This will confirm that Erie Lackawanna Railroad will cooperate fully in the carrying out of a demonstration project on the several passenger routes operated in the State of New Jersey for a period beginning September 1, 1965, and ending on October 30, 1966.

It is understood that the purpose of this project is to determine if working with a committee made up of representatives of the nine New Jersey counties served by Erie Lackawanna changes can be made in schedules, services and tariffs that will improve the economics of the operation.

It is also understood that the information gained from this project along with studies being made concurrently will assist the State in drafting a plan for long term operation that will relieve the Erie Lackawanna of the burden of annual deficits.

Very truly yours,



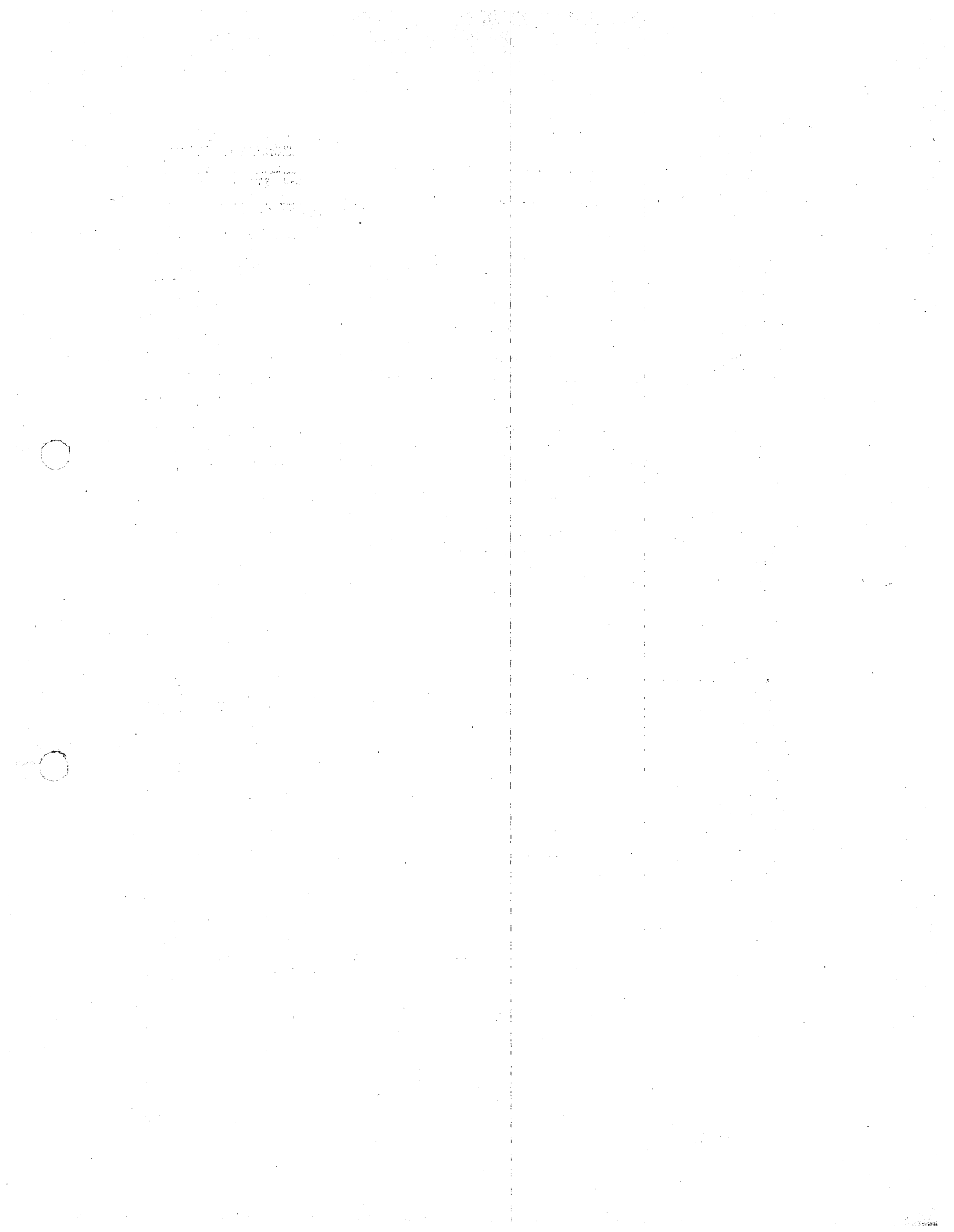


FINANCIAL RESULTS FROM
SUBURBAN PASSENGER OPERATIONS
IN NEW JERSEY

ERIE-LACKAWANNA RAILROAD COMPANY
(Railroad)

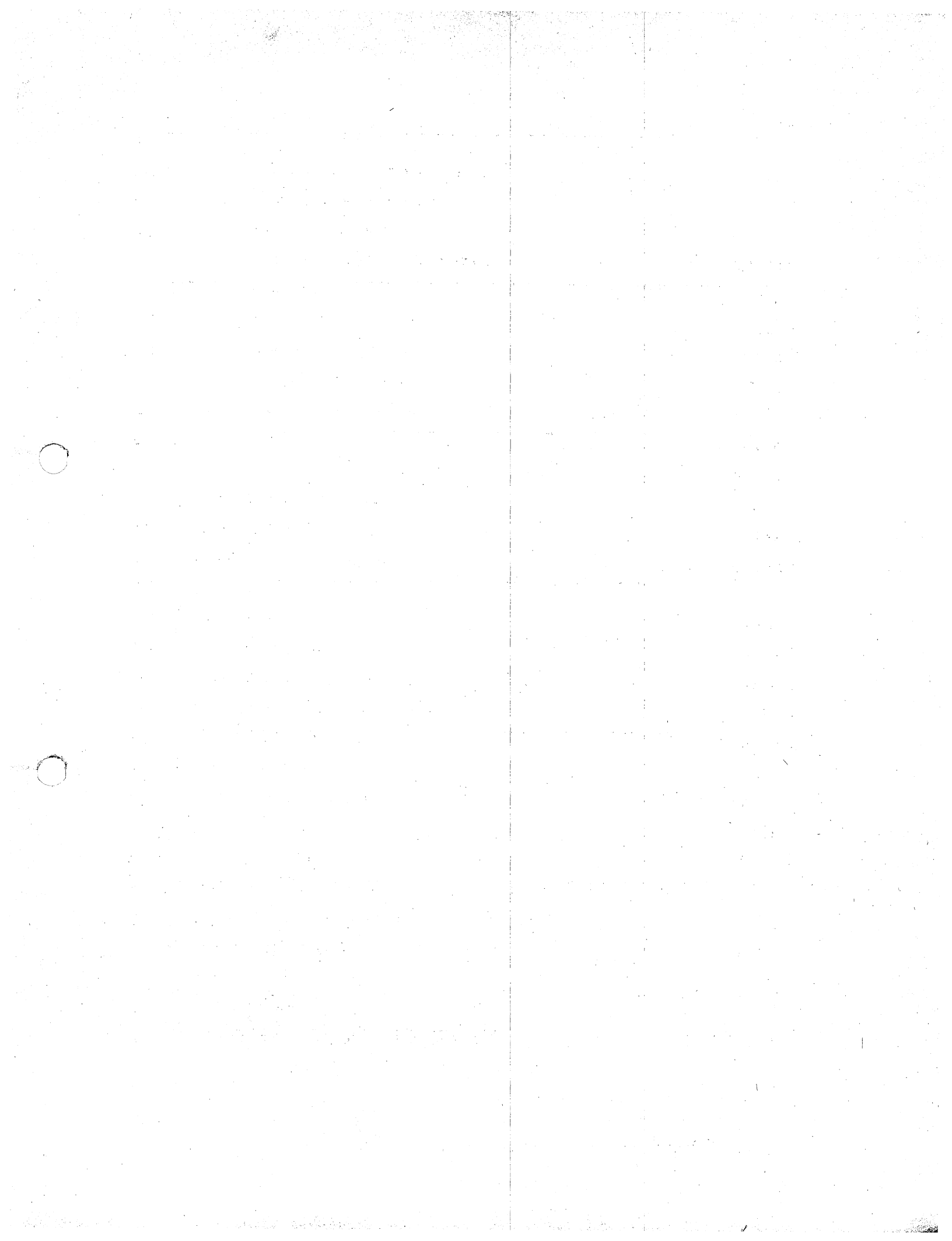
INTERSTATE COMMERCE COMMISSION
ACCOUNT CLASSIFICATION

| <u>Number</u> | <u>Description</u> | <u>Year 1964</u> |
|---------------|---------------------------------------|------------------|
| REVENUES | | |
| 102 | Passenger | \$ 9,417,706 |
| 103 | Baggage | -- |
| 106 | Mail | 24,118 |
| 107 | Express | 14,044 |
| 108 | Other passenger train | 12,733 |
| 109 | Milk | 62,691 |
| 110 | Switching | -- |
| 113 | Water transfers | 436,266 |
| 131 | Dining and buffet | -- |
| 133 | Station, train and boat privileges | 127,656 |
| 138 | Communication | 167 |
| 142 | Rents of buildings and other property | 48,451 |
| 143 | Miscellaneous | 5,086 |
| 151 | Joint facility - credit | -- |
| 152 | Joint facility - debit | -- |
| | Total Railway Operating Revenues | \$10,148,918 |
| RENT INCOME | | |
| 504 | Rent from locomotives | -- |
| 505 | Rent from passenger cars | \$ 99,335 |
| 507 | Rent from work equipment | 996 |
| 508 | Joint facility rent income | 9,004 |
| | Total rent income | \$ 109,335 |
| | TOTAL PASSENGER INCOME | \$10,258,253 |



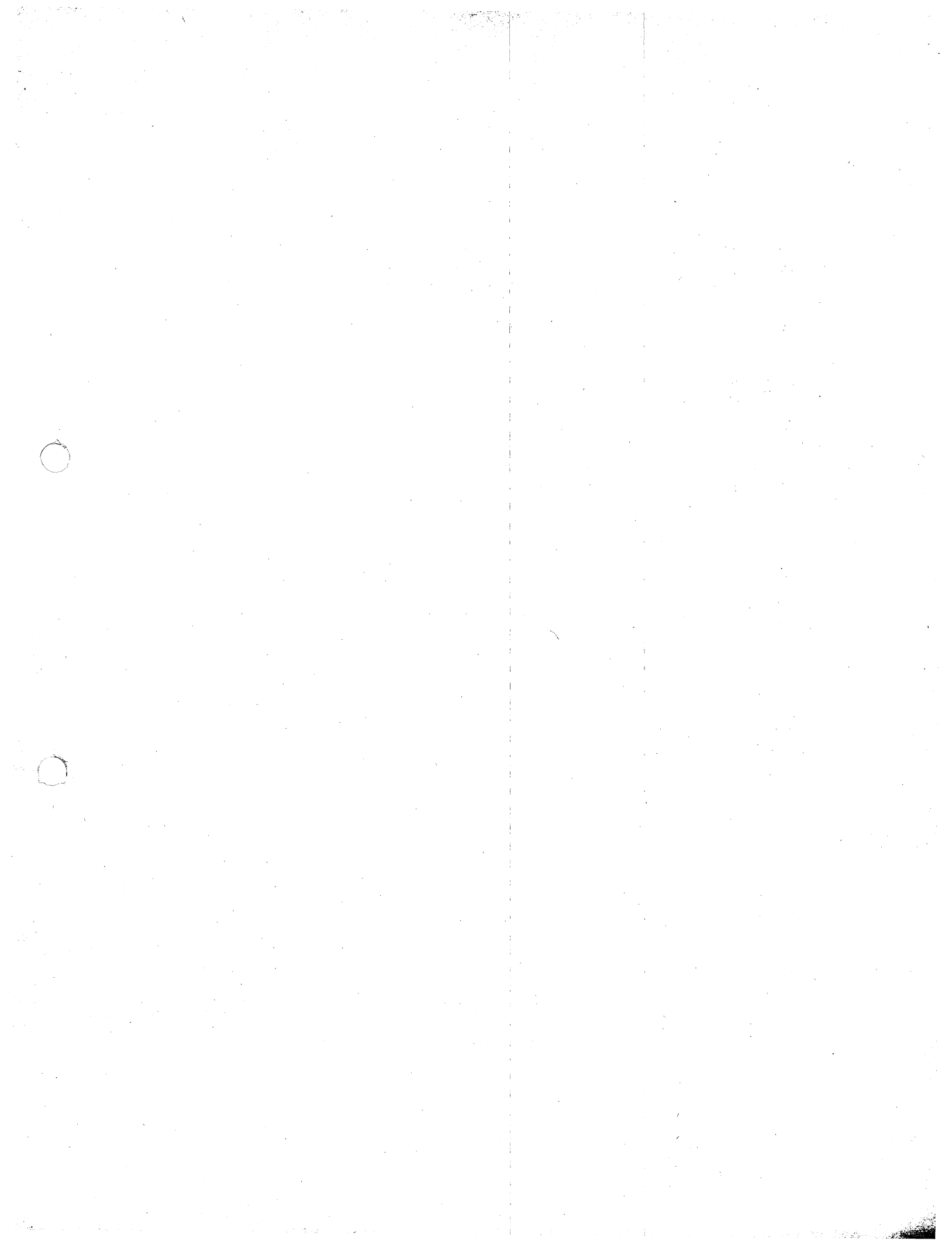
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| <u>EXPENSES-MAINTENANCE OF WAY AND STRUCTURES</u> | | <u>Year 1964</u> |
|---|-----------------------------------|------------------|
| 201 | Superintendence | \$ 64,674 |
| 202 | Roadway maintenance | 31,933 |
| 206 | Tunnels and subways | 1,406 |
| 208 | Bridges, trestles and culverts | 17,298 |
| 210 | Elevated structures | -- |
| 212 | Ties | 1,143 |
| 214 | Rails | 15,632 |
| 216 | Other track material | 32,276 |
| 218 | Ballast | 6,321 |
| 220 | Track laying and surfacing | 277,370 |
| 221 | Fences, snowsheds and signs | 1,784 |
| 227 | Station and office buildings | 87,021 |
| 229 | Roadway buildings | 911 |
| 231 | Water stations | 461 |
| 233 | Fuel stations | 567 |
| 235 | Shops and engine houses | 14,668 |
| 241 | Wharves and docks | 1,042 |
| 247 | Communication systems | 51,545 |
| 249 | Signals and interlockers | 106,111 |
| 253 | Power plants | 6,916 |
| 257 | Power transmission systems | 103,923 |
| 265 | Miscellaneous structures | 1,055 |
| 266 | Road property - depreciation | 376,490 |
| 267 | Retirements - road | 30,974 |
| 269 | Roadway machines | 27,629 |
| 270 | Dismantling retired road property | 22,698 |
| 271 | Small tools and supplies | 26,923 |
| 272 | Removing snow, ice and sand | 40,478 |
| 273 | Public improvements - maintenance | 10,860 |
| 274 | Injuries to persons | 14,882 |



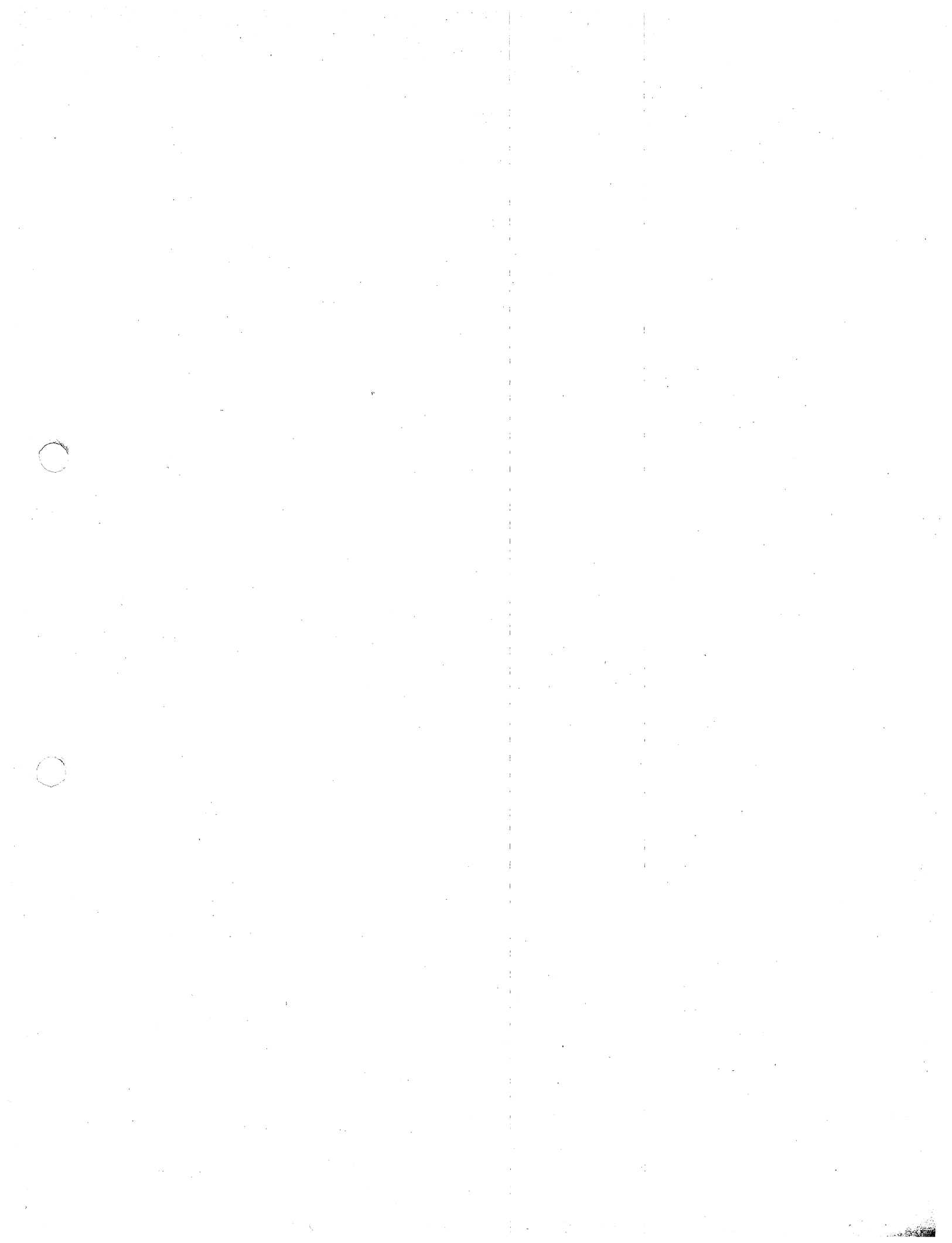
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| <u>EXPENSES-MAINTENANCE OF WAY AND STRUCTURES cont.</u> | | <u>Year 1964</u> |
|---|--|------------------|
| 275 | Insurance | \$ 41,352 |
| 276 | Stationery and printing | 1,202 |
| 277 | Employees health and welfare benefits | 24,468 |
| 278 | Joint tracks, yards and facilities-Debit | 230 |
| 279 | " " " " " -Credit | (1,848) |
| 281 | Right of way expenses | 5 |
| 282 | Other expenses | 817 |
| <hr/> | | |
| TOTAL MAINT. OF WAY AND STRUCTURES | | \$ 1,441,217 |
| <u>EXPENSES-MAINTENANCE OF EQUIPMENT</u> | | |
| 301 | Superintendence | \$ 99,687 |
| 302 | Shop machinery | 28,759 |
| 304 | Power plant machinery | 83,139 |
| 305 | Shop and power plant machinery-Dep. | 60,790 |
| 306 | Dismantling retired shop and power plant machinery | 23 |
| 311 | Repairs Diesels | 676,574 |
| <hr/> | | |
| 317 | Passenger train cars - Repairs | 951,730 |
| 323 | Floating equipment - Repairs | 264,604 |
| 326 | Work equipment - Repairs | 19,394 |
| 328 | Miscellaneous equipment - Repairs | 29,901 |
| 329 | Dismantling retired equipment | 5,020 |
| <hr/> | | |
| 331 | Equipment - depreciation | 707,174 |
| 332 | Injuries to persons | 15,899 |
| 333 | Insurance | 12,306 |
| 334 | Stationery and printing | 850 |
| 335 | Employees health and welfare benefits | 50,338 |
| 339 | Other expenses | 6,223 |
| <hr/> | | |
| TOTAL MAINTENANCE OF EQUIPMENT | | \$ 3,012,411 |



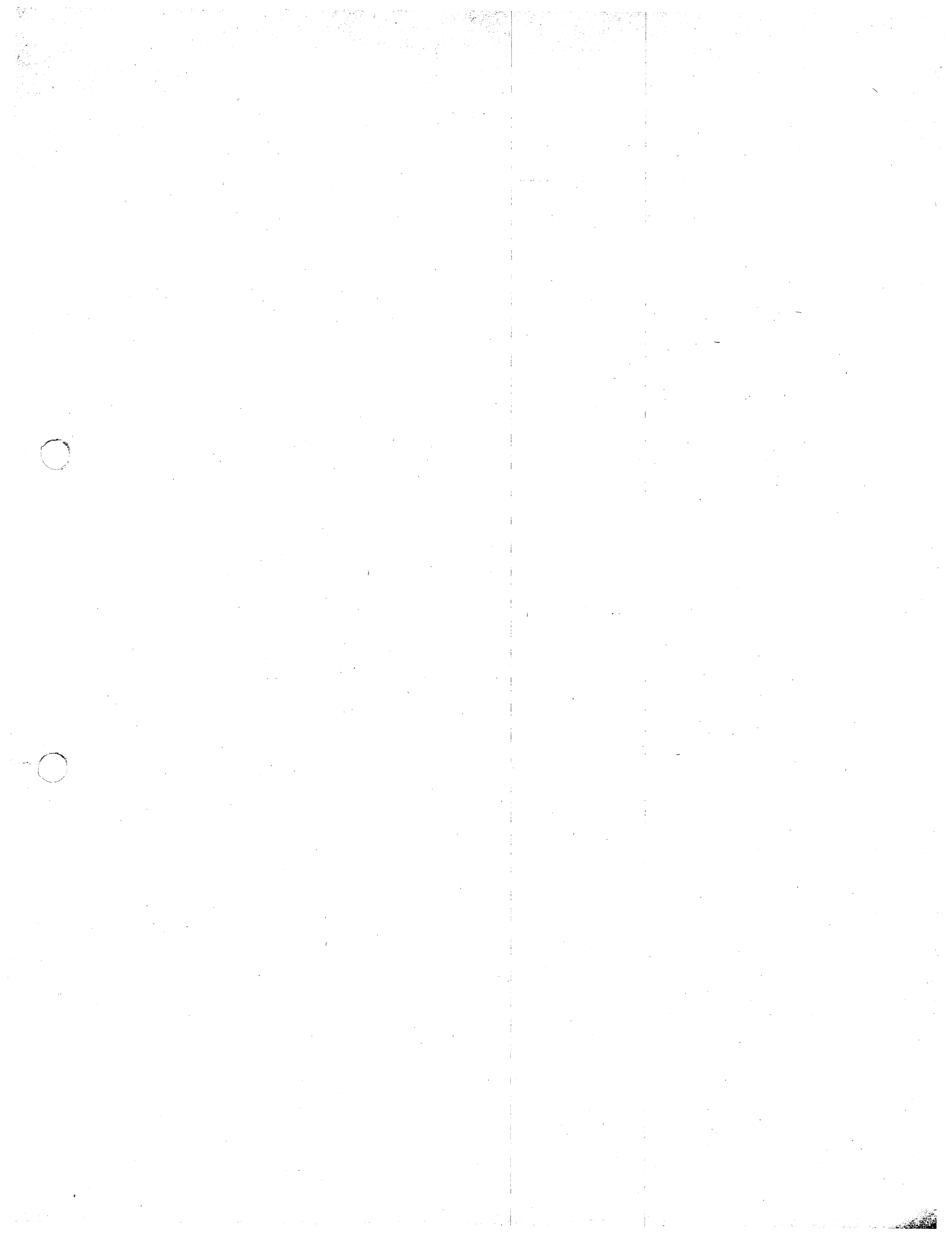
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| <u>EXPENSES-TRANSPORTATION</u> | | <u>Year 1964</u> |
|--------------------------------|--|------------------|
| 371 | Superintendence | \$ 275,160 |
| 372 | Dispatching trains | 108,497 |
| 373 | Station employees | 1,010,589 |
| 376 | Station supplies and expenses | 215,151 |
| 377 | Yardmasters and yard clerks | 68,087 |
| 378 | Yard conductors and brakemen | 415,487 |
| 379 | Yard switch and signal tenders | 45,635 |
| 380 | Yard enginemen | 145,136 |
| 382 | Yard switching fuel | 11,646 |
| 383 | Yard switching power produced | -- |
| 384 | Yard switching power purchased | -- |
| 385 | Water for yard locomotives | 62 |
| 386 | Lubricants for yard locomotives | 923 |
| 387 | Other supplies for yard locomotives | 251 |
| 388 | Enginehouse expenses - yard | 3,024 |
| 389 | Yard supplies and expenses | 4,261 |
| 390 | Operating joint yards and terminal-Debit | -- |
| 391 | " : " " " -Credit | (2,608) |
| 392 | Train enginemen | 1,094,475 |
| 394 | Train fuel | 146,213 |
| 395 | Train power produced | -- |
| 396 | Train power purchased | 650,388 |
| 397 | Water for train locomotives | 1,366 |
| 398 | Lubricants for train locomotives | 12,193 |
| 399 | Other supplies for train locomotives | 4,402 |
| 400 | Enginehouse expenses - Train | 53,358 |
| 401 | Trainmen | 1,833,151 |
| 402 | Train supplies and expenses | 662,590 |
| 404 | Signal and interlocker operation | 463,566 |
| 405 | Crossing protection | 87,930 |



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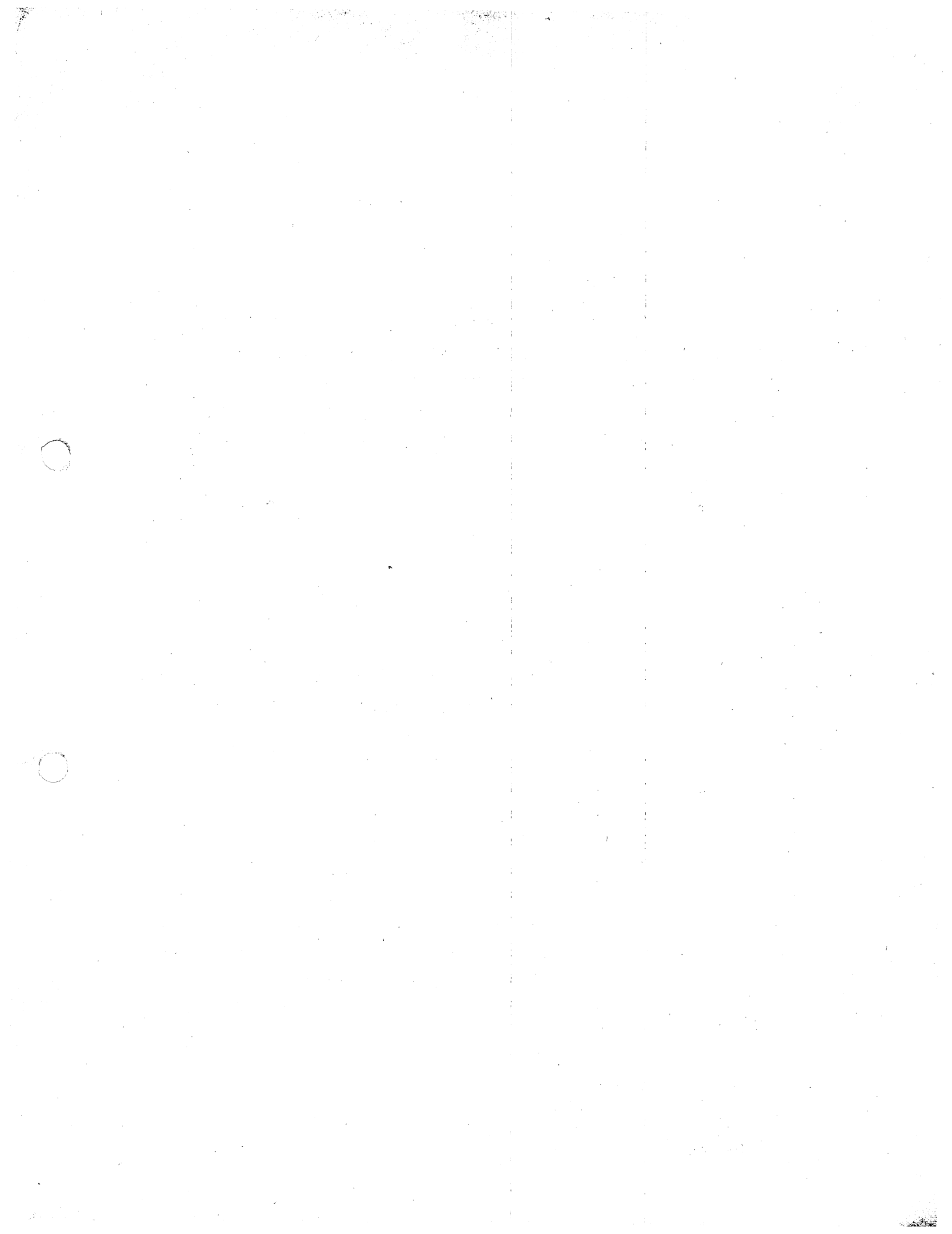
| <u>EXPENSES-TRANSPORTATION</u> | | <u>Year 1964</u> |
|--------------------------------|---|------------------|
| | cont. | |
| 406 | Drawbridge Operation | \$ 116,505 |
| 407 | Communication system operation | 53,272 |
| 408 | Operating floating equipment | 575,800 |
| 409 | Employees health and welfare benefits | 200,778 |
| 410 | Stationery and printing | 43,630 |
| 411 | Other expenses | 12,559 |
| 412 | Operating joint tracks and facilities-Debit | 11,921 |
| 413 | " " " " " -Credit | (1,106) |
| 414 | Insurance | 43,912 |
| 415 | Cleaning wrecks | 1,213 |
| 416 | Damage to property | 11,915 |
| 419 | Loss and damage - Baggage | -- |
| 420 | Injuries to persons | 214,101 |
| | TOTAL TRANSPORTATION | \$ 8,595,433 |
| <u>EXPENSES-TRAFFIC</u> | | |
| 351 | Superintendence | \$ 207,618 |
| 352 | Outside agencies | 98,805 |
| 353 | Advertising | 29,778 |
| 354 | Traffic associations | 7,405 |
| 356 | Industrial and immigration bureaus | -- |
| 357 | Insurance | -- |
| 358 | Stationery and printing | 5,423 |
| 359 | Employees health and welfare benefits | 8,734 |
| 360 | Other expenses | 131 |
| | TOTAL TRAFFIC | \$ 357,894 |
| <u>EXPENSES-MISCELLANEOUS</u> | | |
| 441 | Dining and buffet services | -- |
| 449 | Employees health and welfare benefits | -- |
| | TOTAL MISCELLANEOUS | -- |



ELRR

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| <u>EXPENSES-GENERAL</u> | | <u>Year 1964</u> |
|--|---|---------------------|
| 451 | Salaries and expenses of general officers | \$ 58,754 |
| 452 | Salaries and expenses of clerks | 292,903 |
| 453 | General office supplies and expenses | 58,595 |
| 454 | Law expenses | 46,427 |
| 455 | Insurance | 448 |
| 456 | Employees health and welfare benefits | 14,465 |
| 457 | Pensions | 58,716 |
| 458 | Stationery and printing | 16,990 |
| 460 | Other expenses | 47,068 |
| 461 | General joint facilities -Debit | -- |
| <u>TOTAL GENERAL</u> | | <u>\$ 594,366</u> |
| <u>TOTAL RAILWAY OPERATING EXPENSES</u> | | <u>\$14,001,321</u> |
| 532 | Railway tax accruals - Payroll | 751,072 |
| | Railway tax accruals - Property | 992,241 |
| <u>RENTS PAYABLE</u> | | |
| 537 | Rent for locomotives | -- |
| 538 | Rent for passenger train cars | -- |
| 540 | Rent for work equipment | \$ 131 |
| 541 | Joint facility rents | -- |
| <u>TOTAL RENTS PAYABLE</u> | | <u>\$ 131</u> |
| <u>TOTAL PASSENGER EXPENSES</u> | | <u>\$15,744,765</u> |
| <u>NET RAILWAY PASSENGER OPERATING DEFICIT</u> | | <u>\$ 5,486,512</u> |



Erie Lackawanna *Railroad*

The Friendly Service Route

George C. Frank, Assistant to President

MIDLAND BUILDING • CLEVELAND 15, OHIO • CHERRY 1-8400



1965

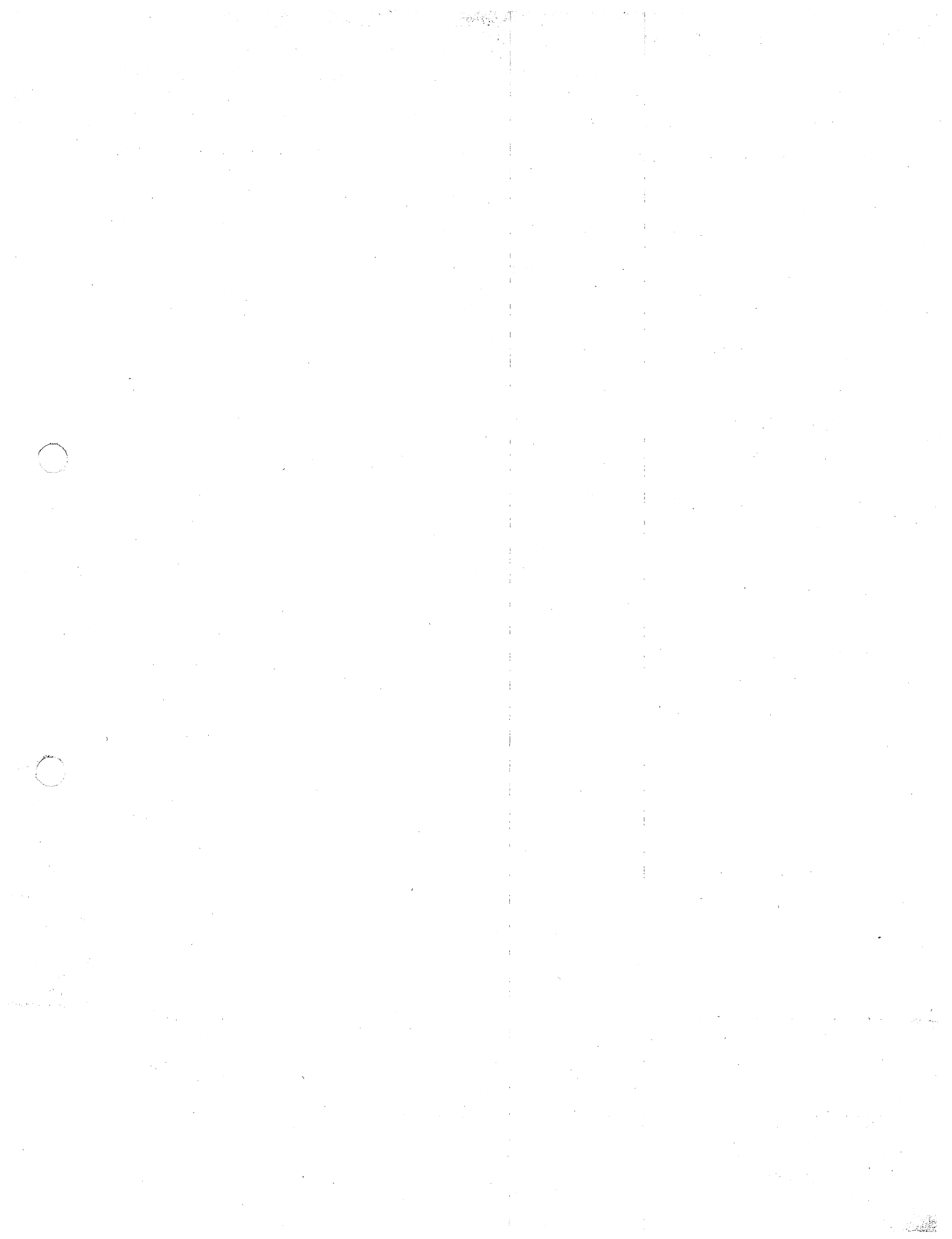
FOR RELEASE: TUESDAY, JAN. 26.

NEWARK, N.J., Jan. 25.--William White, chairman of the Erie Lackawanna Railroad, declared today that it may be necessary to file with the Interstate Commerce Commission very soon calling for the complete abandonment of all commuter service in northern New Jersey unless some solution is found to relieve the railroad of the substantial losses now being incurred in operating the service.

He said the current losses exceed \$8.0 million annually toward which the State of New Jersey contributes \$2.2 million. He also said the present contract with the State calls for operating the service until Aug. 31 of this year, "but it may be the last such contract the Erie Lackawanna will sign because the present payment is wholly inadequate to cover the extensive losses being incurred." The burden, he says, falls on the company's security owners who are, in effect, subsidizing the commuters.

As a means of preserving this essential service, now used by about 35,000 commuters each week-day, White suggested that a qualified public agency be established to take over the responsibility of providing a first-class, modern commuter service. He said the cars used in this service are now over 30 years old and "the day is not too far away when many of them can no longer operate and will have to be relegated to the scrap pile." He also said the electrified system on the former Lackawanna line will soon need extensive rehabilitation, "otherwise frequent interruptions and delays may be expected."

(more)



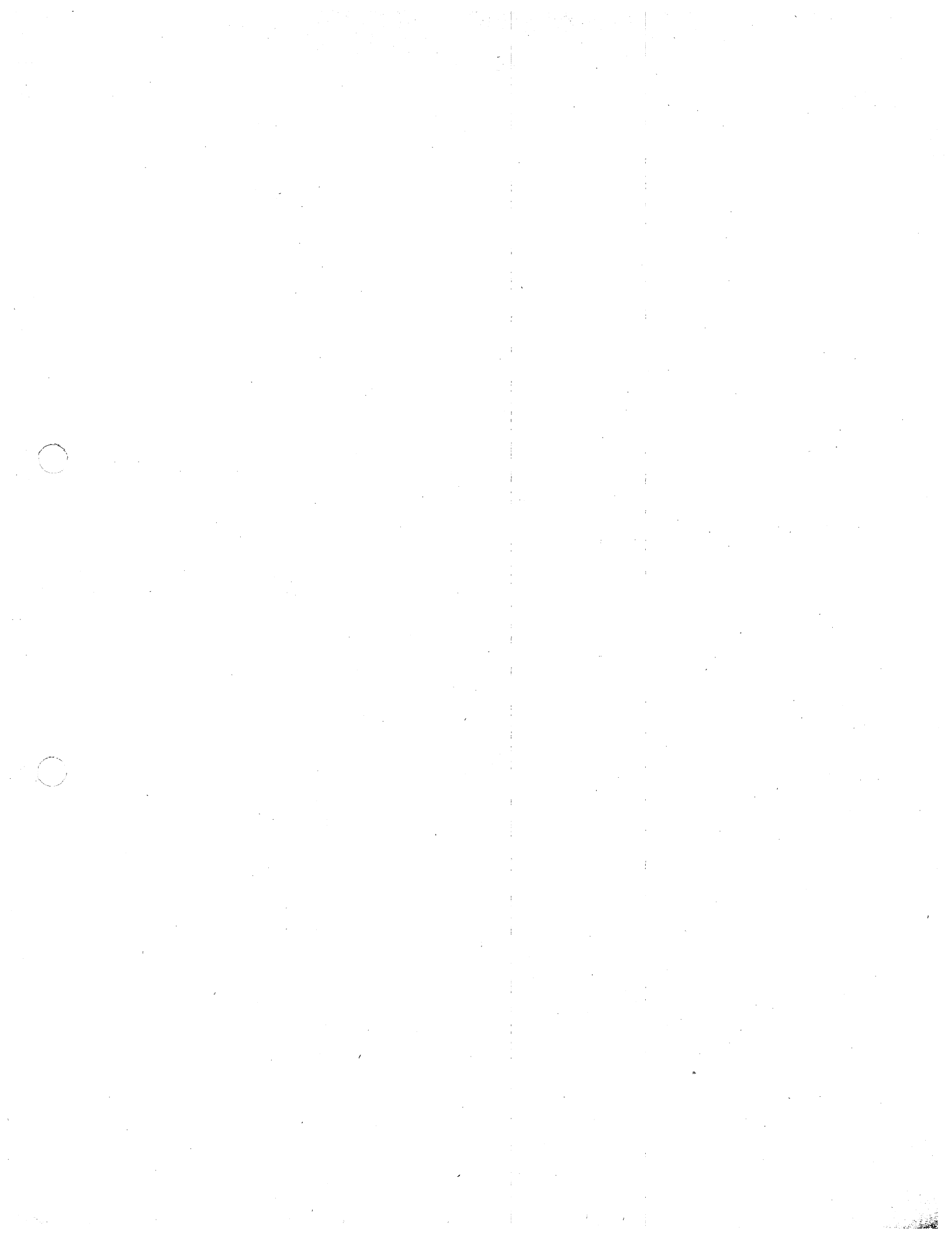
Erie Lackawanna 2-2-2-2

The cost of replacing equipment and modernizing the service is estimated at \$80 million which White says, "is not only beyond the financial ability of the Erie Lackawanna but cannot be justified as a business investment since it has no prospect of paying its own way."

He maintains that under present-day conditions, commuter service can no longer be considered a private business, "it is a public service that must be paid for by someone other than the bondholders and stockholders of the railroad." He further added that "The time for piece-meal measures is past as that kind of approach does not get to the heart of the problem. Commuter service must receive full public support or be abandoned. If the service is abandoned, it will have a far-reaching impact on employment, business, property values and the economy of the State."

White offered full cooperation to any agency that might be formed and indicated that the railroad's facilities are available at a reasonable rental and, if desired, the Erie Lackawanna will manage the operation of the service for the agency at a reasonable management fee.

He concluded by saying "Erie Lackawanna does not want a subsidy; all it seeks is to be relieved of the constant burden of loss - and we are determined to do so."



NEWARK NEWS

9-County Freeholder Group Forms for Rail Suggestions

By WALTER SOPRONIK

A Suburban Service Committee to offer suggestions for improving railroad commuter service in nine counties was formed here yesterday at a meeting in the Essex County Hall of Records. The group comprises the freeholder directors of each of the counties.

The committee was formed as the result of a recent proposal by State Highway Commissioner Dwight R. G. Palmer, who wants to determine if commuter service can be improved in the state by utilizing suggestions of the commuters themselves.

Present at yesterday's meeting were representatives of Essex, Union, Bergen, Morris, Sussex, Hudson, Passaic and Somerset counties. Warren County also will be included in the nine-member committee.

Albert Saldutti, Essex freeholder director, said the purpose of the committee would be to "come up with plans" to assure the continuance of mass railroad passenger service. He declared that Essex County believed that the state should be responsible for funding any proposals. Saldutti suggested that an authority be formed "as a starting point" to cope with the commuter problem.

Olson Dubious

Robert L. Olson, Bergen County freeholder director, doubted that any suggestions would improve service if railroads "operate on the same old, broken-down equipment and the same old roads." He said, however, that "we have to try to make it work. We have to cooperate with the governor. If we didn't, where would we go?"

Olson objected to the fact that the counties were handed "a problem that the state and the railroads should have handled themselves." The committee

has a July 1 deadline for coming up with a plan, while the railroads have lived with the problem for years, he noted.

Essex County Engineer Francis McCormick declared that the Port of New York Authority was the "logical agency" to take over the railroads. Representatives of Hudson County sup-

ported his view, noting that the PA had vast sums of money at its disposal because of its many transportation operations.

The committee plans to hold another meeting after it contacts Palmer to determine what flexibility and equipment it will have to work with in making its proposals.



HUDSON DISPATCH

May 27, 1965

Rail Transit Advice Body Appointed

Bergen County Freeholder Director Robert L. Olson announced yesterday that four citizens have been appointed to an advisory committee on rail transit.

The committee will make recommendations to the Board of Freeholders on a proposed 16-month state project for maintaining commuter service on Erie-Lackawanna Railroad.

The four, named by committee chairman Frank E. Tilley of Wyckoff, are: Mayor Raymond A. McGrath, Cresskill; Arthur B. McLaughlin, Rutherford; M. F. Devine, Allendale, and Raymond H. Wilkens, Fair Lawn. All are commuters. The committee also includes Ernest H. Boulding, county transportation engineer.

Olson said similar committees are being formed in eight other North Jersey counties. Chairmen will meet tonight in the Essex County Hall of Records, Newark, to discuss the project with Herbert Thomas, director of the State Division of Rail Transportation.

Advisory committees will offer recommendations to the local freeholder boards and to a suburban service committee, made up of the freeholder directors of each of the nine counties. The latter committee was established to guide the counties' role in a state highway department-sponsored proposal for maintaining passenger service on the railroad. This proposal, including plans for a 16-month demonstration project, was outlined last month.

Tilley was appointed to head the Bergen advisory group on May 15. The group's first meeting will be tomorrow night in the Bergen County Engineer's Office, Hackensack.





