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SOUTHERN NEW JERSEY • SOUTHEASTERN PENNSYLVANIA

PASSENGER TRANSPORT FACILITIES

CO-ORDINATION PLAN

FOR CONSIDERATION BY THE PUBLIC

[by Watson M. Mervine & O.W. Garrison]

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SOUTHERN NEW JERSEY - SOUTHEASTERN PENNSYLVANIA PASSENGER

TRANSPORT FACILITIES CO-ORDINATION PLAN

This Plan is presented for your earnest consideration and support. Please submit as many constructive criticisms as you are able to suggest.

Purpose of the Plan

1. To promote the civil economy generally in Southern New Jersey and Southeastern Pennsylvania, and in the Philadelphia - Camden metropolitan and suburban areas in particular.
2. To provide the safest possible means for quickly transporting the extremely large numbers of persons that enemy action over these areas would demand, and which could not possibly be achieved at present.
3. To provide relief to the thousands now commuting daily via all present means of transportation, both public and private, and suffering hardships, great inconveniences, serious hazards to health, life and limb, and countless inexcusable losses in wasted time due to present conditions, and last but not least, automotive maiming and manslaughter of shockingly high degree.
4. To achieve these desired ends, and other benefits at the minimum of public expense in taxes and transportation costs.

Outline of the Plan

Examination of the accompanying maps will make evident the general nature of major items, and many of the details incorporated in the Plan.

1. Co-ordination of present railroad passenger-service rail-heads of Camden and Philadelphia to provide modern trunk-line and suburban passenger service to all points within and without the cities proper by:

(a) Erecting a Union Terminal in the City of Camden for Railroad, Delaware Bridge Line and Bus Service, on the site bounded by Ninth Street, Warren Street, Federal Street, Wright Avenue, and Eleventh Street, the junction point of all rail lines leading into the City of Camden from the seven-county South Jersey area.

(b) Extend the Delaware Bridge Line underground from Broadway Station into this Union Terminal.

(c) Construct an electrified, local and express, four (4) rail line underground, two (2) outer rail lines for high-speed local service, two (2) middle rail lines for through-line express service from Union Terminal to Market Street; westward under Market Street with stations at Broadway and at Second and Market Streets; with an additional platform at Fourth and Market

Streets, Camden, for the purpose of expediting faster U. S. Mail service between general Post Office, Philadelphia, Camden and South Jersey points, continuing under the Delaware River into the existing but unused subway under Arch Street, Philadelphia; thence westward underground to the PRR Suburban Station at Sixteenth and Pennsylvania Boulevard connecting with PRR Station at 30th and Market Streets; with stations at Fifth and Arch Streets, concourse connection to Fifth and Market Streets Subway-Elevated Station to facilitate the transfer of passengers traveling to the Northeastern section of Philadelphia; a station at Twelfth and Arch Streets, concourse connection to the Reading Railroad Terminal at Twelfth and Market Streets. These stations to be equipped with adequate modern facilities such as escalators, rest rooms, proper ventilation, good lighting, etc., and to be engineered to provide for the efficient and comfortable transfer of passengers between these stations and the respective railroad and subway elevated lines.

2. Create modern, efficient and adequate commuter and seashore service on all existing suburban South Jersey rail lines on a paying basis to the railroads OUR HEAVIEST TAXPAYERS by:

(a) Replacing old and heavy equipment on all short-haul, multi-stop, commuter runs in this area with light, air conditioned cars of modern design. These cars to be capable of operating singly or in multiple units whatever the variables of traffic may require; or the use of the present type PRR overhead electrified equipment now in service on P.R.R. local trains (preferable to third rail operation, which is not only dangerous in rural and suburban areas but also expensive through power loss by grounding during heavy storms in winter and summer); or the use of the modern air conditioned Budd Rail Diesel type car now in service on the Pennsylvania-Reading Seashore Lines, with proper ventilation for removing diesel fumes from Subway-Tunnel connection.

(b) Restoration of discontinued suburban passenger rail service on existing lines wherever it will be required by operation of this Plan, and be indicated by the resulting increases in population.

(c) Establish modern excursion train service during the summer months between popular seaside resorts on the South Jersey coast, The Union Terminal Station in Camden, and 30th Street and Suburban Station in Philadelphia. Afford one-day, two-day and three-day excursions over the week-ends, also a return-trip ticket good for 15 days for passage via regular and/or excursion trains as an attraction for vacationers. Establish several trains as "Fisherman Specials" among these excursion trains.

3. Enable the co-ordinated new, the reactivated, and the old rail lines to operate profitably by:

(a) Franchise new bus lines for service outside of Camden City limits in South Jersey solely for such routes as will serve as shuttle lines for the transportation of passengers between the nearest railroad stations and their homes or destinations.

(b) Cancel all franchises for bus operation over public highways through New Jersey between the City of Philadelphia and all points in New Jersey within the area south of a line drawn eastwards from the Delaware River immediately below Trenton to the Atlantic Ocean at South Belmar.

(c) Cancel all franchises for bus operation over public highways between the City of Camden and any point outside the city limits excepting those adjacent suburban areas which cannot be better served by shuttle buses feeding the nearest rail stations.

(d) Eliminate all omnibuses, other than those chartered for specific and special occasions, such as picnics, jury transportation, funeral parties, special educational purpose occasions, and chartered or franchised sight-seeing buses from passage over the present and/or future bridges connecting the cities of Philadelphia and Camden.

(e) Enforce by law the operation of any omnibus, truck, automobile, and other types of motor vehicles within the metropolitan areas, their suburbs, and the communities in South Jersey in such manner as to prevent the emission of noxious fumes, gases or vapors.

(f) Rigidly enforce the laws of the states and communities which govern the operating weight, size and speeds of all cargo vehicles utilizing the highways and rights-of-way belonging to the public.

(g) Adjust these laws to meet the needs for the safety, convenience, and comfort of the residents and the travelling public. A substantial reduction in size, weight, and speed for cargo vehicles is long overdue. A substantial reduction of the speeds now allowed on publicly owned highways is mandatory if human life is worth anything.

(h) Rigidly confine all cargo vehicles on public highways to single lane operation.

(i) Wherever possible, establish mandatory by-pass routes for all cargo vehicles around residential and business areas.

(j) Abolish all cargo-vehicle freight and/or express stations from locations in or adjacent to congested metropolitan areas.

(k) Prohibit (except for pick-up or delivery of merchandise for transfer between buyer and seller, or for pick-up or delivery of merchandise between railroad freight and/or express stations, and/or water carrier terminals, and/or cargo-vehicle freight and/or express stations and/or buyers and sellers) all cargo vehicle operation on all public highways within the limits of both Camden and Philadelphia cities.

4. Further enhance the co-ordination of railroad passenger service, tremendously improve transportation of the general public in these metropolitan areas and their suburbs, and create in car-owners the greatest possible desire to leave their cars at home in favor of the modernized public transportation by the following improvements:

(a) In the Broad Street Subway in Philadelphia, install the double-track, high-speed express service for which space was originally provided, and which is now so definitely and obviously required.

(b) Correct the results of many mistakes in original planning, such as the archaic concourse now in use to connect the Broad Street subway with the P.R.R.'s North Philadelphia Station, in such manner that the passengers may transfer between these stations quickly, safely and with dry feet. Similarly, correct the bad drainage, poor lighting, and very poor ventilation prevalent at many stations; the Fairmount Avenue Station of the Delaware Bridge line is one example.

(c) Reverse the rapidly increasing tendency to 'pack' the cars on all subway and elevated lines in this area. Establish express service on all divisions. Operate trains on tighter schedules (less time between trains) and with more cars in the trains during the heavy traffic hours. Considerably reduce 'lay-over' time at terminal stations, such as Girard, Market and Broadway stations of the Delaware Bridge line, and during heavy traffic hours see that the next following train is opened to boarding passengers just before a loaded train departs from these stations.

(d) Make constant improvements of minor nature but of very considerable advantage to our travelling and commuting citizens. One improvement worthy of note which was recently made in the Broad Street subway was the installation of the neon illuminated station signs on the platform areas for guidance of passengers in the cars. This improvement should be applied to all underground station platforms. Other desirable improvements at these stations would be:

- (1) Double the level of illumination on the platforms.
- (2) Double the number of benches on the platforms.
- (3) Mount copies of the subway-elevated system map (now displayed in the cars) along side of the transportation maps now displayed in the subway stations.

(e) There is and always will be room for improvement of the cars employed on our subway-elevated lines and surface lines. Some improvements now in order would be:

- (1) Provide adequate ventilation at all times.
- (2) Refit interior of old P.T.C. cars to match as near as possible the interior of the most modern cars in use, particularly the seating.

- (3) Provide illuminated 'next-stop' indicators (of the type seen in the modern cars) in all subway-elevated cars, and keep them in working order.
- (4) Rigidly enforce the 'no-smoking' laws on the cars, including the lighting of tobacco by riders preparing to leave the cars, i.e. cause arrests and fines of persons leaving said cars with burning tobacco in their possession.
- (5) Rigidly enforce the laws prohibiting spitting on the stairways, walks, and platforms of subway-elevated stations and the floors of all cars.

5. Engineering plans for the Subway-Tunnel connection carrying the High-Speed rail line under the Delaware River (see paragraph 1 (c) of this Outline of the Plan) to include provisions for two-way dual-lane automotive traffic, and also for pedestrian walkways capable of permitting a column of men to march eight abreast through the tunnel. Also provide in these engineering plans for pedestrian and for automotive vehicular approaches which will provide ample facility for handling emergency traffic to the maximum limits of capacity of the tunnel. The tunnel to be provided with the following features:

(a) Two auxiliary electric power generating stations equipped with diesel motor prime movers and ample fuel storage tanks; these stations to be located underground, one near each of the tunnels. These stations to be designed for immediate use in the event of failure of outside electric power sources, so as to maintain the lighting, ventilating, signalling, and communications systems of the tunnel when outside power sources fail. These stations to be efficiently maintained, periodically tested in operation and rigidly inspected at frequent intervals.

(b) Two or more, if required, diesel-powered locomotives for the propulsion of electric trains which might become stalled on the tunnel-subway system by electric power failures. These locomotives to be maintained in first-class operating condition at all times, and there shall be at all times no less than enough qualified operating crews on call to permit 24 hour daily operation of each locomotive in event of emergency and one crew on duty at all times.

(c) First aid stations, fresh water supply facilities, toilet and sewage disposal facilities shall be included within the tunnel at suitably spaced intervals for use under emergency conditions. These facilities to be rigidly maintained and carefully inspected at frequent intervals.

Financing the Plan

1. Financing the improvements called for by this Plan should be achieved in all instances in such manner as to result in the greatest public benefit at the lowest cost to the public. No increase in taxes

and no unjust transportation costs to the public are paramount requisites. Money invested by the public must yield a fair return to the public. Some suggestions for financing are as follows:

(a) Finance favorable portions of the improvements by utilizing methods used for financing the turn pikes in Pennsylvania and New Jersey.

(b) Finance as many adaptable portions as possible by issue of municipal and/or state bonds. Said bonds to have the following features:

(1) To be tax exempt, non-negotiable, registered bonds.

(2) To be issued in series and in denominations of \$100, \$500 and \$1000.

(3) To be offered and sold to the citizens of Pennsylvania and New Jersey exclusively and by public subscription only of individuals.

(4) Each series of bonds to be retired at maturity by a sinking fund established for that series and the monies accumulating in said sinking fund to be protected from expenditure for any other purpose. Monies in such funds to be invested in such securities and under conditions as governed by the banking laws of the two states. Each series of bonds to be callable for redemption, with interest to date, if and when the monies and their accumulated earnings in the respective sinking funds permit before maturity date.

(5) Equitable portions of profits from monies earned through operation of properties financed by these bonds are to be paid into their respective sinking funds without delay and without diversion of any sort whatsoever.

(6) The Sinking Fund Authorities to operate wholly within the banking laws and under the supervision of the legal Banking Commissions of the two states. Such sinking fund authority may be vested with such banking institutions which operate in the states of Pennsylvania and New Jersey, and which are commonly acceptable to the citizens of these states, and which would accept the responsibility of operation on the basis of the best interests of the investors at the least cost to them.

(7) Monies received after retirement of any series of bonds from operation of property acquired with capital originally raised by the sale of said bonds to be received solely and without diversion into trusteeships which are to be set up and administered by the respective Sinking Fund Authorities. Monies paid into such trusteeships and their earnings are to be accumulated for use solely for improvement and/or

expansion of Pennsylvania - New Jersey public transport facilities within the areas defined by this Plan upon the demand of and after referendum to the citizenry of Pennsylvania and New Jersey within those areas.

- (c) Franchise railroads and/or public utilities for adaptable portions of these improvements under mutually satisfactory, long-term conditions that will provide for eventual amortization of the original costs from earnings, and a guarantee of equitable reduction of tariff to the travelling public after amortization.
- (d) Lease suitable portions to the railroads under satisfactory long-term conditions which mutually benefit the roads and the public.
- (e) Insure that invested capital from all sources is protected at all times by:

- (1) Rendition of financial reports through the medium of the press at regular intervals (annual or semi-annual) by the Sinking Fund Authorities and the Trusteeships to the investors within Pennsylvania and New Jersey.
- (2) Publish and submit to the citizens of Pennsylvania and New Jersey within the areas affected for referendum, any new and/or amended bills whenever said bills affect the interests of the investors in these bonds in any respect. Likewise, any proposed legislation concerning the Sinking Fund Authorities and the Trusteeships in any respect must be so publicized and submitted for referendum.

Some of the Benefits that the Plan Offers

1. Philadelphia -Camden and suburban commuters will achieve high-speed, comfortable, safe and dependable public transportation of the grade that the free people of the most advanced nation on earth are entitled to provided that they work for it. If the public is satisfied with the time-wasting, inconvenient, uncomfortable, unhealthy, unreliable, out-moded, semi-primitive excuses for transportation which they are now forced to patronize in this area, then this plan has no value. If, however, the public is not satisfied with the present extremely inferior service at extremely high rates, then this Plan will be of interest.

2. Direct local and thru rail line interstate service without the necessity of an interchange as the accompanying maps make evident, serving a seven-county area in Southern New Jersey of 3,175 sq. mi. with a population of 744,288, an eight-county area in Southeastern Pennsylvania of 3,342 sq. mi. with a population of 3,596,615 or a total of 6,567 sq. mi., with a population of 4,340,903. Note the difference in population in comparison to the area in sq. mi.

Did buses and private automobiles develop the Southeastern Pennsylvania area? Most certainly not it was the railroads, (thru private capital and not tax dollars) with safe, on time, high speed, dependable service which only the railroads, and none other can render, provided they are not expected to compete with subsidised competitors who pay little or no taxes per mile of operation for the privilege of operating on highways and streets of your state and communities at your expense in Tax Dollars.

3. All property owners will benefit from lower tax rates due to the tremendous development which would naturally follow in this fifteen-county area.

4. South Jersey business would experience a general and permanently expanding growth of a healthy nature.

5. South Jersey would experience tremendous industrial expansion over a long period of years.

6. South Jersey population, especially in undeveloped areas would tremendously increase. Many underdeveloped centers along the railroads rights-of-way would blossom into thriving communities.

7. Halting the present trend in losses to us by shrinkage of our largest taxpayers - The Railroads - and giving them the opportunity to earn money by helping us secure what we need. Remember, what the railroads do not pay in taxes, YOU WILL. Also remember that invested capital built their rights-of-way; NOT YOUR TAX MONEY; but that YOUR TAX MONEY DID build the public highways FOR YOU and NOT for the use of PRIVATE CAPITAL however employed. WHY PAY TWICE?

8. Self improvement in the vicinity of the Union Terminal in Camden would naturally develop that area into a business and shopping center that would vie with Philadelphia's famous 69th and Market Streets area, and without competition. Would that raise the standards of living for that section of Camden City? Would it increase the ratables? Would it lower taxes? What do you think?

9. A large and general improvement in Mail and Express services would ensue over the entire area.

10. Tremendous improvement in every respect would naturally follow in the vicinity of the area from Market to Vine Streets, and from Fifth to Broad Streets in Philadelphia. Increases in property values, in new ratables, in increased business, etc., would result in lower taxes.

11. Tremendous decrease in traffic congestion in the downtown areas of Philadelphia and Camden would result. Traffic would become that of persons bent on business primarily, not simply on a way in or out of the cities, or worst of all using these areas as a thoroughfare. The problems of parking and traffic control would be greatly reduced.

12. Tremendous decrease in automotive traffic accidents. Car owners would not drive to work if decent, modern transportation at reasonable

rates existed. They know it costs them more to operate their cars for commuting - they just can't take the terrible public transportation now in vogue.

13. These and many other advantages will be possible of achievement without increases in taxes to the public; instead, eventual reductions in property taxes and other taxes would follow. Other economies for the public would also result; for instance, very substantial reductions in the present premiums paid by car owners in the area for auto collision and liability insurance.

14. In the event of enemy air attack the Plan will provide:

- (a) Safe and fast transportation of huge masses of our citizens from the densely populated areas. The numbers of persons in these already congested areas will constantly increase due to large and growing increases in workers in the plants and offices connected with defense work.
- (b) Vastly increased air raid shelter would become available in the additional underground stations of the new subways in event of air attack. Underground rail systems and under-river tunnels provide the form of transportation most invulnerable to air attack. They are also the most permanent of all installations, and for this reason the least costly. May God forbid us the experience of enemy air attack, and may He help us if we do experience it under present conditions. Let us not be afraid, but let us also not be fools. It definitely CAN happen here, and to US. Lets do something definite about it and LETS DO IT NOW. Ask any Londoners you know, what that city's underground systems meant to their safety during the air attacks of two world wars. THEY KNOW!!! Let us not build in haste and waste for our needs of today, but build with common sense for our safety, security and needs of the future. For once let us set politics and personal gain aside and consider the welfare and safety of our fellowmen. For what we do directly or indirectly for our fellowman we gain accordingly.
- (c) Shorter hours away from home for defense workers. This item is vital as concerns mass production of the sinews of war, and of domestic goods as well. Efficient mass production depends on rested workers; such production means more and better weapons, and more and better civilian goods at lower prices.
- (d) Conservation of items vital to defense needs, such as oil, gasoline, rubber, auto parts, power operated machine tools used for auto repairs and of automobiles themselves.

TUNNEL VERSUS BRIDGE

1. Does it not occur to you that we now have two extremely vulnerable river-crossing bridges which presents a perfect target for air attack? That we are foolish to consider a third which would not be adequate to handle the traffic imposed on it by the time it is completed; would have relatively short life compared to a tunnel; would be built on taxes, paid by you; would, if war comes, serve splendidly as target number 3 for bombs?

2. One fact remains if this proposed plan is adopted and carried thru to completion the City of Camden will not be by-passed or become a suburb to the City of Philadelphia, as such would be the result should the proposed bridge and rail line as recommended by Councilman Thomas I. Gwerin of Philadelphia, be constructed as per article published in the Philadelphia Inquirer, September 24, 1952, "Clark Charges Shotgun Tactics on Bridge Plan", so aptly worded.

The future growth and development of the City of Camden would be greatly impaired as a railhead and river port to South Jersey and the Federal, State, and City Officials and representatives of Camden City, Camden County and the other six South Jersey Counties and their communities should be deeply concerned and give their undivided and unbiased attention in this matter.

3. True many will see in this Plan where they stand to lose both financially and politically, and unquestionably will do all within their power to discredit this Plan. However, we feel certain that there are a sufficient number of influential men in both politics and industry that will see the value behind these efforts and will put forth every effort to bring about completion of this Plan.

4. The Plan and the accompanying maps are being placed in the hands of the following:

Governors of Pennsylvania and New Jersey.
Senators of New Jersey from South Jersey Counties.
Members of the New Jersey Assembly.
Representatives from South Jersey Counties.
Mayors, Township Committees, Chambers of Commerce, Boards of various industries, and newspapers of towns and cities in Southern New Jersey and Southeastern Pennsylvania.

Prepared and submitted for your consideration by

Watson M. Marvin
310-9th Avenue
Haddon Heights, N.J.

O. W. Garrison
420 N. Broadway
Pitman, N. J.

APENDAGE

Should the question arise concerning State and/or Municipal financing the construction of the proposed Plan; which would benefit the Railroad Industry, we refer you to the Bulletin Almanac of 1952, Pages 292 - 293, (ie) City Financed Subway-Elevated Lines.

Corrections of Figures - Page 7 - item #2

	<u>Square Miles</u>	<u>Population</u>
8 - South Jersey Counties.....	4,269.91	912,637
8 - South-Eastern Penna. Counties.....	4,337	3,831,332

PROPOSED MARKET ST CAMDEN AND ARCH ST PHILA DIRECT RAIL LINE SUBWAY-TUNNEL CONNECTION BETWEEN PRR-DBL AND BUS STA CAMDEN AND PRR SUBURBAN STA PHILA SERVING SOUTH JERSEY WITH HIGH SPEED LOCAL AND THRU-LINE RAIL SERVICE



