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NEW JERSEY STATE RAIL PLAN

.....for rail transportation
and local rail services

PHASE II



new jersey department of transportation
december 9, 1975



ALAN SAGNER
COMMISSIONER

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

December 23, 1975

Dear Mr. Hall:

I am enclosing ten copies of Phase II of The New Jersey State Rail Plan for Rail Transportation and Local Rail Services. This document contains a copy of the designation of the New Jersey Department of Transportation as the agency to formulate the State Rail Plan, as well as my Certification that this document constitutes Phase II of the State Rail Plan.

We look forward to the comments of the Federal Railroad Administration and to your cooperation in the ensuing activities relating to the rail reorganization process.

Sincerely,

Alan Sagner

Acting

Commissioner of Transportation

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

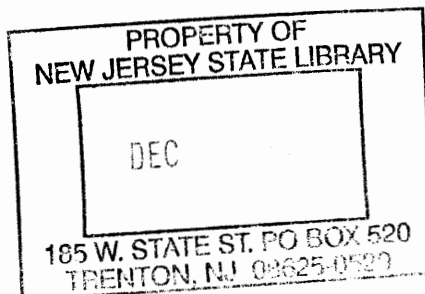


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SUMMARY

Enactment of the Regional Rail Reorganization Act of 1973 (Act), initiated a series of events which are directly related to the future of rail transportation in the Northeast and Midwest Region of the United States. This legislation called for the creation of two new governmental agencies; one quasi-public rail carrier, and individual involvement in the rail reorganization process by affected rail users, state governments and the public in general.

Title IV of the Act authorized certain funds for the continuation of rail services on lines that might be excluded from the final rail system to come out of the reorganization process. Eligibility to receive these Federal funds is based upon a requirement that a "designated state agency" prepare a comprehensive State Rail Plan and submit the same to the Federal Railroad Administration of the United States Department of Transportation.

The New Jersey Department of Transportation (NJDOT), within the State Government of New Jersey, was designated by Governor Brendan T. Byrne to prepare and administer the documents mandated under the Act. Coincident with the start of the rail reorganization process, the NJDOT initiated efforts to prepare its State Rail Plan for the State of New Jersey. To a large extent, the initial planning efforts of the NJDOT were directed towards the compilation of relevant data, and the review and revision of the

larger planning process being carried on by federal agencies (i.e., the U.S. Secretary of Transportation and the United States Railway Association.)

During calendar year 1974, the public was made aware of the possibilities of rail service discontinuance through publication of a document referred to as the "Secretary's Report," and the subsequent public hearings scheduled and held for receipt of comment on this document. Testimony presented at these hearings has been used throughout the NJDOT planning process, as well as continuing contacts with shippers and receivers of freight who appeared at these hearings.

As additional regulations were promulgated for the conduct of the state rail planning process, the NJDOT created a formal proposal to conduct an analysis of the rail system in the State of New Jersey, including a detailed examination of those rail lines that would not be operated by the quasi-public rail carrier created by the Act (i.e., ConRail). This proposal, Phase I of the State Rail Plan, was submitted to the Federal Railroad Administration on May 15, 1975.

Phase I of the State Rail Plan set forth the goals and objectives to be used in conducting the analysis of the rail system in New Jersey, as well as providing some detail as to the analysis procedures and the format of the recommendations which would follow. The goals and objectives chosen for inclusion in the State Rail Plan were defined in order to reflect the value of a rail system

to the general public. The goals and objectives defined for the New Jersey State Rail Plan are as follows:

Goal: Provide transportation systems consonant with the environmental well-being of New Jersey.

Objective: Minimize the loss of any mode of transport which is more energy efficient than the substitute mode.

Objective: Minimize the loss of any mode of transport which is less pollutive than the substitute mode.

Goal: Provide transportation systems which satisfy the economic growth demand within the State of New Jersey.

Objective: Maintain existing transportation facilities which efficiently serve the industrial and business communities within the State of New Jersey.

Objective: Implement systems of transport which satisfy the economic growth patterns and the resulting transportation requirements within the State of New Jersey.

Objective: Maintain and create passenger transport systems which optimize economic, environmental, comfort and convenience considerations.

Goal: Provide alternative modes of transportation wherever possible; giving consideration to the economic equity provided to the entire state population.

Objective: Provide planning data and processes which satisfy the Federal requirements necessary to receive Federal-aid capital investment monies.

Objective: Invest public monies in transportation facilities which provide for the desires and well-being of the general public.

Objective: Investigate the existing transportation systems, their operations, and their efficiencies, to determine any deficiencies as compared to a statewide standard for quality service.

The detailed analysis procedures which were described in Phase I centered about the goals and objectives just described. Procedures and criteria were generally defined and are intended to measure the effectiveness of the continued operation of each rail line in achieving the desired goals. This document, Phase II of the State Rail Plan, is a description of the analytical procedures and the results obtained by those procedures. Each chapter centers around one or more objectives defined in "Phase I" and concludes with an indication of the effectiveness of each rail line in achieving that objective.

Brief summaries of each chapter are described below. The composite of all analyses is included in Chapter 6, Recommendations, and specific details are contained in the appropriate chapters.

Chapter 1 - Inventory and Data Collection

The collection of data for the planning process was an ongoing endeavor throughout most of the calendar years 1974 and 1975. Continual revision of the number and status of New Jersey rail lines excluded from the final operating system by the Federal planning agencies caused considerable confusion and duplication of effort. Information obtained from the New Jersey Freight Transportation Survey was developed as the major independent data source by the NJDOT. The overall response rate to this Survey was 54 percent; whereas, the response rate of shippers located on excluded rail lines was 62 percent. Numerous additional data sources were developed and utilized within the planning process.

Chapter 2 - Public Participation

Public interest in the rail system planning process has been evidenced by the public, in general, and rail users, in particular, throughout the conduct of the State Rail Plan. Information and assistance in the analysis procedures was provided by other state departments, the New Jersey State Chamber of Commerce, county and local planning organizations, ad hoc committees and groups of concerned rail users.

Additional assistance was sought and obtained from the Office of Public Counsel of the Rail Services Planning Office. Due partly to the efforts of the Office, complete listings of all affected rail users were compiled for use in the New Jersey Freight Transportation Survey.

Four informational meetings were conducted by the NJDOT to inform the public of the rail planning process and to solicit additional information. These meetings served well the former purpose, but were not extremely useful in generating additional information.

It is anticipated that a second series of public informational meetings will be conducted in the near future. These meetings will serve to present a forum for discussion of the state rail planning process and to establish lines of communication between the public and NJDOT for the purpose of evaluating the proposed New Jersey railroad network to be operated by ConRail and solvent carriers.

Chapter 3 - Growth Potential

The 194 miles of rail lines in New Jersey to be excluded from the final ConRail/Chessie operating system accounted for approximately 0.3 percent of the total carloads originated or terminated in New Jersey during calendar year 1973. The potential for growth on these same 194 miles of rail lines was analyzed by investigating four growth characteristics of each line segment:

- Growth of Existing Rail Users
- New Industrial Growth
- Compatibility between Existing Plans
and Potential Growth
- Required Growth to Achieve Viability

Rail users, county planning agencies and industrial development agencies were contacted, in order that each of the characteristics listed above could be evaluated for each of the excluded rail lines. A composite rating was then developed for each rail line. This was then used as input to the final priority ranking procedures.

Chapter 4 - Analysis and Impacts

The analysis and impacts section of the New Jersey State Rail Plan has been subdivided into four tasks. Investigations of the impacts of rail service discontinuance were performed in the following categories:

- Community Impact
- Alternative Modes
(Environmental and Energy Impacts)
- Operational Analysis
- Passenger Operation Impacts

Each category investigated was related to a particular transportation objective, and the results of each analysis were translated into the priority ranking procedures described within the Recommendations chapter.

Community Impact

Phase I of the State Rail Plan described four tasks where the impact upon the community would be analyzed. These tasks were:

- Increased Costs of Alternative Modes
- Impact on Tax Base
- Loss of Income
- Impact on Employment

The increased cost of employing an alternative means of transportation was not developed. The anticipated source of information required to perform this analysis was the rail users who were contacted as part of the freight survey conducted by NJDOT. The response rate to the specific questions relating to this topic was extremely low and the analysis was not deemed to be a valid procedure.

The impact on the tax base associated with the abandonment of select rail lines was related directly to an investigation of the tax procedures presently in effect. No property taxes are presently assessed on operating railroads by municipalities in New Jersey. In lieu of these revenues, each affected municipality receives a "replacement revenue" from the State of New Jersey. Abandonment of any rail line would cause payment of this replacement revenue to municipalities to cease, with the rail property becoming a municipal ratable. The bankrupt railroad estates have, to date, only accrued tax assessments as debt service to be paid

at such time as the funds become available. Abandonment of certain branch lines would serve to increase the local communities' tax base; however, any taxes assessed would, in all probability, not be collectible and, consequently, accrue as a debt of the appropriate railroad estate. Because of these offsetting effects, which would result from abandonment of rail lines, no criteria were developed which were able to accurately reflect the net effect on rail property tax impacts to municipalities.

Employment and Income analyses were combined because of the use of a common data base as input into the analysis procedures. Investigations revealed that an estimated 372 persons would become unemployed in New Jersey if all 194 miles of rail lines and associated rail services were abandoned. The corresponding loss in personal income for these same 372 persons was estimated to be approximately \$3,400,000.

Alternative Modes

A simulation model was developed in order to measure the environmental consequences of converting the existing and projected freight carried by rail to an alternative motor carrier mode. Two environmental consequences, air pollution and energy consumption, were investigated, and the results of these investigations were compared to statewide standards developed as part of the State Rail Plan.

Operational Analysis

Phase I of the State Rail Plan identified three topics for investigation:

- Existing Services
- Terminals
- Labor Agreements

Existing services were described from two principal viewpoints: overhead traffic and efficiency of branch operations. Although nine of the excluded rail lines in New Jersey serve, to some extent, as major overhead traffic routes, the future operations of ConRail will not be impaired by the loss of these rail lines. The efficiency of operation was measured for each excluded rail line using a simple calculation of the operating ratio (i.e., operating costs/operating revenues).

The recommendations created by the USRA concerned with the consolidation of freight facilities in the Port of New York are in basic agreement with the improvements desired by the NJDOT. Disagreement does arise, however, concerning the USRA analysis of these facilities as "light density lines." The carfloat and marine operations are considered to be interline rail movements which cannot be duplicated at less expense. In addition, it is pointed out that effective competition can only be provided to the public if trackage rights are granted to the Chessie System for access to the consolidated yard facilities in the New York Harbor area.

The labor topic listed under the operational analysis heading was not investigated in any comprehensive manner. The labor analysis is within the purview of the organization of ConRail and the efficient operation of that entity.

Passenger Operations

This section briefly describes the existing rail passenger operations within New Jersey; the impact of the Final System Plan on these services; and the procedures which were used to evaluate the potential for future rail passenger service on each of the excluded rail lines. Of the 22 rail lines to be excluded from the final ConRail/Chessie system, 7 lines are used for existing passenger services, 9 lines do not appear as suitable for passenger service, 2 lines appear as requiring a subsidy for passenger service and 4 lines appear as a potentially profitable rail passenger operation.

Chapter 5 - Operational Alternatives

This chapter describes the development of three general alternatives available for continuing local rail freight services, as well as ten more specific combinations of the three general alternatives which could be applied to individual rail segments.

Chapter 6 - Recommendations

This chapter contains the policy issues addressed within the planning process and the specific recommendations formulated for each rail segment.

INTRODUCTION

A very pertinent date concerning the railroad reorganization processes now underway is that of June 21, 1970. On this date, the Penn Central Transportation Company declared that under its existing structure, it could not continue operations as a profit making corporation. In short, the Penn Central declared bankruptcy.

Eight other railroads¹ located within the Northeast and Midwest sections of the country, had already declared, or were soon to follow in declaring insolvency and attempted reorganization under Section 77 of the Bankruptcy Act. The demise of most of these eight smaller railroads was directly related to the plight of the Penn Central through numerous corporate relationships and the devastating effect of the Penn Central bankruptcy on the financial credibility of the railroad industry.

After nearly two and one-half years of attempting to reorganize under Section 77, the trustees of the Penn Central declared that unassisted reorganization was not possible. Soon after this declaration by the Penn Central, seven of the eight smaller carriers similarly declared that reorganization under Section 77 was not possible. Not immediately identified with

¹Central Railroad of New Jersey (CNJ), Erie Lackawanna (EL), Lehigh and Hudson River (LHR), Lehigh Valley (LV), Reading Company (RDG), Ann Arbor (AA), Boston and Maine (BM), and Chicago, Rock Island and Pacific (RI).

these bankruptcies were still other railroad entities which were wholly or principally owned by bankrupt railroads (e.g., Pennsylvania-Reading Seashore Lines, United New Jersey Railroad & Canal Co., the Philadelphia-Baltimore & Washington Railroad).

The consequences of the termination of the rail services performed by the eight bankrupt railroad companies has been estimated to result in a loss in the Gross National Product (GNP) of \$60. - \$70 billion.² In order to avoid the possible effects that might occur as a result of the cessation of rail services in the "region", the Congress of the United States enacted legislation entitled the Regional Rail Reorganization Act of 1973 (Act). The Act was signed into law on January 2, 1974.

Major items provided by the Act include:

- (1) Establishment of the United States Railway Association (USRA) to plan and finance the restructuring of the rail system in the region;
- (2) Direction for the activation of the Consolidated Rail Corporation (ConRail) as successor to the bankrupts; which in turn, would acquire, operate and rehabilitate selected portions of the restructured rail system in the region;

²A Capital Markets Analysis of the Final System Plan as Proposed by the United States Railway Association; Statement by J. W. Ingraham, Vice President, First National City Bank; September 1975; Page 1.

- (3) Creation of a mechanism for the future abandonment of unprofitable rail services; and
- (4) Establishment of an interim joint Federal-State subsidy program for the continuation and improvement of local rail services which would otherwise not be included in the Corporation's or other solvent railroads' operations.

The planning process, conducted over the greater portion of the last two calendar years, has been responsible for three key documents; The Secretary's Report, (published by USDOT), The Preliminary System Plan, and The Final System Plan (FSP), both published by USRA. Of principal importance is the last document, the FSP. This document was mandated by the Act to contain all relevant detail as to the future structure of ConRail, the process for conveyance of rail properties to that organization, financial projections for ConRail, environmental and socioeconomic impacts of the new system, and the labor requirements necessary for conducting operations of the ConRail system.

According to this document, the State of New Jersey had a total of 193.8 miles of local rail segments which were deemed unprofitable according to the procedures employed by USRA and consequently not to be conveyed to the ConRail operating system. Although these rail segments are not to be included in the ConRail system, options remain available for their continued operation as rail lines. Among these options, Federal participation

is available if acquisition or operational subsidies are chosen as the means to continue rail services.

The New Jersey State Rail Plan for Rail Transportation and Local Rail Services has been designed to evaluate the effects of discontinuing service on the 193.8 miles of rail lines designated for exclusion from the ConRail system. The effects evaluated include environmental impacts, community impacts, growth potential, and relationships with the overall rail network in the State of New Jersey.

"Phase I" of the State Rail Plan was submitted to the Federal Railroad Administration (FRA) and described the procedures to be followed in making the detailed evaluations.

"Phase II" of the State Rail Plan presents the detailed analyses and results of the evaluations made for each rail segment not to be included in the ConRail system. In addition, recommendations are presented which suggest possible methods of service continuation, or other disposition alternatives for excess rail rights of way. The existing rail network in New Jersey is depicted on Figure I.1.

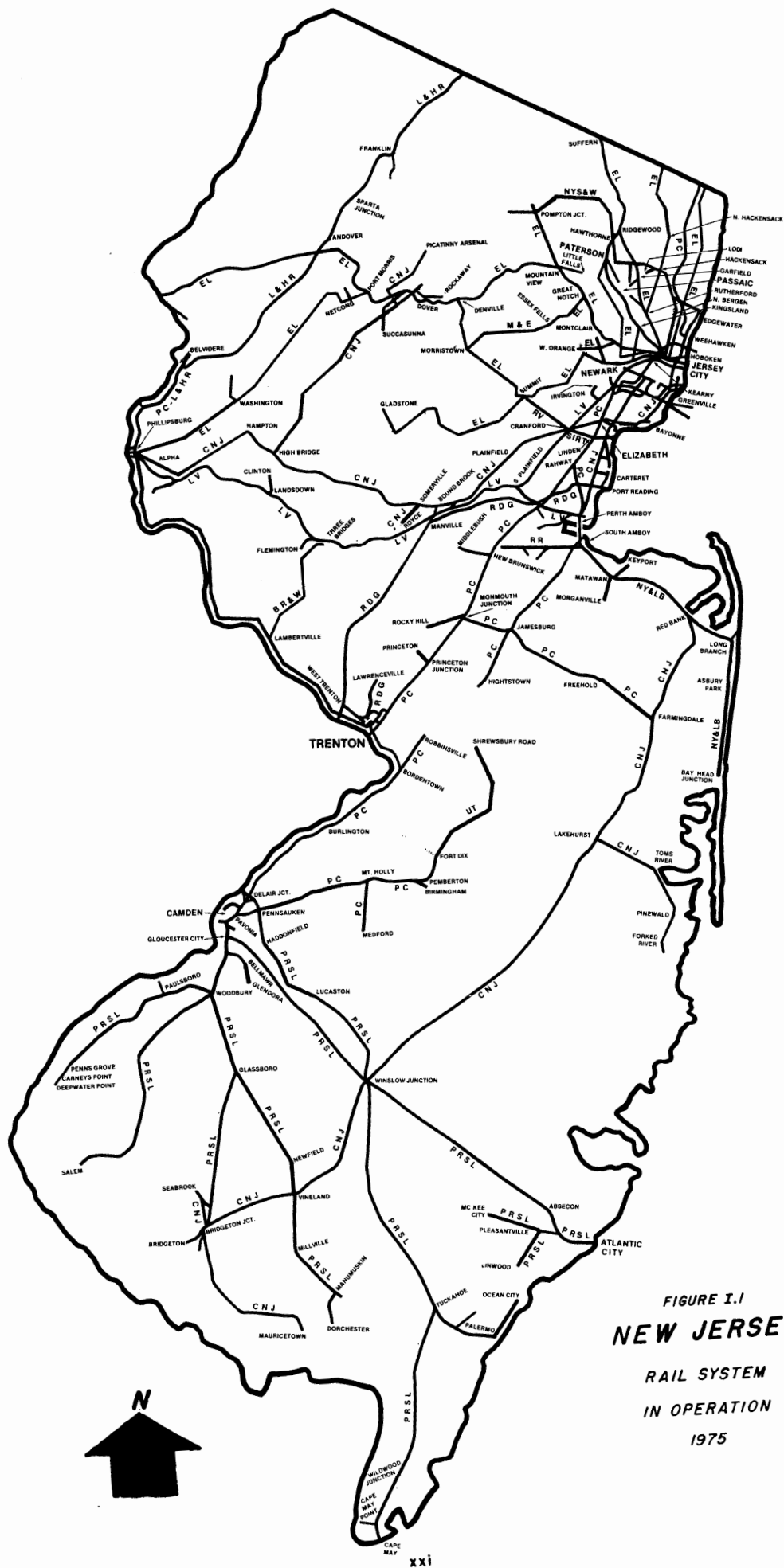


FIGURE I.1
NEW JERSEY
 RAIL SYSTEM
 IN OPERATION
 1975

CHAPTER 1
INVENTORY AND DATA COLLECTION

Enactment of the Regional Rail Reorganization Act of 1973 (Act) immediately implied that particular local rail services within the State of New Jersey could become eligible to be discontinued.

Publication by the U.S. Secretary of Transportation of the document entitled, Rail Service in the Midwest and Northeast Region (Secretary's Report), confirmed the implication as to potential service discontinuances. Within the Act, provisions were created for the general public and affected parties to review and comment on the recommendations presented in the Secretary's Report.

The public's testimony, which was presented at the hearings provided for by the Act, became the only alternative source for information on the "potentially excess" rail lines defined in the Secretary's Report. Following the hearings and the consequent submission of testimony, the New Jersey Department of Transportation (NJDOT) was assigned responsibility to monitor and assess the forthcoming events programmed by the Act.

Immediately after completion of the public response to the Secretary's Report, the United States Railway Association (USRA) began assuming the major functions of the future planning process to be carried out under the mandates of the Act. The USRA established a Technical Advisory Team, which consisted of representatives of all of the states involved in the proposed rail

reorganization process. Primarily, through presentations made by USRA to the technical team representatives, it became very apparent that both the data and the methodology utilized by the USRA were to be subject to considerable comment concerning the validity of the procedures being employed and the accuracy of the data being assembled.

Independent data collection efforts were initiated by the NJDOT in order to provide corrected data for the planning process established by USRA, and also to prepare a data base for the planning efforts that would be required on the part of NJDOT.

The first phase of establishing such a data base included a survey of the existing operating carriers as to the identification of shippers, 1973 traffic volumes, station locations, accounting procedures (especially billing procedures), and other relevant data. The data provided by the major rail carriers operating in New Jersey proved to be invaluable in correcting errors in the Secretary's Report and in providing accurate data for both the USRA and NJDOT planning processes.

A continual flow of procedures and regulations concerning the many aspects of the reorganization process was developed during the 1974 calendar year. Contained in many of these regulations were certain requirements for the development of complete and comprehensive planning analyses. Definitions of these planning procedures included topics such as environmental impacts, employment effects, payroll losses, tax base losses, energy differentials, increased transportation costs and so on.

Data supplied by the shippers up to that time and the data supplied by the railroad operating companies were not sufficient to evaluate all such consequences in a comprehensive fashion. The second phase of the NJDOT data collection effort was the preparation and execution of a freight transportation survey of the affected users on branch lines which were deemed as undesirable for continued rail operation.

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

The creation of a traffic data base required the compilation of information on carloadings, tonnages, commodity groups, types of rail cars used, origin and destination zones, and 1980 projections of freight movements.

¹See Appendix A

The socioeconomic impact portion of the questionnaire was developed by the Division of Planning and Research within the Department of Labor and Industry. The primary purpose of this second section was to compile information concerning 1974 employment, anticipated employment reductions, and industrial consequences which might result from the loss of rail service.

At the same time that the questionnaire was being developed, a physical inspection of each branch line slated for exclusion from the final plan was conducted in order to establish the location and existence of any rail user who may be affected adversely. In addition to establishing the existence of such firms, mailing addresses and specific personal contacts were established to insure that the original questionnaire mailing be as effective as possible. In total, 428 rail users were identified on the 300 miles of rail lines classified as "potentially excess" in the Secretary's Report. During this period, industry traffic managers were queried as to their awareness of any other rail users on their line which did not appear in the basic list of users.

The initial mailing of the "State of New Jersey Freight Transportation Survey" was made during the early part of January, 1975. Return of the questionnaires was requested within two weeks of receipt by the rail user. Responses to the initial questionnaire mailing numbered 235 which translated into a 55 percent response rate. Each rail user who did not respond, and every rail user who did respond, but with incomplete information,

was contacted by telephone in order to solicit the information required for proper analysis.

On February 26, 1975, the USRA published the Preliminary System Plan (PSP) which was a follow-up to the original Secretary's Report and which, in many cases, corrected some of the errors contained in the Secretary's Report. The overall mileage slated for exclusion from the final system was reduced to 243.6 miles; however, many of the segments included in this total were not those specified in the original Secretary's Report. For all new lines included in the PSP, the process of identifying shippers, mailing questionnaires, and follow-up by telephone contact were repeated. The total number of questionnaires which were mailed increased to 538. Responses increased to a total number of 290, which translated into a 54 percent response rate.

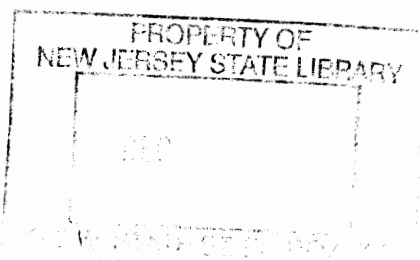
The publication of the Final System Plan (FSP) by USRA defined conclusively the results of the planning processes and what rail lines would definitely be excluded from the final ConRail system. Located on the 23 excluded rail segments, with a total length of 193.8 miles, were 101 active rail users. Of this number, 63 rail users responded, which translated into a 62 percent response rate. Figure 1.1 depicts the rail segments in New Jersey excluded from the ConRail system.

Selected data obtained from this survey effort, and other sources, is presented on the following pages for those rail segments excluded from the final ConRail system.

USRA ID #	BRANCH LINE	TERMINI: From:	To:
<u>119</u>	<u>Kingston Branch</u>	<u>Monmouth Jct.</u>	<u>Rocky Hill</u>
Length of Rail Line (Miles)			<u>3.6</u>
Operational Conditions			
Total Crossties to be Replaced			<u>1,685</u>
Operating Speed Restrictions (MPH)			<u>Out of Service</u>
Number of Shippers Located			<u>2</u>
Number of Shippers Active			<u>2</u>
Number of Shippers Responding to NJDOT Freight Survey			<u>1</u>
Stations Located on Rail Line	<u>Kingston</u>		
Principal Commodities Shipped by Rail	<u>Crushed Stone</u>		
Traffic Information			
N.J. Freight Survey			
Carloads Generated			<u>282</u>
Tonnage Generated			<u>20,235</u>
Traffic Density			<u>78.3</u>
USRA Abstract Data Tapes			
Carloads Generated			<u>13</u>
Tonnage Generated			<u>949</u>
Traffic Density			<u>3.6</u>
Employment Consequences			
Total 1974 Employment			<u>130</u>
Number of Estimated Layoffs			<u>33</u>
Revenues (1973)			
Attributable to Branch Line Carrier			<u>\$4,473.00</u>
Total Revenues			<u>\$5,127.00</u>
Costs (1973)			
Branch Line Costs			<u>\$26,286.00</u>
Total Costs			<u>\$35,937.00</u>

USRA ID #	BRANCH LINE	TERMINI: From:	To:
<u>121</u>	<u>Portion of Belvidere- Delaware Branch</u>	<u>Trenton</u>	<u>Lambertville</u>
Length of Rail Line (Miles)			<u>14.0</u>
Operational Conditions			
Total Crossties to be Replaced			<u>Not Available</u>
Operating Speed Restrictions (MPH)			<u>10</u>
Number of Shippers Located			<u>1</u>
Number of Shippers Active			<u>1</u>
Number of Shippers Responding to NJDOT Freight Survey			<u>1</u>
Stations Located on Rail Line	<u>Titusville</u>		
Principal Commodities Shipped by Rail	<u>Crushed Stone</u>		
Traffic Information			
N.J. Freight Survey			
Carloads Generated			<u>10</u>
Tonnage Generated			<u>600</u>
Traffic Density			<u>0.7</u>
USRA Abstract Data Tapes			
Carloads Generated			<u>1</u>
Tonnage Generated			<u>90</u>
Traffic Density			<u>0.1</u>
Employment Consequences			
Total 1974 Employment			<u>6</u>
Number of Estimated Layoffs			<u>6</u>
Revenues (1973)			
Attributable to Branch Line Carrier			<u>Not Available</u>
Total Revenues			<u>Not Available</u>
Costs (1973)			
Branch Line Costs			<u>Not Available</u>
Total Costs			<u>Not Available</u>

USRA ID #	BRANCH LINE	TERMINI: From:	To:
<u>121a</u>	<u>Portion of Belvidere-</u> <u>Delaware Branch</u>	<u>Lambertville</u>	<u>Milford</u>
Length of Rail Line (Miles)		<u>19.0</u>	
Operational Conditions			
Total Crossties to be Replaced		<u>0</u>	
Operating Speed Restrictions (MPH)		<u>10</u>	
Number of Shippers Located		<u>8</u>	
Number of Shippers Active		<u>7</u>	
Number of Shippers Responding to NJDOT Freight Survey		<u>6</u>	
Stations Located on Rail Line	<u>Lambertville</u>		
	<u>Stockton</u>		
	<u>Frenchtown</u>		
Principal Commodities Shipped by Rail	<u>Crushed Stone</u>	<u>Wire</u>	
	<u>Lumber</u>		
	<u>Structural Steel</u>		
	<u>LPG</u>		
Traffic Information			
N.J. Freight Survey			
Carloads Generated		<u>131</u>	
Tonnage Generated		<u>7,213</u>	
Traffic Density		<u>6.9</u>	
USRA Abstract Data Tapes			
Carloads Generated		<u>149</u>	
Tonnage Generated		<u>5,921</u>	
Traffic Density		<u>7.8</u>	
Employment Consequences			
Total 1974 Employment		<u>113</u>	
Number of Estimated Layoffs		<u>11</u>	
Revenues (1973)			
Attributable to Branch Line Carrier		<u>\$64,108.00</u>	
Total Revenues		<u>\$128,881.00</u>	
Costs (1973)			
Branch Line Costs		<u>Not Available</u>	
Total Costs		<u>\$205,910.00</u>	



USRA ID #	BRANCH LINE	TERMINI: From:	To:
<u>123/124/124a</u>	<u>Portion of Freehold Secondary</u>	<u>Farmingdale</u>	<u>Howell</u>
Length of Rail Line (Miles)			<u>5.2</u>
Operational Conditions			
Total Crossties to be Replaced			<u>2,449</u>
Operating Speed Restrictions (MPH)			<u>5</u>
Number of Shippers Located			<u>4</u>
Number of Shippers Active			<u>4</u>
Number of Shippers Responding to NJDOT Freight Survey			<u>3</u>
Stations Located on Rail Line	<u>Farmingdale</u>		
	<u>Howell</u>		
Principal Commodities Shipped by Rail	<u>Panels</u>	<u>Canned Goods</u>	
	<u>Glass</u>		
	<u>Tomato Paste</u>		
	<u>Insulated Bags</u>		
Traffic Information			
N.J. Freight Survey			
Carloads Generated			<u>55</u>
Tonnage Generated			<u>1,186</u>
Traffic Density			<u>10.6</u>
USRA Abstract Data Tapes			
Carloads Generated			<u>78</u>
Tonnage Generated			<u>2,249</u>
Traffic Density			<u>15.0</u>
Employment Consequences			
Total 1974 Employment			<u>193</u>
Number of Estimated Layoffs			<u>13</u>
Revenues (1973)			
Attributable to Branch Line Carrier			<u>\$31,009.00</u>
Total Revenues			<u>\$68,046.00</u>
Costs (1973)			
Branch Line Costs			<u>Not Available</u>
Total Costs			<u>\$82,346.00</u>

USRA ID #	BRANCH LINE	TERMINI: From:	To:
<u>127/128</u>	<u>Union Transportation Co.</u>	<u>Fort Dix</u>	<u>Shrewsbury Road</u>

Length of Rail Line (Miles)	<u>13.3</u>
Operational Conditions	
Total Crossties to be Replaced	<u>Not Available</u>
Operating Speed Restrictions (MPH)	<u>Not Available</u>
Number of Shippers Located	<u>9</u>
Number of Shippers Active	<u>5</u>
Number of Shippers Responding to NJDOT Freight Survey	<u>5</u>
Stations Located on Rail Line	
	<u>Cookstown</u>
	<u>New Egypt</u>
	<u>Davis</u>
	<u>Imlaystown</u>
Principal Commodities Shipped by Rail	
	<u>Oats</u> <u>Ammunition</u>
	<u>Fertilizer</u> <u>Bags</u>
	<u>Food</u>
	<u>Clothing</u>
Traffic Information	
N.J. Freight Survey	
Carloads Generated	<u>187</u>
Tonnage Generated	<u>8,073</u>
Traffic Density	<u>14.1</u>
USRA Abstract Data Tapes	
Carloads Generated	<u>Not Available</u>
Tonnage Generated	<u>Not Available</u>
Traffic Density	<u>Not Available</u>
Employment Consequences	
Total 1974 Employment	<u>25</u>
Number of Estimated Layoffs	<u>4</u>
Revenues (1973)	
Attributable to Branch Line Carrier	<u>Not Available</u>
Total Revenues	<u>Not Available</u>
Costs (1973)	
Branch Line Costs	<u>Not Available</u>
Total Costs	<u>Not Available</u>

USRA ID #	BRANCH LINE	TERMINI: From:	To:
<u>130</u>	<u>Medford Branch</u>	<u>Medford</u>	<u>Mt. Holly</u>
Length of Rail Line (Miles)			<u>5.0</u>
Operational Conditions			
Total Crossties to be Replaced			<u>2,600</u>
Operating Speed Restrictions (MPH)			<u>8</u>
Number of Shippers Located			<u>28</u>
Number of Shippers Active			<u>13</u>
Number of Shippers Responding to NJDOT Freight Survey			<u>7</u>
Stations Located on Rail Line	<u>Medford</u>		
Principal Commodities Shipped by Rail	<u>Lumber</u>	<u>Fertilizer</u>	
	<u>Oats</u>		
	<u>Dog Feed</u>		
	<u>Wood Crates</u>		
Traffic Information			
N.J. Freight Survey			
Carloads Generated			<u>206</u>
Tonnage Generated			<u>5,372</u>
Traffic Density			<u>41.2</u>
USRA Abstract Data Tapes			
Carloads Generated			<u>130</u>
Tonnage Generated			<u>4,890</u>
Traffic Density			<u>26</u>
Employment Consequences			
Total 1974 Employment			<u>121</u>
Number of Estimated Layoffs			<u>15</u>
Revenues (1973)			
Attributable to Branch Line Carrier			<u>\$52,848.00</u>
Total Revenues			<u>\$137,658.00</u>
Costs (1973)			
Branch Line Costs			<u>\$46,139</u>
Total Costs			<u>\$102,318</u>

USRA ID #	BRANCH LINE	TERMINI: From:	To:
<u>703</u>	<u>Princeton Branch</u>	<u>Princeton</u>	<u>Princeton Jct.</u>
Length of Rail Line (Miles)			<u>2.9</u>
Operational Conditions			
Total Crossties to be Replaced			<u>0</u>
Operating Speed Restrictions (MPH)			<u>30</u>
Number of Shippers Located			<u>0</u>
Number of Shippers Active			<u>0</u>
Number of Shippers Responding to NJDOT Freight Survey			<u>0</u>
Stations Located on Rail Line	<u>Princeton</u>		
Principal Commodities Shipped by Rail			
Traffic Information			
N.J. Freight Survey			
Carloads Generated			<u>0</u>
Tonnage Generated			<u>0</u>
Traffic Density			<u>0</u>
USRA Abstract Data Tapes			
Carloads Generated			<u>56</u>
Tonnage Generated			<u>2,093</u>
Traffic Density			<u>19.3</u>
Employment Consequences			
Total 1974 Employment			<u>0</u>
Number of Estimated Layoffs			<u>0</u>
Revenues (1973)			
Attributable to Branch Line Carrier			<u>\$16,393.00</u>
Total Revenues			<u>\$30,716.00</u>
Costs (1973)			
Branch Line Costs			<u>\$26,340</u>
Total Costs			<u>\$39,923</u>

USRA ID #	BRANCH LINE	TERMINI: From:	To:
<u>1102</u>	<u>Newark Bay Bridge</u>	<u>Bayonne</u>	<u>Elizabethport</u>

Length of Rail Line (Miles)	<u>1.9</u>
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Operational Conditions	NO SHIPPERS LOCATED ON THIS
Total Crossties to be Replaced	SEGMENT
Operating Speed Restrictions (MPH)	

Number of Shippers Located	
Number of Shippers Active	
Number of Shippers Responding to NJDOT Freight Survey	

Stations Located on Rail Line	

Principal Commodities Shipped by Rail	

Traffic Information	
N.J. Freight Survey	
Carloads Generated	
Tonnage Generated	
Traffic Density	

USRA Abstract Data Tapes	
Carloads Generated	
Tonnage Generated	
Traffic Density	

Employment Consequences	
Total 1974 Employment	
Number of Estimated Layoffs	

Revenues (1973)	
Attributable to Branch Line Carrier	
Total Revenues	

Costs (1973)	
Branch Line Costs	
Total Costs	

USRA ID #	BRANCH LINE	TERMINI: From:	To:
<u>1103</u>	<u>Portion of South Branch</u>	<u>Somerville</u>	<u>Royce</u>
Length of Rail Line (Miles)			<u>3.1</u>
Operational Conditions			
Total Crossties to be Replaced			<u>720</u>
Operating Speed Restrictions (MPH)			<u>Not Available</u>
Number of Shippers Located			<u>2</u>
Number of Shippers Active			<u>2</u>
Number of Shippers Responding to NJDOT Freight Survey			<u>2</u>
Stations Located on Rail Line	<u>Royce</u>		
Principal Commodities Shipped by Rail	<u>Furniture</u>		
	<u>Printed Forms</u>		
	<u>Citrus Juice</u>		
	<u>Canned Goods</u>		
Traffic Information			
N.J. Freight Survey			
Carloads Generated			<u>227</u>
Tonnage Generated			<u>8,425</u>
Traffic Density			<u>73.2</u>
USRA Abstract Data Tapes			
Carloads Generated			<u>101</u>
Tonnage Generated			<u>4,107</u>
Traffic Density			<u>32.6</u>
Employment Consequences			
Total 1974 Employment			<u>293</u>
Number of Estimated Layoffs			<u>0</u>
Revenues (1973)			
Attributable to Branch Line Carrier			<u>\$11,721.00</u>
Total Revenues			<u>\$111,368.00</u>
Costs (1973)			
Branch Line Costs			<u>\$32,351.00</u>
Total Costs			<u>\$43,851.00</u>

USRA ID #	BRANCH LINE	TERMINI: From:	To:
<u>1104</u>	<u>Portion of Freehold Branch</u>	<u>Matawan</u>	<u>Morganville</u>
Length of Rail Line (Miles) <u>3.2</u>			
Operational Conditions			
Total Crossties to be Replaced		<u>780</u>	
Operating Speed Restrictions (MPH)		<u>Not Available</u>	
Number of Shippers Located		<u>2</u>	
Number of Shippers Active		<u>2</u>	
Number of Shippers Responding to NJDOT Freight Survey		<u>2</u>	
Stations Located on Rail Line		<u>Freneau</u>	
		<u>Morganville</u>	
Principal Commodities Shipped by Rail		<u>Anti-Freeze</u>	
		<u>Petroleum Additives</u>	
		<u>Brick</u>	
		<u>Flue Lining</u>	
Traffic Information			
N.J. Freight Survey			
Carloads Generated		<u>90</u>	
Tonnage Generated		<u>4,182</u>	
Traffic Density		<u>28.1</u>	
USRA Abstract Data Tapes			
Carloads Generated		<u>79</u>	
Tonnage Generated		<u>2,878</u>	
Traffic Density		<u>24.7</u>	
Employment Consequences			
Total 1974 Employment		<u>54</u>	
Number of Estimated Layoffs		<u>51</u>	
Revenues (1973)			
Attributable to Branch Line Carrier		<u>\$12,955.00</u>	
Total Revenues		<u>\$43,668.00</u>	
Costs (1973)			
Branch Line Costs		<u>\$30,013.00</u>	
Total Costs		<u>\$42,858.00</u>	

USRA ID #	BRANCH LINE	TERMINI: From:	To:
<u>1105</u>	<u>Portion of NY & LB</u>	<u>Bradley Beach</u>	<u>Bay Head Jct.</u>
Length of Rail Line (Miles)		<u>9.0</u>	
Operational Conditions			
Total Crossties to be Replaced		<u>0</u>	
Operating Speed Restrictions (MPH)		<u>25</u>	
Number of Shippers Located		<u>15</u>	
Number of Shippers Active		<u>12</u>	
Number of Shippers Responding to NJDOT Freight Survey		<u>6</u>	
Stations Located on Rail Line	<u>Avon</u>	<u>Manasquan</u>	
	<u>Belmar</u>	<u>Pt. Pleasant</u>	
	<u>Bayhead Jct.</u>		
	<u>Bradley Beach</u>		
Principal Commodities Shipped by Rail	<u>Lumber</u>	<u>Pet Foods</u>	
	<u>Wallboard</u>	<u>Furniture</u>	
	<u>Shingles</u>	<u>Malt Beverage</u>	
	<u>Roofing</u>		
Traffic Information			
N.J. Freight Survey			
Carloads Generated		<u>378</u>	
Tonnage Generated		<u>15,739</u>	
Traffic Density		<u>42.0</u>	
USRA Abstract Data Tapes			
Carloads Generated		<u>465</u>	
Tonnage Generated		<u>17,630</u>	
Traffic Density		<u>51.7</u>	
Employment Consequences			
Total 1974 Employment		<u>138</u>	
Number of Estimated Layoffs		<u>54</u>	
Revenues (1973)			
Attributable to Branch Line Carrier		<u>\$214,424.00</u>	
Total Revenues		<u>\$463,706.00</u>	
Costs (1973)			
Branch Line Costs (excludes maintenance costs)		<u>\$108,156.00</u>	
Total Costs		<u>\$325,319.00</u>	

USRA ID #	BRANCH LINE	TERMINI: From:	To:
<u>1106</u>	<u>Portion of Toms River and Barnegat Branch</u>	<u>Toms River</u>	<u>Pinewald</u>
Length of Rail Line (Miles)			<u>4.1</u>
Operational Conditions			
Total Crossties to be Replaced			<u>0</u>
Operating Speed Restrictions (MPH)			<u>10</u>
Number of Shippers Located			<u>3</u>
Number of Shippers Active			<u>3</u>
Number of Shippers Responding to NJDOT Freight Survey			<u>3</u>
Stations Located on Rail Line	<u>Pinewald</u>		
Principal Commodities Shipped by Rail	<u>Cement</u>		
	<u>Bags</u>		
Traffic Information			
N.J. Freight Survey			
Carloads Generated			<u>202</u>
Tonnage Generated			<u>11,040</u>
Traffic Density			<u>49.3</u>
USRA Abstract Data Tapes			
Carloads Generated			<u>56</u>
Tonnage Generated			<u>2,063</u>
Traffic Density			<u>13.7</u>
Employment Consequences			
Total 1974 Employment			<u>80</u>
Number of Estimated Layoffs			<u>3</u>
Revenues (1973)			
Attributable to Branch Line Carrier			<u>\$9,221.00</u>
Total Revenues			<u>\$29,599.00</u>
Costs (1973)			
Branch Line Costs			<u>\$49,893.00</u>
Total Costs			<u>\$55,445.00</u>

USRA ID #	BRANCH LINE	TERMINI: From:	To:
<u>1107</u>	<u>High Bridge Branch</u>	<u>High Bridge</u>	<u>Lake Jct.</u>
Length of Rail Line (Miles)		<u>24.4</u>	
Operational Conditions			
Total Crossties to be Replaced		<u>1,500</u>	
Operating Speed Restrictions (MPH)		<u>10</u>	
Number of Shippers Located		<u>7</u>	
Number of Shippers Active		<u>7</u>	
Number of Shippers Responding to NJDOT Freight Survey		<u>4</u>	
Stations Located on Rail Line	<u>High Bridge</u>	<u>Flanders</u>	
	<u>Califon</u>	<u>Kenvil</u>	
	<u>Long Valley</u>	<u>Ledgewood</u>	
	<u>Bartley</u>		
Principal Commodities Shipped by Rail	<u>Lumber</u>	<u>Flint</u>	
	<u>Cement</u>	<u>Resin</u>	
	<u>Clay</u>		
	<u>Talc</u>		
Traffic Information			
N.J. Freight Survey			
Carloads Generated		<u>171</u>	
Tonnage Generated		<u>10,453</u>	
Traffic Density		<u>7.0</u>	
USRA Abstract Data Tapes			
Carloads Generated		<u>149</u>	
Tonnage Generated		<u>6,945</u>	
Traffic Density		<u>6.1</u>	
Employment Consequences			
Total 1974 Employment		<u>57</u>	
Number of Estimated Layoffs		<u>21</u>	
Revenues (1973)			
Attributable to Branch Line Carrier		<u>\$33,586.00</u>	
Total Revenues		<u>\$198,406.00</u>	
Costs (1973)			
Branch Line Costs		<u>\$191,948.00</u>	
Total Costs		<u>\$225,714.00</u>	

USRA ID #	BRANCH LINE	TERMINI: From:	To:
<u>1108</u>	<u>Portion of Southern Division</u>	<u>Chatsworth</u>	<u>Winslow</u>
No information available			
Length of Rail Line (Miles)			<u>19.9</u>
Operational Conditions			
Total Crossties to be Replaced			<u>1,970</u>
Operating Speed Restrictions (MPH)			<u>10</u>
Number of Shippers Located			<u>0</u>
Number of Shippers Active			<u>0</u>
Number of Shippers Responding to NJDOT Freight Survey			<u>0</u>
Stations Located on Rail Line	<u>Riders</u>		
	<u>Atsion</u>		
	<u>Elm</u>		
Principal Commodities Shipped by Rail			
Traffic Information			
N.J. Freight Survey			
Carloads Generated			
Tonnage Generated			
Traffic Density			
USRA Abstract Data Tapes			
Carloads Generated			
Tonnage Generated			
Traffic Density			
Employment Consequences			
Total 1974 Employment			
Number of Estimated Layoffs			
Revenues (1973)			
Attributable to Branch Line Carrier			
Total Revenues			
Costs (1973)			
Branch Line Costs			
Total Costs			

USRA ID #	BRANCH LINE	TERMINI: From:	To:
<u>1108</u>	<u>Portion of Southern Division</u>	<u>Bridgeton Jct.</u>	<u>Norma</u>
Length of Rail Line (Miles)			<u>6.6</u>
Operational Conditions			
Total Crossties to be Replaced			<u>650</u>
Operating Speed Restrictions (MPH)			<u>10</u>
Number of Shippers Located			<u>2</u>
Number of Shippers Active			<u>2</u>
Number of Shippers Responding to NJDOT Freight Survey			<u>1</u>
Stations Located on Rail Line		<u>Norma</u>	
		<u>Rosenhayn</u>	
Principal Commodities Shipped by Rail		<u>Corn</u>	
		<u>Oats</u>	
		<u>Bran</u>	
		<u>Beans</u>	
Traffic Information			
N.J. Freight Survey			
Carloads Generated			<u>387</u>
Tonnage Generated			<u>13,580</u>
Traffic Density			<u>58.6</u>
USRA Abstract Data Tapes			
Carloads Generated			<u>32</u>
Tonnage Generated			<u>804</u>
Traffic Density			<u>4.8</u>
Employment Consequences			
Total 1974 Employment			<u>35</u>
Number of Estimated Layoffs			<u>35</u>
Revenues (1973)			
Attributable to Branch Line Carrier			<u>\$6,235.00</u>
Total Revenues			<u>\$39,441.00</u>
Costs (1973)			
Branch Line Costs			<u>Not Available</u>
Total Costs			<u>\$86,004.00</u>

USRA ID #	BRANCH LINE	TERMINI: From:	To:
<u>1201</u>	<u>Portion of Morris & Essex</u>	<u>Orange</u>	<u>Summit</u>
Length of Rail Line (Miles)			<u>9.0</u>
Operational Conditions			
Total Crossties to be Replaced			<u>0</u>
Operating Speed Restrictions (MPH)			<u>35</u>
Number of Shippers Located			<u>10</u>
Number of Shippers Active			<u>7</u>
Number of Shippers Responding to NJDOT Freight Survey			<u>7</u>
Stations Located on Rail Line		<u>Highland Avenue</u>	<u>Millburn</u>
		<u>Mountain Station</u>	<u>Short Hills</u>
		<u>South Orange</u>	<u>Summit</u>
		<u>Maplewood</u>	
Principal Commodities Shipped by Rail		<u>Rock Salt</u>	<u>Milogranite</u>
		<u>Flour</u>	<u>Plywood</u>
		<u>School Furniture</u>	
		<u>Fertilizer</u>	
Traffic Information			
N.J. Freight Survey			
Carloads Generated			<u>217</u>
Tonnage Generated			<u>6,819</u>
Traffic Density			<u>24.1</u>
USRA Abstract Data Tapes			
Carloads Generated			<u>51</u>
Tonnage Generated			<u>871</u>
Traffic Density			<u>5.7</u>
Employment Consequences			
Total 1974 Employment			<u>226</u>
Number of Estimated Layoffs			<u>5</u>
Revenues (1973)			
Attributable to Branch Line Carrier			<u>\$18,618.00</u>
Total Revenues			<u>\$18,618.00</u>
Costs (1973)			
Branch Line Costs			<u>\$56,373.00</u>
Total Costs			<u>\$70,143.00</u>

USRA ID #	BRANCH LINE	TERMINI: From:	To:
<u>1204</u>	<u>Gladstone Branch</u>	<u>Millington</u>	<u>Gladstone</u>
Length of Rail Line (Miles)			<u>12.3</u>
Operational Conditions			
Total Crossties to be Replaced			<u>0</u>
Operating Speed Restrictions (MPH)			<u>10</u>
Number of Shippers Located			<u>5</u>
Number of Shippers Active			<u>5</u>
Number of Shippers Responding to NJDOT Freight Survey			<u>3</u>
Stations Located on Rail Line	<u>Lyons</u>	<u>Gladstone</u>	
	<u>Bernardsville</u>		
	<u>Far Hills</u>		
	<u>Peapack</u>		
Principal Commodities Shipped by Rail	<u>Lumber</u>	<u>Bran</u>	
	<u>Structural Steel</u>		
	<u>Beet Pulp</u>		
	<u>Oats</u>		
Traffic Information			
N.J. Freight Survey			
Carloads Generated			<u>73</u>
Tonnage Generated			<u>1,536</u>
Traffic Density			<u>5.9</u>
USRA Abstract Data Tapes			
Carloads Generated			<u>108</u>
Tonnage Generated			<u>2,483</u>
Traffic Density			<u>8.9</u>
Employment Consequences			
Total 1974 Employment			<u>297</u>
Number of Estimated Layoffs			<u>27</u>
Revenues (1973)			
Attributable to Branch Line Carrier			<u>\$38,935.00</u>
Total Revenues			<u>\$38,935.00</u>
Costs (1973)			
Branch Line Costs			<u>Not Available</u>
Total Costs			<u>\$286,262.00</u>

USRA ID #	BRANCH LINE	TERMINI: From:	To:
<u>1206</u>	<u>Portion of Orange Br.</u>	<u>Bloomfield</u>	<u>W. Orange</u>
Length of Rail Line (Miles)			<u>2.7</u>
Operational Conditions			
Total Crossties to be Replaced			<u>0</u>
Operating Speed Restrictions (MPH)			<u>10</u>
Number of Shippers Located			<u>11</u>
Number of Shippers Active			<u>7</u>
Number of Shippers Responding to NJDOT Freight Survey			<u>4</u>
Stations Located on Rail Line		<u>E. Orange</u>	
		<u>W. Orange</u>	
Principal Commodities Shipped by Rail		<u>Major Appliances</u>	<u>Lumber</u>
		<u>Plywood</u>	
		<u>Doors</u>	
		<u>Sash</u>	
Traffic Information			
N.J. Freight Survey			
Carloads Generated			<u>229</u>
Tonnage Generated			<u>6,089</u>
Traffic Density			<u>84.8</u>
USRA Abstract Data Tapes			
Carloads Generated			<u>272</u>
Tonnage Generated			<u>5,124</u>
Traffic Density			<u>100.7</u>
Employment Consequences			
Total 1974 Employment			<u>83</u>
Number of Estimated Layoffs			<u>45</u>
Revenues (1973)			
Attributable to Branch Line Carrier			<u>\$91,118.00</u>
Total Revenues			<u>\$91,118.00</u>
Costs (1973)			
Branch Line Costs			<u>\$37,145.00</u>
Total Costs			<u>\$109,715.00</u>

USRA ID #	BRANCH LINE	TERMINI: From:	To:
<u>1207</u>	<u>Caldwell Branch</u>	<u>Great Notch</u>	<u>Essex Fells</u>
Length of Rail Line (Miles)			<u>6.0</u>
Operational Conditions			
Total Crossties to be Replaced			<u>0</u>
Operating Speed Restrictions (MPH)			<u>Out of Service</u>
Number of Shippers Located			<u>5</u>
Number of Shippers Active			<u>5</u>
Number of Shippers Responding to NJDOT Freight Survey			<u>1</u>
Stations Located on Rail Line	<u>Caldwell</u>		
	<u>Verona</u>		
	<u>Cedar Grove</u>		
	<u>Essex Fells</u>		
Principal Commodities Shipped by Rail	<u>Lumber</u>		
Traffic Information			
N.J. Freight Survey			
Carloads Generated			<u>46</u>
Tonnage Generated			<u>1,410</u>
Traffic Density			<u>7.7</u>
USRA Abstract Data Tapes			
Carloads Generated			<u>85</u>
Tonnage Generated			<u>2,732</u>
Traffic Density			<u>14.2</u>
Employment Consequences			
Total 1974 Employment			<u>10</u>
Number of Estimated Layoffs			<u>0</u>
Revenues (1973)			
Attributable to Branch Line Carrier			<u>\$33,889.00</u>
Total Revenues			<u>\$33,889.00</u>
Costs (1973)			
Branch Line Costs			<u>\$45,605.00</u>
Total Costs			<u>\$69,836.00</u>

USRA ID #	BRANCH LINE	TERMINI: From:	To:
<u>1212</u>	<u>Washington-Phillipsburg</u> <u>Line</u>	<u>Washington</u>	<u>Phillipsburg</u>
Length of Rail Line (Miles)			<u>10.5</u>
Operational Conditions			
Total Crossties to be Replaced			<u>0</u>
Operating Speed Restrictions (MPH)			<u>10</u>
Number of Shippers Located			<u>5</u>
Number of Shippers Active			<u>5</u>
Number of Shippers Responding to NJDOT Freight Survey			<u>1</u>
Stations Located on Rail Line		<u>Broadway</u>	
		<u>New Village</u>	
		<u>Stewartsville</u>	
Principal Commodities Shipped by Rail		<u>Not Available</u>	
Traffic Information			
N.J. Freight Survey			
Carloads Generated			<u>95</u>
Tonnage Generated			<u>3,992</u>
Traffic Density			<u>9.0</u>
USRA Abstract Data Tapes			
Carloads Generated			<u>11</u>
Tonnage Generated			<u>362</u>
Traffic Density			<u>1.0</u>
Employment Consequences			
Total 1974 Employment			<u>Not Available</u>
Number of Estimated Layoffs			<u>Not Available</u>
Revenues (1973)			
Attributable to Branch Line Carrier			<u>\$2,310.00</u>
Total Revenues			<u>\$2,310.00</u>
Costs (1973)			
Branch Line Costs			<u>\$79,064.00</u>
Total Costs			<u>\$80,790.00</u>

USRA ID #	BRANCH LINE	TERMINI: From:	To:
<u>1800</u>	<u>Portion of Pleasantville Secondary</u>	<u>McKee City</u>	<u>Pleasantville</u>
Length of Rail Line (Miles)			<u>3.8</u>
Operational Conditions			
Total Crossties to be Replaced			<u>0</u>
Operating Speed Restrictions (MPH)			<u>10</u>
Number of Shippers Located			<u>5</u>
Number of Shippers Active			<u>5</u>
Number of Shippers Responding to NJDOT Freight Survey			<u>3</u>
Stations Located on Rail Line	<u>McKee City</u>		
Principal Commodities Shipped by Rail	<u>Fertilizer</u>	<u>Lumber</u>	
	<u>Dog Food</u>	<u>Grain</u>	
	<u>Feed</u>	<u>Peat Moss</u>	
	<u>Hay</u>		
Traffic Information			
N.J. Freight Survey			
Carloads Generated			<u>189</u>
Tonnage Generated			<u>3,515</u>
Traffic Density			<u>49.7</u>
USRA Abstract Data Tapes			
Carloads Generated			<u>Not Available</u>
Tonnage Generated			<u>Not Available</u>
Traffic Density			<u>Not Available</u>
Employment Consequences			
Total 1974 Employment			<u>63</u>
Number of Estimated Layoffs			<u>49</u>
Revenues (1973)			
Attributable to Branch Line Carrier			<u>\$13,903.00</u>
Total Revenues			<u>\$98,621.00</u>
Costs (1973)			
Branch Line Costs			<u>\$31,522.00</u>
Total Costs			<u>\$36,352.00</u>

USRA ID #	BRANCH LINE	TERMINI: From:	To:
<u>1807</u>	<u>Portion of Camden-Atlantic City Line</u>	<u>Haddonfield</u>	<u>Lucaston</u>
Length of Rail Line (Miles)		<u>7.5</u>	
Operational Conditions			
Total Crossties to be Replaced		<u>0</u>	
Operating Speed Restrictions (MPH)		<u>15</u>	
Number of Shippers Located		<u>2</u>	
Number of Shippers Active		<u>1</u>	
Number of Shippers Responding to NJDOT Freight Survey		<u>0</u>	
Stations Located on Rail Line	<u>Lindenwold</u>		
	<u>Kirkwood</u>		
	<u>Ashland</u>		
	<u>Woodcrest</u>		
Principal Commodities Shipped by Rail	<u>Not Available</u>		
Traffic Information			
N.J. Freight Survey			
Carloads Generated		<u>39</u>	
Tonnage Generated		<u>1,950</u>	
Traffic Density		<u>5.2</u>	
USRA Abstract Data Tapes			
Carloads Generated		<u>Not Available</u>	
Tonnage Generated		<u>Not Available</u>	
Traffic Density		<u>Not Available</u>	
Employment Consequences			
Total 1974 Employment		<u>Not Available</u>	
Number of Estimated Layoffs		<u>Not Available</u>	
Revenues (1973)			
Attributable to Branch Line Carrier		<u>\$4,941.00</u>	
Total Revenues		<u>\$35,040.00</u>	
Costs (1973)			
Branch Line Costs		<u>\$59,030.00</u>	
Total Costs		<u>\$61,063.00</u>	

USRA ID #	BRANCH LINE	TERMINI: From:	To:
<u>1808</u>	<u>Portion of Ocean City Branch</u>	<u>Palermo</u>	<u>Ocean City</u>
Length of Rail Line (Miles)		<u>6.8</u>	
Operational Conditions			
Total Crossties to be Replaced		<u>0</u>	
Operating Speed Restrictions (MPH)		<u>10</u>	
Number of Shippers Located		<u>6</u>	
Number of Shippers Active		<u>6</u>	
Number of Shippers Responding to NJDOT Freight Survey		<u>3</u>	
Stations Located on Rail Line	<u>Ocean City</u>		
Principal Commodities Shipped by Rail	<u>Lumber</u>		
	<u>Urethane</u>		
Traffic Information			
N.J. Freight Survey			
Carloads Generated		<u>39</u>	
Tonnage Generated		<u>431</u>	
Traffic Density		<u>5.7</u>	
USRA Abstract Data Tapes			
Carloads Generated		<u>Not Available</u>	
Tonnage Generated		<u>Not Available</u>	
Traffic Density		<u>Not Available</u>	
Employment Consequences			
Total 1974 Employment		<u>13</u>	
Number of Estimated Layoffs		<u>0</u>	
Revenues (1973)			
Attributable to Branch Line Carrier		<u>\$23,792.00</u>	
Total Revenues		<u>\$82,066.00</u>	
Costs (1973)			
Branch Line Costs		<u>\$58,630.00</u>	
Total Costs		<u>\$67,750.00</u>	

In many cases, the information developed as a result of the freight transportation survey represented less than a 100 percent response to the rail users located on a particular branch line. The USRA planning process based much of its analysis on data supplied by the individual rail carriers and culled from the actual way bills associated with each commodity shipment. The data base developed from this data was stored for electronic data processing on a magnetic tape system.

The NJDOT was able to purchase this data from the USRA and thereby review the procedures and conclusions submitted within the PSP. Numerous instances arose whereby the NJDOT survey indicated fewer carloads and tonnages than did the USRA data base. In each such instance, the differences were investigated and wherever possible reconciled with the affected parties.

A continual stream of informational documents updated the USRA planning process throughout calendar year 1975. In addition, the Rail Services Planning Office (RSPO), other state planning departments, and other independent sources circulated data and methodologies which were pertinent to the rail analysis performed in New Jersey. Each such informational source was reviewed as appropriate and incorporated as it applied to the State of New Jersey situation.

Many of the standard materials required for railroad operations were needed to investigate properly the railroad restructuring process. The Bibliography attached lists many of the references obtained during the course of these planning efforts.

CHAPTER 2

PUBLIC PARTICIPATION

Section 402 of the Act states that, in order to qualify for entitlement and discretionary funds for continuation of local rail service, a state must make adequate provision for public participation in the state rail planning process. FRA regulations stipulate that "provision shall be made for affording interested persons, such as users of rail transportation, labor organizations, local governments, environmental groups and the public generally, timely opportunity to express their views in the development of the State Rail Plan."¹ Although the railroad planning process in New Jersey has been primarily the task of the NJDOT, it has been necessary to establish a liaison with many other groups and individuals who have an interest in the ultimate disposition of the rail system. Included among interested parties, have been other state departments, the New Jersey State Chamber of Commerce, county and local planning organizations, ad hoc committees, and groups of concerned rail users.

The first opportunity for public participation resulted during hearings conducted by the Rail Services Planning Office of the ICC, in response to the "Secretary's Report" of the USDOT.

¹"Continuation of Local Rail Service Procedures and Requirements Regarding Applications and Disbursement," Federal Register, Part II, Washington, D.C., Volume 40, No. 19, January 28, 1975.

These hearings generated the first major public response to the proposed ConRail system, which threatened numerous local rail services with abandonment. Working with the Office of the Public Counsel of the RSPO, the NJDOT was able to establish an exchange of information, necessary to rail planning efforts, with the various participants in the ICC hearings.

At the same time, NJDOT undertook a detailed survey of individual patrons of the rail lines declared "potentially excess" by the PSP. This task was carried out in cooperation with the New Jersey State Chamber of Commerce, and involved personal contacts, as well as contact by telephone and mail, with the patrons of the various "excess" lines. The inventory section of the State Rail Plan discusses this survey in detail.

The NJDOT has also been engaged in a cooperative program of study with the Departments of Labor and Industry and Treasury, in order to assess the impact, on employment and fiscal conditions, which the proposed rail reorganization would have in New Jersey. In addition, it was necessary for NJDOT to seek assistance in assigning values to the goals and objectives used in the rail planning process. This input was sought from the aforementioned Departments, as well as the Department of Environmental Protection, the Department of Community Affairs, the Tri-State Regional Planning Commission, and the Delaware Valley Regional Planning Commission. This input served as the basis for the cost-utility analysis which was executed by the NJDOT. This analysis is discussed in greater detail within the Recommendation section in this plan.

As previously stated, after public attention was directed to the USRA rail reorganization efforts by the ICC hearings and the NJDOT survey, numerous formal and informal contacts were established between various interests and the NJDOT. Also, a number of concerned persons initiated efforts to inform other parties who might possibly be affected by the USRA proposals. These actions resulted in the formation of several ad hoc groups, such as the CNJ Lifeline Committee, who have been active in providing important statistical details for use by NJDOT. Other citizen concerns were made known to the NJDOT through the efforts of legislators within the State Government.

The New Jersey Department of Community Affairs and the New Jersey Department of Environmental Protection have provided additional input to the analysis of non-rail alternative solutions to existing light-density rail services. The restructuring of freight yard operations along the Jersey City, N.J. waterfront, and the consequent impact on the proposed Liberty Park/Liberty Harbor redevelopment plans, is just one example of the interdepartmental coordination provided for within this rail restructuring process.

The potential for industrial growth is considered to be an important criterion for judging the potential for economic viability of light-density lines. In order to develop an accurate estimation of this potential, the NJDOT sought to enlist the assistance of the various county planning agencies. Growth data made available by the county agencies, has been incorporated into the generation task of the State Rail Plan.

The intent of the NJDOT rail planning efforts has been to compile up-to-date information and provide for detailed analyses which will either verify or refute the conclusions made by the USRA. In this respect, the information provided by the various groups and agencies, has enabled the NJDOT to conduct a thorough examination of the light-density rail line situation in New Jersey. In order to further enable an active exchange of information between the NJDOT and the concerned public, a series of open informational meetings was held during the third week of September, 1975. It was anticipated that these meetings would serve not only to gather additional data for the State Rail Plan, but also to enlighten the public with regard to the methodology and preliminary findings of the State Rail Plan.

Four meetings were held, one each in Freehold, Newark, Flemington and Hammonton. These locations were chosen in order to segment the state into four regions, each to be discussed at a separate meeting. The meetings were conducted by Mr. Douglas R. Webb, Director of the Division of Transportation Systems Planning, and staff members of the Bureau of Common Carrier Planning.

The meetings included a presentation by the NJDOT of an outline of the Act, its implications for the State of New Jersey, and the corresponding methodology employed within the State Rail Plan. The presentation was concerned primarily with the procedures within the State Rail Plan, and the need for pertinent public input to the process. This presentation was followed by a discussion period, during which time, members of the audience were able to

comment and ask questions regarding the State Rail Plan.

A total of 129 people attended the meetings, with the largest group present at the Newark and Flemington meetings. This total included several State representatives, local planners, patrons of "non-viable" services, and concerned citizens. With the exception of the Newark meeting, the majority of comments and questions were concerned with the impact that implementation of the Final System Plan would have on local rail service and the related local economies. While it was intended that there would be some discussion of each light-density rail line, the greatest attention was focused on a relatively few lines. These were the Southern Division Mainline, the High Bridge Branch, the Freehold Branch, and the Toms River and Barnegat Branch, the New York and Long Branch Railroad, the Medford Branch, the Freehold Secondary Track, the Union Transportation Company, the Orange Branch, and the Morris and Essex Mainline. At the Newark meeting, the Morris and Essex Mainline was the subject of discussion primarily for its use as a rail passenger route.

While the meetings were useful from the standpoint of informing the public, and promoting a liaison between NJDOT and the various public interests, they were disappointing from the standpoint of generating additional data for inclusion in the State Rail Plan. The meetings did not generate significant additional information from groups other than those with which contact had already been established.

Railroad systems planning will continue as an ongoing process in New Jersey. Accordingly, the NJDOT will continue to seek public participation in its rail planning efforts. It is anticipated that a second series of public informational meetings will be conducted in the near future. These meetings will serve to present a forum for discussion of the State rail planning process and establish lines of communication between the public and the NJDOT for the purpose of evaluating the proposed New Jersey railroad network to be implemented by ConRail.

CHAPTER 3

GROWTH POTENTIAL

The analysis for growth potential was centered around the following objective:

Implement systems of transport which satisfy the economic growth patterns and the resulting transportation requirements within the State of New Jersey.

The Final System Plan, published by the USRA, defined a rail system of approximately 15,000 route miles in length. An additional 5,700 route miles of "branch lines" were slated to be excluded from the final system and, in all probability, have the existing rail services discontinued. These excluded branch lines were described as "light density lines" and were purported to carry only 2.2 percent of the entire system traffic.

Comparable figures for the State of New Jersey include a total of approximately 1,742 route miles of rail lines with 194 route miles being excluded from the final system of operating rail lines. The excluded rail lines in New Jersey in the year 1973 accounted for 0.3 percent of the total carloads originated or terminated within New Jersey.

This very small percentage of statewide rail traffic tends to support the USRA contention that elimination of the 194 route miles of light density rail lines will have only a minimal effect on the total existing rail freight traffic within New Jersey. One aspect of these excluded rail lines which was not addressed by the USRA in sufficient detail, however, was the potential for industrial and commercial growth and the consequent increases in rail traffic.

This analysis of industrial and commercial growth along excluded branch lines in New Jersey was centered about four potential growth characteristics:

1. Growth of existing rail users;
2. New industrial growth;
3. Compatibility between existing plans and potential growth;
4. Required growth to achieve viability.

Growth of Existing Rail Users

The "New Jersey Freight Transportation Survey" identified 134 probable rail users located on excluded rail lines in New Jersey. Of these, 97 were identified as actually being affected in 1980 by rail service discontinuance. Projections of rail usage compiled from the Survey were complemented by a follow-up telephone survey which provided a 95 percent sampling of all rail users on the excluded rail lines.

The 1973 carloads associated with each rail line scheduled to be excluded from the final system and the 1980 projected carloads derived from the survey are presented in Table 3.1.

It should be noted that two rail segments (The Kingston Branch and the Belvidere-Delaware Branch) account for over 85 percent of the total growth experienced on all excluded rail segments. In both cases, the major portion of this growth has been projected by Trap Rock Industries, who forecast a significant growth in the requirements for quarried materials, particularly crushed stone.

New Industrial Growth

The information obtained from the survey process was not sufficient to estimate new industrial growth along the endangered rail segments. Planning boards of the affected counties were contacted in order to obtain information concerning plans for future industrial facilities that would be located adjacent to endangered rail lines, and that would require rail service. Each of the boards was contacted either by telephone or letter, and each had the opportunity to submit relevant information.

In accordance with information gathered from the county planning boards, the following statements are made concerning new and future industrial development to be located along the endangered rail line segments:

TABLE 3.1
CARLOADS BY BRANCH

<u>Branch</u>	<u>Carloads Received 1973</u>	<u>Carloads Shipped 1973</u>	<u>Projected Carloads Received 1980</u>	<u>Projected Carloads Shipped 1980</u>
Kingston	3	279	5	15,100
Bel Del	57	74	91	1,889
Freehold Sec. Track	41	14	882	20
Union Trans. Co.	175	12	71	0
Medford	192	14	276	20
South Branch	221	1	259	1
Freehold Atlantic High.	25	65	44	113
NY&LB Mainline	341	37	935	64
Toms River	102	100	120	100
High Bridge	165	6	175	0
Southern Div. Mainline	387	0	387	0
Morris & Essex Mainline	217	0	235	0
Gladstone	41	32	75	61
Orange	229	0	682	0
Caldwell	46	0	37	1
Washington Phillipsburg	91	4	190	94
Pleasant. Sec. Track	187	2	299	102
PRSL Mainline	39	0	78	0
Ocean City	39	0	77	0
TOTAL	2598	640	4918	17,565

Source: "1980 Rail Freight Generation", November 1975
Bureau of Common Carrier Planning
New Jersey Department of Transportation

Kingston Branch PC

Cities Service has planned to construct a new facility in Middlesex County;¹ however, this facility will not be located on the endangered portion of the branch.

Belvidere - Delaware Branch PC

No industrial expansion is foreseen in Hunterdon County along endangered rail segments. The Mercer County Workhouse Quarry is expected to reopen in 1977, but the number of carloads to be generated from this facility cannot be estimated at this time.

Freehold Secondary Track PC

Although no growth is expected in Monmouth County along this branch, water and sewage facilities will be available before 1980 on industrially zoned property along the railway right-of-way and will make the property very attractive to industrial firms. The Monmouth County Planning Board believes this rail line will be an asset to the Monmouth County economic community.

Union Transportation Company

No growth is expected along the endangered segment, which extends through Burlington, Monmouth and Ocean Counties.

¹USRA Final System Plan - Volume II, Page 26

Medford Branch PC

Burlington County officials have indicated that there will be some industrial development by 1980, but none along this endangered segment.

South Branch CNJ

No new growth is expected along this segment in either Hunterdon or Somerset County.

Freehold-Atlantic Highlands Branch CNJ

No industrial growth is anticipated on the endangered segment of this line.

New York and Long Branch Railroad

Monmouth and Ocean County Planning Boards forecast no new growth along this line.

Toms River Branch CNJ

The branch in Ocean County received \$460,000 from Jersey Central Power and Light for construction of rail sidings. JCP&L expects to use this branch for a three-year period, giving a \$14,000 per year subsidy to CNJ to receive approximately 852 carloads in 1977 and 1978, during the construction of a nuclear power generating plant.

High Bridge Branch CNJ

No significant industrial growth is projected by existing rail users located along this rail segment in Hunterdon County. Planning officials in Hunterdon County also indicated, that a lack of adequate water and sewage facilities along this rail segment was a significant factor weighing against near term industrial development along this particular branch line.

Two large manufacturers are presently located along this rail segment in Morris County. Morris County planners expressed concern over the potential circuitous routing of bridge traffic resulting from the elimination of this rail segment. Further, Sears, Roebuck and Company has acquired a site located along this branch and expects to receive and ship two to three thousand carloads and five thousand piggyback loads upon completion of this facility.

Southern Division Mainline CNJ

No information on industrial growth is available at this time for Camden or Salem Counties. No new growth is expected in the counties of Cumberland and Atlantic.

Morris and Essex Mainline EL

The endangered portions of this line run through Essex County and Union County. No growth is forecast for these segments.

Gladstone Branch EL

No growth is forecast in either Morris or Somerset Counties along the endangered segment.

Orange Branch EL

No new growth is expected along the line segment in Essex County.

Caldwell Branch EL

No new growth is foreseen in Essex County. The endangered branch in Passaic County is bordered by residential property and no new industrial construction is permitted under existing zoning regulations.

Washington-Phillipsburg Line EL

No new growth is expected along the rail segment in Warren County.

Pleasantville Secondary Track PRSL

The forecast of new industrial growth in Atlantic County is negative.

PRSL Mainline

No information on growth was received from the Camden County Planning Board.

Ocean City Branch PRSL

Forecasts are negative for industrial growth in Cape May County because a major segment of the affected area consists of either wetlands (which are protected by law) or heavy residential areas on the offshore islands.

TABLE 3.2

PROJECTIONS OF NEW
INDUSTRIAL DEVELOPMENT

<u>ENDANGERED RAIL LINE SEGMENTS</u>	<u>PROJECTED NEW INDUSTRIAL DEVELOPMENT</u>
Kingston Branch (PC)	No
Belvidere-Delaware Br. (PC)	Yes (No Traffic Est.)
Freehold Secondary Track (PC)	No
Union Transportation Co. (PC)	No
Medford Branch (PC)	No
South Branch (CNJ)	No
Freehold-Atlantic Highlands (CNJ)	No
New York & Long Branch Mainline (CNJ)	No
Toms River Branch (CNJ)	No
High Bridge Branch (CNJ)	Yes
Southern Div. Mainline (CNJ)	No
Morris & Essex Mainline (EL)	No
Gladstone Branch (EL)	No
Orange Branch (EL)	No
Caldwell Branch (EL)	No
Washington-Phillipsburg Line (EL)	No
Pleasantville Secondary Track (PRSL)	No
PRSL Mainline	No
Ocean City Branch (PRSL)	No

Source: "1980 Rail Freight Generation", November 1975
Bureau of Common Carrier Planning
New Jersey Department of Transportation

See Table 3.2 showing "Projected New Industrial Development."

Compatibility Between Existing Plan and Potential Growth

Each excluded branch line was researched in terms of planned new development (see previous section) and also the potential for additional development. This potential was defined as the extent to which local plans were compatible with future industrial and commercial development.

In addition to requesting specific new growth activity adjacent to each branch line, it was also requested of each county planning board that items such as local zoning, planned utility development, and competing industrial areas be described and their impacts evaluated. In addition, the available master plans and land use plans were reviewed for the affected municipalities and counties in order to develop a compatibility factor.

In all cases, the judgment of the reviewer was the governing factor in arriving at a subjective judgment as to whether the potential for future development was good, fair or poor. Table 3.3 indicates the results of these investigations.

Required Growth to Achieve Viability

The viability (or profitability) of each branch line to be excluded from the ConRail system was investigated and evaluated.

TABLE 3.3

COMPATABILITY WITH EXISTING PLANS
AND FUTURE INDUSTRIAL DEVELOPMENT

ENDANGERED RAIL LINE SEGMENTS	POTENTIAL FOR FUTURE INDUSTRIAL DEVELOPMENT
Kingston Branch (PC)	Fair
Belvidere-Delaware Br. (PC)	Fair
Freehold Secondary Track (PC)	Good
Union Transportation Co. (PC)	Fair
Medford Branch (PC)	Fair
South Branch (CNJ)	Good
Freehold-Atlantic Highlands (CNJ)	Poor
New York & Long Branch Mainline (CNJ)	Poor
Toms River Branch (CNJ)	Fair
High Bridge Branch (CNJ)	Good
Southern Div. Mainline (CNJ)	Fair
Morris & Essex Mainline (EL)	Poor
Gladstone Branch (EL)	Poor
Orange Branch (EL)	Fair
Caldwell Branch (EL)	Poor
Washington-Phillipsburg Line (EL)	Fair
Pleasantville Secondary Track (PRSL)	Fair
PRSL Mainline	Fair
Ocean City Branch (PRSL)	Poor

Source: "1980 Rail Freight Generation", November 1975
Bureau of Common Carrier Planning
New Jersey Department of Transportation

The projected growth of rail freight traffic, as described previously, was incorporated as the most optimistic forecast for future rail traffic.

The potential for achieving a profitable status has been deemed the major criteria for maintaining rail service on the excluded branch lines. Without generating at least a potential for marginal profit in rail service operations, it is unreasonable to expect that shippers or rail operators will continue to absorb the higher costs of maintenance and operation that will be assessed in future years.

The United States Railway Association published in its Final System Plan the approximate increase which would be required to create a viable branch line operation. These estimates were subject to considerable criticism especially in terms of certain "off branch costs" that were attributed to the various rail line segments.

The Rail Services Planning Office has promulgated the procedures for calculating the difference between revenues and operating costs for the excluded rail lines. Estimates of the results of manipulating these procedures were considerably less than the USRA differences between revenues and costs. Since the RSPO procedures have the legal authority to mandate continued service, they have been considered as being the most acceptable estimates of revenues and costs, and the required subsidies.

TABLE 3.4

Comparison of Projected Rail Traffic Increase
and
Required Rail Traffic Increase Based on RSPO Estimates

USRA Line Number	Endangered Rail Line	1980 Projected Increase	RSPO Estimated Increase
119	Kingston Branch (PC)	5200%	750%
121 & 121a	Bel-Del Branch (PC)	1400%	800%
123/124/124a	Freehold Secondary Track (PC)	1540%	250%
127/128	Union Transportation Co. (PC)	- 60%	--
130	Medford Branch (PC)	40%	250%
1103	South Branch (CNJ)	20%	400%
1104	Freehold-Atlantic Highlands (CNJ)	70%	200%
1105	NY&LB Mainline (CNJ)	160%	50%
1106	Toms River Branch (CNJ)	10%	350%
1107	High Bridge Branch (CNJ)	4100% ¹	900%
1108	Southern Div. Mainline (CNJ)	0%	3100%
1201	Morris & Essex Mainline (EL)	10%	250%
1204	Gladstone Branch (EL)	90%	300%
1206	Orange Branch (EL)	200%	50%
1207	Caldwell Branch (EL)	- 20%	200%
1212	Washington-Phillipsburg Line (EL)	200%	1950%
1800	Pleasantville Secondary Track (PRSL)	110%	150%
1807	PRSL-Mainline (PRSL)	100%	1200%
1808	Ocean City Branch (PRSL)	100%	300%

¹This figure includes 2,500 carloads and 5,000 piggyback shipments projected to be shipped in 1980 by a new Sears, Roebuck and Co. facility.

Source: "1980 Rail Freight Generation", November 1975
Bureau of Common Carrier Planning
New Jersey Department of Transportation

The USRA estimates for required increases in rail traffic to produce viable operations were adjusted to reflect the RSPO revenue and cost estimates. These increases were then compared to the increases in rail traffic projected for the year 1980. The results of these comparisons are shown on Table 3.4.

Evaluation of each of the four aspects of growth potential were averaged in a weighted manner and according to the following weights:

Projected Growth of Existing Rail Users	0.2
Projected New Industrial Development	0.2
Potential for Future Industrial Development	0.1
Evaluation for Potential Viability	<u>0.5</u>
Total	1.0

The results of the potential growth evaluations and the priority ranking for each branch line are indicated on Table 3.5.

TABLE 3.5

Line Generation Evaluation Factors

<u>Endangered Rail Lines</u>	<u>Projected Growth of Existing Rail Users</u>	<u>Projected Growth Compared to Required Traffic Increase (USRA)</u>	<u>Projected New Industrial Development</u>	<u>Potential For Future Industrial Development</u>	<u>Priority Value</u>
Kingston Branch (PC)	2.0	5.0	0.0	0.5	7.5
Belvidere-Delaware Br. (PC)	0.0	0.0	1.0	0.5	1.5
Belvidere-Delaware Br. (PC)	2.0	5.0	0.0	0.5	7.5
Freehold Secondary Track (PC)	2.0	5.0	0.0	1.0	8.0
Union Trans. Co. (PC)	0.0	0.0	0.0	0.5	0.5
Medford Branch (PC)	0.0	0.0	0.0	0.5	0.5
South Branch (CNJ)	0.0	0.0	0.0	1.0	1.0
Freehold-Atlantic Highlands (CNJ)	0.4	0.2	0.0	0.0	0.6
NY&LB Mainline (CNJ)	1.6	5.0	0.0	0.0	6.6
Toms River Branch (CNJ)	0.0	0.0	0.0	0.5	0.5
High Bridge Branch (CNJ)	0.0	5.0	2.0	1.0	8.0
Southern Div. Mainline (CNJ)	0.0	0.0	0.0	0.5	0.5
Morris & Essex Mainline (EL)	0.0	0.0	0.0	0.0	0.0
Gladstone Branch (EL)	0.8	--	0.0	0.5	1.3
Orange Branch (EL)	1.9	5.0	0.0	0.5	7.4
Caldwell Branch (EL)	0.0	0.0	0.0	0.0	0.0
Washington-Phillipsburg Line (EL)	1.9	--	0.0	0.5	2.4
Pleasantville Secondary Track (PRSL)	1.1	0.5	0.0	0.5	2.1
PRSL Mainline	1.0	0.0	0.0	0.5	1.5
Ocean City Branch (PRSL)	1.0	0.1	0.0	0.0	1.1

Source: "1980 Rail Freight Generation", November 1975
 Bureau of Common Carrier Planning
 New Jersey Department of Transportation

CHAPTER 4

ANALYSIS AND IMPACTS

The analysis and impact section of the New Jersey State Rail Plan has been subdivided into four procedures. The four investigations of impacts of rail service discontinuance were performed in the following categories:

Community Impact
Alternative Modes
(Environmental and Energy Impacts)
Operational Analysis
Passenger Operation Impacts

Each category investigated was related to a particular transportation objective and the results of each analysis was translated into the priority ranking procedures described within the Recommendation chapter.

Details concerning each categorical investigation follow in the succeeding pages.

COMMUNITY IMPACT

The analyses for evaluating the community impact were centered around the following objective:

Invest public monies in transportation facilities which provide for the desires and well-being of the general public.

Four criteria were related in Phase I of the State Rail Plan to this objective. These criteria were described as Tasks and included the following:

1. Increased Costs of Alternative Modes
2. Impact on Tax Base
3. Loss of Income
4. Impact on Employment

Items 1, 3, and 4 were intended to be evaluated principally on information derived from the "New Jersey Freight Transportation Survey." As indicated under the Inventory and Data Collection chapter of this report, the overall response rate to the survey was slightly greater than 60 percent. On specific data items, including employment, payroll, gross sales and increase in transportation expenses, the response rate very often was significantly less than 60 percent.

Telephone follow-up inquiries were made to all recipients of the survey questionnaire in order to acquire information which was either omitted or incomplete on the original submission.

Success was achieved in obtaining additional information on Items 3 and 4 as described above. However, considerable difficulty was encountered in obtaining additional information relating to increased transportation costs associated with a modal switch of various freight commodities. Lack of experience with other than the rail mode of transport was the primary reason cited by many of the survey respondents for omitting projected rate increases. This lack of a substantive data base, consequently precluded the development of a meaningful criteria for evaluating the increased cost impact of using alternative modes.

Item 2 was investigated in manner separate and apart from the data base established from the freight survey. Tax assessing procedures and regulations were investigated along with the status of past taxes which were unpaid and accumulated as debt service.

The procedures and results of the analyses performed on community impacts are described below.

IMPACT ON TAX BASE

The investigative procedures were initiated by researching the New Jersey Revised Statutes governing railroad taxation (R.S. 54:29A, as amended June 17, 1966). The results of this investigation indicate that in New Jersey, unlike several other states in the Eastern and Midwestern United States (the region),

only Class II properties are subject to taxation. Class I (main stem) and Class III (passenger facilities) have not been subject to taxation since the passage in 1966 of Public Law 1966, C. 139.

The potential loss of non-ConRail Class II tax revenues to the State would amount to \$48,693 per year based upon 1975 assessment valuations. This amount does not reflect any interest owed on past due taxes. The Revised Statutes also indicated that as long as any property is used for railroad purposes, municipal governments may not levy taxes against such property. Replacement revenue to municipalities, in which railroad property is located, is presently provided by state aid appropriations to each affected municipality. The amount of state aid monies paid to each municipality is defined as not being less than the revenues the municipalities would have derived from taxing the properties in the year 1966. These state aid monies are transferred to municipalities despite the fact the state does not presently collect the Class II taxes from the bankrupt railroad estates.

Only property no longer used for railroad purposes may become subject to assessment and taxation by municipal governments. When properties are taken out of railroad use, state aid is terminated to the municipalities. Abandonment of lines not recommended for inclusion in the ConRail system will thus cause municipalities to forego state aid monies. All properties of a railroad company not used for railroad purposes will then be assessed and taxed by municipal governments in the same manner

and at the same rate as the taxable property of other owners in the taxing district. It should be pointed out, however, that the Class II taxes currently due the state have not been paid and are carried as debt service owed to the State of New Jersey. In the event a rail segment is abandoned, a similar accumulation of a debt service may accrue to the municipalities.

The investigation also pursued the total delinquent property tax debt and interest thereon for all Class II properties of the railroad operating within the State of New Jersey. The status of this debt is reflected in Table 4.1. The total delinquent property tax and interest owed to the state is \$44,330,067.00, as of October 1, 1975. An investigation of the possibility of recovering some or all of these back taxes through other than monetary remunerations is presently being conducted. Two principal options currently being explored are: (1) the feasibility of purchasing the rail properties in exchange for the forgiveness of the tax debt; and (2) the feasibility of using the tax debt in the form of a subsidy to the carrier for the continuation of local rail service on the non-ConRail rail lines. Investigations of the legal complications of this option have not been completed and, therefore, are not available at this writing.

Summarizing, abandonment of certain branch lines would serve to increase the local communities tax base; however, any taxes assessed would in all probability not be collectable and, consequently, accrue as a debt of the appropriate railroad estate.

New Jersey Delinquent and Bankrupt Railroads
Class II Property Taxes
And Interest Thereon*

<u>Bankrupt Date</u>	<u>Road</u>	<u>Period Covered</u>	<u>Total Principal Delinquent</u>	<u>Interest Through Oct. 1. 1975</u>
3-22-67	C.R.R. Company of New Jersey	years 1967 through 1974 1975	9,393,021.19	4,956,059.88
6-21-70	Penn Central (incl. Union Trans. Co. & Penn. & Atl. R.R. Co.)	years 1970 through 1974 1975	16,806,836.48	5,810,939.82
6-26-72	Erie Lackawanna Railway Company	years 1972 through 1974 1975	4,521,326.03	1,005,982.66
7-24-70	Lehigh Valley Railroad Company	years 1972 through 1974 1975	1,408,518.21	312,551.09
11-23-71	Reading Company	years 1971 through 1974 1975	89,055.99	21,566.53
4-18-72	Lehigh and Hudson River Railway	years 1972 through 1974 1975	3,448.69	760.54
TOTALS			32,222,206.59	12,107,860.52

Laws of 1966, Chapter 139

Railroad Properties used for Railroad Purposes:

Class I Valuations - Exempt from Taxation	R.S. 54:29A - 7
Class II Valuations - Taxable - Delinquent Taxes Listed Above	R.S. 54:29A - 7
Class III Valuations - Exempt from Taxation	R.S. 54:29A - 7

Note: Payments made on a/c - leased property not recorded

*Delinquent Franchise Taxes not included.

SOURCE: Local Property & Public Utility Branch
Department of the Treasury - October 6, 1975

Because of the compensating nature of the consequences of abandonment of rail lines, no criteria were developed which were able to accurately reflect the net effect on rail property tax impacts to municipalities.

A second area of potential tax impact which was investigated was the property tax loss due to industries which would terminate operations due to loss of rail service. Of the 101 rail users contacted, 10 firms indicated that their operations would terminate without rail service. These 10 firms contribute a total property tax of approximately \$85,000.00 to the municipalities in which they are located. This amount represents 0.1 percent of the total property tax revenues contributed to the affected municipalities. This additional loss was deemed of insignificant consequence and no criteria were developed to measure the impact.

IMPACT ON EMPLOYMENT
LOSS OF INCOME

The estimates of the loss of direct income were derived from the information related to employment impact. For this reason, separate criteria were not developed to evaluate the impact of loss of income.

The primary measure used to evaluate the community impact was the consequent loss of employment due to branch line abandonments.

During the first months of the United States Railway Association study to develop criteria for the identification of unprofitable rail freight lines in the state, unofficial estimates of the impact on employment throughout New Jersey ranged upward into the thousands. However, after surveying rail shippers throughout the state and examining testimony given at various hearings, investigations revealed that the estimated employment loss in New Jersey would be 372 persons. The total number of persons by county who were employed by companies located on excluded rail segments is presented in Table 4.2. This Table also lists the number of estimated layoffs by county. Table 4.2 indicates that of the 1,937 people employed in 1974 by the 63 rail users who responded to the freight transportation survey, 372 may be laid off because of the proposed branch line abandonments. The estimated layoffs would occur primarily in Monmouth, Somerset, and Ocean Counties. Statewide, 19.2 percent of all employees

SUMMARY STATISTICS OF CONRAIL'S IMPACT
ON NEW JERSEY BY COUNTY*

County	Miles of Track Excluded	No. of Active Users Respond.	1974 Employment of Active Users Respond.	No. of Users** Affected By Exclu.	No. of Workers Estimated To Be Laidoff	No. of Users Estimated to Close Facilities
Atlantic	3.8	3	63	2	49	2
Bergen	0	0	0	0	0	0
Burlington	23.1	8	121	4	15	1
Camden	14.1	0	0	0	0	0
Cape May	6.8	3	13	0	0	0
Cumberland	5.0	0	0	0	0	0
Essex	16.4	12	319	3	50	2
Gloucester	0	0	0	0	0	0
Hudson	1.0	0	0	0	0	0
Hunterdon	29.2	8	145	3	27	1
Mercer	15.2	1	6	1	6	1
Middlesex	1.8	0	0	0	0	0
Monmouth	21.8	8	268	5	68	3
Morris	16.4	2	25	1	5	0
Ocean	8.2	10	222	3	57	2
Passaic	0	0	0	0	0	0
Salem	1.6	1	35	1	35	1
Somerset	16.7	6	720	3	60	0
Sussex	0	0	0	0	0	0
Union	2.2	0	0	0	0	0
Warren	10.5	1	NA	1	NA	0
State Total	193.8	63	1,937	27	372	13

* Data were provided by NJDOT Freight Survey

** The number of users affected equals the number of users who will have to terminate some employees or close their facilities.

working for rail users serviced by excluded freight lines, and responding to the survey, would be terminated. This estimate is misleading, since it is probable that companies not responding to the survey did not envision significant impact. Thus, the percentage job loss of all companies served by these rail lines is likely to be much lower.

Unemployment in the state due to the cessation of rail freight service on some non-viable lines will result in a loss of personal income. Using 1974 average annual wages paid for covered employment, it has been possible to estimate a potential payroll loss of approximately \$3,429,000 for New Jersey based on a total of 372 persons being terminated from employment. The assumption made here is that the affected workers earn wages equal to the average for all workers under covered employment within their counties.

Existing statistics concerning employment status are primarily categorized by county as opposed to local rail communities. For this reason, evaluations of employment impact were performed on a county-wide basis. Summaries for each county are listed below:

Atlantic County

The studies of the United States Railway Association have concluded that the McKee City-Pleasantville segment of the Penn Reading Seashore Lines will not be included in the ConRail

system. Five firms were identified on this 3.8 miles of line, but only three responded to the questionnaires. Attempts by the New Jersey Department of Transportation to encourage additional responses were unsuccessful.

The three users participating in the survey employed 63 persons in 1974. Two of these companies stated they would be adversely impacted by the exclusion of their rail segments from ConRail. Due to this fact, these two companies estimated they would be forced to lay off 49 employees or 77.8 percent of their total work force. Both firms predicted they would be forced out of business, primarily because of the increased cost of alternate freight transportation. Though any forced unemployment is undesirable at any time, the number of potential unemployed represented less than one-half of one percent of the total Atlantic County covered employment of 55,557 in 1974.

Burlington County

The USRA Final System Plan has indicated that three rail freight line segments totalling 23.1 miles have not been recommended for inclusion in the ConRail system. One line is the 4.8 mile long Ft. Dix-Shrewsbury segment of the Penn Central Railroad. Three firms were identified, though only one responded to the study and this response revealed no impact.

The Mt. Holly-Medford segment of the Penn Central Railroad is 5.0 miles long. This line was not recommended for inclusion in ConRail. There were 28 firms, 13 of which were active users, identified on this line. Replies were obtained from 7 of the 13 active users. These 7 companies employed 121 workers in 1974; but if rail service were to be terminated, 4 would have to trim the number of their workers by 15, approximately 12.4 percent. One of the 4 firms predicted it would be forced to close its facilities due to an anticipated 40 percent increase in transportation costs.

The last of the three rail lines is the 13.3 mile Winslow-Chatsworth segment. No shippers are identified on this segment thereby making any employment impact on the county minimal.

Camden County

Two separate rail segments in Camden County have been designated as excess lines in the USRA's Final System Plan and have not been recommended for inclusion in the ConRail system. The 7.5 mile long Haddonfield-Lucaston segment of the Pennsylvania-Reading Seashore Railroad was one of these on which two firms had earlier been identified, of which one was active. Since no responses were received from these companies, one must conclude that the cancellation of rail freight service over this segment will have no impact whatever on the county's economy.

The second segment of rail freight line considered excess by the USRA is the 6.6 mile long Winslow-Chatsworth segment of

the Central Railroad of New Jersey. No shippers were ever identified on this line segment, thereby leading us to conclude that no economic or employment hardships will occur along this right-of-way. However, it is impossible to speculate on the impact of elimination of through freight service between cities in the northern and southern portions of the state.

Cape May County

The 6.8 mile Ocean City-Palermo segment of the Pennsylvania-Reading Seashore Lines has not been recommended for inclusion in the ConRail system. Six shippers were initially identified on this segment though only three responded. These three firms were active users and employed 13 workers in 1974, and expect to continue operations at their present locations. No impact is anticipated on employment or the general economy in the county.

Cumberland County

The USRA Final System Plan recommended that the 5.0 mile, long Bridgeton Junction-Norma segment of the Central Railroad of New Jersey not be included in the ConRail system. One firm was identified on this line. Since that firm did not respond it may be assumed that there would not be any employment loss in Cumberland County due to the exclusion of this line from ConRail.

Essex County

The studies of the USRA have concluded that three rail segments of the Erie Lackawanna Railroad will not be included in the ConRail system. These are the Orange-Summit segment;

the Orange Branch; and the Caldwell Branch.

Ten firms were identified on the Orange-Summit segment, seven of these firms being active users. All seven of these users responded to the survey and reportedly employed 226 workers. Only one firm would be affected by the exclusion, that firm closing and resulting in a job loss for five workers.

Twelve shippers were identified along the 2.7 mile long segment of the Orange Branch of the Erie Lackawanna, but only four returned their questionnaires. These four firms were all active users and employed a total of 83 persons. Because of a loss of rail service, two firms expect to be negatively affected. One firm expects to close its facility, and the other will be forced to relocate its facility. The employment impact will be the loss of 45 positions.

The third rail segment declared excess in Essex County by the USRA's Final System Plan is a 6.0 mile segment of the Caldwell Branch of the Erie Lackawanna Railroad. Five shippers were identified but only one responded to the survey. This one firm has 10 employees, but will not be noticeably affected by the loss of rail freight service. No reduction of the work force nor loss of sales is expected.

Hudson County

The Final System Plan identifies the Newark Bay Bridge on the Central Railroad of New Jersey as being excluded from ConRail. Since there are no shippers on this 1.0 mile stretch of rail line, there is no economic or employment impact.

Hunterdon County

Three rail freight segments totalling 29.2 miles in Hunterdon County were not recommended for inclusion in the Con-Rail system, based on the Final System Plan report. Two of these segments belong to the Penn Central Railroad's Belvidere-Delaware Division. The Trenton-Lambertville segment, 1.7 miles long, has no identified shippers. The 19.0 stretch between Lambertville and Milford has 8 identified firms of which 7 were active users. Six of the active users, employing 113 workers, returned their questionnaires. Two of these firms would be forced to reduce their payrolls by 11 people, while four of the firms indicated they would not be negatively affected.

The third rail segment considered excess in Hunterdon County is the 8.5 mile long High Bridge to Lake Junction segment of the Central Railroad of New Jersey. Two shippers were identified and both responded to the survey. Together they employ 32 people. One company would be forced out of business due to the elimination of freight service. This would result in the layoff of 16 employees.

In total, the decision by the USRA not to include the three rail line segments in the ConRail system will result in the layoff of 27 employees of the firms which utilize the rail system in Hunterdon County.

Mercer County

The Final System Plan released on July 26, 1975, announced

that two rail freight segments in Mercer County were not recommended for inclusion in the ConRail system. Together they totalled 15.2 miles of rail line which would no longer offer freight service. The Princeton-Princeton Junction segment of the Penn Central Railroad is 2.9 miles long and has no freight users located along its track.

Over 12.3 miles of the Trenton-Lambertville segment of the Penn Central Railroad is located in Mercer County. One firm was identified on this segment and that firm was an active user of freight services. In 1974, this firm employed six persons, but would be forced to lay off all six people because of this line's exclusion from the ConRail system.

Middlesex County

The USRA's Final System Plan report revealed that a 1.8 mile stretch of the Rocky Hill-Monmouth Junction segment of the Penn Central Railroad located in Middlesex County was not recommended for inclusion in the ConRail system. This section feeds into the main line of the Penn Central between Philadelphia and New York City. There were no shippers identified as being on this line and, therefore, there will be no economic or employment impact.

Monmouth County

The USRA's Final System Plan report identifies a total of 21.8 miles of rail line in Monmouth County as not recommended for inclusion in ConRail. These are made up of four rail line segments on which 15 firms (11 active users) were

identified and mailed questionnaires. The nine users participating in the survey employed 418 persons in 1974.

Though four firms were identified on the 5.2 mile Freehold Secondary segment of the Penn Central Railroad, only three responded. These three users employed 193 people in 1974. Because freight costs were estimated to increase when rail freight ceased, two firms indicated that they would be negatively affected. The anticipated total job loss is 13.

There is a 6.3 mile stretch of the Ft. Dix-Shrewsbury rail segment of the Penn Central Railroad in Monmouth County. Of the four firms identified, two replied to the survey. Only one company would be adversely affected by the lack of inclusion in ConRail, resulting in the layoff of four workers.

The third rail freight line not recommended for inclusion in ConRail was the 7.1 mile Bay Head Junction-Asbury Park segment of the New York and Long Branch Railroad. Though four firms were identified on this rail segment, only one, with nine employees, responded. Since that user did not expect any adverse affects due to the rail service cancellations, any negative impact in this area would be minimal.

The fourth freight rail line not recommended for inclusion in the ConRail system in Monmouth County is the Matawan-Morganville segment of the Central Railroad of New Jersey, a 3.2 mile section where two firms were identified. These two users expressed concern about the elimination of rail freight service. One of these companies admitted he would be forced out of

business due to sharp increases in the freight rates. The other would be forced to lay off one employee. Of the 54 workers employed by these two firms, 51 would be laid off.

Summarizing, the tabulations suggest that Monmouth County would be faced with estimated layoffs amounting to 68, which is 18.3 percent of all layoffs in the state due to ConRail. Monmouth County would be the most severely impacted county in the state as the result of the USRA decisions.

Morris County

The USRA's Final System Plan has identified two rail segments in Morris County for exclusion from the ConRail System, adding to 16.4 miles of line. The 0.5 mile long Gladstone-Millington segment of the Erie Lackawanna has no identified firms. The 15.9 mile long High Bridge-Lake Junction segment of the Central Railroad of New Jersey will be excluded from ConRail. Though five firms were identified, of which three were active users, only two users returned questionnaires. Of these only one company might be forced to lay off five employees. Nevertheless, this firm will remain in its present location. From the data supplied from the survey there is no evidence to suggest any disruption of the employment pattern or economic conditions in Morris County due to ConRail's exclusion of the two rail segments mentioned above.

Ocean County

The USRA's Final System Plan specified three rail segments totalling 8.2 miles in Ocean County which were not recommended for inclusion in the ConRail system. The 2.2 mile Ft. Dix-

Shrewsbury segment of the Penn Central Railroad identified three firms initially, but only two of these firms responded. Both users would remain in the county and neither would be forced to lay off any employees, irrespective of the fact that their transportation costs were expected to rise up to 20 percent.

The 4.1 mile long Toms River-Pinewald rail segment of the Central Railroad of New Jersey received responses from the three firms which were identified. Only one firm would be affected adversely by the cessation of rail freight service and only three workers were expected to be laid off. No other adverse economic impact was expected.

The 1.9 mile long Bay Head Junction-Asbury Park rail segment of the Central Railroad of New Jersey had five users respond to the survey. Two considered the loss of rail freight service so severe that they expected to cease operations. This was primarily due to the expected rise of between 30 percent and 50 percent in freight rates. The resulting impact would be the layoff of 54 workers with commensurate loss of wages.

Salem County

One firm was identified on the 1.6 mile long Bridgeton Junction-Norma segment of the Central Railroad of New Jersey in Salem County. Because of a 70 percent increase in transportation costs, this one firm will be forced to close, resulting in 35 layoffs.

Somerset County

The USRA's Final System Plan recommended that 16.7 miles of rail freight lines in Somerset County not be included in ConRail because they were unprofitable. The Gladstone-Millington segment of the Erie Lackawanna Railroad is 11.8 miles long.

Though five firms were identified only three responded

to the questionnaires. Those three users employed 297 workers in 1974. Only two companies admitted that they would be affected adversely if the rail freight service were curtailed. They would be forced to cut their employment ranks by 27 persons and their transportation costs were projected to rise by 10 percent.

The 1.8 miles of Rocky Hill-Monmouth Junction of the Penn Central Railroad produced one firm who estimated he would curtail his work force of 130 by 33 people with the cessation of rail freight service. However, the business would remain at the present site.

The Somerset-Royce segment of the Central Railroad of New Jersey is 3.1 miles long. Two shippers who together employ 293 people reported that their operations would not be affected in any way by the loss of rail freight service.

Overall, Somerset County might expect to lose 60 jobs to the cessation of rail freight service. The impact on the economy would be minor.

Union County

Two rail segments in Union County were not recommended for inclusion in ConRail. One was the 0.9 mile segment of the Newark Bay Bridge on the Central Railroad of New Jersey. No firms were identified, resulting in no impact on the county. The other rail freight stretch was the 1.3 miles of the Orange-Summit section on the Erie Lackawanna Railroad. This line was not surveyed due to the USRA's failure to notify New Jersey that this line was considered excess and thus a candidate for non-inclusion.

Warren County

The Final System Plan issued on July 26, 1975, identified the Washington-Phillipsburg segment of the Erie Lackawanna Railroad as excessive and recommended it not be included in ConRail. This segment, 10.5 miles long, produced the response of one firm which indicated it would be affected by the curtailment of rail freight service but would provide little additional information. Even though this company estimated that freight rates would increase 60 percent with other modes of transportation, it indicated it would remain at its present location.

As a result of the analysis, the conclusion was made that the statewide employment impact would be minimal on the rail lines excluded from the ConRail system. A minimum value was consequently assigned for the priority ranking of each of the 23 rail segments analyzed.

ALTERNATIVE MODES

The analyses for evaluating the alternative modes were centered around two objectives:

Minimize the loss of any mode of transport which is less polluting than the substitute mode.

Minimize the loss of any mode of transport which is more energy efficient than the substitute mode.

The perspective established for development of the alternative mode analysis was constructed, in part, from the desires and information furnished by existing shippers and receivers of freight responding to the "State of New Jersey Freight Transportation Survey."

The increased energy requirements and increased air pollutants associated with rail alternatives were based on the assumption that all freight would be transferred to a truck transport mode if particular rail services were terminated. This assumption precludes the option of establishing team track or COFC/TOFC facilities to accommodate future freight shipments. As previously indicated, this assumption was based on information from the Freight Survey, where 96 percent of the existing rail users responding chose the truck alternative over the team track or COFC/TOFC alternative.

The Freight Survey requested from each respondent, their 1973 traffic activity in tons and rail carloads, 1980 projections of tonnages to be transported, and the origins and destinations of the existing shipments. In conjunction with this survey effort, transportation networks were created for the rail system and highway systems within New Jersey. Mileages were calculated via each of these two networks and used to provide estimates for the total ton-miles travelled via existing transportation systems versus ton-miles travelled via proposed transportation systems without specific rail services. As with each of the several other analysis procedures, this analysis was performed within a statewide-impact perspective. Consequently, mileages used in this task were only those mileages contained within the New Jersey boundaries and not the total mileages associated with the entire trip between origin and destination. Also, the paths chosen for each trip were based on the most expedient manner of entering or leaving the State of New Jersey in order to reach the appropriate origin or destination. These paths did not reflect actual operational scheduling and distances, since in most cases this information was unavailable.

The alternative mode analyses were performed on two aspects of the different options available for freight transport (i.e., rail and highway). The two aspects, which were analyzed for each option, were energy consumption and pollutant emissions. Other considerations which were not analyzed in detail due to time constraints and data availability, but which should be addressed in future analyses, include: effects on alternate

transportation systems (e.g., increased truck traffic versus roadway maintenance), rate differentials, and related safety impacts of the different modes.

Each of the two aspects related to alternative mode considerations were analyzed by simulating the requirements and consequences of using various combinations of transport systems to move the available freight. The simulation procedure was applied to only the freight requirements of each rail segment and the associated consequences. Additional analyses were then performed on those rail segments which presently provide passenger services.

The individual procedures associated with each aspect analyzed will be described below.

ENERGY REQUIREMENTS

The precise evaluation of the energy requirements for transferring the existing and proposed rail shipments to the truck mode is a monumental, if not an impossible task. A number of the rail intricacies which would require extensive monitoring include: the specific fuel efficiency of the locomotive involved, the exact number of cars interchanged on a specific trip, the operational characteristics of specific trips (e.g., idle time, speed, grade, etc.), specific energy characteristics of the fuel used, exact tonnages delivered or initiated on each trip, etc.

Comparable data and detail would also be required for evaluating the alternative truck mode. Specifics such as model year,

engine displacement, average travel speed, type of fuel and so on, would be required to present a precise value of the energy required via this alternative.

The energy requirement analysis has avoided the collection of the above described data, and has proceeded in an evaluation based on a number of average values which were applied in an effort to approximate the typical consequences of switching from rail transportation to truck transportation. Specific averages and formulas and related assumptions are contained in the following listing:

1. National priorities and consequent programs have proposed that the present energy consumption growth rate be reduced from an annual 3.0 percent to a rate of 2.3 percent.¹ This lower energy consumption rate would, over a period of seven years (1973-1980), calculate to be an acceptable growth of 17.3 percent over 1973 levels (compounded annually).
2. Energy growth projections for freight movement were calculated between the 1973 status quo (i.e., existing freight and truck usage), and the 1980 situation, where no rail service would be available.

¹U.S. Federal Energy Administration; Project Independence (Blueprint Summary); September 1974.

3. Energy growth projections for passenger movement were calculated on the assumption that 1973 patronage, at stations to be eliminated, would transfer to the next active station by auto, in order to complete the trip by rail.
4. Average values applied for various alternatives are listed below in Table 4.3.

TABLE 4.3²

Energy Consumption Rates
For Various Modes

<u>Vehicle Type</u>	<u>Energy Utilization</u>
Light Truck (4 tire gasoline)	2.08 KWHR/Ton-Mile
Single Unit Truck (6 or more tire gasoline)	2.82 KWHR/Ton-Mile
Tractor Trailer Combinations	.79 KWHR/Ton-Mile
Railroad Freight Equipment	.20 KWHR/Ton-Mile
Passenger Auto	2.79 KWHR/Veh.-Mile
Railroad Passenger Car	5.30 KWHR/Car Mile

The consequences of eliminating rail service on each line segment were evaluated by comparing the actual 1973 energy requirements for rail service to the projected 1980 energy requirements for the non-rail mode. Results of these calculations are contained in Table 4.4.

As can be seen in Table 4.4, the consequences of translating rail passenger trips to auto trips greatly influences the energy

²Federal Highway Administration, Office of Statistics, 1975

TABLE 4.4

Energy Requirements

<u>USRA #</u>	<u>LINE SEGMENT</u>	<u>PERCENT INCREASE OVER 1973 LEVELS</u>
119	Kingston Branch	2.1
121	Belvidere-Delaware Br. (Trenton-Lambertville)	26.9 *
121a	Belvidere-Delaware Br. (Lambertville-Milford)	3.4 *
123/124/124a	Freehold Secondary Track	21.5
127/128	Union Transportation Co.	44.7
130	Medford Branch	33.3
703	Princeton Branch	1400.0
1102	Newark Bay Bridge	--
1103	South Branch	16.5
1104	Freehold Branch	7.2
1105	New York & Long Branch	280.0
1106	Toms River & Barnegat Br.	13.5
1107	High Bridge Branch	95.6*
1108	Southern Division	82.3*
1201	Morris & Essex Mainline	980.0
1204	Gladstone Br.	104.0
1206	Orange Br.	79.1
1207	Caldwell Br.	--
1212	Washington-Phillipsburg Mainline	--
1800	Pleasantville Secondary	33.5
1807	Camden-Atlantic City Line	800.0
1808	Ocean City Branch	1525.0

*Note: Figures reflect on-line traffic only. High Bridge Br., Belvidere-Delaware Br., and Southern Div. Mainline are bridge routes with high volumes of overhead traffic. No alternative routings are available for comparison of energy requirements.

requirements, compared to the equivalent freight transfer. The measure of acceptability, for such increases in energy requirements, was related to the 17.3 percent increase previously described. Table 4.5 indicates the ratio of projected energy increase to the acceptable 17.3 percent increase, and also the priority ranking established for the energy analysis evaluation.

POLLUTANT EMISSIONS

The pollutant emission consequences of transferring both rail freight and rail passengers to an alternative means of transport, was accomplished in much the same fashion as was used for the energy consumption analysis.

As was related in the description of the energy consumption analysis, collection of significant amounts of specific detail would be required in order to accurately evaluate the consequences of transferring freight and passengers from their primary mode of transport. This type of detail was not collected and appropriate average values for this analysis were developed.

The relevant averages, formulas and related assumptions are contained in the following listing:

1. Current regulations concerning the maximum levels of various pollutants are based on specific regional characteristics and the potential for deleterious affects within particular regions. In other words, standards exist for permissible levels of emission for specific pollutants within specific regions

TABLE 4.5

ENERGY GROWTH RATIOS

<u>USRA #</u>	<u>LINE SEGMENT</u>	<u>PROJECTED GROWTH vs. 17.3% GROWTH</u>	<u>PRIORITY RANKING</u>
119	Kingston Branch	.87	3
121	Belvidere-Delaware Br. (Trenton-Lambertville)	1.08	4
121a	Belvidere-Delaware Br. (Lambertville-Milford)	.88	3
123/124/124a	Freehold Secondary Track	1.89	5
127/128	Union Transportation Co.	1.24	4
130	Medford Branch	1.14	4
703	Princeton Branch	11.90	10
1102	Newark Bay Bridge	--	1
1103	South Branch	.99	3
1104	Freehold Branch	.92	3
1105	New York & Long Branch	2.40	8
1106	Toms River & Barnegat Br.	.97	3
1107	High Bridge Branch	1.67	5
1108	Southern Division	1.56	5
1201	Morris & Essex Mainline	8.40	10
1204	Gladstone Br.	.89	3
1206	Orange Br.	4.09	8
1207	Caldwell Br.	--	1
1212	Washington-Phillipsburg Mainline	--	1
1800	Pleasantville Secondary	1.14	4
1807	Camden-Atlantic City Line	6.80	10
1808	Ocean City Branch	13.00	10

(i.e., not all regions within New Jersey set limiting standards for all types of pollutants emitted). Analyses capabilities permitted that only statewide consequences of the shift between modes would be available. Consequently, estimates of statewide limiting standards were developed for purposes of comparison only.

It should be noted that these estimates in no way reflect or imply the imposition of comparable standards to the State of New Jersey, but only are meant to serve as an indicator of the relative capacity for the State to absorb several principal pollutants emitted within the State. The estimated values are presented in Table 4.6.

TABLE 4.6

New Jersey Statewide Capacity
For Emission of Selected Pollutants³

<u>Pollutant</u>	<u>Tons/Year</u>
Sulphur Dioxide	287,000
Particulates	93,000
Carbon Monoxide	1,676,000
Hydrocarbons	398,000
Nitrogen Oxides	473,000

³NJDOT - Bureau of Environmental Analysis' Estimates

2. Annual pollutant emissions for freight transport were calculated for the year 1980, first assuming the existing modal split (i.e., rail and truck) and second, assuming an all truck movement. The increases in pollutants were then calculated for each branch line assuming that no rail service would be available.
3. For those rail branch lines which presently provide for passenger services, the assumption was made that any passenger affected by a loss of rail passenger service would travel by automobile to the nearest station which would remain in service. The resultant increases in pollutants were then calculated for each specific branch line.
4. The average values applied for various alternatives and for the pollutants investigated are listed in Table 4.7.

The consequent increase in each of the five pollutants analyzed was related to the estimated statewide capacity to absorb each of the respective pollutants. For purposes of arriving at a priority rating for each branch line, an average percent of the statewide capacity for all pollutants was calculated. Results of this analysis and the corresponding priority values are indicated in Table 4.8.

TABLE 4.7

Pollution Emission Rates⁴ / 5
For Various Modes And
Selected Pollutants

<u>Pollutant Type</u>	<u>Vehicle Type</u>	<u>Pollutant Rate</u> (x10 ⁻⁵)
Sulphur Oxides	Light Truck (4 tire - gas)	0.00 tons/TM
	Single Unit Truck (6 or more tire - gas)	0.00 tons/TM
	Tractor Trailer Combinations	0.12 tons/TM
	Railroad Freight Equipment	0.03 tons/TM
	Passenger Auto	0.00 tons/VM
	Railroad Passenger Car	0.742 tons/ VM
Particulates	Light Truck (4 tire - gas)	0.00 tons/TM
	Single Unit Truck (6 or more tire - gas)	0.00 tons/TM
	Tractor Trailer Combination	0.01 tons/TM
	Railroad Freight Equipment	0.01 tons/TM
	Passenger Auto	0.00 tons/VM
	Railroad Passenger Car	0.325 tons/VM
Carbon Monoxide	Light Truck (4 tire - gas)	18.7 tons/TM
	Single Unit Truck (6 or more tire - gas)	2.53 tons/TM
	Tractor Trailer Combination	0.21 tons/TM
	Railroad Freight Equipment	0.02 tons/TM
	Passenger Auto	4.75 tons/VM
	Railroad Passenger Car	1.692 tons/VM
Unburned Hydrocarbons	Light Truck (4 tire - gas)	2.87 tons/TM
	Single Unit Truck (6 or more tire - gas)	0.39 tons/TM
	Tractor Trailer Combination	0.03 tons/TM
	Railroad Freight Equipment	0.01 tons/TM
	Passenger Auto	0.512 tons/VM
	Railroad Passenger Car	1.223 tons/VM
Nitrogen Oxides	Light Truck (4 tire - gas)	1.10 tons/TM
	Single Unit Truck (6 or more tire - gas)	0.15 tons/TM
	Tractor Trailer Combination	0.34 tons/TM
	Railroad Freight Equipment	0.02 tons/TM
	Passenger Auto	0.417 tons/VM
	Railroad Passenger Car	4.819 tons/VM

⁴Summary of Transportation Statistics, USDOT, 1975 (Note: Gasoline powered emissions of sulphur oxides and particulates are negligible.)

⁵U.S. Environmental Protection Agency, Compilation of Air Pollutant Emission Factors, 2nd edition, North Carolina, April 1973

TABLE 4.8

<u>USRA #</u>	<u>LINE SEGMENT</u>	<u>PERCENT OF STATEWIDE CAPACITY (x10⁻³)</u>	<u>PRIORITY RANKING</u>
119	Kingston Branch	1.6	2
121	Belvidere-Delaware Br. (Trenton-Lambertville)	.1	1
121a	Belvidere-Delaware Br. (Lambertville-Milford)	1.3	2
123/124/124a	Freehold Secondary Track	2.6	2
127/128	Union Transportation Co.	0.3	1
130	Medford Branch	0.1	1
703	Princeton Branch	1.4	2
1102	Newark Bay Bridge	--	1
1103	South Branch	.3	1
1104	Freehold Branch	.2	1
1105	New York & Long Branch	10.2	3
1106	Toms River & Barnegat Br.	.9	1
1107	High Bridge Branch	.5	1
1108	Southern Division	.5	1
1201	Morris & Essex Mainline	45.9	3
1204	Gladstone Br.	11.0	3
1206	Orange Br.	.4	1
1207	Caldwell Br.	--	1
1212	Washington-Phillipsburg Mainline	--	1
1800	Pleasantville Secondary	.3	1
1807	Camden-Atlantic City Line	.9	1
1808	Ocean City Branch	.5	1

OPERATIONAL ANALYSIS

Phase I of the State Rail Plan outlined in some detail three principal areas of investigation to be made under the operational analysis heading. For purposes of review, the three general categories are described below:

1. Existing services and rail operations will be investigated to determine the effects of proposed abandonments on the statewide rail network.
2. Terminals and related facilities will be investigated in light of the numerous facilities located within New Jersey for each of the major rail carriers.
3. Labor agreements in effect and their impact upon proposed rail operations will be examined for the proposed rail services to be provided in the State of New Jersey.

Preliminary investigations were commenced on the requirements of a detailed operational analysis, immediately following release of the State Rail Plan - Phase I. Results of these preliminary investigations revealed that extensive changes were being contemplated by the United States Railway Association and that a detailed compilation of past and existing railroad operations would serve no useful purpose in projecting the impacts upon future rail operations to be performed by ConRail.

As a consequence of these investigations, the decision was made that the initiation of the analysis would await publication of the Final System Plan by the USRA. In addition, this analysis would only address in a very cursory fashion the items specified by the State Rail Plan - Phase I. Detailed procedures and analyses were to be developed as part of the proposed "Statewide Goods Movement Study" to be conducted by the New Jersey Department of Transportation and in conjunction with the start-up operations of ConRail.

The following descriptions represent the preliminary findings performed to date on the related items specified in the SRP.

EXISTING RAIL SERVICES

Through Traffic

New Jersey is unique among its sister states insofar as rail systems are concerned. Not only does New Jersey have six of the eight major bankrupt rail carriers operating within its borders, but it also has provision for the largest rail-waterborne freight interface within the 17-state region addressed by the RRRRA of 1973.

Principal among the port facilities associated with rail transport are the Port of New York-New Jersey and the Philadelphia-Camden marine facilities. The existence of these terminal facilities and the numerous rail carriers operating in New Jersey has created a situation whereby over 40 percent of the total railroad

route miles in the state are utilized as major overhead traffic routes. In addition, many of the existing stub-end branch lines were originally part of other major overhead traffic routes. Figure 4.1 depicts the existing overhead traffic routes located within the state.

Of particular concern in the analysis performed for the branch lines excluded from ConRail were the aspects of the value of these branch lines as overhead traffic routes. There are 23 separate branch line segments in New Jersey which have been excluded from the USRA Final System Plan. Of these, at least nine serve, to some degree, as routes for overhead traffic; that is, traffic that does not originate or terminate on line, but is forwarded from one off-branch point to another over that particular segment.

Two of these segments are USRA subsegments 121 and 121a, portions of the Belvidere-Delaware Branch of the Penn Central. Together, they function primarily as an overhead, or "bridge" route, since the "Bel-Del" is the only direct PC connection to the lower Lehigh River Valley. At the Phillipsburg gateway, a connection with the Lehigh Valley Railroad furnishes access to eastern Pennsylvania industry. The PC also connects with the Jersey Central, the Erie Lackawanna, and the Lehigh and Hudson River railroads at Phillipsburg. The L&HR serves as an important route for commodities which have dimensions larger than that allowable on standard rail lines ("high and wide loads").

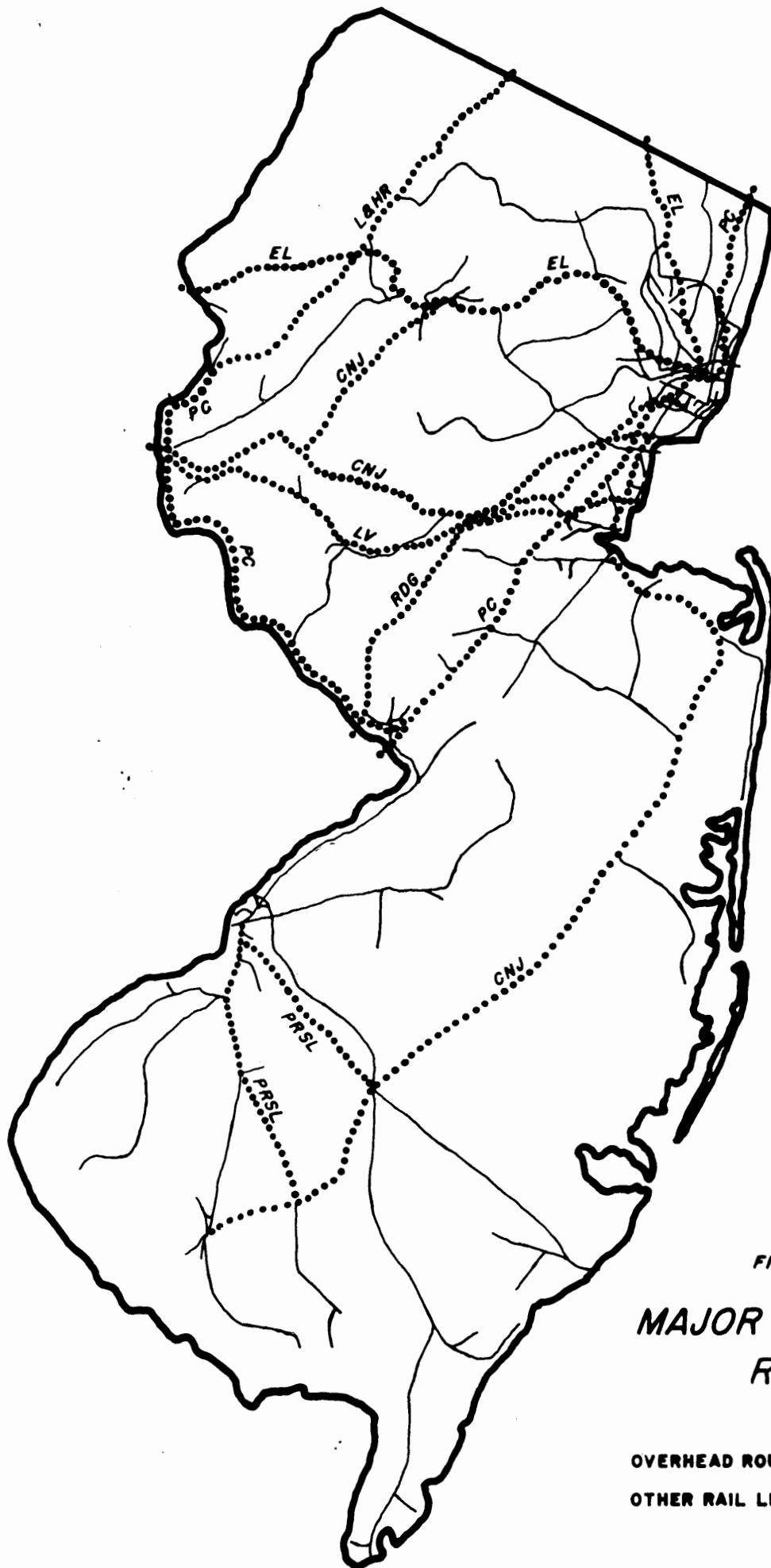


FIGURE 4.1

MAJOR OVERHEAD ROUTES

OVERHEAD ROUTES
 OTHER RAIL LINES ———

The PC also forwards a large volume of iron ore and coke to the Bethlehem Steel plant in Bethlehem, over the Bel-Del from the Philadelphia marine terminal. In addition, a significant amount of coal and fuel oil is shipped, via the Bel-Del, to the power generating stations located along the Delaware River. While this and other traffic is generated at points along viable line segments, it passes over the excluded portions of the Bel-Del Branch on a daily basis. The Bel-Del also serves to forward freight to the Black River and Western Railroad at Lambertville. Presently, this is the only connection available to the BR&W since its connection with the Central Railroad of New Jersey has been embargoed because of track conditions.

According to testimony submitted at the ICC hearings in Trenton in early 1975, 9,555 carloads of coal and fuel oil were shipped to power generating stations along the Bel-Del during calendar year 1974. A total of 1,395 carloads was delivered by the PC to the Black River and Western during the same year, via the connection located on the Bel-Del Branch. Finally, an annual consignment of 1,000,000 tons of iron ore travels over the Bel-Del to the Bethlehem Steel plant located in Bethlehem, Pa. Assuming a rail car capacity of 100 tons, these shipments translate into an annual traffic volume of some 10,000 carloads.

The Freehold Secondary Track of the Penn Central, USRA Line #123/124/124a, once served as part of a through route between the Trenton-Philadelphia area and the North Jersey Coast. The portion of this branch, extending from Sea Girt to Farmingdale, was

abandoned in 1968. However, the connection at Farmingdale, N.J. with the Central Railroad of New Jersey, was continued in service. Via this connection with the CNJ, overhead traffic is forwarded from South Jersey points to Freehold area industries. This traffic is comprised mainly of glass sand required for a Freehold glass container plant. Government shipments destined to the Naval Ammunition Depot at Earle, N.J. also make use of this interchange.

The CNJ Newark Bay Bridge is a bridge route linking the Bayonne peninsula with the Elizabeth area. This segment carries traffic consisting of local freights bound for Bayonne or Jersey City, and a commuter shuttle operating between Bayonne and Cranford, N.J. The CNJ yards in Jersey City have been phased out as a major terminal facility; thus, the existing freight traffic is destined for predominantly local industries.

The High Bridge Branch of the CNJ (USRA Line #1107) does not generate a large volume of on-line traffic. It presently serves as a main link for CNJ freight bound to and from the Midwestern and Western sections of the United States. The CNJ, in conjunction with the Erie Lackawanna, operates a daily freight service between Scranton, Pa. and Elizabethport, N.J. These trains enter the High Bridge Branch at High Bridge, and are forwarded to the EL at Lake Junction, near Wharton. In this capacity, the branch handles 35,000 to 40,000 carloads per year.¹ The line is also

¹Pixley, Donald W., for Thatcher Glass Mfg. Co., statement before the Rail Services Planning Office of the Interstate Commerce Commission, Trenton, N.J., March 19, 1975.

valuable to a number of Morris County industries as a means of shipping freight to and from points in Central and South Jersey. Most such freight consists of bulk commodities, such as sand and crushed stone, which is most easily and economically shipped by rail. By forwarding this traffic over the High Bridge Branch, the movement of traffic such as glass sand may be handled by a single rail carrier, the CNJ.

USRA Line #1108, which identifies two segments of the CNJ Southern Division, is the southern portion of the CNJ routing which connects northern New Jersey with the southern half of the state. These segments generate very little traffic on-line; however, they are of particular importance to producers of glass sand in Central and Northern New Jersey. Sand is shipped from points along the Southern Division to several plants located on other CNJ rail lines. Information obtained at the State Rail Plan public meetings indicated that the sand traffic moving on this branch totaled approximately 15,000 carloads in 1974.² The total 1974 traffic on the Southern Division was estimated to be 26,400 carloads. In conjunction with the CNJ Mainline and the High Bridge Branch, this line provides the one-carrier route for traffic commodities traveling between the Vineland, N.J. area and Morris County, N.J. area.

The Morris and Essex Mainline (USRA Line #1201) operation is directed principally towards the provision of suburban passenger

²Rulong, Gordon L., for Pennsylvania Glass Sand Corporation, statement submitted at N.J. State Rail Plan public meeting, Hammonton, N.J., September 19, 1975.

services. Local freight service is also provided; however, overhead traffic is generally routed via the Boonton Line because of the high density of passenger service operating over the Morris and Essex Mainline. This rail line does, however, enable local freight trains to operate between Croxton Yard and points further west of Summit.

The EL Caldwell Branch does not carry significant overhead traffic volumes, generates only a small number of local freight shipments, and no longer carries passenger service. This rail line is important to the Morristown and Erie Railroad, a short line with which the branch connects in Essex Fells. The EL transfers high-and-wide traffic to the M&E over the Caldwell Branch. This traffic cannot be moved over an alternate route, although the Morristown and Erie also connects with the EL at Morristown.

The through traffic characteristics of the branch line segments excluded from the ConRail system have been emphasized by NJDOT to the USRA during the entirety of its planning process. Indications have been presented by the USRA, which imply that ConRail will not find it necessary to operate the nine lines described above as overhead traffic routes. Further, the rail users dependent upon particular through routes and located on rail branch lines included in the final ConRail system, will continue to have comparable service provided via alternative routings.

Table 4.9

OPERATING EFFICIENCY

<u>USRA #</u>	<u>LINE SEGMENT</u>	<u>OPERATING EFFICIENCY RATIO</u>	<u>PRIORITY VALUE</u>
119	Kingston Branch	7.66	1
121	Belvidere-Delaware Br. (Trenton-Lambertville)	Not Available	1
121a	Belvidere-Delaware Br. (Lambertville-Milford)	2.46	3
123/124/124a	Freehold Secondary Track	1.96	6
127/128	Union Transportation Co.	2.82	3
130	Medford Branch	1.13	7
703	Princeton Branch	1.61	6
1102	Newark Bay Bridge	Not Available	1
1103	South Branch	3.12	3
1104	Freehold Branch	2.91	3
1105	New York & Long Branch	0.50	10
1106	Toms River & Barnegat Br.	5.41	1
1107	High Bridge Branch	6.36	1
1108	Southern Division	Not Available	1
1201	Morris & Essex Mainline	3.03	1
1204	Gladstone Br.	1.56	6
1206	Orange Br.	0.41	10
1207	Caldwell Br.	1.34	7
1212	Washington-Phillipsburg Mainline	34.22	1
1800	Pleasantville Secondary	2.27	3
1807	Camden-Atlantic City Line	11.95	1
1808	Ocean City Branch	2.46	3

Efficient Operations

A procedure for analyzing the relative efficiencies of each excluded branch line segment was developed and centered about the following objective:

Maintain existing transportation facilities which efficiently serve the industrial and business communities within the State of New Jersey.

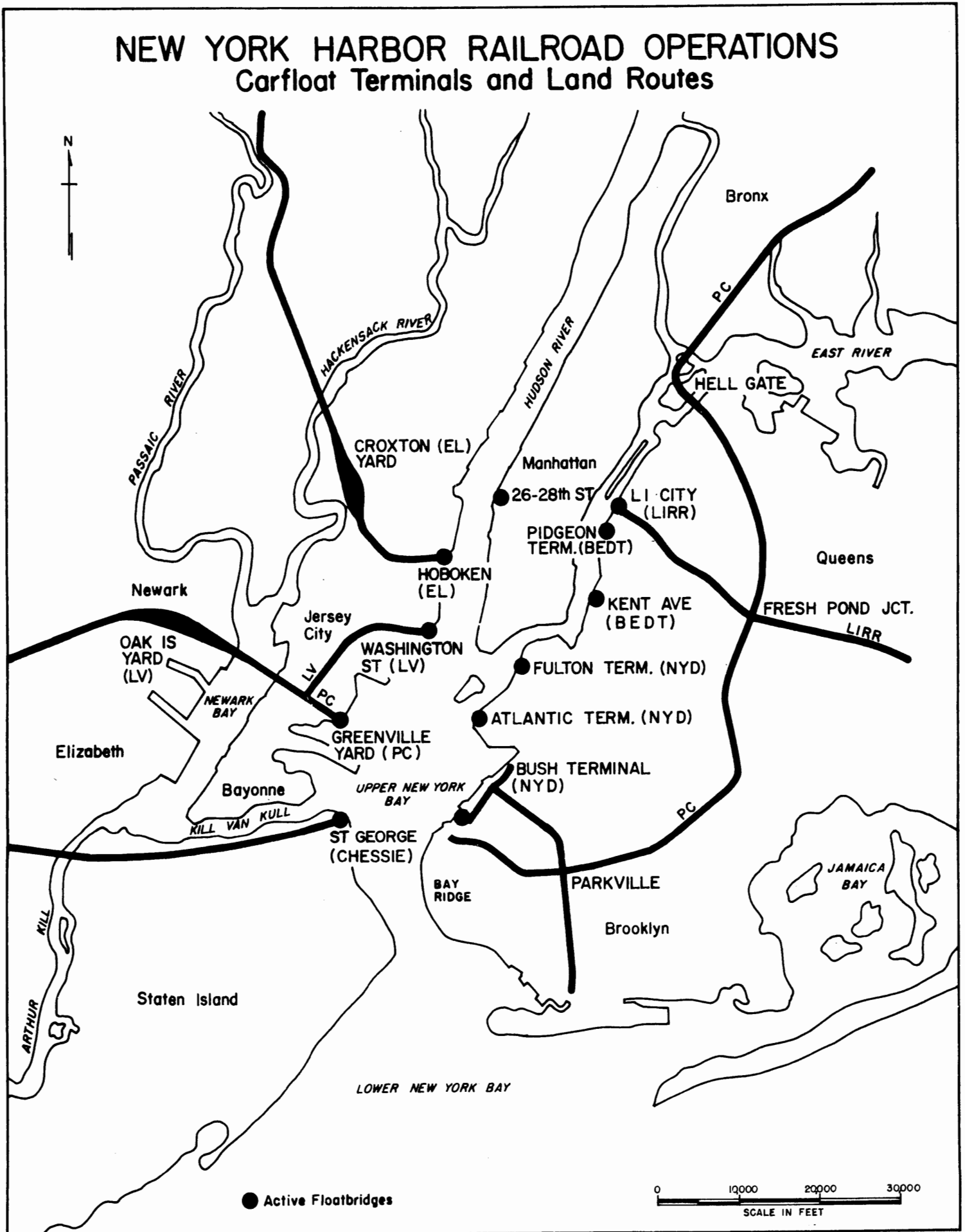
The criteria selected to evaluate the relative efficiencies of each excluded branch line was simply a determination of the "operating ratio" for each individual rail service. This calculation is a basic measure of profitability for any economically oriented enterprise. The ratio represents the cost of operation versus the revenues derived from that operation. Values less than unity indicate a profit, while values greater than unity indicate an overall loss for a particular operation.

The operating ratios and priority ranking developed for each branch line are indicated in Table 4.9.

TERMINALS

In May 1975, several major public agencies in the New York-New Jersey Metropolitan Area submitted a joint report to the United States Railway Association (USRA) to assist them in dealing with the complex problem of New York Harbor carfloat operations (see Fig. 4.2) in their development of the Final System

FIGURE 4.2



Plan (FSP). Participating in this effort were: New York DOT, New Jersey DOT, City of New York, Tri-State Regional Planning Commission and the Port Authority of New York and New Jersey. The report grew out of the serious concern of these agencies with the inadequate treatment of New York Harbor marine operations in the USRA Preliminary System Plan (PSP).

The recommendations set forth in that report were only partially dealt with by USRA in the FSP. The key issues remaining on this are reiterated below:

All future harbor carfloat operations should be handled by agreements between the private and solvent Brooklyn Terminal Railroads and the restructured trunk-line railroads.

Floatbridge and supporting yard facilities now in New Jersey should be consolidated at Greenville in Jersey City and be operated by ConRail or jointly by ConRail and Chessie under the Final System Plan. The physical facilities should be rehabilitated with Federal funds under the Rail Reorganization Act (RRRA).

The Bay Ridge line in Brooklyn should be rehabilitated under the Act for direct overland service to the Brooklyn waterfront for traffic to be handled by New York Dock Railway to and from the north.

Existing agreements on rates and divisions between the Brooklyn Terminal Railroads and the restructured trunkline carriers should be preserved as specified in the Act.

Provision should be made for preserving the float-bridge facilities of the Long Island Railroad in Long Island City.

The New Jersey Department of Transportation does not intend to advocate the continuation of impractical, duplicative and costly rail services by ConRail. It agrees with USRA that these marine operations should be consolidated at Greenville with the actual floating to be performed by the contract carriers. However, NJDOT believes that USRA's conclusions on how this is to be accomplished are erroneous, and that this comes about because of USRA's rather arbitrary designation of these services as "light density lines."

These marine operations cannot be viewed as "light density lines" when in 1973 they moved 48,000 cars or nearly 2,000,000 tons of freight. These operations are essentially interline rail connections, which cannot be accomplished at less cost by any other routing, and as such are, by chance of geography, a water link in the regional rail system and must be treated as such.

In addition, there is the crucial matter of competition, a basic objective of the Act and of the Final System Plan. USRA has recommended trackage rights to Greenville for the Chessie for access to the east side of the harbor from the south and southwest. From the north and west, ConRail will have access to east of the Hudson River via Selkirk or the Poughkeepsie Bridge. Chessie will not. Thus, clearly, if there is to be effective competition, Chessie must have trackage rights to and from ConRail's Greenville facility, and an ability to interchange its cars with the Brooklyn Terminal Railroad providing the floating services. With the Greenville Yard designated to ConRail, and with trackage rights to Chessie, in order to provide meaningful competition to the east side of New York Harbor this service cannot be viewed in the "light density" context.

NJDOT will work constructively with ConRail and other involved agencies in assuring an efficient and upgraded marine operation. However, not viewing these services as "light density" NJDOT will seek, with others, to have the Greenville facilities upgraded at ConRail's expense as mandated in RRRA. NJDOT will also seek, with others, to maintain rate parity in the Port as essential to its economic well-being, as has been traditionally recognized by the Interstate Commerce Commission and the Courts.

LABOR

The labor topic listed under the operational analysis heading was not investigated in any comprehensive manner. The labor analysis is within the purview of the organization of ConRail and the efficient operation of that entity.

PASSENGER OPERATIONS

The analysis for passenger operations was centered around the following objective:

Maintain and create passenger transport systems which optimize economic, environmental, comfort and convenience considerations.

The technical analysis procedures which relate to passenger services were directed entirely towards evaluating those rail segments which are not to be included in the ConRail system. Additional investigations and analyses were conducted as to the impact on New Jersey passenger services which presently operate over rail segments which are to be included in the ConRail system.

In order to describe the total situation and the related impacts on rail passenger services in New Jersey, this section will be divided into three sub-sections. The first sub-section will be concerned with all passenger services presently operating in the state. The second sub-section will describe the impact of the ConRail reorganization on the existing passenger services. The third and final sub-section will describe the methodology used for evaluating the potential for rail passenger services on the segments to be excluded from the ConRail system. (Figure 4.3 depicts the existing passenger services operated in New Jersey.)

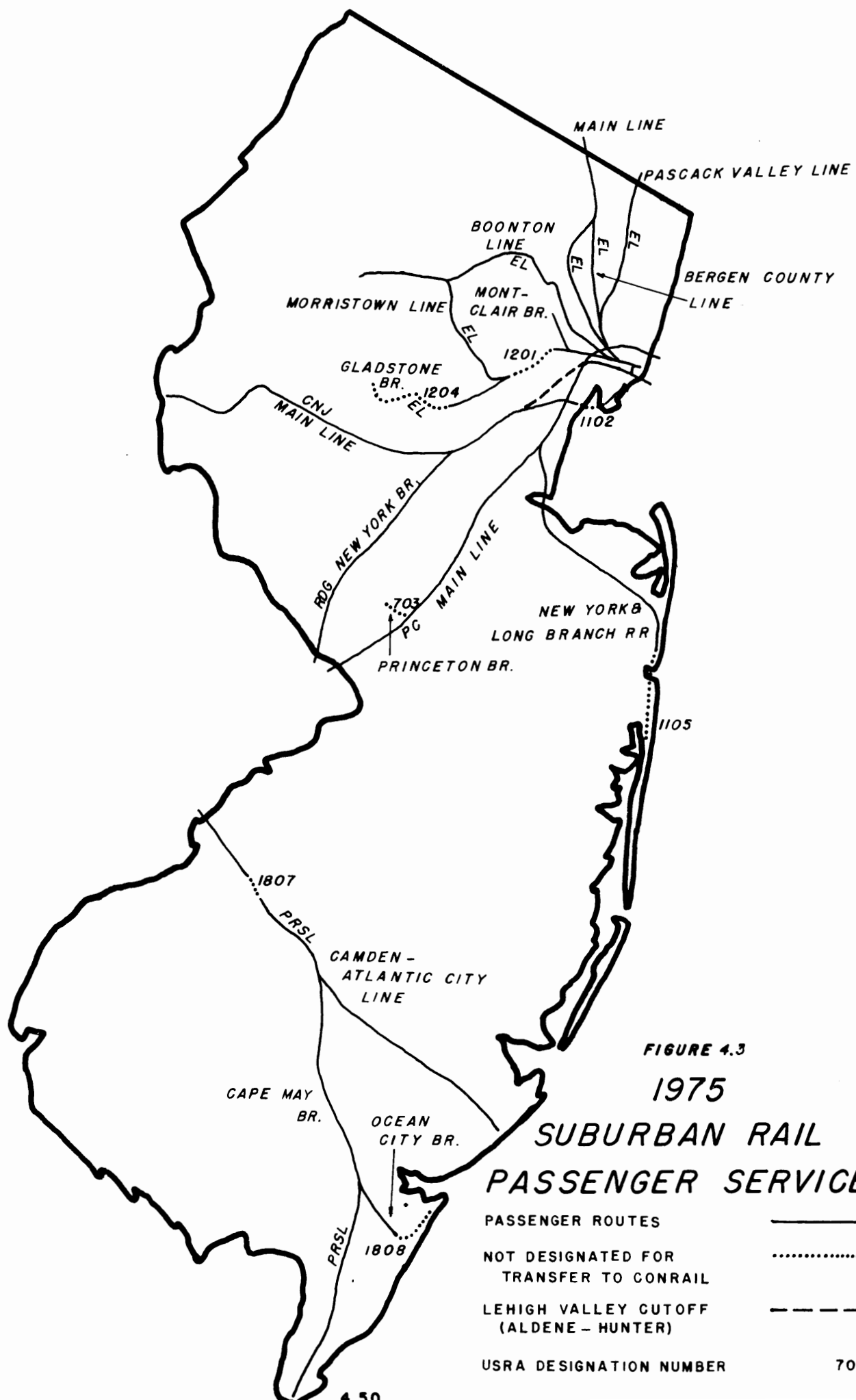


FIGURE 4.3

1975 SUBURBAN RAIL PASSENGER SERVICE

PASSENGER ROUTES

NOT DESIGNATED FOR
TRANSFER TO CONRAIL

LEHIGH VALLEY CUTOFF
(ALDENE - HUNTER)

USRA DESIGNATION NUMBER

703

EXISTING RAIL SYSTEMS

Erie Lackawanna Service

Erie Lackawanna (EL) provides rail commuter service between communities in Bergen, Passaic, Essex, Morris and Somerset Counties and Hoboken, New Jersey, where passengers make connections with the Port Authority's Port Authority Trans-Hudson Corporation (PATH) for destinations in midtown and downtown Manhattan. The passenger facilities surrounding the Hoboken Terminal comprise USRA Designation ID #6801. Communities in Essex, Morris and Somerset Counties are also provided with service to Newark. At present, no EL rail commuter service provides direct rail access to midtown Manhattan.

This EL service is divided into the diesel powered service serving Bergen, Passaic, Essex and Morris Counties and the electrified service serving Essex, Union, Morris and Somerset Counties. The diesel service is provided over three lines: the Pascack Valley Line, serving eastern Bergen County; the Main Line-Bergen County Line, serving western Bergen County and Passaic County; and the Boonton Line, serving Morris, Passaic and Essex Counties. The electrified service is provided over the Morristown Line, serving Morris and Essex Counties; and its connecting lines, the Montclair Branch, serving Essex County and the Gladstone Branch, serving Somerset County. The Morristown Line includes USRA line segment #1201 between Summit and Orange; the Gladstone Branch includes USRA line segment #1204 between Millington and Gladstone.

The following table indicates the number of trains per week-day, and the number of passengers carried in 1974, for each segment of the EL commuter service:

<u>Erie Lackawanna</u>	<u>Trains per Weekday</u>	<u>East</u>	<u>West</u>
Pascack Valley Line	12	3,570	3,184
Main Line-Bergen Co.	65	8,555	8,573
Boonton Line	25	3,230	3,281
Morristown Line, including Montclair and Gladstone Branches	<u>162</u>	<u>20,135</u>	<u>20,503</u>
TOTAL	264	35,490	35,541

Central Railroad of New Jersey Service

Central Railroad of New Jersey (CNJ) commuter service operates over the Main Line between Phillipsburg and Newark Penn Station, via the Lehigh Valley and Penn Central Railroads between Cranford and Newark. This operation is pursuant to 1964 trackage rights agreements with the Lehigh Valley and the Penn Central. CNJ passenger trains serve communities in Warren, Hunterdon, Somerset and Union Counties. At Newark, passengers can make connections to midtown Manhattan via PC Main Line service and PATH, and via PATH to downtown Manhattan. This service utilizes a key segment of Lehigh Valley double track railroad between the Aldene connection of Cranford and the Lehigh's connection with the PC Main Line in Newark (Hunter). A shuttle operates on the CNJ's Main Line between Bayonne, in Hudson County, through Elizabeth, to Cranford, in Union County. This shuttle service traverses Newark Bay over the CNJ's Newark Bay Bridge, USRA Line Segment #1102.

CNJ also operates rail commuter service over the New York and Long Branch Railroad (NY&LB), a joint venture owned by CNJ and PC, from North Jersey Coast communities in Ocean County, through Monmouth, Middlesex and Union Counties, to Newark Penn Station. There, passengers may also make PC Main Line and PATH connections to midtown and downtown Manhattan. The NY&LB includes USRA Line Segment #1105 between Asbury Park and Bay Head. In addition to trackage of the NY&LB, the North Jersey Coast service is operated over a short piece of CNJ trackage north of the Raritan River, and, pursuant to trackage rights agreements, over the PC's Perth Amboy and Woodbridge Branch and the PC Main Line between Rahway and Newark Penn Station.

The total number of trains per weekday, and passengers carried in 1974 by the CNJ, are as follows:

<u>CNJ</u>	<u>Trains per Weekday</u>	<u>East</u>	<u>West</u>
Main Line (including Bayonne Shuttle)	62 (plus 41)	7,474	7,350
New York & Long Branch	<u>14</u>	<u>3,695</u>	<u>4,121</u>
TOTAL	117	11,169	11,471

Penn Central Service

Penn Central (PC) provides a rail commuter service over its Main Line, a portion of the Northeast Corridor, from Trenton, in Mercer County, through Middlesex, Union and Essex Counties, to New York's Penn Station. This service includes stops at Princeton Junction, New Brunswick, Metuchen, Elizabeth and Newark. Service

also originates at the Jersey Avenue Park-and-Ride, south of New Brunswick. The branch line between Princeton and Princeton Junction, USRA Line Segment #703, is used to bring passengers to the commuter and AMTRAK intercity service on the Main Line. Additional commuter trains to Newark and Manhattan are operated from South Amboy, in Middlesex County, to Manhattan, over the Perth Amboy & Woodbridge Branch and the Main Line east of Rahway. PC also provides rail commuter service, for the North Jersey Coast, supplementary to that provided by the CNJ. The PC's service provides direct access to New York's Penn Station.

The following shows the total number of trains per weekday, and the number of passengers carried in 1974, for each PC service:

<u>PC</u>	<u>Trains per Weekday</u>	<u>East</u>	<u>West</u>
Main Line	83	21,488	20,317
South Amboy	20	1,094	908
North Jersey Coast	<u>20</u>	<u>6,384</u>	<u>6,132</u>
TOTAL	123	28,966	27,357

Pennsylvania-Reading Seashore Lines Service

Pennsylvania-Reading Seashore Lines (PRSL) rail commuter service operates between communities in Atlantic and Cape May Counties and Lindenwold, where connecting trains are available on the Lindenwold High Speed Line, operated by the Delaware River Port Authority's Port Authority Transit Corporation, for travel to Camden and Philadelphia. PRSL service is operated over USRA Line Segment #1808, between Ocean City and Palermo, and USRA Line Segment #1807, between Lucaston and Lindenwold.

This service consists of the following number of trains per weekday: Atlantic City line, 6; Cape May line, 2. The number of passengers carried per weekday in 1974 approximates 300 in each direction.

Joint Reading-CNJ Service

The Reading Company (Reading) provides rail commuter service from Philadelphia and West Trenton, through Mercer and Somerset Counties, thence to Newark Penn Station. Reading operates this service without any financial assistance contract with the COA. The service consists of two trains in each direction, on weekdays only, and carries approximately 370 passengers per day in each direction. The service operates over Reading tracks from its origin to Bound Brook, where, pursuant to a trackage rights and cost sharing agreement with the CNJ, the service proceeds to Cranford and thence, pursuant to trackage rights agreements with the Lehigh Valley and PC, to its terminus, Newark Penn Station. Passengers then may make PC Main Line or PATH connections to midtown or downtown Manhattan. This service utilizes, as does the CNJ, a key segment of double track railroad between Cranford (Aldene) and a connection with the PC Main Line in Newark. This segment is owned by the Lehigh Valley Railroad Company.

RAIL PASSENGER SERVICE IMPACTS OF CONRAIL

In testimony before the House Subcommittee on Transportation and Commerce, on September 9, 1975, USRA Board Chairman, Arthur Lewis, forcefully stated that unless passenger service contracts are straightened out within six months, ConRail would move to discontinue these services. He said that, otherwise, passenger service would prove to be "an enormous drain on ConRail." Moreover, Chairman Lewis specifically asked the House Subcommittee to include in its report on the FSP a specific recommendation approving the cost sharing "principles" enunciated in the FSP. These statements underscore the FSP's recommendation that the shifting of substantial costs from ConRail to the commuter authorities must be implemented if the FSP's forecasts of financial viability for ConRail are to be fulfilled. The ICC report on the FSP pointedly observes that FSP pro forma financial forecasts for ConRail show a marked increase, in constant dollars, in anticipated receipts from passenger revenues and subsidies, from 1973 to 1976. The report observes that the commuter authorities and the taxpayers are to be required to support this aspect of ConRail's financial well-being.¹

To implement this substantial shift of costs, the FSP recommends a maximum bargaining posture for ConRail within the confines of its statutory "obligation" to continue to provide existing commuter services over lines which are required for

¹Evaluation of the U.S. Railway Association's Final System Plan, Interstate Commerce Commission, p. 35.

freight service (FSP, p. 45). The FSP recommends that ConRail negotiate a new operating agreement with agencies, such as the Commuter Operating Agency (COA), in accordance with the FSP's model and cost sharing "principles" relative to the PC, CNJ, PRSL and Reading operations. The FSP further states that these negotiations must be completed prior to conveyance, if these commuter rail services are not to be threatened with discontinuance proceedings.

The provisions of the model agreement proposed in the FSP are that the commuter authorities will pay basically the net avoidable costs of providing commuter passenger service. (FSP p. 45, ftn. 3). Presently, the majority of COA operating assistance funds for commuter rail operations in New Jersey are now paid on this basis. It should be noted, however, that the COA net avoidable cost determinations do not include consideration of "estimated charges for freight train delay attributable to passenger service." This factor is included in the USRA model agreement, notwithstanding the FSP's cost sharing "principle" that passenger service should have priority over freight operations. No formula or mechanism for qualifying freight train delay is presented.

Beyond the model agreement, the FSP implies implementation of the "principle" that the dominant user of a facility should own it and bear all costs of maintaining and operating the facility, except those which could be avoided if the minority user were not present. (FSP pp. 40-41). In other words, where

passenger service is dominant, freight service rather than passenger service is treated as avoidable and pays avoidable costs, while passenger service bears the base costs of the facility. For example, on a double track railroad in which one track is required for freight service but two for passenger service, the passenger service would now be charged for the maintenance and ownership costs for two tracks instead of one. This reversal of cost allocation would be repeated many times throughout the railroad cost accounting process.

USRA does not specify the means by which the dominant user should be determined. Depending on the measures chosen, passenger service could be considered to be the dominant service in suburban New Jersey for most, if not all, operations on the EL, CNJ Main Line, PC Main Line, NY&LB and PRSL. In this connection, NJDOT anticipates that ConRail will move to terminate the October 11, 1967 COA-EL agreement by June 30, 1977, because it is based upon the principle that commuter service is avoidable. In light of ConRail's substantial bargaining power and announced determination to succeed financially by shifting costs to the commuter authorities, NJDOT is gravely concerned about leaving the determination of these measures to the bargaining process.

Most significantly, were all New Jersey suburban passenger services deemed the "dominant user", by July 1, 1977, the fiscal year impact upon operating assistance costs would be severe. Under this "principle", maintenance and operating

costs, and return on investment paid by the COA for commuter rail operations, would increase by more than \$8 million for a year at 1974 cost levels. Using the USRA table of inflation factors (FSP, pg. 84), at 1977 cost levels, the added annual burden to New Jersey from imposition of the "dominant user principle" will be about \$11 million, or about 35 percent higher. This represents a 20 percent increase above the COA's current \$55 million assistance levels for commuter rail service in New Jersey. In all equity, should the FSP passenger service recommendations be implemented, the federal government should provide impact funds to the authorities for several years to enable them to adjust their budgets to meet new costs attributable to such implementation.

Another concern centers upon FSP policy that ConRail's freight operations should not be expected to bear the costs of eliminating freight interference with passenger operations on the Northeast Corridor. (FSP, p. 60). One can only infer that AMTRAK and the commuter agencies which use the Corridor are to bear those costs. At this time, NJDOT does not know the total costs involved in the freight by-pass, how much of these costs might be attributed to the Trenton-Newark Corridor segment, and what pass-through policy AMTRAK will adopt.

Still a further concern to New Jersey is the potential ripple effect of the passenger dominant theory upon general corporate costs. If passenger service is dominant for a given line in ConRail, what effect, if any, does that have upon the portion of ConRail general corporate costs to be assigned to

the service? Will ConRail executive office, legal staff, accounting, real estate, and other general office expenses be analyzed on a net passenger avoidable cost basis or on some other basis? The answers to these questions also carry heavy dollar ramifications, but the FSP is silent in this regard.

FSP recommendations that nine rail properties used in New Jersey commuter rail service not be designated for transfer to ConRail may also create additional fiscal demands on New Jersey's mass transportation capital funds, which are in short supply at this moment. NJDOT may find it to its advantage to purchase these lines in order to continue, in the most efficient manner, the present commuter rail operations. The net liquidation value assigned by the FSP to these properties is approximately \$7.3 million. It should be noted that this \$7.3 million is applicable only to purchases made pursuant to designations to ConRail in the FSP of an option to purchase these properties for conveyance to NJDOT. This procedure may, however, not be available to NJDOT. This could be most unfortunate since the estates have announced that they value these properties at five to ten times higher than USRA has. USRA officials have informed NJDOT that in any purchase made pursuant to this option-and-transfer mechanism ConRail would require the state to indemnify it for any deficiency judgment entered against it by the Special Court, as a result of a finding of insufficient value assigned to the purchased commuter rail property. Such a contractual requirement would disable

NJDOT from using this mechanism because no public official in the State may enter into an agreement with an unliquidated contingent liability for which a sufficient reserve appropriation cannot be established.

An additional financial burden could be levied upon New Jersey as a result of the FSP recommendations concerning increased freight traffic on the Lehigh Valley Railroad between Aldene and Hunter ("Aldene Connection"). Presently at issue between the NJDOT and Federal agencies, is the need for construction of a third track to provide capacity for the projected volumes of rail traffic. Estimates of cost for such a project equal approximately \$60 million.

In summary then, the FSP's recommendations could impose a severe burden on the financial assistance program supporting New Jersey's commuter passenger service. Included in this burden would be the following major components:

Charges for freight train delay attributable to passenger service. The impact, as yet, has not been quantified. Methodology for estimating these costs will have to be developed through analysis and negotiation.

Facility maintenance and operations costs and return on investment in situations where passenger service is identified as dominant. The estimated added annual dollar impact on New Jersey in 1977, at 1977 level costs, is approximately \$11 million. This result is, in fact, discriminatory to commuter rail service.

Not only will freight service not "cross-subsidize" passenger service but passenger service will be making a financial contribution to freight service over and above the net maintenance, operating and ownership savings which could be realized if the service were not continued.

General corporate overhead costs. The fiscal impact will depend on how this category of costs is treated in situations where passenger service is dominant. The potential added cost exposure for New Jersey is severe.

Purchase or lease of passenger carrying lines excluded from ConRail. The estimated dollar impact on New Jersey is \$1.2 million if these lines are purchased from ConRail; if, as may be necessary, these properties are purchased directly from the estates, the purchase price could be considerably higher.

Cost of easing capacity constraint on Lehigh Valley. The estimated cost of building a third track between Aldene and Newark on the Lehigh Valley to accommodate existing commuter and diverted freight traffic is \$60 million.

EVALUATING POTENTIAL RAIL PASSENGER SERVICE

Major impacts of the implementation of the ConRail system to the existing rail passenger services have been described in the preceding sub-section. The impacts of the ConRail System on future rail passenger systems within New Jersey formed the

basis for the following analyses, to be performed on the rail segments to be excluded from the ConRail system.

Figure 4.3 indicates the existing rail passenger services in New Jersey. In addition, those existing rail passenger segments which will not be transferred to ConRail are also indicated, along with the USRA segment identification number.

The analysis developed for the evaluation of the potential for institution of rail passenger service was applied to fifteen of the total twenty-two rail segments excluded from the ConRail system. The remaining seven rail segments, presently provide rail passenger service. These seven segments, in terms of passenger rail potential, have been assigned a maximum value within the valuation scale.

It should be pointed out that the valuation scale is not, and was not intended to be, an indicator of passenger rail efficiency. That is, an assignment of maximum valuation should not be interpreted to indicate an effective rail passenger service. The indicator serves only to identify the extent to which certain characteristics indicative of rail passenger services are present and can be associated with each of the non-ConRail rail segments.

The remaining fifteen rail segments not to be included in the ConRail system were then subject to a two step analysis procedure which will be described below.

Preliminary Screening

At one time, many of the rail lines in New Jersey provided passenger services. These services have been steadily cut

back over the years, until today, only a select few remain. 1950 appears to have been the last break-even year for rail passenger service in general. Figure 4.4 shows the service in New Jersey in that year. It has been assumed that institution of passenger service is unlikely on those lines which provided passenger service only before the year 1950, or which never provided passenger service. Cities and towns were often developed around the railroads which interconnected them. If a railroad was built for passenger service, it came equipped with station buildings and appurtenances applicable to that service; but more importantly, these attributes were located in the appropriate part of the community. Typically, lines having abandoned service before 1950 have undergone such a drastic shift in the character of the area served, that they would be of little use for passenger service today. Structures associated with passenger service would be long gone from the scene. Lines abandoning service, after 1950, are also likely to have lost their structures and appurtenances. They are, however, more likely to have abandoned service due to economic and social changes, rather than a shift in the total travel demand.

In order to introduce an economic restraint on the potential for instituting rail passenger service, the condition and number of signalized grade crossings were inventoried and evaluated.

Due to the generally higher speeds required for passenger service (as opposed to freight service), it was assumed that automatic grade crossing protection would be required for all crossing situations. It was further developed that a requirement

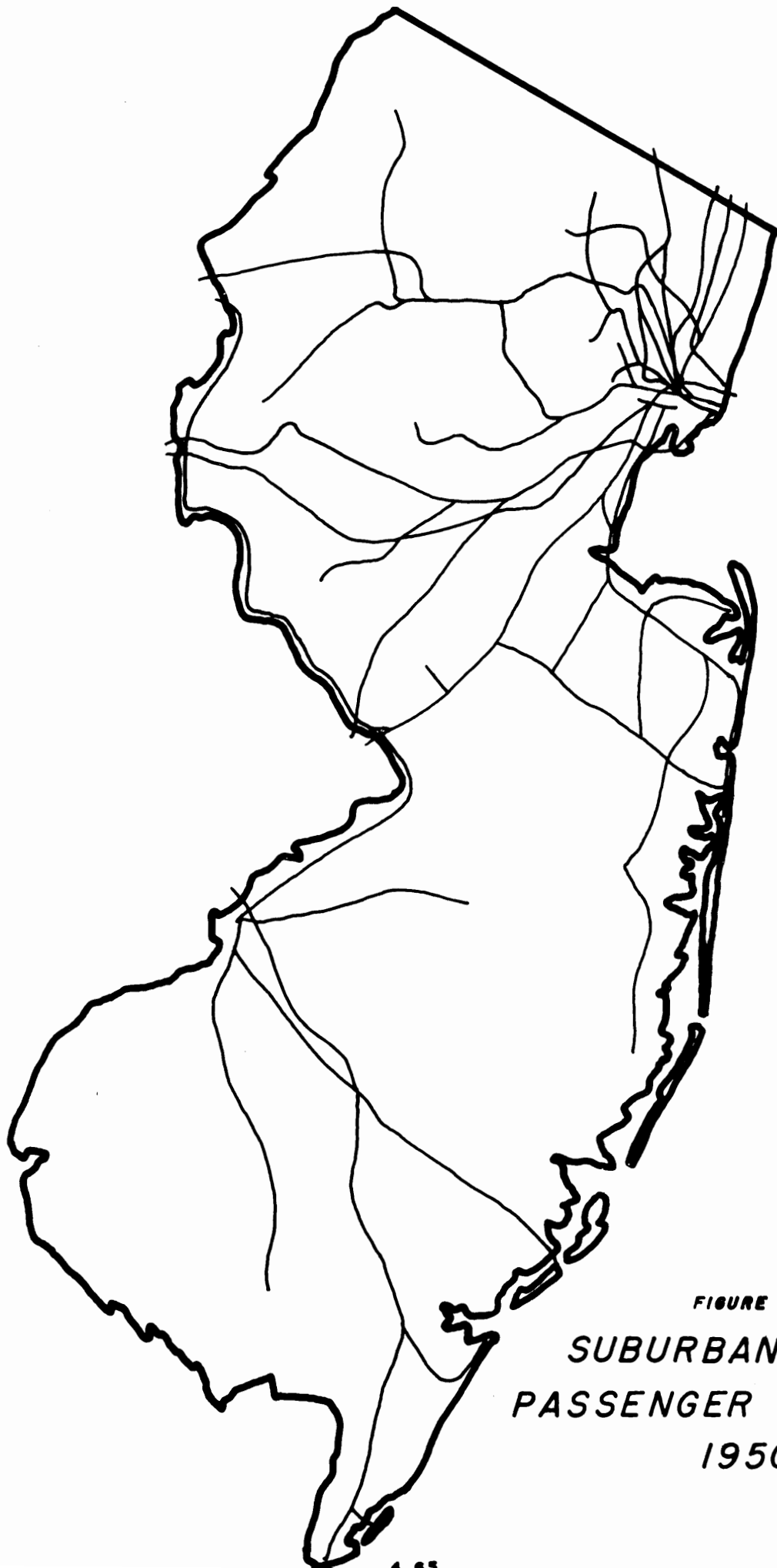


FIGURE 4.4
SUBURBAN RAIL
PASSENGER SERVICE
1950

for installation of an average of more than one grade crossing system per mile would not compare favorably with alternative transit options (e.g., bus service).

Application of the two above described "rules of thumb" yielded ten rail segments which were deemed as having minimal potential for future rail passenger service.

After application of the preliminary screening, additional investigations were made for each of the ten segments. These investigations resulted in the Orange Branch being categorized as a possible exception and consequently subject to further analysis. Minimum values were consequently assigned to nine rail segments.

Passenger Rail Potential

Six rail segments were subject to the detailed analysis of defining potential for rail passenger service. The analysis procedures which were developed were centered about an identification of existing parallel bus routes. The assumption was made that if sufficient demand presently existed on parallel bus routes, then this patronage could be diverted to a more efficient and comparably priced rail service.

Detailed field surveys were conducted to determine the exact number of existing grade crossings, station building, ties, rail, etc., that would be required to provide an experimental level of service. This service was defined as the minimum number of reasonably sized trains (6-10 cars) needed to accommodate 100 percent replacement of the line haul portion of the paralleling bus route patronage.

Growth potential for the proposed rail services were projected, using historical bus patronage data. Annual revenues derived from each proposed service were based on these patronage projections, and on a fare structure which increased in direct proportion to the increase in labor costs required for the operation of the same service.

Costs were developed in each of two basic categories required for providing rail passenger service. Capital costs were developed for cross ties, switch and bridge ties, rail, grade crossing protection systems and station requirements. In addition, historic costs of equipment purchases were researched and projected to current levels.

Operating costs for conducting the proposed rail services were derived from the United States Department of Transportation (USDOT) report, Characteristics of Urban Transportation Systems (CUTS). The average per car-mile costs were quoted, and then projected to current price levels. Results of these cost projections are shown in Table 4.10.

Considering the projected revenues, projected costs, amortization rates, and service requirements, each rail segment was evaluated according to the profit or loss which would be generated by implementation of service. The six lines analyzed and the projected losses are summarized in Table 4.11.

Table 4.10

CAPITAL COST PROJECTIONS

<u>ITEM</u>	<u>1974 ACTUAL</u>	<u>1980²</u>	<u>1985²</u>
1. Treated Crossties (new)	\$10.97 ³	\$16.	\$21.
2. Switch and Bridge Ties	\$255.47 ³	\$437.	\$558.
3. 127 lb. Relay Rail @111.76 tons/mile	\$60.01/ton ³ \$6,706.72/mile	\$11,382.	\$14,571.
4. Electrified Grade Xing	\$30,000.4	\$44,882.	\$54,796.
5. Elec. Xing with gates	\$40,000.4	\$59,842.	\$73,061.
6. Basic Station Building and appurtenances	\$55,000.4	\$82,283.	\$100,459.

OPERATING COST PROJECTIONS

<u>RAILROAD</u>	<u>1974 est.</u>	<u>1980²</u>	<u>1985²</u>
1. Central Railroad of N.J.	\$1.55/car-mile ¹	\$2.66	\$3.60
2. Penn Central	\$2.58 ³	\$4.44	\$6.00
3. Erie Lackawanna	\$1.94 ¹	\$3.34	\$4.51

ROLLING STOCK COSTS

<u>ITEM</u>	<u>c.1967 actual¹</u>	<u>1974²</u>	<u>1980²</u>	<u>1985²</u>
1. Push-pull cars w/cab	\$200,000.	\$522,600.	\$819,200.	\$1,004,000.
2. Push-pull cars w/o cab	\$170,000.	\$444,210.	\$696,320.	\$853,400.
3. Locomotive	\$400,000. (est)	\$636,000.	\$1,103,200.	\$1,431,600.
4. Rail Diesel Car (RDC)	\$220,000.	\$574,860.	\$901,120.	\$1,104,400.

¹Characteristics of Urban Transportation Systems, USDOT Report #DOT-UT-20019, May, 1974.

²An Economic Model of the Railroad Industry, Chase Econometrics Associates, Inc., Dec., 1974.

³Penn Central Transportation Company, Rail Form R-1, ICC 1974.

⁴System Averages, NJDOT

Table 4.11

Profitability of Proposed Rail Passenger
Services

<u>Rail Segment</u>	<u>Profit (Loss) Per Passenger Trip</u>		
	<u>1974</u>	<u>1980</u>	<u>1985</u>
Belvidere-Delaware Br. (USRA Segments #121 & #121a)	(\$2.60)	(\$4.15)	(\$5.21)
Freehold Service via Farmingdale (USRA Segments #123/ 124/124a and #1104)	\$2.62	\$4.48	\$6.07
Orange Branch (USRA Segment #1206)	(\$0.07)	\$0.15	\$0.34
Caldwell Branch (USRA Segment #1207)	\$0.21	\$0.39	\$0.58

Results

The various determinations developed as part of the rail passenger potential are shown in Table 4.12. The values shown under the heading of "Priority Value" indicate the relative importance that each of the non-ConRail rail segments maintains as compared to a statewide rail passenger network.

Table 4.12

RAIL PASSENGER POTENTIAL ANALYSIS

<u>USRA #</u>	<u>LINE SEGMENT</u>	<u>EXISTING PASS. SERV.</u>	<u>ELIMINATION ON PREL. SCREEN.</u>	<u>POTENTIAL SUBSIDY PASS. SERV.</u>	<u>POTENTIAL PROFIT PASS. SERVICE</u>	<u>PRIORITY VALUE</u>
119	Kingston Branch		x			1
121	Belvidere-Delaware Br. (Trenton-Lambertville)			x		4
121a	Belvidere-Delaware Br. (Lambertville-Milford)			x		4
23/124/124a	Freehold Secondary Track				x	7
127/128	Union Transportation Co.		x			1
130	Medford Branch		x			1
703	Princeton Branch	x				10
1102	Newark Bay Bridge	x				10
1103	South Branch		x			1
1104	Freehold Branch				x	7
1105	New York & Long Branch	x				10
1106	Toms River & Barnegat Br.		x			1
1107	High Bridge Branch		x			1
1108	Southern Division		x			1
1201	Morris & Essex Mainline	x				10
1204	Gladstone Br.	x				10
1206	Orange Br.				x	7
1207	Caldwell Br.				x	7
1212	Washington-Phillipsburg Mainline		x			1
1800	Pleasantville Secondary		x			1
1807	Camden-Atlantic City Line	x				10
1808	Ocean City Branch	x				10

CHAPTER 5

OPERATIONAL ALTERNATIVES

Several analysis procedures have been employed to evaluate various characteristics of each of the rail branch line services not to be included in the ConRail system. Coincident with the development of these evaluations, options for continuing rail freight and passenger services were developed and investigated for each of the subject rail lines.

Several characteristics of the overall environment surrounding continued rail service became the governing factors as to the applicability of specific alternatives to specific rail branch lines. Examples of such governing factors include the fiscal restraints on participating individuals, additional responsibilities assumed by individuals continuing rail services (e.g., maintenance and liability), attitude of owners (usually railroad estates) towards entering into rail continuation agreements, legal complexities (e.g., reversionary rights), etc.

The following section will describe first, the principal advantages and disadvantages of three general alternatives, namely, acquisition, subsidy, and independent operations; and second, ten more specific combinations of the above three alternatives which could be applied to individual segments.

GENERAL ALTERNATIVES

Acquisition - Certain rail lines may be deemed vital to the overall economic welfare of the State, or needed for the strategic

flow of intra-state traffic. In such instances, acquisition may be the most attractive alternative. Presently, there exists no method for reinclusion in ConRail of rail segments which have been excluded from the system by the Final System Plan. Under current provisions of the Act, the Federal 70 percent share of Section 402 subsidies will be provided for a period of two years only. At the end of this time, it appears that Federal participation will end, and any light density line, for which a need is evidenced, will have to be maintained through either state, local or private initiative. Ownership of any specific rail line becomes advantageous in the sense that disposition of particular properties would be more certain following the two-year subsidy period. This advantage would be particularly important for those lines in which the state has a long-range commitment for passenger service.

A second advantage of acquiring a particular rail property relates to the economic value of the properties as compared to the funds required for an annual subsidy payment (including a return on investment on the property value). Several uncertainties arise in developing this comparison due to legal complications concerning property valuations. The USRA has proposed to compensate the various railroad estates for the net liquidation value of their rail properties (i.e., the resale value of those properties less the costs for dismantlement). The estates, however, do not accept this proposal; instead, they insist that their rightful return on investment should be the value of rail

properties as a "going concern". Indeed, a purchaser of a light density rail property under Section 206 (c)(1)(D) of the Regional Rail Reorganization Act, while having acquired the property for its net liquidation value, may be subject to a deficiency judgement in the event of a court decision favoring the going concern concept. Such a decision could substantially increase the cost of ownership of non-ConRail railroad property.

If the rail segment were to be acquired for continued rail operation, the obligations of a common carrier will then be assumed by the new owner. Under these circumstances, since the branch is controlled by an independent common carrier, Federal and state regulations are again put into effect. The new carrier must comply with local and state laws regarding establishment of a business entity, and a certificate of public necessity and convenience must be obtained from the Interstate Commerce Commission (ICC). Once classified as a common carrier, the new owner will be subject to stringent regulations imposed on the industry by the government. This will be especially true for an establishment which operates independently of ConRail. Not only must it adhere to the letter of the law as it enters the railroad business, but it must also follow an equally complex procedure to discontinue operation, that should become necessary. It may be assumed that any firm operating as a common carrier would be subject to the full abandonment proceedings dictated by the ICC. It thus would be necessary to establish that the cost of maintaining rail service would outweigh the

public benefit derived from a line's operation, and a certificate stating thus would have to be issued by the ICC.

It could be argued that a line may be acquired for operation as a private (as opposed to common) carrier, thereby avoiding regulations imposed by the ICC on common carriers. Such a concept would allow operation of a line segment for the individual transportation needs of a company or group of companies. A private operation, however, would be prohibited from accepting outside business. In the case of several New Jersey light density lines, the rationale for continued operation is based on the potential for industrial growth in areas served by those lines. This then requires that those lines be available to all new patrons who would wish to locate on them.

An owner of railroad properties must also consider the liabilities involved in the event of injury, accident or disaster. This is inherent in any operation involving large pieces of equipment in motion, and it is especially true for rail lines which are in an unsafe condition due to deteriorated equipment or roadbed. Not only is there a potential for injury to both authorized and unauthorized personnel, but a decayed plant can cause mishaps leading to property damage as well. In the event of derailment of a tank or other bulk car, the severity and expense of damages can be multiplied through spillage, fire, or explosion. The operator of a rail line becomes the responsible party in most situations of this type.

It is, therefore, essential that a branch line be maintained to ensure safe operation. This, in turn, requires an adequate supply of materials, personnel, and equipment necessary to provide proper upkeep. Assuming that materials are readily available, the new owner of rail properties will probably not have the needed equipment and manpower for other than the simplest of maintenance of way tasks. Rehabilitation and maintenance must, therefore, be arranged by way of a contract with a firm engaged in railroad construction work.

Once the investor assumes ownership of a railroad property, local, state and Federal tax policies, regarding income and property, will be brought to bear on the new owner. It should be noted that, if the investment is made by a government body, the rail line becomes public property. In this event, a loss of municipal or state revenue may result as a property is conveyed to public ownership.

Subsidy - The framers of the Regional Rail Reorganization Act recognized the need to ease the impact of branch line abandonment which would result from enactment of the Final System Plan. It was determined, also, that a grace period would be required to accurately assess the economic viability of the individual light density lines. For these reasons, Section 402 of the Act specifies that if it is determined, through state planning processes, that service on a branch line should continue, these services may be subsidized for a two-year period. Seventy percent of this subsidy would be provided by the U.S. Department of Transportation;

the remainder would be supplied by the state in which that particular branch is located. The 30 percent share need not be furnished by the state; rather, these funds could be provided by a local government or private citizen through state sponsorship. For most lines excluded from the ConRail system, a preliminary subsidy was calculated by a USRA analysis. These figures have since been adjusted through calculations made by the Rail Services Planning Office (RSPO) of the ICC.

This subsidy program is useful as a remedy to the branch line problem, in the respect that it is a relatively inexpensive means of providing a reassessment period for unprofitable lines. There are, however, drawbacks inherent in a program of this type. The most outstanding deficiency of the subsidy scheme is its two-year time limit. It has been stated in the previous section that no means exist for reinclusion, in the final system, of rail lines which were eliminated at the outset, whether or not they are proved to be profitable. Therefore, at the end of the subsidy period, the status of such lines would be somewhat less than secure in the absence of subsequent programs. Unless additional sources of funds are generated, the long-term disposition would be either abandonment or some localized operational scheme.

There is a substantial amount of disagreement regarding the proper method of calculating the required subsidies. The original USRA figures account for significantly higher costs, for several aspects of maintenance and operation, than do the

subsequent RSPO calculations. Both methods are likely to involve a certain degree of error since it appears at the present time that there is no definitive measure for all costs incurred in the operation of branch line segments. Significant differences arise in cost estimates partly because of the misallocation of "off branch costs" to specific rail segments.

Inaccurate or otherwise, the RSPO subsidy calculations appear to have gained the widest acceptance by potential subsidizers. Individual railroads, after contact with the NJDOT, have shown a general unwillingness to provide cost information other than that already available. The railroads' wait-and-see strategy has left the NJDOT unable to calculate more accurate subsidy figures. Because of this, the RSPO estimates have been determined to be the best available information.

Some controversy, however, has been generated by the acceptance of the RSPO formula. USRA asserts that RSPO calculated subsidies will provide only minimum compensation for branch line costs. The USRA has officially stated that lines subsidized in this fashion will, therefore, receive a minimum level of service. This would appear to be counterproductive to any effort to revitalize rail service where improved customer relations are of the utmost importance.

In summary, while a subsidization procedure may be the least expensive and most reliable method of continuing rail service, its value as a solution to the problems of light density rail service may be questionable. Some of the program's implications

tend to classify it as a rather short-term solution. Any inclination to apply such an approach should be tempered with the awareness that its use may serve merely to postpone a larger problem.

Independent Operations - The primary distinction between this alternative and the subsidy alternative is the provision for maintaining rail services outside the mandates of the Regional Rail Reorganization Act.

In general, a party desiring rail service would enter into contractual arrangements to obtain trackage rights and to have certain services performed by an operating rail carrier. The trackage rights could be obtained either by acquisition of the rail properties, or by entering into a lease agreement with the particular railroad estate holding title to the property. It should be noted, however, that lease arrangements could very easily be judged not in the best interests of the railroad estates. In this case, lease agreements might be impossible to obtain or prohibitively expensive.

The majority of light density lines in New Jersey, which have been excluded from the final system, will have ConRail as their only interchange connection. In situations where continued service is desirable, and no interest in short line operation has been developed, an operating contract with ConRail would appear to be the most logical alternative. It should again be stated that costs for rail service, other than those generated directly

by branch operation, have been a major contributing factor to the unprofitable designation ascribed to these lines. It follows that a potential operator (e.g., ConRail) will anticipate these costs and will seek a contract which provides ample revenue to compensate for them. Even if insurance, maintenance, and other rail property ownership costs are assumed by the lessor, an operating contract with ConRail or some other carrier may prove to be very costly.

It has been proposed that consideration be given to the creation of a short line operation for several light density rail segments in New Jersey. A short line rail operator is generally considered to be a common carrier by rail and, therefore, subject to the same regulatory agencies as are larger rail operators.

Short line railroading yields a number of advantages. Due to the relatively small scope of the operation, management is usually not far removed from the everyday routine of the railroad. As a result, interaction with customers is frequent and responsive. Service adjustments may be made easily and with little delay since management can be constantly aware of market changes. Also, maintenance and equipment problems can be quickly identified and corrective action taken.

The disadvantages associated with short line operations are usually related to the specifics of each operation. Some generalizations are, however, available for these entities. The small size of short line operations often precludes certain functions

which the larger railroads can perform for themselves. This may be viewed as a drawback since most of these functions are considered essential to railroad operation. Short lines usually must arrange for such tasks to be performed by other outside interests at fair market rates.

Very few short lines are large enough to justify investment in other than the most basic maintenance of way equipment. Therefore, it is necessary to contract a rail construction firm or another larger railroad to perform major maintenance of way tasks. However, some short lines handle traffic of low enough density and weight that track need be maintained only to minimum standards. In this situation, all but the largest of maintenance jobs may be performed by the railroad's employees.

Another task, which is normally beyond the scope of short line operations, is that of motive power maintenance. While routine upkeep may be performed by engine crews, most short lines lack the facilities and skilled manpower to perform a major overhaul or other large task on a locomotive. This, also, must be carried out by an arrangement with a larger railroad, equipped to handle such work.

One of the most crucial issues, involving establishment of a short line on a light density rail segment, is the prospect for financial viability. The New York State Department of Transportation conducted an analysis of the short line approach to operation of the non-FSP lines in which it found that the attractiveness of the idea would be offset in two ways. The first of

these was related to the use of "cross-subsidies," by Class I railroads whereby branch line losses are balanced by revenue derived from more profitable lines. The light density lines excluded from the Final System Plan, once they become separate from their parent companies, will no longer enjoy the benefit of cross-subsidization. The NYSDOT maintains that these lines are of extremely low traffic density and will be difficult to revive under any circumstances.

The second factor involves the division of rates which can be expected to be offered to short lines by ConRail. As mentioned previously, ConRail would probably seek an enormous subsidy to retain light density line operation since they have projected extremely high off-branch or "system" costs. By the same token, this methodology will probably also be used to negotiate a division of rates with any new independent operator. If this is indeed the case, a short line's prospects for profitable operation may be severely diminished.

SPECIFIC OPTIONS FOR RAIL SERVICE CONTINUATION

The following ten service continuation options were developed from the three previously described general alternatives, and were used to meet the individual situations surrounding individual branch lines in New Jersey.

1. State Purchase - Subsidized ConRail Operation

This alternative would provide for acquisition of all fixed properties of the line by the NJDOT. The branch would be operated under subsidy to ConRail. The sole responsibility of ConRail would be to operate the line and supply equipment and crews for freight service. The state would assume the responsibility of rehabilitation and maintenance of right-of-way, track and related facilities.

2. State Purchase - Operation Leased to Connecting Carrier

This option would be similar to Alternative 1, and would involve the same conditions of ownership. However, freight service would be provided by a connecting carrier, other than ConRail, which might be unwilling or unable to purchase the rail properties outright. Such service would be carried out under a lease agreement with the operator.

3. Subsidized Three-Party Agreement (Section 402, RRR Act)

Under the third option, an agreement between the state, the railroad estate, and some operating entity, would be established. The subsidy would be furnished by the state; ownership responsibilities would rest with the estate, which would also arrange an operating contract with ConRail or some other company. Rehabilitation and maintenance costs would be charged to subsidy funds.

4. State-Funded Rehabilitation Grants

The possibility exists that some light density lines are unprofitable mainly because their poor condition, resulting from deferred maintenance, precludes efficient or safe operation. Under this alternative, state-funded rehabilitation grants could be provided to offset most of the deficit projected by USRA. Freight service would then be provided at a safer, more efficient level, either under subsidy to Con-Rail or by lease to another carrier. Normalized maintenance, which could be reduced as a result of rehabilitation, would be the responsibility of the owner. These costs would be covered via the operation subsidy or lease agreement.

5. State Purchase - Lease to Short-Line Operator

This alternative would require the state to purchase a rail line as in Alternatives 1 and 2. In this case, assuming that the line would support the operation of a short line carrier in its entirety, freight service would be carried out by such an operator under a lease agreement. Responsibility for rehabilitation and maintenance of way would rest with the state.

6. Private Purchase - Short-Line Operation

This option provides for the total acquisition of the light density line by a private investor, who would also operate the line as a switching or short-line common carrier. In this case, the rail line would be owned and operated strictly as an independent railroad company.

7. Shippers Associations or Regional Authorities

For rail lines which serve several shippers or are of strategic importance to local, county, or regional development, the option exists for the establishment of a public or semi-public agency to preserve rail service. A coalition of rail users, a development corporation, or a regional authority could be formed, which would acquire and maintain the branch line. Freight service could then be performed via subsidy to ConRail, or by lease to another Class I or short-line carrier. Such a group may also maintain rail service by furnishing the 30 percent share of a Section 402 subsidy through state channels.

8. Railbank for Future Rail Use

In instances where rail service may presently be discontinued, but might be necessary in the foreseeable future, railbanking could preserve the right-of-way intact. The state would purchase the properties of the line primarily to protect the right-of-way from encroachment or fragmentation, in anticipation of need for it at a future date. Maintenance requirements would be minimal, and operation would be unnecessary.

9. Landbank for Alternate Public Use

This option is identical to Alternative 9, with the exception that the right-of-way would be preserved with the expectation that it will be needed for a transportation use other than rail but of statewide importance.

10. No State Initiatives

For those lines where it is felt that abandonment will have little or no statewide impact, or where it appears that the natural chain of events is the most favorable strategy, the state would make no recommendations. Thus, USRA abandonment proceedings would be allowed to take their course, and a solution guided solely by the initiative of local government or private citizens would be encouraged.

CHAPTER 6

RECOMMENDATIONS

The analyses, which have been described previously, culminated in the assignment of priority values to each transportation objective. The values assigned to each local rail service were combined in order to formulate a ranking of all lines. This would indicate the comparative importance of each rail service as it relates to a statewide rail transportation network.

Each local rail service was then individually examined considering, its statewide significance as part of a rail transportation system, its value as part of existing transportation plans, and the operational alternatives available for continuing service. The selection of the most desirable alternative for each rail service included: considerations of State fiscal policy, local rail user desires as expressed throughout the planning process and the most economical option available.

Implementation of the recommended alternatives for each local rail service will require that the parties involved in each alternative: 1) perform value analyses concerning the recommended alternatives; 2) negotiate and execute the necessary legal agreements, and 3) appropriate the necessary funding requirements. It is anticipated that these three requirements will necessitate that modifications be made for the ultimate disposition of each rail segment.

The following sub-sections will describe in detail the areas addressed briefly above.

STATEWIDE RANKING

Phase I of the SRP included a very brief description of the methodology to be employed in ranking the rail lines excluded from the final ConRail rail system. The particular method to be employed was termed a "Cost-Utility Analysis" and, in short, was intended to remedy certain deficiencies found in conventional Cost-Benefit Analysis procedures.

The first step involved in the Cost-Utility approach related to the assignment of relative values to the goals and objectives established for the State Rail Plan. The values which were created for each goal and objective were derived from individual agencies within the State Government and regional planning agencies. Priority values were assigned to the goals and objectives by the following agencies:

New Jersey Department of Transportation

New Jersey Department of Community Affairs

New Jersey Department of the Treasury

New Jersey Department of Labor & Industry

New Jersey Department of Environmental Protection

Tri-State Regional Planning Commission

Delaware Valley Regional Planning Commission

TABLE 6.1

PRIORITY WEIGHTING OF GOALS AND OBJECTIVES

<u>Goals & Objectives</u>	<u>Priority Weights</u>
Goal: Provide transportation systems consonant with the environmental well-being of New Jersey.	
Objective: Minimize the loss of any mode of transport which is more energy efficient than the substitute mode.	16.54
Objective: Minimize the loss of any mode of transport which is less polluting than the substitute mode.	14.96
Goal: Provide transportation systems which satisfy the economic growth demand within the State of New Jersey.	
Objective: Maintain existing transportation facilities which efficiently serve the industrial and business communities within the State of New Jersey.	19.84
Objective: Implement systems of transport which satisfy the economic growth patterns and the resulting transportation requirements within the State of New Jersey.	13.06
Objective: Maintain and create passenger transport systems which optimize economic, environmental, comfort and convenience considerations.	14.96
Goal: Provide alternative modes of transportation wherever possible; giving consideration to the economic equity provided to the entire State population.	
Objective: Provide planning data and processes which satisfy the Federal requirements necessary to receive Federal-aid capital investment monies.	4.85

Goals & ObjectivesPriority Weights

Objective: Invest public monies in transportation facilities which provide for the desires and well-being of the general public.

6.87

Objective: Investigate the existing transportation systems, their operations, and their efficiencies, to determine any deficiencies as compared to a statewide standard for quality service.

9.28

The resultant priority weights for each objective are indicated in Table 6.1. It should be noted that the goal weights are reflected in the objective weights.

An analysis relating to each objective was then performed. These analyses have been described in detail in previous chapters and a summary of these results are indicated in Table 6.2. It should be noted that the last objective, concerned with the identification of deficiencies and establishment of a Statewide standard for service, has been omitted. Attempts were made to develop a uniform criteria for this objective; however, no such criteria were able to be developed.

The final ranking that resulted from the Cost-Utility Analysis is presented in Table 6.3. This table represents the relative significance, attained by each of the non-ConRail branch lines in terms of a Statewide rail system. This ranking reflects only those aspects identified as desirable within the scope of the goals and objectives of the State Rail Plan.

RECOMMENDED ALTERNATIVE FOR CONTINUED RAIL SERVICE

Insofar as investment by the State of New Jersey, the options chosen for continued rail freight services were governed by the following policy:

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

TABLE 6.2

BRANCH LINE PRIORITY VALUES

USRA LINE #	BRANCH LINE	<u>GOALS & OBJECTIVES</u>						PUBLIC WELL- BEING	EVALUATE DEFICIENCIES
		<u>ENERGY</u>	<u>POLLUTION</u>	<u>EFFICIENT SYSTEMS</u>	<u>ECONOMIC GROWTH</u>	<u>PASSENGER TRANSPORT</u>	<u>FEDERAL AID</u>		
119	Kingston Branch	3	2	1	8	1	10	1	
121	Belvidere-Delaware Branch	4	1	1	2	4	10	1	
121a	Belvidere-Delaware Branch	3	2	3	8	4	10	1	
123/124/124a	Freehold Secondary Track	5	2	6	8	7	10	1	N
127/128	Union Transportation Company	4	1	3	1	1	10	1	
130	Medford Branch	4	1	7	1	1	10	1	O
703	Princeton Branch	10	2	6	1	10	10	1	
1102	Newark Bay Bridge	1	1	1	1	10	10	1	T
1103	South Branch	3	1	3	1	1	10	1	
1104	Freehold & Atlantic Highlands Br.	3	1	3	1	7	10	1	
1105	New York & Long Branch Railroad	8	3	10	7	10	10	1	A
1106	Toms River & Barnegat Branch	3	1	1	1	1	10	1	
1107	High Bridge Branch	5	1	1	8	1	10	1	V
1108	Southern Division Main Line	5	1	1	1	1	10	1	
1108	Southern Division Main Line	1	1	1	1	1	10	1	A
1201	Morris & Essex Main Line	10	4	3	1	10	10	1	
1204	Gladstone Branch	3	3	6	1	10	10	1	I
1206	Orange Branch	8	1	10	7	7	10	1	
1207	Caldwell Branch	1	1	7	1	7	10	1	L
1212	Washington - Phillipsburg Line	1	1	1	2	1	10	1	
1800	Pleasantville Secondary Track	4	1	3	2	1	10	1	A
1807	Camden - Atlantic City Main Line	10	1	1	2	10	10	1	
1808	Ocean City Branch	10	1	3	1	10	10	1	B
									L
									E

TABLE 6.3

COMPARATIVE RANKING OF THE VALUE OF SPECIAL
RAIL SERVICES TO THE STATE OF NEW JERSEY

<u>PRIORITY RANKING</u>	<u>USRA ID NUMBER</u>	<u>BRANCH NAME</u>
1	1105	New York & Long Branch Railroad
2	1206	Orange Branch
3	703	Princeton Branch
4	123/124/124a	Freehold Secondary Track
5	1201	Morris & Essex Branch
6	1808	Ocean City Branch
7	1807	Camden - Atlantic City Line
8	1204	Gladstone Branch
9	121a	Belvidere-Delaware Branch
10	1207	Caldwell Branch
11	130	Medford
12	1104	Freehold Branch
13	1107	High Bridge Branch
14	119	Kingston Branch
15	1102	Newark Bay Bridge
16	121	Belvidere-Delaware Branch
17	1800	Pleasantville Secondary
18	127/128	Union Transportation Company
19	1103	South Branch
20	1108	Southern Division Mainline
21	1106	Toms River & Barnegat Branch
22	1212	Washington - Phillipsburg Line
23	1108	Southern Division Mainline

Using this policy as a guideline, recommendations were developed for each rail line excluded from the ConRail system. State participation in the acquisition of rail properties or in the short term subsidy of rail services, was recommended when any of the following conditions were encountered:

1. Rail properties are presently utilized for rail passenger services which are to be continued by the New Jersey Department of Transportation; or
2. Rail properties are part of plans to provide future rail passenger services within the State of New Jersey; or
3. Rail properties are considered necessary to provide for the movement of commodities from region to region within the State of New Jersey.

In no instance were long-term local freight service subsidies to be funded by State appropriations. The implementation of this decision, does not, however, preclude either rail users or local government entities from employing the subsidy provisions mandated under the Regional Rail Reorganization Act of 1973. Acquisition by the State, under the provisions of Section 206 (c)(1)(D) of the Act, was recommended through either of two options: 1) purchase as an ongoing rail operation, or 2) purchase for future use as a rail facility (railbank).

Alternatives which were recommended, but which do not necessarily require the expenditure of State funds include four additional options: 1) formation of a Shippers' association, 2) formation of a transportation authority, 3) creation of a short-line operation, and 4) purchase for future alternative uses (landbank). (Note that the landbank option could involve State funds, other than transportation related funds.)

The alternatives chosen for the immediate disposition of each of the branch lines excluded from ConRail are contained in Table 6.4. The rail lines are listed in the order established by the priority ranking procedures described previously and reflect the recommended operational alternative for each rail segment.

The following synopses are provided for each rail line with estimates of the approximate costs of implementation of the recommended dispositions.

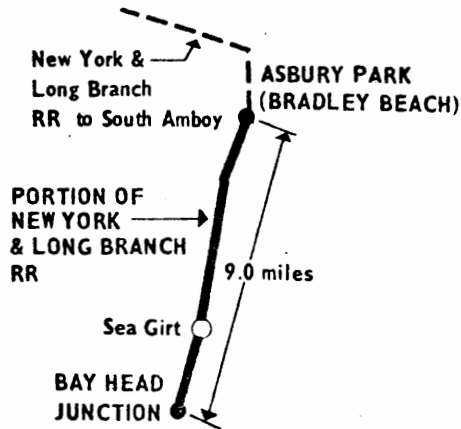
TABLE 6.4

IMMEDIATE DISPOSITIONS
FOR LOCAL RAIL SERVICES

<u>USRA #</u>	<u>BRANCH LINE DESCRIPTION</u>	<u>IMMEDIATE DISPOSITION</u>
1105	New York & Long Branch Railroad	State Purchase
1206	Orange Branch	Shippers Association
703	Princeton Branch	Railbank
123/124/124a	Freehold Secondary Track	State Purchase
1201	Morris & Essex Branch	State Purchase
1808	Ocean City Branch	State Purchase
1807	Camden-Atlantic City Line	State Railbank
1204	Gladstone Branch	State Purchase
121a	Belvidere-Delaware Branch	Shippers Association
1207	Caldwell Branch	Shippers Association
1107	High Bridge Branch	Shippers Association
130	Medford Branch	Shippers Association
119	Kingston Branch	Shippers Association
1104	Freehold & Atlantic Highlands Br.	State Railbank
1102	Newark Bay Bridge	---
121	Belvidere-Delaware Branch	Shippers Association
1800	Pleasantville Secondary	Shippers Association
127/128	Union Transportation Company	Short Line Operation
1103	South Branch	Shippers Association
1108	Southern Division Main Line	State Subsidy
1106	Toms River & Barnegat Branch	Shippers Association
1212	Washington - Phillipsburg Line	Shippers Association
1108	Southern Division Main Line	State Subsidy

PORTION OF NEW YORK & LONG BRANCH RR

USRA Line No. 1105



LINE DESCRIPTION

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

SYNOPSIS OF LINE CONDITIONS

The New York and Long Branch Railroad is an important link in the New Jersey Rail Commuter Service System. Passenger service is provided seven days a week and the one-way weekday passenger volume developed on the entire line is approximately 10,440 riders. The excluded portion generates approximately 17 percent of this total, or 1,758 riders. The State of New Jersey has contributed approximately \$3.7 million for the maintenance of this line in past years on both the excluded and included segments. The entire line is to be upgraded and improved to allow for high quality electrified passenger service to Newark and New York. Freight service on this line generated a total of 378 carloads during 1973, and a 1980 volume of approximately 1,000 carloads is forecast. There is no vacant land adjacent to this line, and no industrial development of the type requiring rail service is indicated. The excluded portion of this

PORTION OF NEW YORK & LONG BRANCH RR

line was designated for conveyance to ConRail in the Final System Plan, to then be sold or leased to the New Jersey Department of Transportation as a rail passenger facility under Section 206 (c) (1) (D) of the Regional Rail Reorganization Act of 1973.

ESTIMATE OF SUBSIDY COSTS

	RSPO Estimate (Mod. III)	Trustees' Estimate**
Est. Revenues	194,120	303,385
Est. Avoidable Costs	181,569	954,160
Return on Investment*	57,516	57,516
Subsidy	44,965	708,921
(* - using USRA valuations)		
Per carload subsidy based on 1973 traffic.	118.96	1,875.45
(** - CNJ only. Penn Central figures not included due to unavailability.)		

ANALYSIS

The excluded portion of the New York and Long Branch RR forms a vital link in the New Jersey rail passenger network. The freight traffic on this line is, by use of RSPO calculations, profitable. The line is in good physical condition and routine maintenance is adequate. While no industrial development is foreseen, traffic growth will occur. Loss of freight service might result in the closing of one business and a loss of employment. Loss of passenger service would force approximately 1,760 daily passengers to alter their transportation patterns.

PORTION OF NEW YORK & LONG BRANCH RR

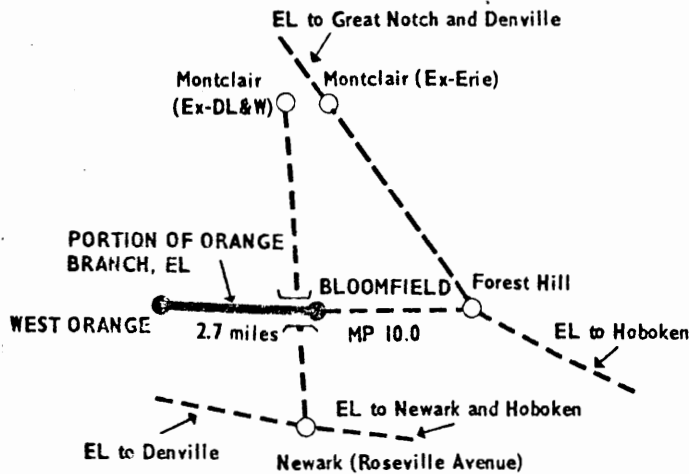
RECOMMENDATION

It is recommended that, if protection against deficiency judgments is extended to the State by the U.S. Congress, the State of New Jersey acquire this segment of the New York and Long Branch and so preserve it for passenger and freight use. With regard to the continuation of local freight service, ownership of the line by the State of New Jersey will eliminate the need to pay a return on investment of approximately \$57,516 annually, thereby reducing the estimated annual subsidy payment to \$1.00, since calculations show that a profit of \$12,500 should result. The State will make its entitlement eligibility available to customers or other interested parties, who would provide the 30 percent local share of the required subsidy.

PORTION OF ORANGE BRANCH

USRA Line No. 1206

Erie Lackawanna



LINE DESCRIPTION

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

with the EL Boonton Line.

SYNOPSIS OF LINE CONDITIONS

This line is presently used to provide local freight service to several industries. Traffic volume on this segment during 1973 totalled 229 carloads and forecasts indicate a growth to nearly 700 carloads by 1980. All traffic is inbound with no originations. While the land use and zoning do not indicate the possibility of any significant new industrial development through new construction, local redevelopment plans are formulated and dependent upon continued rail service.

PORTION OF ORANGE BRANCH

ESTIMATE OF SUBSIDY COSTS

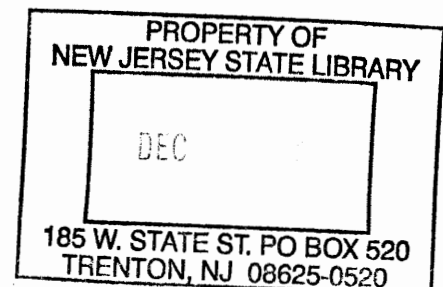
	RSPO <u>Estimates (Mod. III)</u>	Trustees' <u>Estimates</u>
Est. Revenues	121,187	92,318
Est. Avoidable Costs	112,129	85,866
Return on Investment*	<u>5,960</u>	<u>5,960</u>
Subsidy	-3,098 (\$1)	- 492 (\$1)
(* - using USRA valuations)		
Per carload subsidy based on 1973 traffic.		

ANALYSIS

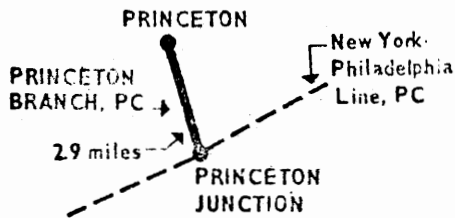
Estimates of subsidy for this line, using USRA calculations, indicate that the segment generates a profit of slightly over \$3,000 based on 1973 traffic levels.

RECOMMENDATION

It is recommended that a subsidy of \$1.00 be provided by a shippers' association in order to assure continuation of rail service on this line. The State will make its entitlement eligibility available to customers or other interested parties, who would then furnish the 30 percent local share.



PRINCETON BRANCH
USRA Line No. 703
Penn Central



LINE DESCRIPTION

The Princeton Branch, formerly part of the Pennsylvania RR, extends from Princeton Junction (MP 0.0) to Princeton, N.J. (MP 2.9), a distance

of 2.9 miles, in Mercer County, New Jersey. At Princeton Junction the line connects with the PC line between New York and Philadelphia.

SYNOPSIS OF LINE CONDITIONS

The primary importance of this line is as a passenger feeder service between the Borough and Township of Princeton and the Main Line of Penn Central. No rail customers were located on this line segment during a survey conducted by the NJDOT. While considerable vacant land with favorable physical characteristics lies along the segment, the potential for industrial development of a character requiring rail service is quite small.

This line was designated for conveyance to ConRail in the Final System Plan, to then be sold or leased to the New Jersey Department of Transportation as a rail passenger facility under Section 206 (c) (1) (D) of the Regional Rail Reorganization Act of 1973.

PRINCETON BRANCH

ESTIMATE OF SUBSIDY COSTS

	<u>RSPO</u> <u>Estimate (Mod. III)</u>	<u>Trustees'</u> <u>Estimate</u>
Est. Revenues	21,803	16,393
Est. Avoidable Costs	31,323	24,559
Return on Investment*	8,951	8,951
Subsidy	18,471	17,117
(* - using USRA valuations)		
Per carload subsidy based on 1973 traffic.		

ANALYSIS

There is no potential for industrial development and associated rail freight traffic growth apparent, at this time, along this line. The line does, however, continue to have importance as a passenger facility. Acquisition by the State would eliminate the need to pay a return on investment, thereby reducing any payments of subsidy required for continued service.

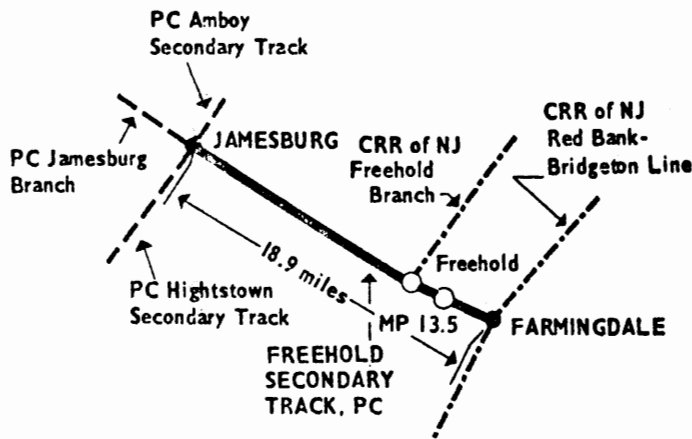
RECOMMENDATION

It is recommended that, if protection against deficiency judgments is extended to the State by the U.S. Congress, the State of New Jersey acquire the Princeton Branch and so preserve it for passenger use. Local support for passenger operations is to be developed within the next year during which time the State will provide for continuing passenger service.

PORTION OF FREEHOLD SECONDARY TRACK

USRA Line No. 123/124/124a

Penn Central



LINE DESCRIPTION

The Freehold Secondary Track, formerly part of the Pennsylvania Railroad, extends from Farmingdale (MP 8.3) to Jamesburg, N.J. (MP 27.2), a distance of 18.9 miles, in Middlesex and Monmouth Counties, N.J.

At Jamesburg, this line connects with the Jamesburg Branch, the Amboy Secondary Track and Hightstown Secondary Track of the PC. It also connects with the Central Railroad of New Jersey at Freehold.

SYNOPSIS OF LINE CONDITIONS

This line was segmented by the USRA in the Final System Plan, with the easterly 5.2 miles being excluded from the network to be operated by ConRail. In 1973, approximately 77 carloads of freight were originated or terminated on the excluded portion. Throughout the planning process, Monmouth County and local officials have expressed a strong concern for the preservation of this line. Industrial development is being encouraged in the area served by the facility, with utilities (water and sewage) to be in place before

PORTION OF FREEHOLD SECONDARY TRACK

1980. The land is zoned for industrial use and the physical characteristics do permit such use. A considerable growth in traffic is forecast by the industries previously located on the segment. This line was designated for conveyance to ConRail in the Final System Plan to then be sold or leased to the New Jersey Department of Transportation as a potential rail passenger facility under Section 206 (c) (1) (D) of the Regional Rail Reorganization Act of 1973.

ESTIMATES OF SUBSIDY COSTS

	RSPO <u>Estimate (Mod. III)</u>	<u>Trustees'</u> <u>Estimate</u>
Est. Revenues	41,242	31,009
Est. Avoidable Costs	43,362	46,753
Return on Investment*	<u>12,465</u>	<u>12,465</u>
Subsidy	<u>14,585</u>	<u>28,209</u>
(* - using USRA valuations)		
Per carload subsidy based on 1973 traffic.	265.18	512.89

ANALYSIS

The excluded portion of the Freehold Secondary Track forms a vital link in the proposed line to be used for rail passenger service. This segment has been designated for conveyance to ConRail, thence to New Jersey for use as a potential passenger link. Cessation of local freight service on this line segment might cause the closing of one business and result in the loss of 13 jobs.

PORTION OF FREEHOLD SECONDARY TRACK

Monmouth County has a well organized and aggressive industrial development program, and it has indicated that efforts would be made to induce additional businesses to locate in this vicinity in order to build the traffic potential.

RECOMMENDATION

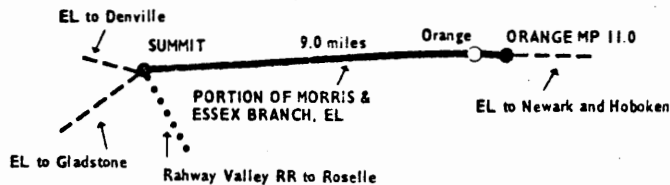
It is recommended that, if protection against deficiency judgements is extended to the State by the U.S. Congress, the State of New Jersey should acquire this portion of the Freehold Secondary Track and so preserve it for future passenger use. With regard to the continuation of local freight service, ownership of the line segment by the State of New Jersey will eliminate the need to pay a return on investment of approximately \$12,465 annually, thereby reducing the estimated annual subsidy payments to approximately \$2,120.

The local portion of this subsidy would be 30 percent, or approximately \$636, and should be provided by the customers on the line, possibly with assistance from the County of Monmouth.

PORTION OF MORRIS & ESSEX MAIN LINE

USRA Line No. 1201

Erie Lackawanna



LINE DESCRIPTION

This portion of the
Morris and Essex Main Line

extends from Orange (MP 11.0) to Summit (MP 20.0) a distance of 9.0 miles, in Essex and Union Counties, N.J. This line continues eastward from Orange to Newark and Hoboken, and northwestward from Summit to Denville Junction. The EL Gladstone Branch diverges at Summit (see line 1204). The Rahway Valley Railroad connects at Summit.

SYNOPSIS OF LINE CONDITIONS

This line is a vital link in the rail commuter network subsidized by the State of New Jersey. Daily one-way passenger volumes boarding at stations within this segment, as well as originating at stations to the west of the segment, totalled 17,983 in 1974. New Jersey has received approval of a capital grant application to reelectrify and reequip this passenger service, and work should begin in 1976. This segment is also used by local freight trains not only to serve customers located within its limits, but also to gain access to the customers located on lines to the west. During 1973, traffic on this line totalled 217 carloads, and no growth is forecast for 1980. The developed condition of the area, together with the existing land use zoning, combine to indicate that there is no potential for significant new industrial development. The Final System Plan calls for ConRail to

PORTION OF MORRIS & ESSEX MAIN LINE

acquire the lines on both sides of this segment and for local freight service to be provided by the Chessie System.

ESTIMATE OF SUBSIDY COSTS

	<u>RSPO Estimates (Mod. III)</u>	<u>Trustees' Estimates</u>
Est. Revenues	24,762	18,618
Est. Avoidable Costs	47,716	56,228
Return on Investment*	<u>26,955</u>	<u>26,955</u>
Subsidy (* - using USRA valuations)	49,909	64,565
Per carload subsidy based on 1973 traffic.	230.00	297.53

ANALYSIS

This line is important to the continued operation of rail commuter service. No growth in freight traffic is forecast, nor is there any significant potential for industrial development of a type requiring rail freight service in the foreseeable future.

RECOMMENDATION

It is recommended that the State of New Jersey acquire this segment and so preserve it for use in passenger service. Acquisition of this segment by the State would eliminate the need of paying a return on investment, thereby reducing the estimate of subsidy to approximately \$22,954. This computes to a local share of \$6,886, or \$31.73 per carload, based on 1973 traffic volumes. Negotiations with the Chessie System should be undertaken regarding local freight service being provided on this line, as well as Chessie's use of this

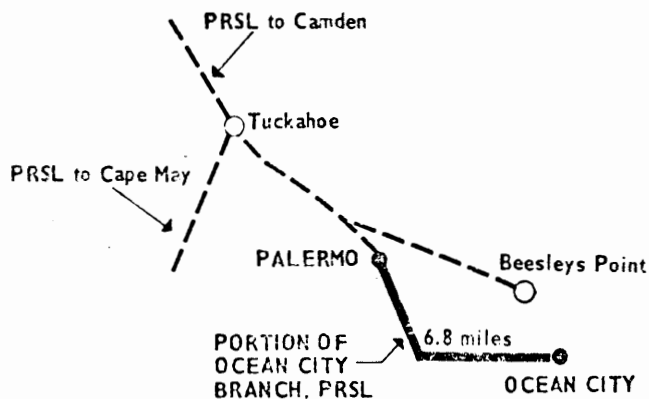
PORTION OF MORRIS & ESSEX MAIN LINE

segment to avoid the necessity of a more circuitous routing to reach the segments to the west. If a subsidy is required to continue freight operations on this segment, it is recommended that the State not make such a subsidy offer. However, if any customer or potential customer desires to make such an offer, the State will make its entitlement eligibility available to those parties, who would provide the local portion of 30 percent of the required funding.

PORTION OF OCEAN CITY BRANCH

USRA Line No. 1808

Pennsylvania-Reading Seashore Lines



LINE DESCRIPTION

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

until it reaches the PRSL Cape May Line at Tuckahoe.

SYNOPSIS OF LINE CONDITIONS

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

The five patrons who use the branch for freight service generated a total of only 39 carloads in 1973, and have shown little, if any, interest in retaining this segment. There is no significant traffic growth projected for 1980, and the dense character of commercial and residential development in Ocean City, combined with developmental restrictions imposed by the Coastal Area Facilities Review Act, precludes any growth in rail-serviced industrial land use.

PORTION OF OCEAN CITY BRANCH

Along this relatively short branch are a number of grade crossings and a swing-type drawbridge, which are both difficult and expensive to maintain, as well as a hindrance to an efficient and economical operation.

ESTIMATES OF SUBSIDY COSTS

	<u>RSPO Estimate (Mod. I)</u>	<u>Trustees' Estimates</u>
Est. Revenues	11,572	NA
Est. Avoidable Costs	22,799	NA
Return on Investment*	<u>1,921</u>	<u>1,921</u>
Subsidy	13,148	NA
(* - using USRA valuations)		
Per carload subsidy based on 1973 traffic	337.12	NA

ANALYSIS

Cessation of freight service on this branch will have little or no effect on employment or tax income in the local economy. There is, however, a state commitment to retain passenger service for the near term on this branch.

RECOMMENDATION

It is recommended that, if protection against deficiency judgments is extended to the State by the U.S. Congress, the State of New Jersey acquire this portion of the Ocean City Branch and so preserve it for passenger use. It is not recommended that the State offer subsidy payments for continued freight service. State ownership of this line would eliminate the need to pay a return on

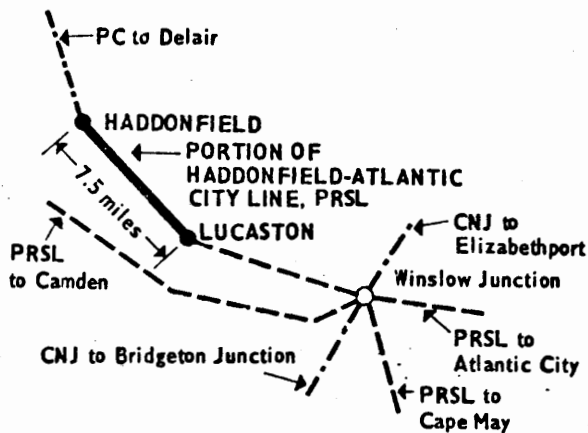
PORTION OF OCEAN CITY BRANCH

investment of approximately \$1,921 annually. Correspondingly, the estimated annual subsidy payments for local freight service would be reduced to \$11,227 of which \$3,368 would be the local share. If any customer or potential customer desires to make an offer of subsidy, the State would make its entitlement eligibility available to those persons who would contribute the local share of 30 percent.

PORTION OF CAMDEN TO ATLANTIC CITY LINE

USRA Line No. 1807

Pennsylvania-Reading Seashore Lines



LINE DESCRIPTION

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

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

SYNOPSIS OF LINE CONDITIONS

Part of this line, between Lucaston and Lindenwold, carries the existing PRSL passenger service (five round trips per weekday), which terminates at Lindenwold. Between Lindenwold and Haddonfield, this branch carries freight only. For much of this distance, the line shares the right of way of the Delaware River Port Authority high-speed transit line. This portion of the line, along the transit line right of way, is owned by DRPA.

The PRSL has retained this line for access to one consignee, who received 39 carloads in 1973. Service must be provided over a circuitous routing via Winslow Junction, since PRSL trains may not operate over the Penn Central Delair Bridge route, which connects with this segment to the north.

PORTION OF CAMDEN TO ATLANTIC CITY LINE

The portion of this line between Lindenwold (MP 11.1) and Lucaston (MP 13.6) has been designated for conveyance to ConRail in the Final System Plan, to then be sold or leased to the New Jersey Department of Transportation as a rail passenger facility under Section 206 (c) (1) (D) of the Regional Rail Reorganization Act of 1973.

There appears to be no potential for significant growth in local freight traffic. No major industrial development is foreseen by Camden County planners at this time.

ESTIMATES OF SUBSIDY COSTS

	<u>RSPO Estimate (Mod I)</u>	<u>Trustees' Estimate</u>
Est. Revenue	4,941	NA
Est. Avoidable Costs	15,100	NA
Return on Investment*	5,612	5,612
Subsidy	<u>15,771</u>	<u>NA</u>
(* - using USRA valuations)		
Per carload subsidy based on 1973 traffic.	404.38	NA

ANALYSIS

Elimination of freight service on this line would have little impact on the local economy, since no unemployment or plant closings are expected to result from loss of rail service. However, once the PC Delair Bridge route is conveyed to ConRail, it should become possible to serve line 1807 via the Penn Central trackage. Theoretically, cost savings could then be effected through reductions in trip and crew time, fuel expenses, and other transportation charges.

PORTION OF CAMDEN TO ATLANTIC CITY LINE

In addition, the previously mentioned near-term commitment of the State to the retention of PRSL passenger service necessitates that at least the portion of this segment between MP 11.1 and MP 13.6 be maintained intact.

RECOMMENDATION

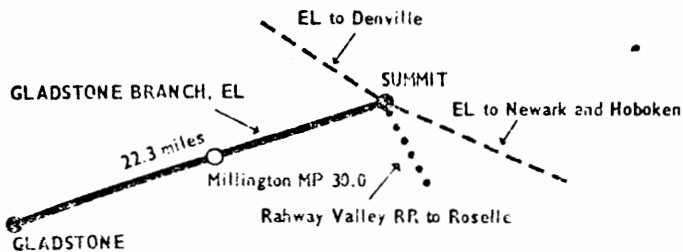
It is recommended that, if protection against deficiency judgments is extended to the State of New Jersey by the U.S. Congress, the State acquire the portion of this line between Lindenwold and Lucaston. With regard to the continuation of local freight service over the remainder of this line segment, the State will not offer to subsidize a continued freight operation. State ownership of the portion between Lucaston and Lindenwold will eliminate the necessity to furnish a return on investment of \$4,244 per year. This would reduce the estimated required subsidy to approximately \$11,527. This computes to a local share of about \$3,458, or \$88.67 per carload, based on 1973 traffic figures. If any customers or other interested parties wish to subsidize continued freight service on line 1807, the State will make its entitlement eligibility available to those parties, who would furnish the 30 percent local share of the required subsidy.

PORTION OF THE GLADSTONE BRANCH

USRA Line No. 1204

Erie Lackawanna

LINE DESCRIPTION



This portion of the Gladstone Branch extends from Millington (MP 30.0) to Gladstone (MP 42.3), in Morris and Somerset Counties, N.J. The branch con-

tinues eastward from Millington to Summit, where it connects with the EL Morris and Essex main line, and the Rahway Valley Railroad.

SYNOPSIS OF LINE CONDITIONS

The primary use of the Gladstone Branch is to provide electrified commuter service to a rural/suburban area. A small amount of freight business is also carried out beyond Millington, amounting to about 73 carloads in 1973. Very little growth in this freight traffic is projected for 1980. In addition, undeveloped properties adjacent to the branch are zoned primarily for light-density residential use, thereby minimizing the probability of any major industrial development which might yield an increase in railborne freight.

PORTION OF THE GLADSTONE BRANCH

ESTIMATES OF SUBSIDY COSTS

	<u>RSPO Estimates (Mod III)</u>	<u>Trustees' Estimates</u>
Est. Revenues	51,385	39,595
Est. Avoidable Costs	89,852	70,649
Return on Investment*	7,530	7,530
Subsidy	<u>45,997</u>	<u>38,584</u>
(* - using USRA valuations)		
Per carload subsidy based on 1973 traffic	630.10	528.55

ANALYSIS

The State of New Jersey is committed to a major upgrading of EL suburban passenger service, which includes reelectrification and other improvements along the Gladstone Branch. Therefore, this line is a vital component of the commuter rail network in North Jersey. However, although it can be performed efficiently and safely along this branch, freight service is a marginal operation, and shows no real potential for meaningful growth.

RECOMMENDATION

It is recommended that, if protection against deficiency judgments is extended to the State of New Jersey by the U.S. Congress, the State acquire this portion of the Gladstone Branch and so protect the existing passenger service. State ownership of this line segment would eliminate the need to pay a return on investment of approximately \$7,530 annually. Correspondingly, estimated annual

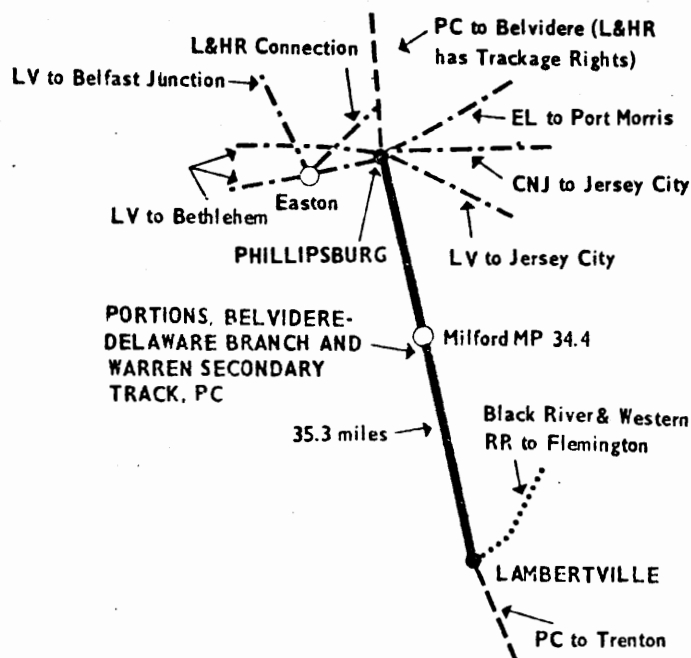
PORTION OF THE GLADSTONE BRANCH

subsidy payments for local freight service would be reduced to roughly \$38,467, of which \$11,540 would be the local share of 30 percent. If any customer or potential customer desires to make an offer of subsidy, the State would make its entitlement eligibility available to those persons who would contribute the local share of 30 percent.

PORTION OF BELVIDERE-DELAWARE BRANCH

USRA Line No. 121A

Penn Central



LINE DESCRIPTION

This portion of the Belvidere-Delaware Branch extends from Lambertville (MP 15.4) to Milford (MP 34.4), a distance of 20.0 miles, in Hunterdon County, N.J. At Lambertville, the line continues south to Trenton, and at Milford north to Phillipsburg and Belvidere. At Lambertville, this line connects with the Black River and Western Railroad.

SYNOPSIS OF LINE CONDITIONS

This segment and segment #121 have been recommended for inclusion in ConRail if "alternate arrangements for the rerouting of the overhead traffic now using this line cannot be made." The importance of this line lies in its use, between Trenton and Phillipsburg, for the delivery of traffic to Bethlehem, Pa. and to the Black River and Western, a connecting short line at Lambertville, N.J. There are eight rail customers located on this segment between Lambertville and Milford. Only one, Trap Rock Industries, forecasted a significant increase in traffic moving by rail in 1980. The balance of those customers relying on the

PORTION OF BELVIDERE-DELAWARE BRANCH

line for service indicated a static condition with regard to traffic activity in 1980. The topography adjacent to the line, together with the location of the Delaware and Raritan Feeder Canal and the Delaware River, combine to indicate little or no potential for industrial development adjacent to this segment. Preliminary investigations indicate cessation of rail service will permit alternate public use of the right-of-way, owned by New Jersey.

ESTIMATES OF SUBSIDY COSTS

	RSPO <u>Estimates (Mod III)</u>	Trustees' <u>Estimates</u>
Est. Revenues	85,264	64,108
Est. Avoidable Costs	106,024	85,305
Return on Investment*	45,745	45,745
Subsidy	<u>66,505</u>	<u>66,672</u>
(* - using USRA valuations)		
Per carload subsidy based on 1973 traffic	549.63	551.01

ANALYSIS

If this segment is included in the ConRail network, local service would continue to be provided to the eight customers between Lambertville and Milford.

Discontinuance of local rail service on this segment of the Belvidere-Delaware Branch indicates that no firms would close, but employment might be reduced by approximately eleven jobs.

PORTION OF BELVIDERE-DELAWARE BRANCH

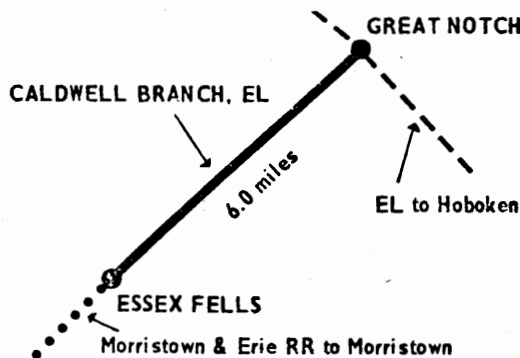
RECOMMENDATION

The State will not offer subsidy payments for continued service on the excluded segment. If any customer or potential customer wishes to make such a subsidy offer, the State will make its entitlement eligibility available to these customers who would provide the local portion of 30 percent.

CALDWELL BRANCH

USRA Line No. 1207

Erie Lackawanna



LINE DESCRIPTION

The Caldwell Branch extends from Great Notch (MP 16.5) to Essex Fells (MP 22.5), a distance of 6.0 miles, in Passaic and Essex Counties, N.J.

This line connects with the EL's Boonton Line at Great Notch and with the Morristown & Erie Railroad at Essex Fells.

SYNOPSIS OF LINE CONDITIONS

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

With regard to traffic generated by the Caldwell Branch itself, the forecast for growth is less than favorable. Five customers have been associated with the line, but only generated 46 carloads in 1973. A decrease in traffic is foreseen by 1980. In addition,

CALDWELL BRANCH

the line passes through a series of heavily developed residential areas. Therefore, any type of rail oriented industrial growth is highly unlikely, and the prospect for online traffic growth is quite small.

ESTIMATES OF SUBSIDY COSTS

	RSPO Estimates (Mod III)	Trustees' Estimates
Est. Revenues	45,072	33,889
Est. Avoidable Costs	40,820	32,209
Return on Investment*	13,394	13,394
Subsidy	9,142	11,661
(* - using USRA valuations)		
Per carload subsidy based on 1973 traffic	198.73	253.50

ANALYSIS

Cessation of local freight service on the Caldwell Branch itself will apparently have little, if any, impact on the economy of its locale. However, there have been indications that excess dimension rail traffic moving to points along the Morristown and Erie cannot be shipped by another route or mode. Some customers have shown interest in subsidizing or leasing this branch, and the Morristown and Erie has exhibited some interest in operating the branch. If this line is to remain active by any means, the necessary repair work will need to be carried out, in order to restore the branch to service.

RECOMMENDATION

The State should not offer to subsidize continued freight operation on this line. If any customers or other interested

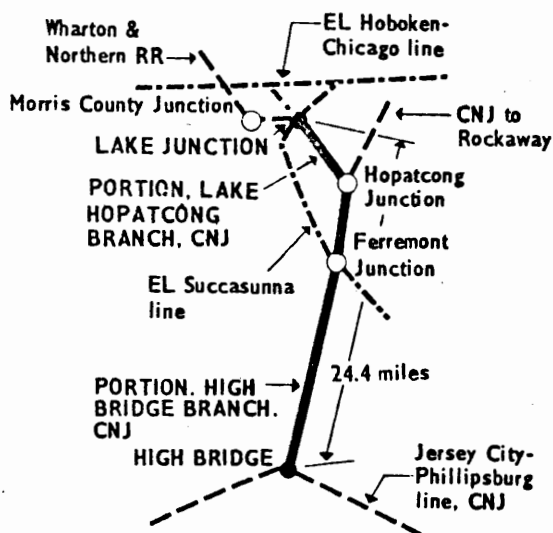
CALDWELL BRANCH

persons do wish to make such an offer, however, the State would make its entitlement eligibility available to those persons, who would contribute the local share of 30 percent.

PORTIONS OF HIGH BRIDGE BRANCH
AND LAKE HOPATCONG BRANCH

USRA Line No. 1107

Central Railroad of New Jersey



LINE DESCRIPTION

These portions of the High Bridge Branch and the Lake Hopatcong Branch extend from High Bridge (MP 0.0) to Lake Junction (MP 0.6), an actual distance of 24.4 miles, in Hunterdon and Morris Counties, N.J. At High Bridge, this line connects with the CNJ Main Line between Jersey City and Phillipsburg.

It connects with the Erie Lackawanna Main Line, between Hoboken and Chicago, and the EL Chester Branch at Lake Junction. The Lake Hopatcong Branch of the CNJ continues north at Lake Junction to Morris County Junction. The High Bridge Branch of the CNJ continues north at Hopatcong Junction to Rockaway.

SYNOPSIS OF LINE CONDITIONS

This line is currently used as a bridge or overhead route for movement of Erie Lackawanna traffic originating or terminating on CNJ and at Port Elizabeth, N.J., and for sand shipments from southern New Jersey to industrial facilities in the Dover - Wharton area. Traffic originating or terminating on this segment in 1973, totalled 171 carloads and traffic forecasts for 1980 do not indicate any

PORTIONS OF HIGH BRIDGE BRANCH
AND LAKE HOPATCONG BRANCH

significant growth for this traffic. A proposed Sears Roebuck distribution facility, to be located near Bartley, has been deferred because of general economic conditions, eliminating a major potential source of local traffic. The Final System Plan indicates that service to customers at Wharton, Dover, Rockaway and on the Mt. Hope Mineral Railroad will be provided via EL at Lake Junction and Wharton.

ESTIMATE OF SUBSIDY COSTS

	RSPO Estimate (Mod III)	Trustees' Estimates
Est. Revenues	44,669	33,996
Est. Avoidable Costs	66,163	286,921
Return on Investment*	49,938	49,938
Subsidy	71,432	302,863
(* - using USRA valuations)		
Per carload subsidy based on 1973 traffic.	417.73	1,771.13

ANALYSIS

The primary importance of this segment is its use as an overhead route to permit the movement of sand to industries in the Wharton area from southern New Jersey and the movement of Erie Lackawanna traffic to and from the CNJ. The advent of ConRail and the restructuring of the freight flows will cause the overhead movement destined to Erie Lackawanna to be handled by other routings. Preservation of the Southern Division of CNJ, the key link in the sand movement, will allow the continued intrastate movement of

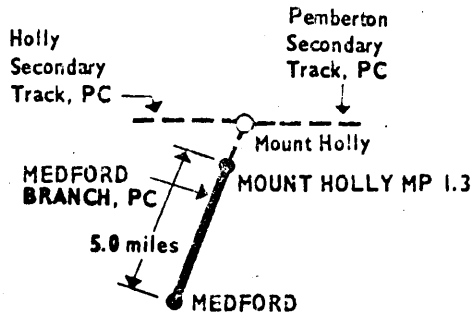
PORTIONS OF HIGH BRIDGE BRANCH
AND LAKE HOPATCONG BRANCH

sand to continue and thereby preserve the integrity of the intra-state rate structure for sand movements. Major industrial development does not appear likely in the foreseeable future.

RECOMMENDATION

It is recommended that the State of New Jersey not offer a subsidy for continued operation of this line. If any customer or potential rail user wishes to make such a subsidy offer, the State will make its entitlement eligibility available to these rail users, who would provide the local portion of 30 percent of the subsidy amount.

MEDFORD BRANCH
USRA Line No. 130
Penn Central



LINE DESCRIPTION

The Medford Branch, formerly part of the Pennsylvania Railroad, extends from Mount Holly (MP 1.3), to Medford, N.J. (MP 6.3), a distance of 5.0 miles, in Burlington County, New Jersey. At Mount Holly, the line connects with the PC Mt. Holly Secondary Track and the PC Pemberton Secondary Track.

SYNOPSIS OF LINE CONDITIONS

This line serves a total of 28 potential customers, and of these, 13 are active. Responses to a New Jersey Department of Transportation survey indicated that most of the responders expressed little or no concern over the possible cessation of service on this line. Most of these same customers are taking team track delivery of their freight and would continue to do so if service was discontinued. The Union Transportation Company, operator of line segment 127/128, has expressed an interest in providing service to customers located on this branch, but Penn Central has indicated no interest in such a proposal and has rejected the Union Transportation Company's offer. At this time, the Union Transportation Company is still attempting

MEDFORD BRANCH

to progress their proposal, and is discussing the matter with the USRA. There is some traffic growth forecast by customers, but many of these customers, as previously stated, take delivery on nearby team tracks and will continue to do so. The zoned land use and topography adjacent to this segment are conducive to industrial development, but no recent activity in this regard has occurred.

ESTIMATE OF SUBSIDY COSTS

	RSPO <u>Estimate (Mod III)</u>	Trustees' <u>Estimate</u>
Est. Revenues	70,288	52,848
Est. Avoidable Costs	73,711	71,480
Return on Investment*	<u>11,309</u>	<u>11,309</u>
Subsidy	14,732	29,941
(* - using USRA valuations)		
Per carload subsidy based on 1973 traffic	71.51	145.34

ANALYSIS

Cessation of service might result in the closing of one business and a minimal loss of employment. The majority of customers (and employers) indicated that team track delivery, which would continue, would be satisfactory. The Union Transportation Company may succeed in its efforts to extend its operation to include the Medford Branch, in which case the local service would be continued.

MEDFORD BRANCH

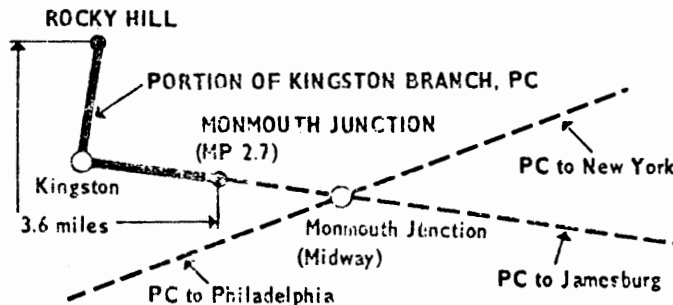
RECOMMENDATION

It is recommended that the State not make an offer of subsidy to continue rail freight service on this line. If any customers or potential customers do wish to make such an offer, however, the State would make its entitlement eligibility available to the customers, who would provide the local portion of 30 percent.

ROCKY HILL RUNNING TRACK, KINGSTON
BRANCH

USRA Line No. 119

Penn Central



LINE DESCRIPTION

The Rocky Hill Running Track - Kingston Branch, formerly part of the Pennsylvania Railroad, extends from Monmouth Junction (MP 2.7) to

Rocky Hill, N.J. (MP 6.3), a distance of 3.6 miles in Middlesex and Somerset Counties, N.J. At Monmouth Junction, this line connects with the PC line running from New York to Philadelphia.

SYNOPSIS OF LINE CONDITIONS

This line is presently out of service north of U.S. Route #1. Between U.S. #1 and the connection with the main line at Monmouth Junction, there are six rail customers who will continue to receive rail service. Trap Rock Industries and Princeton Nurseries are the only potential users of the segment to be excluded, operating some 282 carloads during 1973. Princeton Nurseries has shown no interest in continued service on the excluded segment while Trap Rock Industries has forecasted a 5,200 percent increase in carloadings in 1980, consisting almost entirely of ballast for railroad purposes. There appears to be little, if any, potential for near term industrial development adjacent to the excluded segment.

ESTIMATES OF SUBSIDY COSTS

	<u>RSPO Estimate (Mod III)</u>	<u>Trustees' Estimate</u>
Est. Revenues	5,949	4,473
Est. Avoidable Costs	9,766	16,209
Return on Investment*	7,449	7,449
Subsidy	11,266	19,185
(*Using USRA Valuations)		
Per carload subsidy based on 1973 traffic	39.95	68.03

ANALYSIS

The major potential for traffic on the excluded segment is the supply of rock ballast for railroad purposes. The quarry operated by Trap Rock Industries is strategically located for such supply. The State of New Jersey does not believe the USRA made adequate investigation of the problem of acquiring ballast for the maintenance of the PC lines in New Jersey. Discontinuance of service on the excluded segment indicates no employment or tax losses in the vicinity resulting from such discontinuance.

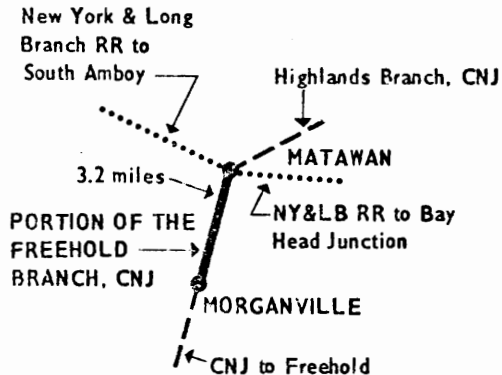
RECOMMENDATION

The State will not offer subsidy payments for continued service on the excluded segment. If Trap Rock Industries wishes to make such a subsidy offer, the State will make its entitlement eligibility available to Trap Rock Industries, who would supply the local portion of 30 percent.

PORTION OF THE FREEHOLD BRANCH

USRA Line No. 1104

Central Railroad of New Jersey



LINE DESCRIPTION

This portion of the Freehold Branch, extends from Morganville (MP 8.9), to Matawan, N.J. (MP 12.1), a distance of 3.2 miles, in Monmouth County, New Jersey. At Matawan,

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

SYNOPSIS OF LINE CONDITIONS

This segment is the northerly portion of the Freehold Branch of CNJ, between Freehold, (MP 0.0) and Matawan (MP 12.1). The line between Morganville and Freehold has been out of service for some time because of track conditions and a large number of fallen trees, the result of a winter storm. Between Morganville and Matawan, freight service is provided to two customers, with a total volume of approximately 90 carloads during 1973. There is a forecast of traffic growth by 1980 by the customers on the segment. The portion of line between Matawan and Morganville, as well as the balance of the line between Morganville and Freehold, were both designated for conveyance to ConRail in the Final System Plan, thence to be sold or leased to the New Jersey Department of Transportation as a potential rail passenger facility under Section 206 (c)(1)(D) of the Regional Rail Reorganization Act of 1973.

PORTION OF THE FREEHOLD BRANCH

ESTIMATES OF SUBSIDY COSTS

	RSPO <u>Estimates (Mod. III)</u>	Trustees' <u>Estimates</u>
Est. Revenues	17,230	13,085
Est. Avoidable Costs	19,466	91,414
Return on Investment*	<u>6,810</u>	<u>6,810</u>
Subsidy	9,046	85,140
(* - using USRA valuations)		
Per car subsidy based on 1973 traffic.	100.51	946.00

ANALYSIS

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

RECOMMENDATION

It is recommended that, if protection against deficiency judgments is extended to the State by the U.S. Congress, the State of New Jersey acquire the entire Freehold Branch, "railbanking" it in anticipation of its future use for passenger service. With regard to the continuation of local freight service, ownership of the line segment by the State of New Jersey would eliminate the need to pay a return on investment of approximately \$6,811 annually, thereby reducing the estimated annual subsidy payments to approximately

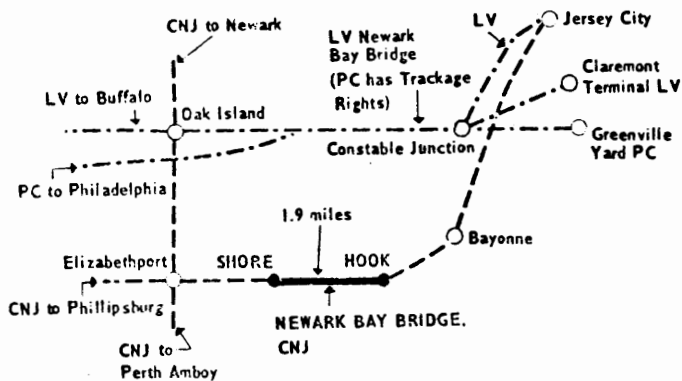
PORTION OF THE FREEHOLD BRANCH

\$2,236. The local portion of this estimated subsidy payment would be 30 percent, or approximately \$670 and should be provided by the customers on the line, possibly with assistance from the County of Monmouth.

NEWARK BAY BRIDGE

USRA Line No. 1102

Central Railroad of New Jersey



LINE DESCRIPTION

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

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

SYNOPSIS OF LINE CONDITIONS

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

NEWARK BAY BRIDGE

ESTIMATE OF SUBSIDY COSTS

	<u>RSPQ Estimates (Mod III)</u>	<u>Trustees' Estimates</u>
Est. Revenues	(Information not	16,058
Est. Avoidable Costs	Available)	449,100
Return on Investment*		5,932
Subsidy		<u>438,974</u>
(* - using USRA valuations)		

ANALYSIS

Cessation of freight operations across this bridge will not jeopardize the services rendered to any CNJ customers on the Bayonne Peninsula, since such service will continue to be rendered using the bridge now owned jointly by Lehigh Valley and Penn Central, located approximately three miles to the north. Passenger service is presently being evaluated by the Division of Commuter Services, NJDOT.

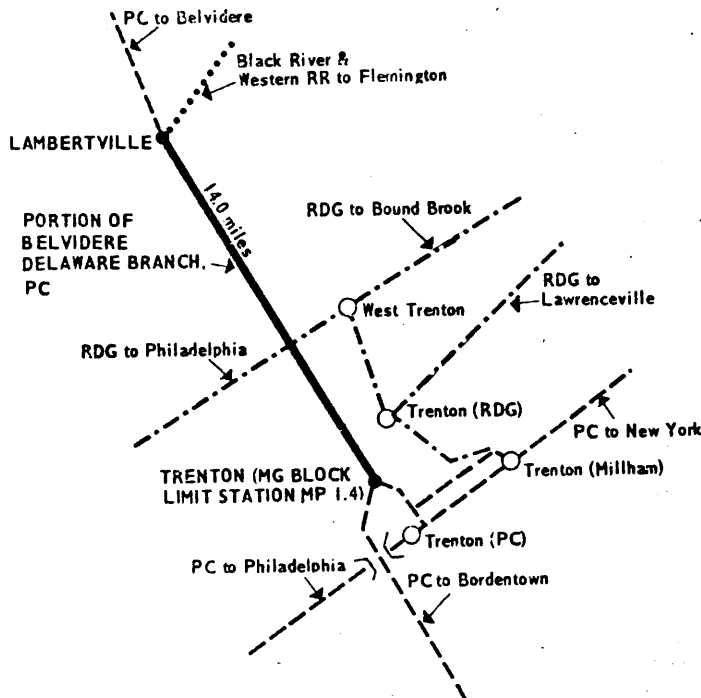
RECOMMENDATION

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

PORTION OF BELVIDERE-DELAWARE BRANCH

USRA Line No. 121

Penn Central



LINE DESCRIPTION

This portion of the Belvidere-Delaware Branch, formerly part of the Pennsylvania Railroad, extends from Trenton (MP 1.4) to Lambertville (MP 15.4), a distance of 14.0 miles, in Mercer and Hunterdon Counties, N.J. This line continues, at Lambertville, north to Belvidere (see Line 121A). At Trenton, this line connects with the PC mainline between New York and Chicago, and the PC Bordentown Secondary Track. It also connects with the Black River & Western Railroad at Lambertville.

SYNOPSIS OF LINE CONDITIONS

This segment and segment #121a, have been recommended for inclusion in ConRail "if alternative arrangements for the rerouting of the overhead traffic now using this line cannot be made." The importance of this line lies in its use, between Trenton and Phillipsburg, for the delivery of traffic to Bethlehem, Pa. and to the Black River and

PORTION OF BELVIDERE-DELAWARE BRANCH

Western, a connecting shortline at Lambertville, N.J.

There is one customer on this segment at this time, and little or no forecast for traffic growth through 1980. The topography adjacent to the line, together with the location of the Delaware-Raritan Feeder Canal and the Delaware River, combine to indicate practically no potential for industrial development adjacent to this segment. Preliminary investigations indicate cessation of rail service will permit alternate public use of the right-of-way owned by New Jersey.

ESTIMATES OF SUBSIDY COSTS

	<u>RSPO Estimate (Mod III)</u>	<u>Trustees' Estimate</u>
Est. Revenues		
Est. Avoidable Costs		
Return on Investment*	(Information not available)	
Subsidy		
(*using USRA valuation)		
Per carload subsidy based on 1973 traffic		

ANALYSIS

If this segment is included in the ConRail network, deliveries to the Black River and Western would continue at Lambertville. At the same time, Black River and Western has received assurances from the USRA that traffic destined to shippers located on that line would continue to be delivered, possibly through a new connection, to be constructed in the vicinity of Three Bridges, N.J.

PORTION OF BELVIDERE-DELAWARE BRANCH

Discontinuance of service on this segment of the "Bel-Del" might result in the closing of one firm, which employs six persons. Additionally, abandonment could result in a minimal degree of municipal tax loss. Discontinuance of service would, upon removal of track, permit use of the land for alternate public purposes, such as bike paths, hiking trails, and linear parks.

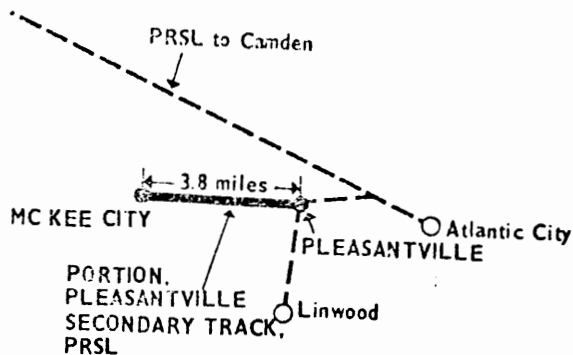
RECOMMENDATION

The State will not offer subsidy payments for continued service on the excluded segment. If any customer, or potential customer, wishes to make such a subsidy offer, the State will make its entitlement eligibility available to these customers, who would provide the local portion of 30 percent.

PORTION OF PLEASANTVILLE SECONDARY TRACK

USRA Line No. 1800

Pennsylvania-Reading Seashore Lines



LINE DESCRIPTION

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

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

SYNOPSIS OF LINE CONDITIONS

The Pleasantville Secondary Track is an industrial spur, used to provide service to five firms in the rural McKee City area. This line does not generate a particularly large volume of rail traffic at this time, but it does serve an area which has good potential for the expansion of the existing industries and a corresponding growth in rail traffic. The present customers on this branch forecast a combined total of 401 carloads in 1980, a 112 percent increase over the 1973 traffic level.

PORTION OF PLEASANTVILLE SECONDARY TRACK

ESTIMATES OF SUBSIDY COSTS

	RSPO <u>Estimates (Mod. I)</u>	Trustees' <u>Estimates</u>
Est. Revenues	13,903	NA
Est. Avoidable Costs	14,715	NA
Return on Investment*	<u>7,761</u>	<u>7,761</u>
Subsidy	8,573	NA
(* - using USRA valuations)		
Per carload subsidy based on 1973 traffic.	45.36	NA

ANALYSIS

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

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

Certain customers have expressed a willingness to help subsidize continued operation on this branch.

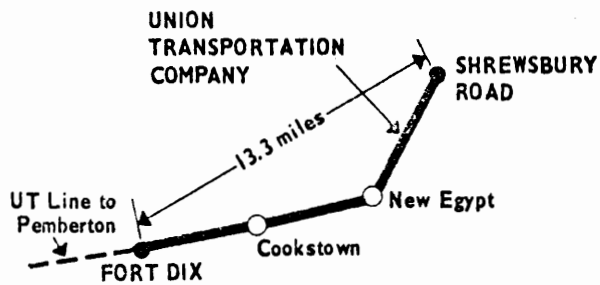
RECOMMENDATION

The State should not offer to subsidize continued freight operation on this line. If any customers or potential customers do wish to make such an offer, however, the State would make its entitlement eligibility available to those parties willing to contribute the 30 percent local share, possibly with the assistance of the County of Atlantic.

PORTION OF UNION TRANSPORTATION COMPANY

USRA Line No. 127/128

LINE DESCRIPTION



This portion of the Union Transportation Company, extends from Fort Dix (MP 5.6), to Shrewsbury Road, N.J. (MP 18.9), a distance of 13.3 miles, in

Monmouth, Ocean and Burlington Counties, New Jersey. At Fort Dix this line continues to Pemberton. In January 1972, an application was filed with the ICC for permission to abandon this line (Finance Docket No. AB-38). No final action has been taken on this application.

SYNOPSIS OF LINE CONDITIONS

The Union Transportation Company is a short line carrier, leasing track, facilities and a locomotive from the Penn Central Transportation Company to operate this segment of line. There are approximately nine potential shippers located on this line and of these, five are active. No growth in traffic is forecast by the shippers and receivers of this line. The management, together with Penn Central, has been attempting to locate potential customers on the line, to enlarge present traffic volumes and potential for growth, but with little success. The topography adjacent to the line is conducive to industrial development as is the land use zoning. The management is, at this time, attempting

PORTION OF UNION TRANSPORTATION COMPANY

to negotiate with the Department of Defense with regard to the contract switching of Fort Dix, and with USRA in an attempt to extend its operation to the west, from Fort Dix to Mount Holly, and also to operate the Medford Branch, USRA Line No. 130.

Union Transportation Company feels these two proposals, if successfully concluded, could place it in a favorable financial position, but detailed analyses have not been made.

ESTIMATE OF SUBSIDY COSTS

	<u>RSPO Estimate (Mod. III)</u>	<u>Trustees' Estimate</u>
Est. Revenue	-	-
Est. Avoidable Costs	-	-
Return on Investment*	<u>27,165</u>	<u>27,165</u>
Subsidy	<u>27,165</u>	<u>27,165</u>
(* - using USRA valuations)		
Per carload subsidy based on 1973 traffic.	145.27	145.27

ANALYSIS

Cessation of service on this branch line would result in the diversion of approximately 17 carloads of freight to other modes. While the closings are indicated as a result of the cessation of service, there might be some relocations. The effect on employment would be minimal with the possible loss of four jobs.

PORTION OF UNION TRANSPORTATION COMPANY

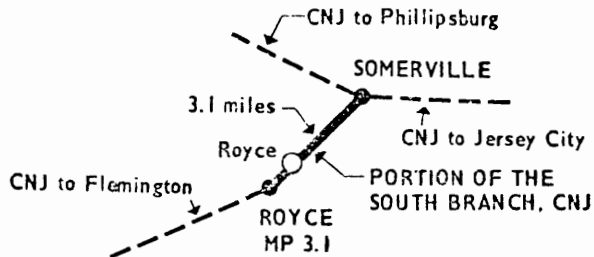
RECOMMENDATION

It is recommended that the State not make an offer of subsidy for the continued operation of this line. If any customer or potential customer desires to make an offer of subsidy, the State would make its entitlement eligibility available for such subsidy payments.

PORTION OF THE SOUTH BRANCH

USRA Line No. 1103

Central Railroad of New Jersey



LINE DESCRIPTION

This portion of the South Branch extends from Somerville (MP 0.0) to Royce, N.J. (MP 3.1), a distance of 3.1 miles, in Somerset County, New

Jersey. (A continuation of this line extends westward from Royce to the vicinity of Flemington, approximately 12.4 miles westward.) At Somerville, this line connects with the Central Railroad of New Jersey's Jersey City to Phillipsburg Line.

SYNOPSIS OF LINE CONDITIONS

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

The portion of the South Branch between Somerville and Royce provides CNJ access to two agencies of the Federal Government: the U.S. Postal Service and the Veterans Administration. Rail service can also be provided to these installations over trackage extending from the main line of the Lehigh Valley, which will be included in ConRail.

PORTION OF THE SOUTH BRANCH

Recently, a private industrial operation has expressed an interest in locating in the vicinity of Royce and is, at this time, in the process of negotiating rail access from the main tracks of the Lehigh Valley. If such access cannot be obtained, the industry has expressed a desire to make an offer of subsidy for local rail freight service utilizing this portion of the South Branch.

ESTIMATE OF SUBSIDY COSTS

	<u>RSPO Estimate (Mod III)</u>	<u>Trustees' Estimate</u>
Est. Revenue	15,589	16,841
Est. Avoidable Costs	23,242	60,342
Return on Investment*	6,922	6,922
Subsidy	<u>14,575</u>	<u>50,422</u>
(* - using USRA valuations)		
Per carload subsidy based on 1973 traffic.	65.65	227.12

ANALYSIS

The two Federal agencies located on this segment can obtain freight service via the tracks of the adjacent Lehigh Valley, which will be operated by ConRail. The private industrial firm now in the process of negotiating access from the Lehigh Valley has also indicated a willingness to make an offer of subsidy for service, via the South Branch, and to provide the full local portion of 30 percent, if access to the Lehigh Valley tracks cannot be obtained.

RECOMMENDATION

It is recommended that the State of New Jersey not make an offer of subsidy for continued local freight service on the South Branch. If

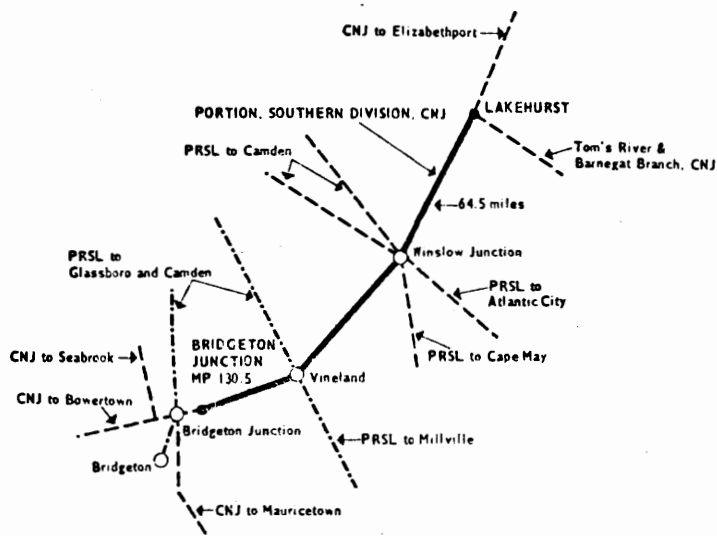
PORTION OF THE SOUTH BRANCH

any customer or potential customer wishes to make such a subsidy offer, the State will make its entitlement eligibility available to these customers, who would provide the local portion of 30 percent.

PORTIONS OF THE SOUTHERN DIVISION

USRA Line No. 1108

Central Railroad of New Jersey



LINE DESCRIPTION

These two portions of the Southern Division are subsegments of a larger segment, which was studied earlier by the USRA. One extends from Chatsworth (MP 84.3) to Winslow Junction (MP 104.2), in Burlington

and Camden Counties, N.J. The other extends from Norma (MP 123.9) to Bridgeton Junction (MP 130.5), in Salem and Cumberland Counties, N.J. This line continues north from Chatsworth to Red Bank, and south from Bridgeton Junction to Bridgeton. At Bridgeton Junction, the line connects with the PRSL Bridgeton Branch to Glassboro, the CNJ Deerfield Branch to Seabrook, and the CNJ C&MR Branch to Mauricetown. At Winslow Junction, connection is made with the PRSL lines to Haddonfield, Camden, Atlantic City, and Cape May. The segment between Winslow Junction and Norma, serving Vineland, has been designated for transfer to ConRail.

SYNOPSIS OF LINE CONDITIONS

Some local freight is generated by these portions of the Southern Division; however, their primary importance rests in their

PORTIONS OF THE SOUTHERN DIVISION

function as parts of an overhead traffic route. This branch serves as an important link in the intrastate route for glass sand traffic, which travels between points in South Jersey and destinations in the northern half of the State.

Service on the lower portions of the Southern Division presently operates at very low speeds, due to poor track and roadbed conditions. Segments of the branch in Ocean and Monmouth Counties have recently undergone extensive rehabilitation to enable higher operating speeds.

While the topography adjacent to the portion of the Southern Division Mainline, between Bridgeton Junction and Norma, appears attractive for industrial development, there is only a slight possibility of any rail oriented industrial growth in the near future, according to county planning officials. The portion of this line between Winslow Junction and Chatsworth has no prospect of near term industrial development, since the line traverses the Wharton Tract, a wildlife preserve owned by the State.

ESTIMATE OF SUBSIDY COSTS

	<u>RSPO Estimate (Mod. III)</u>	<u>Trustees' Estimate</u>
Est. Revenues	8,293	7,028
Est. Avoidable Costs	67,178	52,618
Return on Investment*	55,023	55,023
Subsidy	<u>113,908</u>	<u>100,613</u>
(* - using USRA valuations)		
Per carload subsidy based on 1973 traffic.	294.34	259.98

PORTIONS OF THE SOUTHERN DIVISION

ANALYSIS

A discontinuance of service on these portions of the Southern Division would result in the closing of at least one facility now served by the branch. This will have an impact on the urbanized area, and the rural areas which that facility serves. In addition, it appears that alternate routings, which have been proposed for overhead traffic now using this line, may not be economically acceptable for the firms generating this traffic. Consequently, a massive conversion to motor carrier for glass sand shipments may result, causing a significant increase in truck traffic within the State, and a significant loss of revenue by the railroads. Cessation of freight service on line 1108 will have a significant impact on the economy of New Jersey, particularly in relation to the glass sand and glass industries.

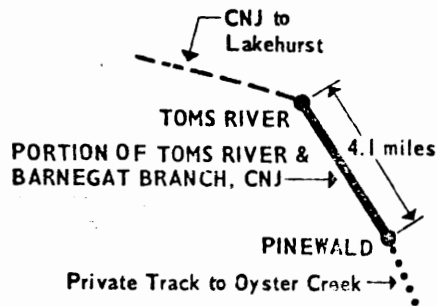
RECOMMENDATION

It is recommended that the State subsidize these portions of the Southern Division for their continued operation. The required 30 percent local share, will be provided by the NJDOT. This will be conditional upon the stipulation that ConRail will continue to utilize this route for the intrastate movement of glass sand, thus preserving the integrity of the existing intrastate rate structure.

PORTION OF TOMS RIVER & BARNEGAT BRANCH

USRA Line No. 1106

Central Railroad of New Jersey



LINE DESCRIPTION

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

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

SYNOPSIS OF LINE CONDITIONS

Approximately 2.6 miles of this branch, extending from Toms River, are in operation at this time. This segment serves two patrons, who generate a moderate amount of traffic. The remainder of this branch is being maintained by a private subsidy agreement between the CNJ and the Jersey Central Power and Light Company. This agreement also maintains a former portion of the branch beyond Pinewald. These segments are being preserved by JCP&L in order to allow rail access to the construction site of a proposed nuclear generating plant.

Those customers now using the branch forecast a small increase in traffic by 1980. JCP&L expects a large surge in traffic during plant construction in the late 1980's, but this traffic will lessen considerably upon completion of construction. Local topography and land

PORTION OF TOMS RIVER & BARNEGAT BRANCH

use are somewhat conducive to industrial growth, but the prospect for such growth, and corresponding increased rail traffic, appears small for the short term.

ESTIMATES OF SUBSIDY COSTS

	<u>RSPO Estimates (Mod. III)</u>	<u>Trustees' Estimates</u>
Est. Revenues	12,264	9,271
Est. Avoidable Costs	21,274	17,506
Return on Investment*	<u>10,197</u>	<u>10,197</u>
Subsidy	<u>19,207</u>	<u>18,432</u>
(* - using USRA valuations)		
Per carload subsidy based on 1973 traffic.	95.08	91.28

ANALYSIS

While this branch generates a moderate amount of local traffic, its abandonment would apparently have only a minor effect on the local economy, with no plant closings or significant unemployment expected. No major industrial development or expansion in traffic volume is anticipated.

The possibility exists that the Jersey Central Power and Light Company will be able to continue their "railbanking" type of agreement with ConRail, with assistance from the other patrons of the branch.

RECOMMENDATION

It is not recommended that the State offer to subsidize this line segment for continued freight operation. If any customer or

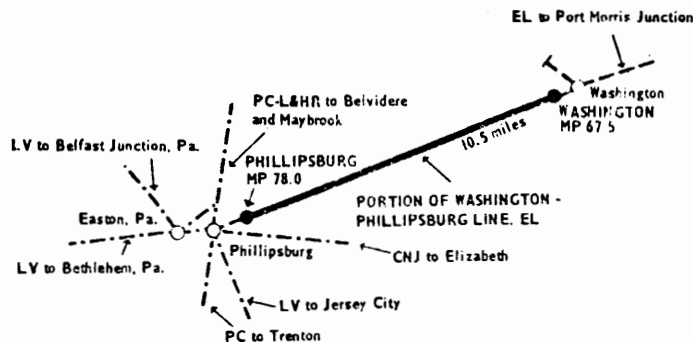
PORTION OF TOMS RIVER & BARNEGAT BRANCH

other interested party desires to make such an offer, the State will make its entitlement eligibility available to that person, who would contribute the local share of 30 percent.

PORTION OF WASHINGTON-PHILLIPSBURG LINE

USRA Line No. 1212

Erie Lackawanna



LINE DESCRIPTION

This portion of the Washington to Phillipsburg line (Phillipsburg Branch) extends from Washington (MP 67.5) to Phillipsburg

(MP 78.0), a distance of 10.5 miles in Warren County, N.J. This line continues eastward to Port Morris Junction from Washington, as the Old Main Line (of the Lackawanna Railroad). At Phillipsburg, it connects with the PC Belvidere-Delaware Branch, the Lehigh and Hudson River Railway, and the main lines of the Central Railroad of New Jersey and the Lehigh Valley Railroad.

SYNOPSIS OF LINE CONDITIONS

The EL Phillipsburg Branch is presently operated for local freight service only and has interchanged traffic at Phillipsburg with connecting lines. The Chessie System has indicated its desire to acquire the excluded segment for use of the entire line as a link in its interstate movements of traffic. This acquisition by Chessie will insure continued operation of the line and so preserve the local freight operation.

PORTION OF WASHINGTON-PHILLIPSBURG LINE

Of the five active customers on this segment, only one has indicated a willingness to support a subsidy if it is required. If service on the line is discontinued, one firm may close. Little other interest has been expressed by customers, existing or potential. The effects of a cessation of local freight service appear to be slight with little or no impact on employment or tax income.

ESTIMATES OF SUBSIDY COSTS

	RSPO <u>Estimate (Mod III)</u>	<u>Trustees'</u> <u>Estimates</u>
Est. Revenues	3,072	2,310
Est. Avoidable Costs	18,360	22,902
Return on Investment*	34,988	34,988
Subsidy	50,276	55,580
(* - using USRA valuations)		
Per carload subsidy based on 1973 traffic.	529.22	585.05

ANALYSIS

This line serves a predominantly rural area which apparently does have potential for industrial development. The present patrons on the line forecast a traffic growth of approximately 235 percent by 1980.

Acquisition of this line by Chessie System will preserve it as a rail facility and also preserve the local freight service now rendered.

PORTION OF WASHINGTON-PHILLIPSBURG LINE

RECOMMENDATION

It is not recommended that the State offer subsidy payments for continued freight service on this branch. However, if any customer or other interested party desires to subsidize this line for continued operation, the State will make its entitlement eligibility available to that party, who would furnish the 30 percent local share.

A P P E N D I C E S

APPENDIX A
STATE OF NEW JERSEY
FREIGHT TRANSPORTATION SURVEY

This questionnaire applies to each facility requiring freight transportation. If you have more than one such facility, please complete a separate questionnaire for each. If more than one function is performed at the same location (such as warehousing along with manufacturing) treat the location as a single facility. For assistance in completing this questionnaire, please call Mr. Kenneth L. Kyte or Mr. Roman Horodysky at 609-292-3259.

This
Facility

If there are
errors in name
and/or address
please correct.

Person responding _____

Title _____

Telephone Number _____

Parent Company (if this facility is a division or subsidiary, give parent company's name and address).

Name _____

Street _____

City or town _____ State _____ Zip _____

PLEASE PLACE APPROPRIATE NUMERIC CODE IN BOX TO RIGHT OF QUESTION.

Facility Description

1. TYPE OF FACILITY

- 1 = raw material processing
- 2 = manufacturing
- 3 = wholesale distribution
- 4 = retail distribution

- 5 = public warehouse
- 6 = private warehouse
- 7 = other _____
(describe)
- 8 = more than one function performed (describe)

☐

2. Standard Industrial Classification (SIC) number, if known (four digits):

If more than one SIC number for this facility, please list all, beginning with most important.

☐

3. Please fill in the appropriate boxes where applicable to your facility. Space is provided if you use more than one facility of a specific type. (Note - TOFC = Trailer on Flat Car; COFC = Container on Flat Car.)

	Complete if you receive/ ship via TOFC	Complete if you receive/ ship via COFC	Complete if you receive/ship by public delivery (team) track	Complete if you maintain private rail siding
Primary Railroad				
Primary Billing Station				
Primary Rail Facility Location (Street, City)				
Distance of haul from rail facility to your business facility (miles)				

	Complete if you receive/ ship via TOFC	Complete if you receive/ ship via COFC	Complete if you receive/ship by public delivery (team) track	Complete if you maintain private rail siding
Secondary Railroad				
Secondary Billing Station				
Secondary Rail Facility Location (Street, City)				
Distance of haul from rail facility to your business facility (miles)				

4. Do you ship or receive cars with lading in excess of 160,000 pounds? (Check YES or NO)
If "YES", what is typical load weight?

YES	NO
-----	----

5. Do you ship or receive oversized loads by rail? (Check YES or NO). If "YES", what clearances do you require?

YES	NO
-----	----

Length - _____

Width - _____

Height - _____

- 6a. Can your oversize or overweight shipments be hauled by any other mode than railroad? (Check YES or NO)

YES	NO
-----	----

- 6b. If your answer to question 6a is "YES", please specify the other mode:

7a. If you have private siding facilities, are these facilities capable of handling multiple-car blocks? (Check YES or NO)

YES	NO
-----	----

7b. If the answer to question 7a is "YES", what is the maximum block size (in railroad cars)?

--

7c. Do you presently receive or ship in multiple-car blocks? (Check YES or NO)

YES	NO
-----	----

7d. If the answer to question 7c is "YES", what is the maximum block size (in railroad cars)?

--

Commodity Related Information

8. Please list below the primary origin and destination zones which you ship to or receive from. Also, please indicate the Railroad which provides service to your facility and the 1973 Carloads. Please use the zone numbers as indicated on the maps shown below.

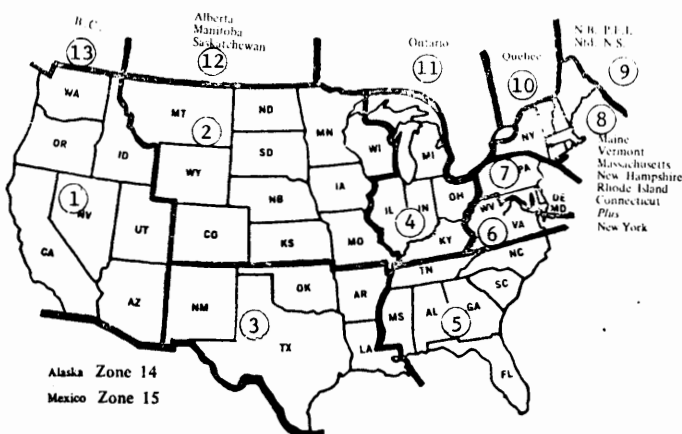
RECEIVED FROM

<u>Primary Origin Zone</u>	<u>Delivering Railroad</u>	<u>1973 Carloads</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

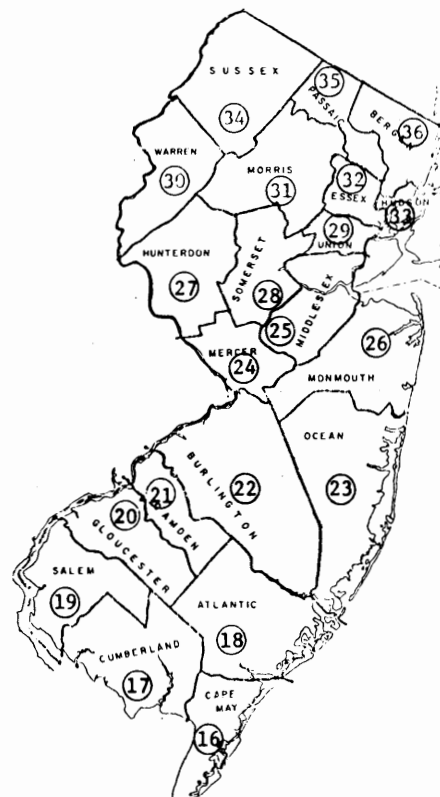
SHIPPED TO

<u>Primary Destination Zone</u>	<u>Originating Railroad</u>	<u>1973 Carloads</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

9. Please complete the appropriate entries in Chart 1 located on page 4. Tonnages are those received in calendar year 1973.



Origin and Destination Zonal Maps to be used in answering question numbers 8 and 9.



List Five Primary Commodities Received By Tonnage	STCC ² Number 7 Digits	1973 TONS ¹ BY MODE							Other Iden.	1973 Total Tons
		Origin Zone	Rail Cars ³ RR	TOFC ³ RR	COFC ³ RR	MOTOR CARRIER				
						Common	Contract	Private		
1.										
2.										
3.										
4.										
5.										
Grant Total of All 1973 Received Freight (Not just Commodities Above)										

List Five Primary Commodities Shipped By Tonnage	STCC ² Number 7 Digits	1973 TONS ¹ BY MODE							Other Iden.	1973 Total Tons
		Dest. Zone	Rail Cars ³ RR	TOFC ³ RR	COFC ³ RR	MOTOR CARRIER				
						Common	Contract	Private		
1.										
2.										
3.										
4.										
5.										
Grant Total of All 1973 Shipped Freight (Not just Commodities Above)										

¹In Short Tons (1 Ton = 2000lbs.)

²STCC (Standard Transportation Commodity Code) Numbers, normally shown on freight bills, can also be obtained from rail classification tariff (UFC No. 11) all STCC numbers are seven digit.

³For the TOFC (trailer or flat car) the COFC (container on flat car) and the rail car mode, please indicate at head of column the local railroads whose ramp was used.

Tonnage Projections

- 10a. Please list, in tons, the following projections of freight to be received and delivered by specific modes and types.
(Assume all existing transportation options will remain)

TONS TO BE RECEIVED

<u>Year</u>	<u>By Rail Car</u>	<u>By Rail TOFC/COFC</u>	<u>By Truck (All Types)</u>	<u>By Other Modes</u>
1974	_____	_____	_____	_____
1975	_____	_____	_____	_____
1976	_____	_____	_____	_____
1980	_____	_____	_____	_____

TONS TO BE SHIPPED

<u>Year</u>	<u>By Rail Car</u>	<u>By Rail TOFC/COFC</u>	<u>By Truck (All Types)</u>	<u>By Other Modes</u>
1974	_____	_____	_____	_____
1975	_____	_____	_____	_____
1976	_____	_____	_____	_____
1980	_____	_____	_____	_____

- 10b. What factors will cause the results forecast in question 10a?
(For each year select one principal factor and enter selected numbers in appropriate box on the right).

	<u>Rec'd</u>	<u>Shipped</u>
1. Normal Growth	1974 <input type="checkbox"/>	<input type="checkbox"/>
2. Major Plant Expansion		
3. Closing of Facility	1975 <input type="checkbox"/>	<input type="checkbox"/>
4. Shortage of Materials		
5. Shift of Operations to New Locations	1976 <input type="checkbox"/>	<input type="checkbox"/>
6. Other (Specify) _____		
_____	1980 <input type="checkbox"/>	<input type="checkbox"/>

Socio-Economic Impact

11. 1974 ANNUAL AVERAGE NUMBER OF EMPLOYEES, AT THIS FACILITY.

Comments:

- 12a. Would discontinuance of present rail service cause a decrease in the annual average employment at this facility? (Check YES or NO)

☐ YES ☐ NO

- 12b. If "YES", please estimate percentage decrease:

_____ %

13. 1974 ANNUAL PAYROLL, THIS FACILITY

- | | |
|--------------------------------------|---|
| 1 = 0-99 thousand dollars | 5 = 5-24.9 million dollars |
| 2 = 100-499 thousand dollars | 6 = 25-49.9 million dollars |
| 3 = 500 thousand-2.4 million dollars | 7 = 50 million dollars or more (if 50 million dollars or more please specify) _____ |
| 4 = 2.5-4.9 million dollars | |

14. 1974 ANNUAL GROSS SALES, THIS FACILITY (If applicable)

- | | |
|-----------------------------|--|
| 1 = 0-.9 million dollars | 5 = 50-99.9 million dollars |
| 2 = 1-4.9 million dollars | 6 = 100 million dollars or more (if 100 million dollars or more, please specify) _____ |
| 3 = 5-9.9 million dollars | |
| 4 = 10-49.9 million dollars | |

15. What are your approximate, total transportation costs (include all transportation costs except those within this facility)?

\$

16. If rail services now utilized by your facility were discontinued, by what percent would your total transportation costs increase?

 %

17. If carload rail service that is presently available to you were discontinued, would you close this facility? (Check YES or NO)

YES	NO
-----	----

18. If your answer to question 17 is "YES", please place in the box at the right the number indicating the course you would take.

- 1 = Would relocate within New Jersey
2 = Would relocate outside of New Jersey
3 = Would go out of business
4 = Would consolidate operations at another facility of the same company (Specify location _____)

19a. If your facility would remain open after discontinuance of rail service, what alternative means of transportation would you use?

- 1 = Motor Carrier
2 = Public Delivery (Team) Track
3 = TOFC/COFC
4 = Other (Specify) _____

19b. If you would use Public Delivery (Team) Track, indicate the maximum distance you would travel to such a facility (in miles).

19c. If you would use motor carrier, what type of vehicle would be necessary?

- 1 = Light Truck (4 tire)
2 = Single Unit Truck (6 or more tires)
3 = Tractor-Trailer/Combination

Future Service Considerations

20a. From the following list, please select the three most important ways that railroads could improve service to your facility. (Indicate order of importance of your choices by entering the selected numbers in appropriate boxes on the right).

- | | | |
|--|------------|--------------------------|
| 1. Greater availability of equipment | 1st Choice | <input type="checkbox"/> |
| 2. Better quality equipment | | |
| 3. Improve consistency of transit time | | |
| 4. Reduce total transit time | 2nd Choice | <input type="checkbox"/> |
| 5. Increase frequency of local switching | | |
| 6. New TOFC/COFC ramp facility/facilities | | |
| 7. Reduce rates to meet non-rail competition | 3rd Choice | <input type="checkbox"/> |
| 8. Reduce rates to improve marketing area of this facility | | |
| 9. Publish multitar volume rates | | |
| 10. Reduce loss and damage | | |
| 11. Other (Specify) _____ | | |

20b. If you selected greater availability of equipment as one of your choices, please indicate the type of equipment desired by writing the appropriate number in the box on the right.

- | | |
|--------------------------------|-----------------------------|
| 1 = 50 plain box | 5 = Mechanical refrigerator |
| 2 = DF or special equipped box | 6 = Tank |
| 3 = Covered hopper | 7 = Other (Specify) _____ |
| 4 = Gondola or open-top hopper | |

20c. If you selected better quality equipment as one of your choices, please indicate the most important area of desired improvement by writing the appropriate number in the box on the right.

- | | |
|---------------------|---------------------------|
| 1 = Interior lining | 3 = Other (Specify) _____ |
| 2 = Cleanliness | |

20d. If you selected increased frequency of local switching as a choice in 20a, please indicate the type of improvement(s) desired by placing the appropriate number in the box on the right.

- | |
|---|
| 1 = Additional switches per day |
| 2 = More days of service |
| 3 = Additional switches per day <u>and</u> more days of service |
| 4 = Other (Specify) _____ |

- 5 = Additional switches per day, more days of service, and the following other improvement (Specify).

20e. If you desire additional switches per day and/or more days of service, please indicate in the appropriate blanks the following:

Present switches per day _____
Desired total switches per day _____
Present days of service _____
Desired days of service _____

- 20f. If you selected TOFC/COFC ramp facilities in 20a, please indicate below, in order of preference, the desired railroad(s), ramp location(s), and type(s) of service.

RAILROAD	PREFERRED RAMP LOCATION	TOFC, COFC, or BOTH
a. _____	_____	_____
b. _____	_____	_____
c. _____	_____	_____
d. _____	_____	_____
e. _____	_____	_____
f. _____	_____	_____

- 20g. If all improvements which you selected in 20a were made, by what percent would you likely increase rail tonnage in 1976 over the present level? (Place the number of the appropriate response in the box at the right).

Received Tonnage

- | | | |
|--------------|-----------------|--------------------------|
| 1 = None | 5 = 21 - 30% | <input type="checkbox"/> |
| 2 = 1 - 5% | 6 = 31 - 50% | |
| 3 = 6 - 10% | 7 = 51% or more | |
| 4 = 11 - 20% | | |

Shipped Tonnage

- | | | |
|--------------|-----------------|--------------------------|
| 1 = None | 5 = 21 - 30% | <input type="checkbox"/> |
| 2 = 1 - 5% | 6 = 31 - 50% | |
| 3 = 6 - 10% | 7 = 51% or more | |
| 4 = 11 - 20% | | |

- 21a. Do you or your parent company presently own rail equipment. (rail cars, TOFC trailers, COFC containers). (Check YES or NO) Describe: _____

YES	NO
-----	----

- 21b. If your answer to 21a is "NO", what is your feeling with regard to the purchase of such equipment by your company? (Place the number of the appropriate response in the block on the right).

- | | | |
|---------------------------|--------------------------------------|--------------------------|
| 1 = Definitely interested | 3 = Willing to consider but doubtful | <input type="checkbox"/> |
| 2 = Willing to consider | 4 = Definitely not interested | |

22. If improved service could be provided by paying increased rates, would you be interested?

- | | | |
|---------------------------|--------------------------------------|--------------------------|
| 1 = Definitely interested | 3 = Willing to consider but doubtful | <input type="checkbox"/> |
| 2 = Willing to consider | 4 = Definitely not interested | |

23. What is the possibility of your company providing a cash subsidy to the railroad in order to prevent abandonment of the branch line over which you receive or ship?

- | | | |
|---------------------------|--------------------------------------|--------------------------|
| 1 = Definitely interested | 3 = Willing to consider but doubtful | <input type="checkbox"/> |
| 2 = Willing to consider | 4 = Definitely not interested | |

Additional comments _____

ADDITIONAL COMMENTS

Please offer below any additional comments concerning your past, present, and projected use of rail service. Your views on rail transportation matters are greatly appreciated.

THANK YOU FOR YOUR COOPERATION

Please return completed questionnaire to: NJDOT; 1035 Parkway Avenue
Trenton, N.J. 08625

(A postage-paid pre-addressed reply envelope is enclosed for your convenience.)

To allow proper time for analysis of the data and views which you offer, please complete and return the questionnaire within two weeks of receipt.



FIGURE A.1

LOCAL FREIGHT
SERVICE

CONRAIL	-----
CHESSIE SYSTEM
OTHER CARRIERS	————

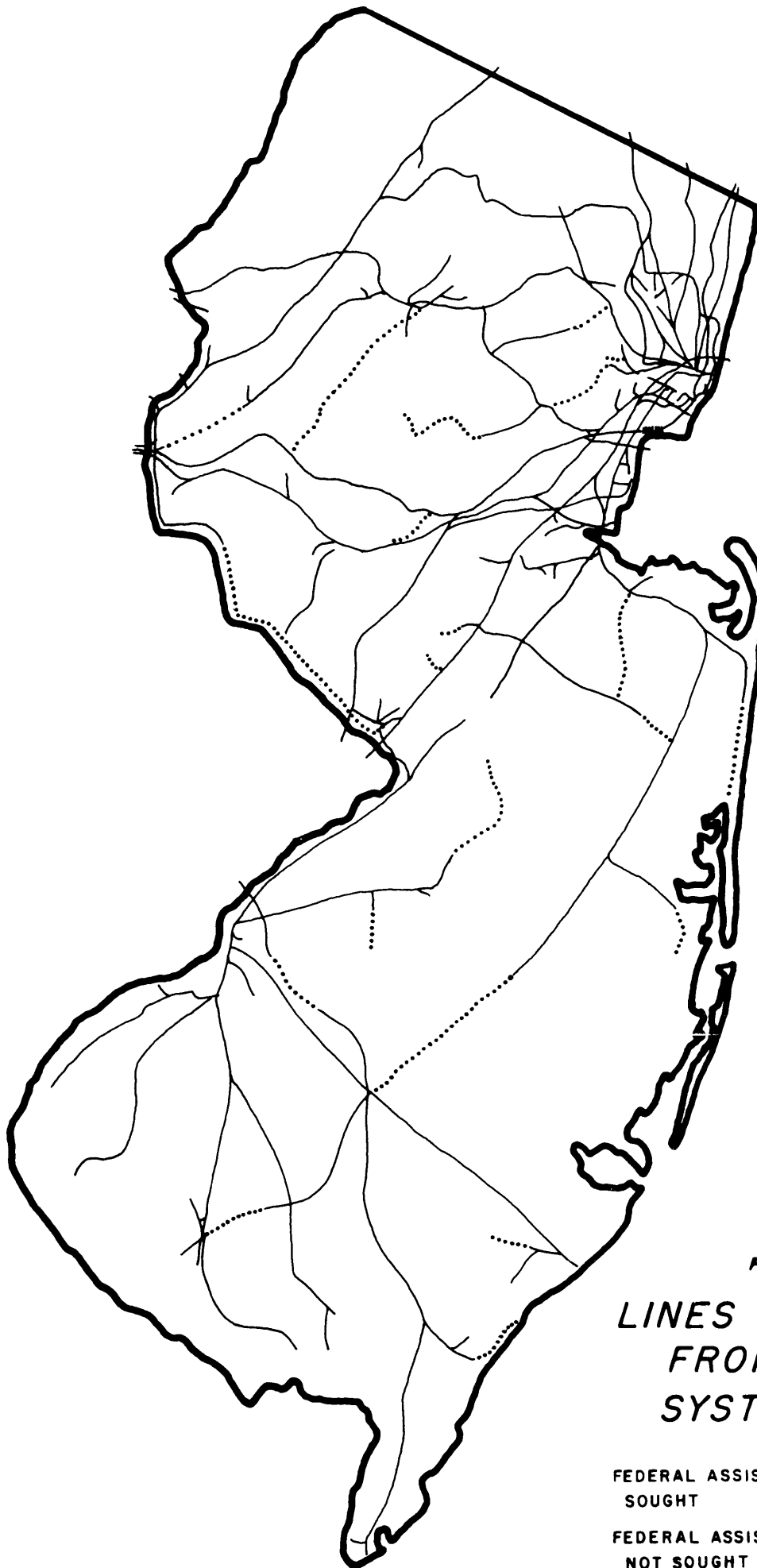


FIGURE A.2
LINES EXCLUDED
FROM FINAL
SYSTEM PLAN

FEDERAL ASSISTANCE SOUGHT

FEDERAL ASSISTANCE NOT SOUGHT

NEW JERSEY RAIL PROPERTIES: TRANSFERS TO CONRAIL

LINE CODE	FROM STATION	TO STATION	MP1	MP2	BRANCH NAME	INTERSECTS
TRANSFEROR: UNITED N. J. R. & CANAL CO.						
1124	THRENTON FAIR	THRENTON BR	0.3	1.4	DELVIDERE BR	LINE TO CRC
1124	PILPCRD	PHILLIPSBURG	34.4	50.7	DELVIDERE BR	LINE TO CRC
1124	PHILLIPSBURG	DELVIDERE	50.7	64.3	DELVIDERE BR	LINE TO CRC
1124	DELVIDERE	DELVIDERE	64.3	65.3	DELVIDERE BR	LINE TO CRC
1125	CARDEN	DELAIR	0.9	5.0	BORDENTOWN BR	LINE TO CRC
1125	DELAIR	EDGEWATER BR	5.0	16.0	BORDENTOWN SEC	LINE TO CRC
1125	EDGEWATER BR	BORDENTOWN BR	16.0	26.7	BORDENTOWN SEC	LINE TO CRC
1125	BORDENTOWN BR	WINDSOR	26.7	37.9	ROBBINSVILLE SEC	LINE TO CRC
1126	THRENTON	BORDENTOWN	0.0	6.0	BORDENTOWN BR	LINE TO CRC
1166	FLORENCE	CLIVE STREET	0.0	0.9	FLORENCE BRANCH	LINE TO CRC
1167	BORDENTOWN BR	PETTY ISLAND	0.0	2.0	PETTY ISLAND BR	LINE TO CRC
1168	FLORENCE	FLORENCE	0.0	1.6	TORRANCE BR	LINE TO CRC
1420	JERSEY CITY	HARRISON	1.0	7.6	MARTINUS BRANCH	LINE TO CRC
1421	RA-5	KEARNY	0.0	4.4	PASSAIC BRANCH	LINE TO CRC
1422	RA-5	GREENVILLE "PAY"	0.0	4.2	GREENVILLE BR	LINE TO CRC
1422	GREENVILLE "PAY"	GREENVILLE YD	4.2	6.5	GREENVILLE BR	LINE TO CRC/TR TO OTHERS
1423	UNION	PETHN APEY	0.0	5.9	PASQUOCBRIER BR	LINE TO CRC
1425	SC ANBOY JCT	JAMESBURG JG	0.5	13.6	ANBOY SEC TK	LINE TO CRC
1426	MIDWAY	JAMESBURG	0.0	5.0	JAMESBURG BR	LINE TO CRC
1426	JAMESBURG	JAMESBURG JG	5.0	5.5	JAMESBURG BR	LINE TO CRC
1428	NEW BRUNSWICK	HIDDLEFUSH	0.0	3.0	HILLSTONE BR	LINE TO CRC
1429	BORDMOUTH JCT	HIGHWAY 26	0.0	2.7	KINGSTON BR	LINE TO CRC
1431	HARRISON	HARRISON PRISTIA	0.0	1.0	CENTIS ST BR	LINE TO CRC
1432	HUDSON	HARRISON	0.0	1.4	HARRISON BR	LINE TO CRC
1433	NETOCEN	BONHAMTON	0.1	1.7	BONHAMTON BR	LINE TO CRC
1434	HEADCWS YD	FED SHIF YD	0.0	0.9	HEADCWS TK NO. 1	LINE TO CRC
1434	HEADCWS YD	LINCLE RBY	0.0	0.9	HEADCWS TK NO. 2	LINE TO CRC
1437	JAMESBURG	HIGHTSTOWN	13.6	21.7	HIGHTSTOWN SEC	LINE TO CRC
1438	HARRISON	SUSSEX ST	0.0	0.6	HRSH E RVR CCRN	LINE TO CRC
1439	BUNTER	END	0.0	1.7	WEST NEWARK BR.	LINE TO CRC
1440	JERSEY CITY	JERSEY CITY	0.0	1.3	HUDSON ST BR	LINE TO CRC
1441	JERSEY CITY	CEKTOP IC.	0.0	2.0	SUSQUEHANNA CORR.	LINE TO CRC
1455	FILRAH	COAL POST IC.	0.0	2.1	MILRAH BR.	LINE TO CRC
1456	THRENTON	COAL POST IC.	0.0	4.1	ENTREPRISE BR.	LINE TO CRC
1457	ELDEL BR.	BORDENTOWN BR.	0.0	1.0	SC. THRENTON BR.	LINE TO CRC
1459	"CR"	MARTINS CREEK	0.0	0.3	MARTINS CREEK BR.	LINE TO CRC
1460	ICEBURG	PEEL	0.0	0.2	ICEBURG BR.	LINE TO CRC

TRANSFEROR: PENN CENTRAL TRANSPORTATION CO.

1412	WEBBANKEN	ROCKEN	0.0	3.0	RIVER LINE	LINE TO CRC
1412	ROCKEN	CP VALDC	3.0	4.7	RIVER LINE	LINE TO CRC/TR TO OTHERS
1413	WEBBANKEN	LITTLE PERRY	0.0	5.9	RIVER LINE	LINE TO CRC
1413	LITTLE PERRY	DUNCNT	5.9	12.9	RIVER LINE	LINE TO CRC
1413	DUNCNT	NJ/NY ST LINE	12.9	18.8	RIVER LINE	LINE TO CRC

TRANSFEROR: FENDEL CO.

1427	HOWELL	JAMESBURG	13.5	27.2	FREEDLD BRANCH	LINE TO CRC
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TRANSFEROR: FENDEL CO.

1127	SECRE	JERSEY	0.0	2.3	DEERSE CO BR	LINE TO CRC
1127	JERSEY	HADDONFIELD	2.3	8.1	DEERSE CO BR	LINE TO CRC
1162	YAVCHIA	FEMBERTON	2.6	24.9	FEMBERTON BR	LINE TO CRC
1165	PT. BCLLY	LUMBERTON BR	0.3	1.3	REDPCD BR	LINE TO CRC
1169	BINSCH, N. J.	END	0.0	1.1	PENNSAUKEN BR.	LINE TO CRC
117A	BINSCH BORD BR	DEERSE CC BR	0.0	0.3	CONN TK NO 1	LINE TO CRC

TRANSFEROR: NEW YORK & LONG BRANCH R. R.

0222	HABITAN RVS NO	SOUTH APEY	0.0	2.7	NYLONGBRANCH	LINE TO CRC
0222	SOUTH ANBOY	LONG BRANCH	2.7	22.5	NYLONGBRANCH	LINE TO CRC
0222	LONG BRANCH	ASBURY PARK	22.5	29.0	NYLONGBRANCH	LINE TO CRC
0223	OCEANPORT	MONMOUTH PARK	0.0	0.7	MONMOUTH PK. TERMINAL	LINE TO CRC

TRANSFEROR: PENNSYLVANIA LEADING SEASIDE LINES

9902	BOLSON ST	CARDEN BEACH	1.0	2.5	CLEVENTON BRANCH	LINE TO CRC
9902	CARDEN BEACH	WINSLOW	2.5	26.1	CLEVENTON BRANCH	LINE TO CRC
9903	WINSLOW	TUCKAHOE	26.1	53.1	CAPE HAY BRANCH	LINE TO CRC
9903	TUCKAHOE	CAPE HAY	53.1	80.0	CAPE HAY BRANCH	LINE TO CRC
9904	CAPE HAY	CAPE HAY FCINT	0.0	2.0	CAPE HAY ST BRANCH	LINE TO CRC
9906	TUCKAHOE	VALERHO	53.1	59.6	OCEAN CITY BRANCH	LINE TO CRC
9911	E. GLOUCESTER	GLENORA	3.9	9.5	GRENLOCH SEC. TK	LINE TO CRC
9916	GLASSBORO	GLASSBORO	18.3	19.3	HILLIAMSTOWN SEC TK	LINE TO CRC
9918	BEESLEYS POINT	BEESLEYS FCINT	0.0	2.0	BEESLEY FCINT TK	LINE TO CRC

TRANSFEROR: RHODIAN RIVER RAILROAD

0225	SOUTH RIVER	WRIGHTS	0.0	1.0	HABITAN RIVER BR	LINE TO CRC
0225	SAYREVILLE JCT	SAYREVILLE	0.0	2.0	HABITAN RIVER BR	LINE TO CRC
0225	SOUTH ANBOY	NEW BRUNSWICK	0.0	12.3	HABITAN RIVER BR	LINE TO CRC

TRANSFEROR: PENNSYLVANIA & ATLANTIC RAILROAD

1164	FENBERTON	LEWIS	24.9	27.6	DIX BOWING TK	LINE TO CRC
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INTERESTS DESIGNATED TO COMBAIL - CONT'D

LINE CODE	FECA STATION	TO STATION	RF1	RF2	BRANCH NAME	INTERESTS
TRANSFEROR: WEST JERSEY & SEASIDE RAILROAD						
9901	LOCUSTON	WINSLOW	13.6	27.2	MAIN LINE	LINE TO CRC
9901	WINSLOW	ATLANTIC CITY	27.2	58.0	MAIN LINE	LINE TO CRC
9901	ATLANTIC CITY	END OF TRACK	58.0	59.0	ATL CITY INT TK	LINE TO CRC
9907	PLEASANTVILLE J	MAIN LINE	56.9	62.2	PLEASANTVI SFC TK	LINE TO CRC
9908	JCT/PLEASANTVILLE	WRIGHT JVE	0.0	0.4	LINWOOD SEC TK	LINE TO CRC
9908	WRIGHT AVE	LINWOOD	0.4	3.8	LINWOOD SEC TK	LINE TO CRC
9909	FAVONIA	CANDEEN ESCUE	0.7	2.5	HILLVILLE SEC TK	LINE TO CRC
9909	CANDEEN "ESQUE"	WCCDRUFF	2.5	10.5	HILLVILLE SEC TK	LINE TO CRC
9909	WOODBURY	GLASSBORO FC	10.5	18.0	HILLVILLE SEC TK	LINE TO CRC
9909	GLASSBORO	VINELAND	18.0	31.8	HILLVILLE SEC TK	LINE TO CRC
9909	VINELAND	VINELAND	31.8	34.0	HILLVILLE SEC TK	LINE TO CRC
9909	VINELAND	S. VINELAND	34.0	38.1	HILLVILLE SEC TK	LINE TO CRC
9909	S. VINELAND	HILLVILLE	38.1	39.8	NO. 1 PUG TK	LINE TO CRC
9909	HILLVILLE	HANUDDSKIN	39.8	48.1	HANUDDSKIN SEC TK	LINE TO CRC
9912	WCCDRUFF N END	PENNS GF DEL. BV	8.8	30.1	PENNS GRCVE BR	LINE TO CRC
9913	FEW. GV WALK. AV	DEEP WATER	29.8	32.4	DEEP WATER PT SEC	LINE TO CRC
9914	WCCDRUFF	SALEM	8.8	37.2	SALEM SEC TK	LINE TO CRC
9915	GLASSBORO	BRIDGECTON JCT.	17.8	36.0	BRIDGECTON SEC TK	LINE TO CRC
9915	BRIDGECTON JCT.	BRIDGECTON	36.0	38.5	BRIDGECTON SEC TK	LINE TO CRC
9917	JCT/HANUDDSKIN	LEESBORO	46.4	51.5	LEESBORO SEC TK	LINE TO CRC
9919	FAULSBORO	SHELLSiding	0.0	2.0	SHELL Siding	LINE TO CRC
9920	FAULSBORO	FAULSBORO	0.0	0.5	FAULSBORO BRANCH	LINE TO CRC

TRANSFEROR: DELAWARE & BOUND BROOK RAILROAD

0326	PA/NJ LINE	WEST TRENTON	31.4	32.0	NEW YORK BR	LINE TO CRC/TE TO OTHERS
0326	WEST TRENTON	WEST TRENTON	32.0	32.5	NEW YORK BR	LINE TO CRC/TE TO OTHERS
0326	WEST TRENTON	ELLIE AIAL	32.5	50.1	NEW YORK BR	LINE TO CRC/TE TO OTHERS
0326	ELLIE HEADS	WESTON	50.1	56.3	NEW YORK BR	LINE TO CRC/TE TO OTHERS
0326	WESTON	BOUND BROOK JCT	56.3	50.4	NEW YORK BR	LINE TO CRC/TE TO OTHERS

SYSTEM: LEHIGH VALLEY R. R.

TRANSFEROR: LEHIGH VALLEY R. R.

0501	JERSEY CITY	CONSTABLE JCT	1.6	5.5	MAIN LINE LVRR	LINE TO CRC
0501	CONSTABLE JCT	GREENVILLE "BAY"	5.5	6.5	MAIN LINE LVRR	LINE TO CRC/TE TO OTHERS
0501	GREENVILLE "BAY"	NEWARK INT	6.5	11.4	MAIN LINE LVRR	LINE TO CRC
0502A	NEWARK INT	ALDENE	11.4	16.9	MAIN LINE LVRR	LINE TO CRC
0502A	ALDENE	BOUND BROOK	16.9	33.1	MAIN LINE LVRR	LINE TO CRC
0502A	BOUND BROOK	HANVILLE	33.1	36.4	MAIN LINE LVRR	LINE TO CRC/TE TO OTHERS
0502A	HANVILLE	FLEMINGTON JN	36.4	51.0	MAIN LINE LVRR	LINE TO CRC/TE TO OTHERS
0502A	FLEMINGTON JCT	EASTON INT	51.0	77.0	MAIN LINE LVRR	LINE TO CRC/TE TO OTHERS
0502B	CLARK	GARDEN ST FRY	19.4	20.3	BLODGOODS BRANCH	LINE TO CRC
0502C	BARITAN JCT	SILVER IR AVE	19.8	26.4	BARITAN BRANCH	LINE TO CRC
0502D	BUSCONNETT JCT	FLOED GITE BR	69.9	75.1	BUSCONNETT BR	LINE TO CRC
0509	NATICKAL JCT	WAT DOCKS BR	1.6	2.0	NJ JCT BRANCH	LINE TO CRC/TE TO OTHERS
0509	JERSEY CITY PER	FBR JCT	1.7	2.0	NAT DOCKS BR	LINE TO CRC
0509	FBR JCT	CONSTABLE JCT	2.0	5.2	NAT DOCKS BR	LINE TO CRC/TE TO OTHERS
0509	CONSTABLE JCT	DAYTONNE	5.2	7.8	NAT DOCKS BR	LINE TO CRC
0509	NAT DOCKS BR	EATONNE CNJ	7.8	8.5	BRANCH NO 6	LINE TO CRC
0510	ERTH AREOT	SO PLAINFIELD	17.4	27.1	PERTH AREOT BR	LINE TO CRC
0511	BILLSIDE	IRVINGTON	12.7	15.5	IRVINGTON BR	LINE TO CRC
0512	LANDSDOWN	CLINTON	57.6	59.5	CLINTON BRANCH	LINE TO CRC
0576	FLEMINGTON JCT	FLEMINGTON	59.5	52.7	FLEMINGTON BR.	LINE TO CRC
0577	JERSEY CITY	CAVEN POINT	0.0	0.6	CAVEN PT. BR.	LINE TO CRC
0577	JERSEY CITY	JERSEY CITY BRANCH NO. 1	0.0	2.2		LINE TO CRC
0579	CONSTABLE JCT.	CLAREMONT TERM.	0.0	0.1	CLAREMONT TERM. BR.	LINE TO CRC

TRANSFEROR: BARITAN TERMINAL & TRANS. CO.

0211	BARITAN RIVER W	NORTH SPACEZ	21.7	23.2	BARITAN NORTH SHORE	LINE TO CRC
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INTERESTS DESIGNATED TO CONRAIL - CONT'D

LINE CODE	FROM STATION	TO STATION	MP1	MP2	BRANCH NAME	INTERESTS
SYSTEM: CENTRAL P. E. CO. OF NEW JERSEY						
TRANSFEROR: CENTRAL P. E. CO. OF NEW JERSEY**						
0201	JERSEY CITY	NY INTERLOCKING	2.0	2.6	MAIN LINE CNJ	LINE TO CRC
0201	BY INTERLOCKING	PAYCONE 33ST	2.6	5.0	MAIN LINE CNJ	LINE TO CRC
0201	PAYCONE 33ST	PAYCONE 'BV'	5.0	7.0	MAIN LINE CNJ	LINE TO CRC
0201	ELIZABETH TUNN	BARITAN	8.9	35.8	MAIN LINE CNJ	LINE TO CRC/TR TO OTHERS
0201	BARITAN	HIGH BRIDGE	35.8	52.2	MAIN LINE CNJ	LINE TO CRC/TR TO OTHERS
0201	HIGH BRIDGE	HIGH BRIDGE	52.2	52.7	MAIN LINE CNJ	LINE TO CRC/TR TO OTHERS
0201	STAN BRIDGE	HARITON	52.7	56.6	MAIN LINE CNJ	LINE TO CRC/TR TO OTHERS
0201	HARITON	PHILLIPSBURG	56.6	71.2	MAIN LINE CNJ	LINE TO CRC/TR TO OTHERS
0201	PHILLIPSBURG	PHILLIPSBURG	71.2	72.1	MAIN LINE CNJ	LINE TO CRC/TR TO OTHERS
0202	CONMUTER	WEST SIDE AVE	1.0	3.6	WEST SIDE BRANCH	LINE TO CRC
0203	ERILLS JCT	NEWARK	5.5	7.3	NEWARK & NEW YORK BR	LINE TO CRC
0204	STANT	ERILLS JCT	4.0	5.5	NEWARK & NEW YORK BR	LINE TO CRC
0205	BRILLS JCT	OAK ISLAND JCT	0.0	1.7	NEWARK & ELIZ. BR.	LINE TO CRC
0205	OAK ISLAND JCT	ELIZABETHPORT	1.7	5.5	NEWARK & ELIZ. BR.	LINE TO CRC/TR TO OTHERS
0206	ECSTERS LANE	FLERINGTON	13.7	15.7	SOUTH BRANCH	LINE TO CRC
0207	BOPATCONG JCT	NEWARK	23.8	25.1	HIGH BRIDGE BR	LINE TO CRC
0207	ROCKAWAY	GENERAL FOAM	21.6	31.6	HIGH BRIDGE BR.	LINE TO CRC
0208	LAKE JCT	BOFBIS CTI JCT	0.6	0.9	LAKE BOPATCONG BR	LINE TO CRC
0211	ELIZABETHPORT	WOODBRIDGE JCT	9.5	20.0	PERTH ABBOT BR	LINE TO CRC
0211	WOODBRIDGE JCT	BARITAN FIVE BC	20.0	21.7	PERTH ABBOT BR	LINE TO CRC
0212	ELIZABETH RIVER	WARRERS	0.0	3.5	SOUND SHORE BRANCH	LINE TO CRC
0213	BARWAY	PETECLEUR	0.0	1.5	CARTARET BR	LINE TO CRC
0214	VILLIASECIARK	CHRCHE	1.3	2.7	REPOHATORY BR	LINE TO CRC
0215	FED PARK	LAKEHURST	38.1	66.0	SOUTHERN H/L	LINE TO CRC
0215	LAKEHURST	CHATSICHTH	66.0	84.3	SOUTHERN H/L	LINE TO CRC
0215	VINELAND JCT	VINELAND	104.2	120.1	SOUTHERN H/L	LINE TO CRC
0215	VINELAND	WORMA	120.1	123.9	SOUTHERN H/L	LINE TO CRC
0215	BRIDGEVIEW JCT	BRIDGEVIEW JCT	130.5	130.8	SOUTHERN H/L	LINE TO CRC
0215	BRIDGEVIEW JCT	BRIDGEVIEW	130.8	132.8	SOUTHERN H/L	LINE TO CRC
0217	WATCO	HATVAN	7.2	10.9	SEASHORE BRANCH	LINE TO CRC
0218	EASTLINGSBRANCH	EVANCHICET	0.0	1.2	INDUSTRIAL BRANCH	LINE TO CRC
0219	LAKEHURST	LAKEHURST	39.8	40.0	TRCB BRANCH	LINE TO CRC
0219	LAKEHURST	TCHS RIVER	40.0	47.4	TRCB BRANCH	LINE TO CRC
0220	BRIDGEVIEW JCT	DEERFIELD	2.0	3.8	DEERFIELD BRANCH	LINE TO CRC
0221	BRIDGEVIEW JCT	HAURICICW	0.0	18.1	CORNSLAND & HAURICE	LINE TO CRC
0226	WEST SIDE BR.	GRAND AVE.	0.0	0.7		LINE TO CRC
0227	BAYONNE	END	0.0	0.8		LINE TO CRC
0228	BAYONNE	TEXACO	0.0	0.6		LINE TO CRC
0229	E'PORT	SECOND ST.	0.0	2.1		LINE TO CRC
0230	SPRING	NEW POINT	0.0	0.6		LINE TO CRC
0231	BROOK	QUARRY	0.0	2.0		LINE TO CRC
0232	BRILLS	LISTER AVE.	0.0	1.1		LINE TO CRC
0233	LOCKWOOD	PSETE	0.0	0.9		LINE TO CRC
0234	BAYWAY	WOOD AVE.	0.0	1.7		LINE TO CRC
0235	BAYWAY	FRONT ST.	0.0	0.8		LINE TO CRC
0236	TREMLEY	GRASSELLI	0.0	1.0		LINE TO CRC
0237	RAHWAY	RT. 1	0.0	1.9		LINE TO CRC
0238	TK 4	PHILA. QUARTZ	0.0	2.3		LINE TO CRC
0239	CARTARET	END	0.0	0.4		LINE TO CRC
0240	NORTH AVE.	ALLIED	0.0	0.4		LINE TO CRC
0241	E'PORT	NORTH AVE.	0.0	1.4		LINE TO CRC
0242	BAYONNE	INGHAM AVE.	0.0	0.9		LINE TO CRC
0243	JERSEY CITY	BURMA RD.	0.0	1.2		LINE TO CRC
0244	BRILLS	AVE. P	0.0	0.5		LINE TO CRC
0245	PERTH AMBOY	WHEELING	0.0	1.7		LINE TO CRC
0246	RAND	PHILLIPSBURG	0.0	0.7		LINE TO CRC
0247	FINDERNE	MANVILLE	0.0	0.8		LINE TO CRC
0248	POINT OF ROCKS	CARTARET AVE.	0.0	0.3		LINE TO CRC
0249	BRILLS	DOREHUS AVE.	0.0	0.7		LINE TO CRC
0250	NWK & N.Y. BR.	BAY SHORE	0.0	0.2		LINE TO CRC
0251	BAY SHORE	AVE. P	0.0	0.3		LINE TO CRC
0252	GLIDDEN	END	0.0	2.4		LINE TO CRC
0253	BRANCHPORT	FT. MONMOUTH	0.0	2.0		LINE TO CRC
C299	CONMUTER AVE	JERSEY AVE TUNE	0.0	0.7	JERSEY AVE BRANCH	LINE TO CRC

TRANSFEROR: DOVER & ROCKAWAY RAILROAD

0207	SHARITON	ROCKAWAY	25.1	31.1	HIGH BRIDGE BR	LINE TO CRC
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TRANSFEROR: WHARTON & NORTHERN RAILROAD

C209	SHARITON	BOFBIS CTI JCT	11.1	18.6	SHARITON&NORTHERN	LINE TO CRC
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TRANSFEROR: ST. ROSE MINERAL RAILROAD

0210	SHARITON	MCURT ROPE	0.0	3.6	ST ROSE MIN BR	LINE TO CRC
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TRANSFEROR: ELYSCHER CONNECTING RAILWAY

1499	OAK ISLAND	KEARBY	0.0	2.7	BAY SHORE COON BR	LINE TO CRC
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INTERESTS DESIGNATED TO CONRAIL - CONT'D

LINE CODE	FROM STATION	TO STATION	PF1	PF2	BRANCH NAME	INTERESTS
SYSTEM: LEHIGH & HUDSON RIVER D. V.						
TRANSFEROR: LEHIGH & HUDSON RIVER D. V.						
0101	HAYSCOKE	NY/NJ ST LINE	0.0	23.8	LEHIGH	LINE TO CRC
0101	NY/NJ ST LINE	SELVIDESE	23.8	72.0	LEHIGH	LINE TO CRC
0102	EASTON	PHILLIPSBURG	0.0	0.4	LEHIGH	LINE TO CRC
0103	PHILLIPSBURG	PHILLIPSBURG	0.0	1.4	HUDSON YARD	LINE TO CRC
0105	FRANKLIN	OGDENSBURG	0.0	2.9	OGDENSBURG BR.	LINE TO CRC

SYSTEM: ERIE-LACKAWANNA RAILWAY

TRANSFEROR: ERIE-LACKAWANNA RAILWAY

6101	GL	GREAT NOTCH	2.9	16.8	BOONTON LINE (NOTE 1)	LINE TO CRC/TR TO OTHERS
6101	GREAT NOTCH	MOUNTAIN VIEW	16.8	21.4	BOONTON LINE (NOTE 1)	LINE TO CRC/TR TO OTHERS
6101	BOONTON VIEW	DENVILLE	21.0	34.0	BOONTON LINE	LINE TO CRC/TR TO OTHERS
6101	DOVER	FORT NOTCH	38.5	45.7	MAIN LINE (FORMER DL&W)	LINE TO CRC/TR TO OTHERS
6102	BERGEN JCT	RIDGEWOOD JCT	3.3	19.4	BERGEN COUNTY (NOTE 2)	LINE TO CRC/TR TO OTHERS
6102	RIDGEWOOD JCT.	SUFFERN	20.2	30.5	MAIN LINE (FORMER ERIE)	LINE TO CRC/TR TO OTHERS
6151	WEST END	PATERSON JCT.	1.9	13.6	MAIN LINE (NOTE 3)	LINE TO CRC/TR TO OTHERS
6151	PATERSON JCT	IN	13.6	14.9	MAIN LINE (NOTE 3)	LINE TO CRC/TR TO OTHERS
6151	IN	RIDGEWOOD JCT.	14.9	20.2	MAIN LINE (FORMER ERIE)	LINE TO CRC/TR TO OTHERS
6152	NJ & NY JCT	N HACKENSACK	7.6	16.0	NJ&NY BRANCH	LINE TO CRC/TR TO OTHERS
6152	N. HACKENSACK	MANUET JCT.	16.0	28.2	NJ&NY BRANCH	LINE TO CRC/TR TO OTHERS
6191	SUSSEX BR. JCT.	NETCONG	47.4	48.2	SUSSEX BRANCH	LINE TO CRC/TR TO OTHERS
6192	PORT MORRIS	SUSSEX BR. JCT.	45.7	47.4	WASHINGTON LINE	LINE TO CRC/TR TO OTHERS
6801	WEST END	NEWARK	1.9	9.0	NEWARK BRANCH	LINE TO CRC/TR TO OTHERS
6801	NEWARK	CHARGE	9.0	11.0	HOBBISTOWN LINE	LINE TO CRC/TR TO OTHERS
6801	SUMMIT	DENVILLE	20.0	36.4	HOBBISTOWN LINE	LINE TO CRC/TR TO OTHERS
6801	DENVILLE	DOVER	34.0	38.5	HOBBISTOWN LINE	LINE TO CRC/TR TO OTHERS
6841	SUMMIT	BILLINGTON	20.0	30.0	GLADSTONE BRANCH	LINE TO CRC/TR TO OTHERS
6842	FOOTVILLE AVE	BOONTON	9.0	13.4	BOONTON BRANCH	LINE TO CRC/TR TO OTHERS

Notes to Rail Lines Tables

Notes for Erie Lackawanna Branch Names

1. Formerly designated as Greenwood Lake Branch of former Erie RR; still carried by this name in EL track charts and valuation records.
2. Bergen Junction to Rutherford Junction was formerly the Erie Railroad Main Line and still carries this name in EL track charts and valuation records.
3. Formerly designated as Boonton Line of former DL&W; still carried by this name in EL track charts and valuation records.
4. Formerly designated as Newark Branch of former Erie RR; still carried by this name in EL track charts and valuation records.
5. West End to Bergen Junction designated in operating timetable as Bergen County Line.
7. Hoboken to West End was originally a portion of what historically was designated as the former DL&W Boonton Line; track charts and valuation records still carry this designation.

INTERESTS DESIGNATED TO THE CHESSEB

LINE CODE	FROM STATION	TO STATION	MP1	MP2	BRANCH NAME	INTEREST
PROJECT: USR 1						
SYSTEM: PENN CENTRAL TRANSPORTATION CO.						
TRANSFEROR: UNITED N. J. P. R. & CANAL CO.						
1422	GREENVILLE "RAY"	GREENVILLE YD	4.2	6.5	GREENVILLE RD	TR TO CHESSEB
TRANSFEROR: PENN CENTRAL TRANSPORTATION CO.						
1412	HOBOKEN	CP WALDO	3.0	4.7	DIVER LINE	TR TO CHESSEB
SYSTEM: LEHIGH VALLEY R. R.						
TRANSFEROR: LEHIGH VALLEY R. R.						
0501	CONSTABLE JCT	GREENVILLE "RAY"	5.5	6.5	MAIN LINE IVER	TR TO CHESSEB
0509	NATIONAL JCT	NAT DOCKS BR	1.6	2.0	NJ JCT BRANCH	TR TO CHESSEB
0509	PRR JCT	CONSTABLE JCT	2.0	5.2	NAT DOCKS BR	TR TO CHESSEB

SYSTEM: ERIE-LACKAWANNA RAILWAY

TRANSFEROR: ERIE-LACKAWANNA RAILWAY

6131	GL	GREAT NOTCH	2.9	16.8	BOONTON LINE (NOTE 1)	TR TO CHESSEB
6131	GREAT NOTCH	MOUNTAIN VIEW	16.8	21.8	BOONTON LINE (NOTE 1)	TR TO CHESSEB
6101	MOUNTAIN VIEW	DEAVILLE	21.0	24.0	BOONTON LINE	TR TO CHESSEB
6101	DOVER	PORT MORRIS	38.5	45.7	MAIN LINE (FORMER DL&W)	TR TO CHESSEB
6101	PORT MORRIS	NJ/PA ST LINE	45.7	73.2	MAIN LINE (FORMER DL&W)	LINE TO CHESSEB
6101	NJ/PA ST LINE	SLATFORD JCT	73.2	74.3	MAIN LINE (FORMER DL&W)	LINE TO CHESSEB
6132	BERGEN JCT	RIDGEWOOD JCT	2.8	19.4	BERGEN COUNTY (NOTE 2)	TR TO CHESSEB
6132	RIDGEWOOD JCT.	SUFFERN	20.2	30.5	MAIN LINE (FORMER ERIE)	TR TO CHESSEB
6151	WESY END	PATERSON JCT.	1.9	13.6	MAIN LINE (NOTE 3)	TR TO CHESSEB
6151	PATERSON JCT	XW	13.6	15.9	MAIN LINE (NOTE 3)	TR TO CHESSEB
6151	XW	RIDGEWOOD JCT.	15.0	20.2	MAIN LINE (FORMER ERIE)	TR TO CHESSEB
6152	NJ & NY JCT	A HACKENSACK	7.6	16.0	NJ/NY BRANCH	TR TO CHESSEB
6152	A HACKENSACK	WAKUPT JCT	16.0	28.2	NJ/NY BRANCH	TR TO CHESSEB
6160	JESSY CITY	BERGEN JCT (HL)	0.0	3.3	MAIN LINE (FORMER ERIE) NOTE 5	LINE TO CHESSEB
6160	CROXTON	WEHAWKEN	0.0	5.2	WEHAWKEN BRANCH	LINE TO CHESSEB
6161	CROXTON	SPARKILL	2.8	23.9	NORTHERN BRANCH	LINE TO CHESSEB
6166	DB JCT	PATERSON JCT	4.5	17.3	NEWARK BRANCH	LINE TO CHESSEB
6167	RUTHERFORD JCT	CAPTEN HILL	8.7	10.2	CAPTEN HILL	LINE TO CHESSEB
6168	PASSAIC	XW	11.5	14.9	PASSAIC BRANCH	LINE TO CHESSEB
6169	KINGSLAND JCT	HARRISON	0.0	5.5	HARRISON BRANCH	LINE TO CHESSEB
6170	FOREST HILL	BLOOMFIELD	8.4	10.0	ORANGE BRANCH	LINE TO CHESSEB
6172	MOUNTAIN VIEW	POMPTON JCT	21.8	28.1	GREENWOOD LAKE SPUR	LINE TO CHESSEB
6172	POMPTON JCT	POMPTON JCT	24.1	28.3	GREENWOOD LAKE SPUR	LINE TO CHESSEB
6173	LITTLE FALLS	MOUNTAIN VIEW	28.3	21.0	TOTOWA SPUR	LINE TO CHESSEB
6191	SUSSEX BR JCT	NETCING	47.4	48.2	SUSSEX BRANCH	TR TO CHESSEB
6192	PORT MORRIS	SUSSEX BR JCT	45.7	47.4	WASHINGTON LINE	TR TO CHESSEB
6192	SUSSEX BR JCT	WASHINGTON	47.4	67.5	WASHINGTON LINE	LINE TO CHESSEB
6192	WASHINGTON	PHILLIPSBURG	67.5	78.0	PHILLIPSBURG BR	LINE TO CHESSEB
6192	PHILLIPSBURG	PHILLIPSBURG	78.0	79.3	PHILLIPSBURG BR	LINE TO CHESSEB
6193	CHESTER JCT	SUCCASUNNA	41.3	45.0	CHESTER BRANCH	LINE TO CHESSEB
6194	WASHINGTON	WASHINGTON	66.5	67.6	OLD ROAD	LINE TO CHESSEB
6242	DELAWARE	SLATFORD JCT.	74.3	84.8	OLD ROAD	LINE TO CHESSEB

SYSTEM: READING COMPANY

TRANSFEROR: DELAWARE & ROUND BROOK RAILROAD

0326	PA/NJ LINE	WEST TRENTON	31.4	32.0	NEW YORK BR	TR TO CHESSEB
0326	WEST TRENTON	WEST TRENTON	32.0	32.5	NEW YORK BR	TR TO CHESSEB
0326	WEST TRENTON	BELLE MEAD	32.5	50.1	NEW YORK BR	TR TO CHESSEB
0326	BELLE MEAD	WESTCA	50.1	56.3	NEW YORK BR	TR TO CHESSEB
0326	WESTON	ROUND BROOK JCT	56.3	56.4	NEW YORK BR	TR TO CHESSEB
0348	W TRENTON	W TRENTON	32.6	32.8	TRENTON BRANCH	LINE TO CHESSEB
0348	W TRENTON	TRENTON	32.8	36.2	TRENTON BRANCH	LINE TO CHESSEB
0348	TRENTON	TRENTON	36.2	36.4	TRENTON BRANCH	LINE TO CHESSEB
0348	TRENTON	EAST TRENTON	35.6	38.7	E. TRENTON IND. TK.	LINE TO CHESSEB

TRANSFEROR: PORT READING R. R.

0336	WESTON	PORT READING	0.0	19.4	PORT READING BR	LINE TO CH./TR TO CRC
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TRANSFEROR: TRENTON-PRINCETON TRACTION CO.

0399	JCT/E. TRENTON	LAWRENCEVILLE	1.1	3.4	TRENTON/PRINCETON TRAC.	LINE TO CHESSEB
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INTERESTS DESIGNATED TO THE CHESSIE - CONT'D

LINE CODE	FROM STATION	TO STATION	MP1	MP2	BRANCH NAME	INTERESTS
SYSTEM: CENTRAL R. P. CO. OF NEW JERSEY						
TRANSFEROR: CENTRAL R. P. CO. OF NEW JERSEY*						
0201	ELIZABETHPT FH	RAPITAN	8.9	35.8	MAIN LINE CNJ	TR TO CHESSIE
0201	RAPITAN	HIGH BRIDGE	35.8	52.2	MAIN LINE CNJ	TR TO CHESSIE
0201	HIGH BRIDGE	HIGH BRIDGE	52.2	52.7	MAIN LINE CNJ	TR TO CHESSIE
0201	HIGH BRIDGE	HAPPTON	52.7	56.6	MAIN LINE CNJ	TR TO CHESSIE
0201	HAPPTON	PHILLIPSBURG	56.6	71.2	MAIN LINE CNJ	TR TO CHESSIE
0201	PHILLIPSBURG	PHILLIPSBURG	71.2	72.1	MAIN LINE CNJ	TR TO CHESSIE
0205	OAK ISLAND JCT.	ELIZABETHPORT JCT.	1.7	5.5	NEWARK & ELIZ. BR.	TR TO CHESSIE

SYSTEM: LEHIGH VALLEY R. R.

TRANSFEROR: LEHIGH VALLEY R. R.

0501	GREENVILLE "EAT"	NEWARK INT	6.5	11.4	MAIN LINE LVRR	TR TO CHESSIE
0502A	NEWARK INT	AIDENE	11.4	16.9	MAIN LINE LVRR	TR TO CHESSIE
0502A	AIDENE	SECOND BECON	16.9	33.1	MAIN LINE LVRR	TR TO CHESSIE
0502A	ROUND ROCK	MANVILLE	33.1	36.4	MAIN LINE LVRR	TR TO CHESSIE
0502A	MANVILLE	FLMINGTON JN	36.4	51.0	MAIN LINE LVRR	TR TO CHESSIE
0502A	FLMINGTON JCT	EASTON INT	51.0	77.0	MAIN LINE LVRR	TR TO CHESSIE
0502A	EASTON INT	BETHLEHEM INT	77.0	88.6	MAIN LINE LVRR	TR TO CHESSIE

INTERESTS DESIGNATED TO CONRAIL FOR ANTRAK

TRANSFEROR: PENN. TURNPI & TERMINAL R. R. CO.

1401	NY/NJ ST LINE	HUDSON	1.6	8.6	MAIN LINE	LINE TO ANTRAK
1401	HUDSON	DOCK	7.1	8.0	MAIN LINE	LINE TO ANTRAK
TRANSFEROR: UNITED N. J. R. R. & CANAL CO.						
1401	DOCK	NEWARK	8.0	9.0	MAIN LINE	LINE TO ANTRAK
1401	NEWARK	COUNTY	9.0	32.9	MAIN LINE	LINE TO ANTRAK
1401	COUNTY	TRENTON "FAIR"	32.9	56.8	MAIN LINE	LINE TO ANTRAK
1401	TRENTON "FAIR"	TRENTON	56.8	57.0	MAIN LINE	LINE TO ANTRAK
1401	TRENTON	NJ/PA STATE LINE	57.0	57.7	MAIN LINE	LINE TO ANTRAK

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

<u>FROM</u>	<u>TO</u>	<u>BRANCH</u>	<u>MP 1</u>	<u>MP 2</u>
<u>Black River & Western Corp.</u>				
Lambertville	Flemington	Main Line	0.0	12.0
<u>Morristown & Erie Railroad</u>				
Morristown	Essex Fells	Main Line	0.0	10.5
<u>New York Susquehanna & Western Railroad Co.</u>				
Croxtan	Butler	Main Line	0.0	34.7
Little Ferry Jct.	Edgewater	Edgewater Br.	0.0	3.0
Passaic Jct.	Passaic	Pass. Jct.-Passaic	0.0	3.1
Hackensack	Lodi	Lodi Br.	0.0	2.4
<u>Rahway Valley Railroad</u>				
Roselle Park	Summit	Main Line	0.0	7.1
Branch Jct.	Unionbury	Rahway Valley Line	0.0	0.7
<u>Staten Island Railroad Corp. (Chessie System)</u>				
Cranford Jct.	NJ/NY Line	Main Line	0.0	5.5

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

<u>RR</u>	<u>FROM</u>	<u>TO</u>	<u>BRANCH</u>	<u>MP 1</u>	<u>MP 2</u>
CNJ	Hook	Shore	Newark Bay Bridge	7.0	8.9
CNJ	Somerville	Royce	South Br.	0.0	3.1
CNJ	Royce	Three Bridges	South Br.	3.1	13.0
CNJ	Matawan	Morganville	Freehold Br.	10.9	14.1
CNJ	Morganville	Freehold	Freehold Br.	14.1	22.9
CNJ	Bradley Beach	Bay Head Jct.	NY & LB RR	29.0	38.0
CNJ	Toms River	Pinewald	Toms R. & Barnegat	47.4	51.5
CNJ	High Bridge	Hopatcong Jct.	High Bridge Br.	0.0	23.8
CNJ	Hopatcong Jct.	Lake Jct.	Lk. Hopatcong Br.	0.0	0.6
CNJ	Chatsworth	Winslow Jct.	Southern Div.	84.3	104.2
CNJ	Norma	Bridgeton Jct.	Southern Div.	123.9	130.5
EL	Orange	Summit	Morris & Essex	11.0	20.0
EL	Millington	Gladstone	Gladstone Br.	30.0	42.3
EL	Bloomfield	W. Orange	Orange Br.	10.0	12.7
EL	Great Notch	Essex Fells	Caldwell Br.	16.5	22.5
EL	Washington	Phillipsburg	Phillipsburg Br.	67.5	78.0
PC	Monmouth Jct.	Rocky Hill	Kingston Br.	2.7	6.3
PC	Trenton	Lambertville	Bel-Del Br.	1.4	15.4
PC	Lambertville	Milford	Bel-Del Br.	15.4	34.4
PC	Farmingdale	Howell	Freehold Sec.	8.3	13.5
PC	Fort Dix	Shrewsbury Rd.	Union Trans.	5.6	18.9
PC	Mt. Holly	Medford	Medford Br.	1.3	6.3
PC	Princeton Jct.	Princeton	Princeton Br.	0.0	2.9
PRSL	McKee City	Pleasantville	Pleasantville Sec.	53.1	56.9
PRSL	Haddonfield	Lucaston	Camden-Atl. City	6.1	13.6
PRSL	Palermo	Ocean City	Ocean City Br.	59.6	66.4

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

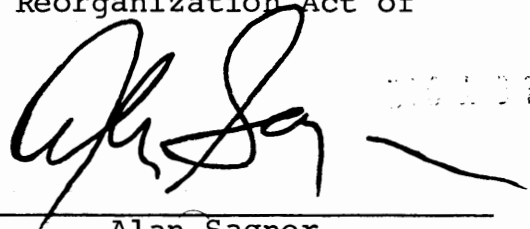
<u>RR</u>	<u>FROM</u>	<u>TO</u>	<u>BRANCH</u>	<u>MP 1</u>	<u>MP 2</u>
CNJ	Hook	Shore	Newark Bay Bridge	7.0	8.9

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

<u>RR</u>	<u>FROM</u>	<u>TO</u>	<u>BRANCH</u>	<u>MP 1</u>	<u>MP 2</u>
CNJ	Bradley Beach	Bay Head Jct.	NY & LB RR	29.0	38.0
EL	Bloomfield	W. Orange	Orange Br.	10.0	12.7
PC	Princeton Jct.	Princeton	Princeton Br.	0.0	2.9
PC	Farmingdale	Howell	Freehold Sec.	8.3	13.5
EL	Orange	Summit	Morris & Essex	11.0	20.0
PRSL	Palermo	Ocean City	Ocean City Br.	59.6	66.4
PRSL	Haddonfield	Lucaston	Camden-Atl. City	6.1	13.6
EL	Millington	Gladstone	Gladstone Br.	30.0	42.3
PC	Lambertville	Milford	Bel-Del Br.	15.4	34.4
EL	Great Notch	Essex Fells	Caldwell Br.	16.5	22.5
PC	Mt. Holly	Medford	Medford Br.	1.3	6.3
CNJ	Matawan	Morganville	Freehold Br.	10.9	14.1
CNJ	High Bridge	Hopatcong Jct.	High Bridge Br.	0.0	23.8
CNJ	Hopatcong Jct.	Lake Jct.	Lk. Hopatcong Br.	0.0	0.6
PC	Monmouth Jct.	Rocky Hill	Kingston Br.	2.7	6.3
PC	Trenton	Lambertville	Bel-Del Br.	1.4	15.4
PRSL	McKee City	Pleasantville	Pleasantville Sec.	53.1	56.9
PC	Fort Dix	Shrewsbury Rd.	Union Trans.	5.6	18.9
CNJ	Somerville	Royce	South Br.	0.0	3.1
CNJ	Norma	Bridgeton Jct.	Wouthern Div.	123.9	130.5
CNJ	Toms River	Pinewald	Toms R. & Barnegat	47.4	51.5
EL	Washington	Phillipsburg	Phillipsburg Br.	67.5	78.0
CNJ	Chatsworth	Winslow Jct.	Southern Div.	84.3	104.2

CERTIFICATION

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

A handwritten signature in black ink, appearing to read 'Alan Sagner', is written over a horizontal line. To the right of the signature, the date 'JUN 1 1973' is stamped in a light, circular format.

Alan Sagner
Commissioner of Transportation



STATE OF NEW JERSEY
OFFICE OF THE GOVERNOR
TRENTON

BRENDAN T. BYRNE
GOVERNOR

May 12, 1975

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

Dear Mr. Hall:

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

Sincerely yours,

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

GOVERNOR

GLOSSARY

ACT -	The Regional Rail Reorganization Act of 1973 Public Law 93-236; January 2, 1974
AMTRAK -	National Railroad Passenger Corporation
Branch Lines or Light Density Lines -	Rail lines not recommended for inclusion in the ConRail System.
Class I Property -	The length of the main stem of each railroad in each taxing district.
Class II Property -	The real estate, other than main stem and facilities used in passenger service, that is used for railroad purposes in each taxing district. It includes the roadbed (other than main stem), tracks, buildings, water tanks, riparian rights, docks, wharves, and piers and all lands used for railroad purposes.
Class III Property -	All facilities used in passenger service, including land, stations, terminals, roadbeds, tracks, appurtenances, ballast, signal systems, power systems, equipment storage, repair and service facilities.
CNJ -	Central Railroad of New Jersey
COA -	Commuter Operating Agency within the New Jersey Department of Transportation.

ConRail or
Corporation -

Consolidated Rail Corporation

Covered Employment -

Refers to those employers and workers who are subject to the provisions of the New Jersey Unemployment Compensation Law. Basically, this includes employing units with 1 or more workers whose accumulated payroll for the calendar year 1969, or any calendar year thereafter reaches \$1,000.00 for such employment.

DCA -

The New Jersey Department of Community Affairs

DEP -

The New Jersey Department of Environmental Protection

EL -

Erie Lackawanna Railway Company

FRA -

Federal Railroad Administration within the United States Department of Transportation.

FSP -

Final System Plan published on July 26, 1975 by the United States Railway Association.

ICC -

Interstate Commerce Commission

KWHR/Ton-Mile -

Kilowatt hours of energy consumed in transporting 1 ton a distance of 1 mile.

Landbank -

Preservation of railroad right-of-way for future use other than for railroad purposes.

Main Stem -	The roadbed, not exceeding 100 feet in width together with all tracks, appurtenances, ballast and all structures, except passenger or freight buildings, erected thereon.
NJDOT -	The New Jersey Department of Transportation
NY & LB -	New York and Long Branch Railroad
Off branch costs -	Operating costs not incurred directly on the railroad branch line.
PATH -	Port Authority Trans-Hudson rapid transit system.
Penn Central, PC or PCTC -	Penn Central Transportation Company
Property tax -	An annual tax levied upon all property used for railroad purposes, other than (a) main stem, (b) tangible personal property and (c) facilities used in passenger service. A rate of \$4.75 for each \$100.00 of the true value of such property for the year 1967 and each year thereafter is currently assessed by the State of New Jersey.
PRSL -	Pennsylvania-Reading Seashore Lines
PSP -	Preliminary System Plan, published on February 26, 1975 by the United States Railway Association.
Questionnaire or survey -	State of New Jersey Freight Transportation Survey

Railbank -	Preservation of railroad rights-of-way and physical plant for future railroad use.
RSPO -	Rail Services Planning Office within the Interstate Commerce Commission.
Secretary's Report -	Rail service in the Midwest and North-east Region - A report by the Secretary of Transportation, February 1, 1974.
Short Line Railroad -	A usually small, independent railroad operation serving as a switching or short-haul carrier. Generally not classified as a Class I carrier as defined by the ICC.
State -	The State of New Jersey
State Rail Plan or SRP -	New Jersey State Rail Plan for rail transportation and local rail services.
USRA -	United States Railway Association

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