

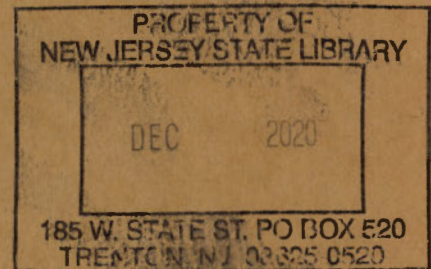
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NEW JERSEY STATE RAIL PLAN

....for rail transportation
and local rail services

PHASE II



AMENDMENT II

new jersey department of transportation
september 15, 1977

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.....for rail transportation
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PHASE II



AMENDMENT II

new jersey department of transportation
september 15, 1977



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~~XXXXXXXXXX~~
Russell H. Mullen
Acting Commissioner

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

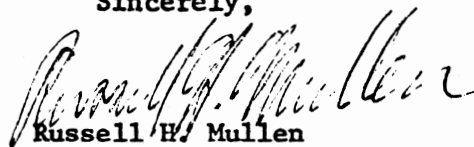
September 15, 1977

Dear Mr. Sullivan:

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

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

Sincerely,



Russell H. Mullen

Acting Commissioner of Transportation

Mr. John M. Sullivan, Administrator
Federal Railroad Administration
U.S. Department of Transportation
400 Seventh St., S.W.
Washington, D.C. 20590

through

Mr. John J. Kessler, Jr., Div. Administrator
Federal Highway Administration
U.S. Department of Transportation
25 Scotch Road - Second Floor
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New Jersey State Rail Plan

Phase II - Amendment II

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On December 9, 1975, the New Jersey Department of Transportation published the New Jersey State Rail Plan for Rail Transportation and Local Services - Phase II, which contained a detailed analysis and quantitative assessment of the discontinuance of specific rail services in New Jersey. Numerous activities affecting the nation's rail system have occurred since publication of Phase II of the "State Rail Plan." All have affected the rail planning process in general, and specific rail service recommendations in particular. An amendment to Phase II was developed for publication on August 1, 1976, which presented New Jersey's strategies and recommendations in response to the activities which had taken place by that time. This document constitutes the second amendment to Phase II and will serve to further update the "State Rail Plan," regarding the rail planning efforts of the New Jersey Department of Transportation as of September 15, 1977.

For the most part, revisions to the "State Rail Plan" have occurred in reaction to the following Federal legislative activities:

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

The first amendment of the "State Rail Plan" presented changes in New Jersey's rail planning strategy which developed shortly before and immediately after implementation of the Conrail system. In the year that has passed since the publication of the amended Phase II, the NJDOT has had the opportunity to observe the effects of Federal rail planning strategies over a longer period of time. Amendment II serves to present the NJDOT rail planning process as it

currently stands, outlining New Jersey's response to the past year's developments affecting the Northeast rail transportation system.

The first portion of Chapter 1 summarizes the events which stimulated New Jersey's initial rail planning efforts, as related in previous publications of the "State Rail Plan." The second portion of this chapter presents subsequent revisions to Federal rail legislation and its corresponding effects on the planning policies of the NJDOT. Under a third subheading are shown NJDOT planning activities, either contemplated or under way, which have been redirected to reflect the aforementioned changes at the Federal level.

As strategies mandated by Federal legislation were implemented, it became apparent that rail planning goals and objectives developed by NJDOT staff were no longer adequate in view of changes resulting from Federal activities. Accordingly, a revised set of goals and objectives has been formulated by the NJDOT and is presented in Chapter 2.

With the establishment of Conrail as an operating entity, several aspects of the New Jersey rail system have been modified to some extent. Chapter 3 presents an inventory of the operating rail passenger and freight services in New Jersey as of August 1, 1977.

Chapter 4 describes revised recommendations for those light density lines originally excluded from the Conrail system. Line segment statistics and cost data have been updated to reflect changes occurring since publication of the first amendment of the "State Rail Plan". Further summaries and details are presented in the Appendices.

CHAPTER 1

NEW JERSEY STATE RAIL PLANNING PROCESS

Synopsis of Past Planning Process

Considerable background detail concerning New Jersey's rail planning process has already been provided in the earlier editions of the "New Jersey State Rail Plan."^{1,2} At this time a repetition of this information may well prove to be a burden to the reader and an unnecessary element for this document.

Expanded information is available in footnoted documents (1) and (2) and in the various documents listed in the Bibliography of footnoted document (1). Several items which may be of interest concerning past planning efforts are provided below in a capsule format:

- . During the early years of the 1970's, nine major railroads in the Northeast and Midwest Region of the United States were forced to declare bankruptcy. Many of the financial problems causing the various bankruptcies related to deteriorated operating facilities and the unavailability of cash resources to upgrade these same facilities.
- . On January 2, 1974, the Regional Rail Reorganization Act of 1973 (3R Act) was signed into law. This legislation was to provide the basis for federal assistance to ailing railroads, as well as provide for the restructuring of the major portions of the rail system in the Northeast and Midwest Region of the United States.

¹New Jersey State Rail Plan for Rail Transportation and Local Rail Services - Phase II, New Jersey Department of Transportation, December 9, 1975.

²New Jersey State Rail Plan for Rail Transportation and Local Rail Services - Phase II - Amendment - New Jersey Department of Transportation, August 1, 1976.

- . Under provisions of the 3R Act, the United States Railway Association (USRA) was created. This agency was given the primary responsibility of developing a more efficient and cost effective rail system. In addition, the agency was also given authority to distribute the billions of dollars appropriated by the U.S. Congress for the revitalization of the rail industry.
- . The planning process developed by the USRA, culminated in the publication of the Final System Plan. This document described in detail the recommended rail structure to be created from the consolidation of the bankrupt rail carriers. It also provided descriptions of the costs of operation, revenue projections and the need for Federal Assistance.
- . As part of the recommended final rail structure indicated in the FSP, one aspect significantly affected individual States located in the Region. Briefly, this aspect involved the elimination of "non-viable" rail segments from the consolidated rail system which was to be operated by the newly organized carrier, Conrail. In New Jersey, these "non-viable" rail segments totaled 193.8 miles which previously had provided service to 101 rail freight users.
- . In order to lessen the impact on users of abandoned rail segments, Title IV of the 3R Act provided assistance in the form of operational subsidies to eligible recipients. Eligibility was to be established through designation of a

State agency as responsible for administration of the Federal Assistance Program, and by publication of a "State Rail Plan" formulated through a continuing comprehensive and coordinated planning process.

- . The New Jersey Department of Transportation has been designated as the administrative agency for the State of New Jersey. To date, two documents have been published and approved as New Jersey's "State Rail Plan." This document is also submitted as part of New Jersey's ongoing planning process.

Very briefly, the above activities describe the major events which form the foundation upon which the current activities concerning rail transportation are based. The New Jersey Department of Transportation has been committed to continuing these monitoring and planning activities in order to maintain eligibility for federal funding assistance as well as provide for adequate freight transportation systems within the State.

The remaining sections will detail the legislative activities having occurred since publication of the "State Rail Plan - Amendment" on August 1, 1976, and describe the planning activities which have occurred or which are anticipated within the near future.

Revised Legislation and Related Impacts

Enactment of the "Railroad Revitalization and Regulatory Reform Act of 1976" (Quad R Act) occurred on February 2, 1976. Although the major aspects of this legislation were described in the August 1, 1976, State Rail Plan-Amendment," nearly all legislative activity has centered around clarification and amplification of portions of this Law.

Significant amendments to the "Quad R Act" were contained in the "Rail Transportation Improvement Act" (PL 94-555) enacted on October 19, 1976. In addition to these legislative amendments enacted as part of the "Quad R Act," numerous rules and regulations have been promulgated by various federal agencies assigned the specific responsibilities of administering portions of the "Quad R Act."

The following paragraphs will describe provisions of the "Quad R Act," with associated rules and regulations that pertain to continuation of rail transportation services. The reader is referred to legislative review documents for provisions of the "Quad R Act" which deal with Interstate Commerce Commission reform, amendments to the "Rail Passenger Service Act," mergers and consolidations, and miscellaneous topics.

Listed below, in a capsule format, are the principal legislative-related activities which have affected New Jersey State Rail Planning activities.

- . Section 803 of the "Quad R Act" amended Section 5 of the "Department of Transportation Act" by creating a national program for federal assistance to rail users located on abandoned rail segments. Duration of this assistance program was to be 5 years, ending June 30, 1981. This amendment effectively extended provisions of the two year, Title IV Assistance Program (3R Act), by an additional three year period.

Proposed requirements for participating in the new Section 5 Program were published in the Federal Register on August 9, 1976. In order for New Jersey to participate in the Section 5 Program (DOT Act) on April 1, 1978 (termination date for the 2 year, Title IV Assistance Program), additional require-

ments will have to be met by the NJDOT Rail Planning Process.

Several of these new requirements are being included within this document, while all of the new requirements will be satisfied in the "State Rail Plan - Amendment III" due to be published during February, 1978. Included in this document as part of these various new requirements, are identification of New Jersey rail lines essential to defense installations, identification of rail lines which are pending abandonment, and a classification of all rail lines based on gross tons generated annually.

- Section 503 of the "Quad R Act" directed that all rail segments in the Nation's rail system be classified into categories reflecting the overall usage and economic contribution to the viability of the owning carrier.

On August 3, 1976, the preliminary classifications were presented.³ After receiving comments, the Secretary of the United States Department of Transportation published a final version of the rail classification system⁴ on January 19, 1977. The impacts of these documents will be realized in the years to come when investments from both the private and public sector begin to reflect the usage criteria.

³Preliminary Standards, Classification, and Designation of Lines of Class I Railroads in the United States; United States Department of Transportation August 3, 1976

⁴Final Standards, Classification, and Designation of Lines of Class I Railroads in the United States; United States Department of Transportation; January 19, 1977

In New Jersey, a total of eight 1973 primary railroad mainlines have been reduced to a total of 3 "Category A Mainlines" by implications of these Reports. If implemented operationally, this reduction will cause major changes in rail freight patterns within the State.

Current and Forthcoming Planning Activities

The current and anticipated planning activities which will be conducted as part of NJDOT's Rail Planning Process will be centered upon the following two objectives:

1. Compliance with provisions of the amended Section 5 of the "Department of Transportation Act", and
2. Re-analysis of existing rail branch lines in conjunction with the analysis of new rail segment abandonment proposals in New Jersey.

Section 5 Compliance -

As previously noted, eligibility for the Section 5 Assistance Program will require that more comprehensive data and analysis be provided by the participating States. These expanded requirements address two general areas of activity. The first area of activity is concerned with defining the needs of and impact upon the entire rail network of a particular State. This differs considerably from the type of data gathered to date, which has generally been limited to defining characteristics of specific rail lines proposed for abandonment. Within the immediate future, NJDOT will compile, for the entire Statewide rail system, all data necessary to categorize and describe rail lines according to the final regulations to be promulgated by the Federal Railroad Administration.

The "proposed rules," dated August 9, 1976, which are propounded to reflect

the content of the forthcoming final rules, require data as follows:

- . Commodities carried on each line, specified to the two-digit level of the Standard Transportation Commodity Code.
- . Identification of each line based on its capacity for "high and wide" loads.
- . For any rail line proposed as being an abandonment candidate, or any rail line receiving financial assistance, the following items:
 - . Characteristics and levels of freight traffic for customers on that line,
 - . Condition of rail plant, equipment and facilities,
 - . Effect of abandonment compared with transportation needs of the State,
 - . Relative environmental, energy, economic and social costs of alternate modes,
 - . Candidates for "rail banking."

Sources for these types of information will be developed as they are found to be available. Obviously, the operating carriers and actual rail users will be the most reliable (and costly) source. NJDOT will research and review all possible secondary sources of this information as they are identified. Accuracy and reliability vs. cost of acquisition will be the primary determinant in selecting specific data sources and acquisition procedures.

Anticipated Analysis Procedures -

During July, 1977, Conrail made available to the general public a list of rail lines which were being studied for possible abandonment. In New Jersey, this list identified the possibility that up to 375 miles of active rail services could be discontinued. This possibility could add significantly to the number of projects competing for limited federal assistance on April 1, 1978.

Figure A.3 in the Appendix indicates those rail lines which could have service discontinued within the near future. Conrail is presently studying in detail the viability of each of these segments, along with possible alternatives for generating increased revenues and/or decreased costs. The determinations made as a result of these studies will then serve as input for initiation of NJDOT's analysis as to subsidy eligibility.

All rail lines in New Jersey which have been previously abandoned, as well as those proposed for abandonment by Conrail, will be ranked in a priority order reflecting their importance to the Statewide rail system. This ranking will be accomplished through a repetition of the utility analysis which was performed for the December 9, 1975 edition of the "State Rail Plan." In brief, this analysis procedure will consist of a ranking of strategies for maintaining freight movements associated with each of the rail segments. The ranking will be based upon the cost of the particular strategy, and the effectiveness of each strategy to achieve desired objectives.

The results of this analysis will determine which strategies and/or projects are implemented in the event sufficient funds are unavailable for implementation of all proposals. Additional details concerning this procedure can be found in the "Planning Work Statement" published by NJDOT on July 28, 1977.

CHAPTER 2

PLANNING OBJECTIVES AND POLICY STATEMENTS

The original set of goals and objectives created for the New Jersey state rail planning process were contained in the "State Rail Plan" published on December 9, 1975. The creation of this original set of goals and objectives was closely allied with the development of specific criteria which were to become part of a "utility analysis" designed to establish a priority ranking of rail projects. Hindsight indicates that the original goals and objectives identified all of the major consequences of rail branch line abandonment, although in some cases, the emphasis of certain consequences were not accurately assessed. The original set of goals and objectives are provided below for your information:

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 polluting
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 deficiencies as compared to a statewide standard for quality service.

Publication of the "State Rail Plan - Amendment" on August 1, 1976 did not cause any revisions to the established set of goals and objectives. In fact, the utility analysis performed during preparation of the "State Rail Plan" was used as the basis for projects documented within the "State Rail Plan-Amendment." Once again, certain disparities appeared in terms of placing the proper emphasis upon certain goals and objectives, and the actual documentation underlying the rail improvement projects being proposed. The effect of these disparities was primarily seen when recommended rail improvement projects were not readily identifiable with the established goals (eg. - several major rail passenger improvement projects were proposed while the importance of rail passenger service was relegated to the "economic growth" goal).

Based upon the identification of several inconsistencies in the original statement of goals and objectives, the New Jersey Department of Transportation has proposed a revised set of goals and objectives which is being circulated within State Agencies for review and comment. These proposed statements are shown in Table 2-1.

In addition to defining the proper emphasis upon various elements in the transportation system, it is expected that improvements will be forthcoming relating to the criteria used to evaluate each of the objective statements. It is contemplated that more effective measures will be defined as various agencies of state government define the impacts of rail service discontinuance within their respective areas of responsibility.

Initial use of the revised goals and objectives with the associated criteria is scheduled for work done in preparation for the "State Rail Plan-Amendment III," due for publication during February of 1978. Although these revised statements will be applicable to the currently proposed projects, the level of effort required for an iteration of the utility analysis procedure is not justified at this time. This becomes especially evident when viewed with the fact that up

TABLE 2-1

PROPOSED REVISIONS FOR
STATE RAIL PLAN GOALS AND OBJECTIVES

Proposed Goals and Objectives

Goal: Provide freight transportation systems which support the economic development of the State of New Jersey.

Objective: Provide for the continuation of efficient freight transportation systems which service existing industrial and business demands.

Objective: Implement systems of freight transportation which conform with the planned development of the State of New Jersey.

Goal: Provide passenger transportation systems which equitably satisfy the travel desires of the population of the State of New Jersey.

Objective: Protect and cause to be continued, all existing rail passenger services determined to be essential by NJDOT transportation planning processes.

Objective: Protect all railroad rights-of-way identified as necessary for proposed rail passenger services.

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

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

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

Goal: Provide alternative means of transportation wherever possible, giving consideration to the economic equity provided to the entire State populace.

Objective: Implement projects which minimize the direct cost to the general population of the State of New Jersey.

Objective: Provide documented recommendations identifying transportation demands within the State of New Jersey.

to 375 miles of additional rail lines are being studied for possible abandonment in New Jersey. Results of these studies are expected to be released by Conrail during October, 1977.

Closely allied to the desired rail projects which were selected to achieve the stated objectives, were the implementation policies established for project funding. In actuality, the policies contained in the "State Rail Plan" and the "State Rail Plan-Amendment," related only to State fiscal resources. Non-state funding policies were created on a case by case basis, by the individual interests affected. The two stated policies which have governed expenditures by the State of New Jersey for rail improvement projects are stated as follows:

1. "The New Jersey Department of Transportation will not employ and maintain, as a long-termed strategy, the continued subsidization of local rail freight transportation."
2. "The New Jersey Department of Transportation will protect and cause to be operated all essential rail passenger services."

The effect of the implementation of these policies is one where the increasing matching share for federal aid to local rail freight service is being provided directly by those requiring particular rail freight services. The role of NJDOT is thus one of providing for continued eligibility and administration of the Federal Rail Assistance Program. It is expected that this policy will remain in effect for the foreseeable future.

Additional policies are now being proposed for adoption by NJDOT for future freight planning activities. These policies are listed in Table 2 -2 and will likely be the basis for actions taken in the future, especially under the Section 5 Assistance Program of the U.S. Department of Transportation Act as amended, which will become effective in New Jersey on April 1, 1978.

TABLE 2-2

PROPOSED POLICIES FOR
STATE FREIGHT PLANNING ACTIVITIES

Proposed Policies

1. The NJDOT will not employ and maintain as a long-term strategy, the continued subsidization of rail freight transportation.
2. The NJDOT will protect and cause to be operated all essential rail passenger services.
3. Freight transportation systems will be encouraged which will emphasize operation within the private sector, with only minimum regulatory functions being assumed by government in order to ensure safe and lawful operation.
4. The NJDOT will support competitive services, wherever net benefits are to be derived by the general population of the State of New Jersey.
5. NJDOT will provide all reasonable efforts to insure that the general public is information of current transportation issues.
6. NJDOT will make its entitlement to Federal Rail Assistance Funds available to those responsible parties desiring to continue branch line, rail freight services.

CHAPTER 3

DESCRIPTION OF RAIL SERVICE (1976)

PASSENGER SERVICES

The recommendations formulated within the original SRP primarily addressed solutions to continue essential rail freight services. The value of excluded rail segments, relating to passenger services, was addressed within the SRP, however, not in terms of developing a comprehensive statewide rail passenger network. The basis for using a less than comprehensive methodology was derived from the SRP being freight service oriented, and the limited scope of the 3R Act of 1973 as one of essentially freight service issues. With the enactment of the Quad R Act in 1976, rail passenger service has been afforded considerably more emphasis at the Federal level.

Since several passenger operations in New Jersey would have been impacted by the exclusion of certain rail segments from the original Conrail system, the NJDOT was obliged to formulate strategies for continued service based on acquisition of the rail lines in question. Originally, the entire cost of such an undertaking would necessarily be borne by the State, with the possible assistance of the Urban Mass Transportation Administration. However, amendments to the 3R Act of 1973, pursuant to Section 805(a) of the Quad R Act, provided expanded funding opportunities, which better enabled the State to implement its rail line acquisition program.

Conrail has been the official operator of commuter rail service in New Jersey since April 1, 1976. At the same time, many of the programs mentioned above, which concern the Quad R Act, also went into effect. New Jersey's rail passenger system, as it has evolved by August 1, 1977, is described in the narrative that follows.

Former Erie-Lackawanna Service

Conrail's Hoboken Division now operates all commuter services in suburban New Jersey which were formerly provided by the Erie-Lackawanna, serving

communities in Somerset, Morris, Union, Essex, Passaic, Bergen and Hudson Counties. All lines terminate on the Hudson River at Hoboken, where passengers may transfer to Port Authority Trans-Hudson (PATH) trains for connections to downtown and midtown Manhattan. Dieselized service, using modern "push-pull" type equipment, is provided over the following routes: the Pascack Valley Line, serving eastern Bergen County; the Main/Bergen County Lines, serving Passaic and Western Bergen Counties; and the Boonton Line, which serves Essex, Passaic, and Morris Counties. Self-propelled multiple unit trains provide electrified service over the Morristown Line and the Gladstone and Montclair Branches. These electrified routes serve suburban communities in Morris, Essex, Hudson, Union, and Somerset Counties.

Table 3-1 below indicates the number of trains per weekday and the number of passengers carried on an average weekday in 1976 for each of the above lines. Ridership was obtained from the conductor counts taken in November, 1976.

Table 3-1: Former Erie Lackawanna

<u>Line</u>	<u>Trains per Weekday</u>	<u>East</u>	<u>West</u>
Pascack Valley Line	12	3,175	2,127
Main Line - Bergen Co. Line	66	7,941	8,138
Boonton Line	25	3,143	3,104
Morristown Line	84	14,517	13,661
a) Montclair Branch	24	678	658
b) Gladstone Branch	<u>39</u>	<u>3,842</u>	<u>3,665</u>
TOTAL	250	33,296	32,363

Direct access to New York City is unavailable on the former Erie-Lackawanna lines, thus necessitating the transfer at Hoboken Terminal. The terminal building and adjacent passenger yard facilities were purchased in 1976 by the State of New Jersey, and were respectively designated by State Rail Plan project numbers HOBT-77-01 and HOBY-77-01. Also purchased by the State was the portion

of the Gladstone Branch between Millington and Gladstone, known as USRA Line Segment No. 1204, at a cost of \$159,200.

The New Jersey Department of Transportation is, at this time, directing a major rehabilitation project encompassing all the electrified passenger services formerly operated by the Erie-Lackawanna Railway. This project includes a program of replacement of outmoded rolling stock with 180 new multiple-unit (MU) cars; delivery of new MU's began during the spring of 1977. Accompanying the purchase of new equipment will be a complete conversion of the electrified suburban lines to commercially-available current. The re-electrification has reached the final design stage, and the ordering of long-lead construction items has begun. Total project cost is expected to be 178.7 million dollars, of which 80 percent will be funded under UMTA grant no. NJ-03-0014.

Related to the foregoing is the Direct Rail Access Project (DRAP), for which NJDOT has made preliminary application to UMTA for Federal funding. The DRAP will establish a rail connection between the electrified Conrail-Morristown Line and the AMTRAK High Line, at Kearny, to permit direct operation to Penn Station, New York, of trains originating in the suburban territory of the former Erie-Lackawanna. Including necessary signal, switch, and station improvements, the anticipated total project cost for the DRAP will be roughly 40 million dollars.

Former Penn Central Service

Conrail and AMTRAK provide electrified rail commuter service over the main line of the former Penn Central, which is now the AMTRAK main line in the Northeast Corridor. This route cuts diagonally across central New Jersey, extending from Trenton to Penn Station, New York, and provides local service to communities in Mercer, Middlesex, Union, and Essex Counties. The same line also doubles as the central link in AMTRAK's Northeast Corridor intercity passenger operation

between Boston and Washington, D.C.

The Conrail commuter operations originate at Trenton, the Jersey Avenue Park-and-Ride station (south of New Brunswick) and Rahway. New Brunswick, Elizabeth and Newark are other major commuter stops on the AMTRAK Main Line. Branch services are also provided to Princeton, located in Mercer County, and South Amboy, in Middlesex County. Princeton Branch trains shuttle Princeton passengers to and from Main Line services at Princeton Junction. Using the Perth Amboy and Woodbridge Branch of the former PC, the South Amboy service transports passengers from eastern Middlesex County to Rahway, where trains join the Main Line service to continue the trip to Penn Station, New York. Both branch lines are operated with electric MU trains.

The following table presents the total number of weekday trains and representative daily ridership for the above-mentioned operations in 1976:

Table 3-2: Former Penn Central

<u>Line</u>	<u>Trains per Weekday</u>	<u>East</u>	<u>West</u>
Main Line (inc. AMTRAK)	110	19,530	17,701
Princeton	40	299	376
South Amboy	<u>20</u>	<u>1,245</u>	<u>984</u>
TOTAL	170	21,074	19,061

The entire Princeton Branch, extending about three miles from Princeton Junction to Princeton, was designated as USRA Line Segment 703 by the Final System Plan. In order to ensure continuation of passenger service on the Branch, the State of New Jersey purchased the line in 1976 for \$65,406. This line has been assigned State Rail Plan Project Number PRIN-77-01.

Several improvements to the services mentioned herein are in the planning, design or implementation phases. AMTRAK has initiated a massive rehabilitation of the Northeast Corridor main line facilities (see AMTRAK Services). In addition, the

New Jersey Department of Transportation has begun efforts to upgrade electrification to South Amboy, and plans to extend electrified service beyond South Amboy, along the former New York and Long Branch Railroad (see Former New York and Long Branch Service). Included in this project is the purchase of 50 new electric MU cars, which will be placed into service as they are delivered.

An extensive modernization of the Metuchen depot, which will include high-level boarding platforms, is also in the design phase. This project, which is partially funded by UMTA under grant number NJ-03-0008, is expected to cost \$2,065,000. The NJDOT is also investigating the feasibility of a new park-and-ride station facility, to be located on the Northeast Corridor main line east of Trenton, near the overpass of Interstate Highway 295.

Former CNJ Service

Three dieselized passenger services of the former Central Railroad Company of New Jersey are now operations of Conrail. Primary among these is the ex-main line of the CNJ, between Phillipsburg and Newark, now referred to as the Raritan Valley Line. This route serves commuters in Warren, Hunterdon, Somerset, Middlesex, Union and Essex Counties. A portion of the old CNJ Jersey City main line, which diverges from the Raritan Valley line at Cranford, now operates as the Bayonne Branch. Transfers to shuttle trains at Cranford allow for connecting service between the Raritan Valley Line and Bayonne (Hudson County) via Elizabeth. The New York and Long Branch commuter line was the third service provided by the CNJ, which conducted a joint operation of this route with the Penn Central (see Former New York and Long Branch Service).

Since all former CNJ trains are diesel powered, they are prohibited from operating through the Hudson River tunnel to Penn Station, New York. All trains (except those on the Bayonne Branch) must therefore terminate at Newark Penn Station, where passengers must transfer to Conrail, AMTRAK or PATH electric

trains to complete the journey to New York.

The total number of weekday trains and representative ridership counts for 1976 are shown in the table below, for the Raritan Valley Line and the Bayonne Branch.

Table 3-3: Former CNJ Service

<u>Line</u>	<u>Trains per Weekday</u>	<u>East</u>	<u>West</u>
Raritan Valley	60	6,466	6,551
Bayonne	<u>41</u>	<u>561</u>	<u>493</u>
TOTAL	101	7,027	7,044

The Raritan Valley Line utilizes a key segment of the former Lehigh Valley double track railroad between Cranford and the northerly connection with the **AMTRAK mainline at Hunter Tower (HUNT-77-01), via the Aldene Connection.** The northerly connection at Hunter Tower was purchased in 1976 by the State of New Jersey from the estate of the Penn Central Transportation Company for the sum of \$59,614.

The Bayonne Branch traverses Newark Bay across the Newark Bay Bridge, USRA Line Segment #1102. This structure has been declared a navigational hazard by the U.S. Coast Guard, and the future disposition of passenger service over this bridge will be determined partly in light of the Coast Guard declaration.

Former New York and Long Branch Service

As mentioned earlier in this chapter, the New York and Long Branch Railroad was jointly operated by the Central Railroad of New Jersey and the Penn Central, and is now a service of Conrail. This route, now called the North Jersey Coast Line, **provides commutation service** for passengers boarding in Ocean, Monmouth, Middlesex, Union and Essex Counties. Under the previous arrangement, CNJ diesel-powered trains terminated in Newark, while an engine change in South Amboy enabled PC trains to continue to Penn Station, New York, under electric power. This procedure has been continued under Conrail operation. Passengers using trains

terminating in Newark must change there for connecting service to downtown and midtown New York.

Following is a table showing the number of weekday trains and the number of daily passengers carried, as surveyed in 1976:

Table 3-4: Former New York and Long Branch

Penn Central	20	5,290	4,610
Central RR of New Jersey	<u>14</u>	<u>3,295</u>	<u>4,327</u>
TOTAL	34	8,585	8,937

A number of improvements are contemplated by the NJDOT for the North Jersey Coast Line. Chief among these is the extension of electrification southward ('westbound') from South Amboy to the Red Bank area. The first phase of the project will move the **terminus of electrified service to Matawan**. UMTA funding will defray 80 percent of the estimated \$137.5 million project cost. Further extension of catenary to Long Branch is being considered. Coinciding with this electrification is the purchase of 50 Arrow III-type MU cars, which will be placed in service on this line when erection of the catenary is completed. Closely linked with the project is a study of linehaul transit improvement alternatives for the coastal and inland communities of Monmouth and Ocean Counties. Most of the options under consideration call for extensive rehabilitation and re-equipping of the remainder of the North Jersey Coast Line not being developed by the electrification project now underway.

Included in the North Jersey Coast Line is USRA Line Segment #1105, the portion of the former NY & LB between Bradley Beach and Bay Head. This **nine-mile** segment was purchased by the State of New Jersey in 1976, at a price of \$839,286. That segment has been designated NYLB 77-01. The NJDOT is exploring the possibility

of acquisition of the remainder of the North Jersey Coast Line, namely, that portion between Bradley Beach and Union tower (Woodbridge Twp.) pursuant to the "900-day option" set forth by the 3R Act of 1973.

Former Joint Reading-CNJ Service

Conrail provides a diesel commuter service between Philadelphia and Newark, over trackage formerly operated by the Reading Company. Now known as the Reading Line, this route enters New Jersey at West Trenton, and proceeds through Mercer and Somerset Counties to Bound Brook Junction, where it joins the Raritan Valley Line. Trains then follow this former CNJ route to Newark's Penn Station. Passengers who travel beyond Newark must change trains there. Reading Line trains use a key segment of double track railroad between Cranford (Aldene) and a connection with the AMTRAK mainline in Newark. Rolling stock is provided under the ownership of the Southeastern Pennsylvania Transportation Authority.

The following table illustrates the 1976 daily patronage and frequency of service:

Table 3-5: Former Reading-CNJ Service

<u>Line</u>	<u>Trains per Weekday</u>	<u>East</u>	<u>West</u>
New York Branch	2	308	246

Former Pennsylvania - Reading Seashore Lines (PRSL) Service

The only rail passenger operation serving South Jersey communities was taken over from the PRSL by Conrail in 1976. Self-propelled rail diesel cars (RDC's) provide weekday service between Atlantic and Cape May Counties and the Lindenwold terminus of the Port Authority Transportation Company (PATCO) High-Speed Line. Lindenwold serves as a transfer point for passengers traveling between shore points and Camden County or Philadelphia.

The Atlantic City Line extends southeastward across Atlantic County to its namesake city. Diverging from this route at Winslow Junction is the Cape May

Line, heading southward to Cape May County points. The Ocean City Branch splits from this route at Tuckahoe to serve passengers at Palermo and Ocean City. The latter two lines are serviced by two separate trains, which begin as a single movement originating at Lindenwold. Train and crew are then divided at Tuckahoe to individually serve the Ocean City Branch and the remainder of the Cape May Line. Weekend and extra weekday trains to Cape May and Ocean City are added during the summer to accommodate vacation travel.

USRA Line Segments #1807 (Lucaston-Lindenwold) and #1808 (Ocean City-Palermo) are used by these Conrail seashore passenger services. Both segments were purchased in 1976 by the State of New Jersey; the latter, designated OCEA-77-01, cost \$43,619, and the former, CAAC-77-01, was acquired for \$51,362.

The following table illustrates a representation of 1976 weekday patronage and the frequency of service for the seashore lines:

Table 3-6: Former PRSL Service

<u>Line</u>	<u>Trains per Weekday</u>	<u>East</u>	<u>West</u>
Atlantic City Line	6	123	119
Cape May Line	2	51	43
Ocean City Branch	2	<u>60</u>	<u>61</u>
TOTAL		234	223

AMTRAK/Northeast Corridor Service

The former main line of the Penn Central Transportation Company now serves as the core of AMTRAK's intercity rail passenger service. This route roughly bisects New Jersey, running about 58 miles from New York through Newark, Elizabeth and New Brunswick to Trenton, where it crosses into Pennsylvania. Intermediate stops in the state make points in Essex, Union, Middlesex and Mercer Counties accessible to AMTRAK passengers. AMTRAK serves New Jersey on weekdays with about 35 trains in each direction. These trains carry a substantial amount of intrastate

commutation patronage in addition to intercity and interstate riders; however, an actual count of this ridership is unavailable.

AMTRAK is now the owner of the New Jersey portion of the old Penn Central main line between Washington, D.C. and Boston, MA. Conrail freight trains and local commuter operations use the so-called Northeast Corridor (NEC) through trackage rights agreements. The portion of the NEC which traverses central New Jersey is one of the most heavily travelled rail lines in the country. Under the Northeast Corridor Improvement Project (NECIP), the Federal Railroad Administration is undertaking a \$1.6 billion overhaul of the entire Corridor, consisting largely of re-electrification to establish compatibility with the supply available from commercial electric utilities. This, along with other improvements to signals, train control, curve alignment, roadbed and track, will contribute to the development of a sophisticated highspeed rail passenger service in the NEC. Funding for the project has been provided through Title 7 of the Quad R Act of 1976. It is expected that, of the amount cited, about \$204.6 million will be expended on the NECIP in the State of New Jersey. Included in this sum is the local share which is anticipated to be contributed by State and local agencies for certain station and fencing improvements. The quality of service resulting from the NECIP is expected to stimulate a dramatic growth in AMTRAK NEC patronage in the next 10 to 15 years.

FREIGHT SERVICES (NON-CONRAIL)

In addition to Conrail, several other railroads currently maintain freight operations within New Jersey. All of these companies, with the exception of the Delaware and Hudson Railway, serve primarily as shortline terminal operators. Not including the bankrupt New York, Susquehanna and Western, all such carriers are solvent operations. In January of 1976, the NYS&W filed for bankruptcy under Section 77 of the Bankruptcy Act. The following is a brief description of the history and operations of these shortline carriers.

Black River and Western Corporation

This railroad began operation over a portion of the Flemington Branch of the Penn Central, between Ringoes and Flemington, in 1970. Operating both as a steampowered tourist line as well as a freight common carrier, the BR&W later extended operations over the entire branch, to its interchange with the PC's Belvidere-Delaware line in Lambertville. The northern terminus, at Flemington, was an interchange with the South Branch of the Central Railroad of New Jersey. Total route mileage between Lambertville and Flemington was twelve.

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

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

The Belvidere-Delaware Branch was not included in the Conrail system by the Final System Plan. After closure of the CNJ South Branch, this was the only line connecting the BR&W with the major markets in the region, particularly New York and Philadelphia. Recognizing that abandonment of the "Bel-Del" would isolate the BR&W and the shippers dependent upon it, the State of New Jersey filed a petition with the USRA in early 1976 requesting that a portion of this segment be designated to the Black River and Western.

In 1976, the BR&W acquired the portion of the South Branch extending 5 miles from Flemington to Three Bridges. At Three Bridges, a connection with the Conrail

Lehigh Division (formerly Lehigh Valley main line) was completed in early 1977. This new connection allowed Conrail to cease operations along the Bel-Del between Milford N.J. and Trenton, N.J., since the BR&W would no longer be isolated. The BR&W had also acquired the portion of the Bel-Del between mileposts 15.4 and 18.0, allowing uninterrupted freight service to rail users in and around Lambertville.

The current stabilized demand for rail service to the Flemington area amounts to approximately 2,000 cars per year, and a strong prospect exists that demand will increase substantially in the future. Consequently, it may reasonably be expected that the BR&W should continue to be a financially solvent and independent carrier.

New York, Susquehanna and Western Railroad

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

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

Detailed investigation into various alternatives, including the apparent

qualification of the NYS&W for loan guarantees under Title V of the Revitalization Act, is currently underway and specific recommendations will be incorporated in the next amendment.

Morristown and Erie Railroad

The Morristown and Erie Railroad is a solvent shortline serving Essex and Morris Counties, in the northeastern region of New Jersey. The M&E was established in 1903, as the result of a merger between the Whippany River and the Whippany and Passaic Railroads. It currently owns and operates a line extending from Morristown to Essex Fells, a total of 12 route-miles.

The M&E connected at both ends with the Erie Lackawanna Railway; at Morristown, with the Morristown Line, and with the Caldwell Branch at Essex Fells. The latter was also classified by the USRA as Light Density Line #1207, and was not included in the final Conrail system. Morristown serves as the preferred connection point. This shortline operates in freight service only (passenger service was dropped in 1928), primarily serving paper and box mills in the Whippany and Roseland areas. Other commodities include petroleum products and construction materials.

Under a lease agreement, an excursion passenger service was inaugurated on the M&E in 1965 by the Morris County Central Railroad Company. The contract called for operation between Whippany and Roseland of excursion trains powered by steam locomotives. This particular operation was moved to an abandoned portion of the NYS&W at Newfound and, New Jersey, in 1974. It was succeeded by a similar steam excursion enterprise known as the Whippany and Toonerville Railroad, which still operates along the M&E.

The NJDOT currently plans to perform accelerated maintenance on the Caldwell Branch of the former EL, contingent on a proposal for 100% Federal funding. With Federal approval of this funding proposal, the eastern connection of the Morristown and Erie may be reopened to freight traffic. Operation of the M&E will then be

extended, under subsidy, to Great Notch, on the Boonton Line of Conrail.

Rahway Valley Railroad Company

The Rahway Valley Railroad extends from Summit to Roselle Park, N.J., a distance of approximately 9 miles in Union County. At Summit, the mainline has a connection with the Morristown Line of Conrail's Hoboken Division (formerly Erie-Lackawanna). At Roselle Park, it connects with the CR Lehigh Division, the former main line of the Lehigh Valley Railroad.

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

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

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

The Staten Island Railroad Corporation

The Staten Island Railroad Corporation was incorporated, under New York Laws, on July 29, 1899 as the Staten Island Rapid Transit Railway Co. (SIRT). The SIRT was the successor to the original Staten Island Rapid Transit Railroad which was organized in 1880. The present name of the company was adopted in 1971 after a major restructuring process was accomplished, and which culminated in the transfer to the Metropolitan Transportation Authority (MTA) of the 14-mile passenger line extending from St. George to Tottenville, Staten Island. This line now operates as the Staten Island Rapid Transit Operating Authority.

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

Delaware & Hudson Railway Company

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

Delaware & Hudson Railway Company was chartered in 1823 originally as a canal company connecting the Delaware & Hudson Rivers. It evolved to its present form by the construction and acquisition of numerous rail properties. In its early railroad history, the D&H's principal source of revenue was derived from the transportation of coal. With the decline in use of coal, the D&H developed its present principal function as a "bridge" or overhead carrier. In its pre-reorganization configuration, the D&H operated 747 miles of mainline in Pennsylvania, New York and Vermont. The rail reorganization process, under the principle of enhancing the North-South rail competition, resulted in substantial portions of lines formerly owned by insolvent entities to be included into the D&H network. They include extensions to Allentown, Pennsylvania, and Binghamton, New York, in 1973, and to Buffalo, Philadelphia, and Bethlehem, Pennsylvania, Newark, New Jersey, and Washington, D.C. in 1976. The latter extensions occurred when the Chessie System was unable to exercise its option under the Reorganization Act to acquire the foregoing properties.

The D&H maintains certain trackage rights in New Jersey, including those along the lines from Allentown, Pennsylvania to Newark, as well as interchange rights at Bound Brook and Oak Island (Newark). The D&H's operations in New Jersey are geared specifically toward providing competitive intermodal (TOFC/COFC) service in a region dominated almost entirely by Conrail. Heavy deficits during the first year of operation prompted the railroad to consider abandonment of the service.

However, major reductions in the level and frequency of service have enabled the D&H to maintain its operation between Allentown and Oak Island without severe financial hardship.

CONRAIL FREIGHT SERVICES

On April 1, 1976, the Consolidated Rail Corporation (Conrail) acquired properties, rolling stock and other assets of certain of the railroads in the northeastern U.S. that were in reorganization. Conrail was established pursuant to the 3R Act, as amended, to be a for-profit private sector corporation. It is strictly a freight operation but also operates subsidized commuter passenger services (such as those described earlier in this chapter) on behalf of various state or governmental transportation authorities, and also operates certain intercity passenger services pursuant to agreements with AMTRAK.

Although Conrail was granted a commitment of approximately \$2.026 billion in federal investment funds to help cover its initial operating losses and rehabilitation costs, the Corporation must repay its loans with interest when it becomes a profitable enterprise.¹

In New Jersey, Conrail commenced operations on lines formerly owned and/or operated by the Penn Central Railroad (PC), the Central Railroad of New Jersey (CNJ), the Lehigh Valley Railroad (LV), Lehigh and Hudson River Railroad (LHR), the Pennsylvania Reading Seashore Lines (PRSL), the Erie-Lackawanna Railroad (EL), and the Reading Company, on April 1, 1976, the date of conveyance.

¹Conrail Magazine, March/April 1977, p. 3

The great majority of New Jersey's existing active rail trackage is now owned by Conrail, with several exceptions:

- . Conrail sold to AMTRAK its properties located along the Northeast Corridor (former PC Mainline). Conrail now pays rental fees to AMTRAK to haul freight on the Northeast Corridor main line.
- . Approximately 143.4 miles of rail lines in New Jersey that were previously operated by the bankrupt railroads were not conveyed to Conrail. These lines were either abandoned, purchased by the State of New Jersey, or were retained by the trustees of the bankrupt companies. These light density lines (LDL's) have been and continue to be a major focus of study in various phases of New Jersey's State Rail Plan.
- . Several smaller private companies have continued rail operations in New Jersey. These organizations were described earlier in this chapter (see also Appendix A.).

It should be noted that Conrail currently permits two other railroads - the Chessie System and the Delaware and Hudson Railroad - to retain trackage rights over certain portions of Conrail trackage in New Jersey.

In its efforts to reach profitability, Conrail is attempting to reduce many of the duplicative routes that were used by the competing bankrupt companies. The implications of these efforts are already evident in New Jersey. As indicated in Chapter 2 of this report, more than 375 miles of marginally profitable routes in New Jersey are being examined by Conrail to determine their long term viability (see also Appendix B, Figure A.3).

In the short time that Conrail has been operating in New Jersey, it is not yet clear whether the quality of service to freight users has actually improved. The company, in its initial stages of operation has had to contend with many logistical problems, namely, deteriorating roadbed and trackage, as well as obsolete rolling stock.

On the other hand, Conrail is currently undertaking a massive rehabilitation program which should enable it to significantly improve service to its freight users.

CHAPTER 4

REVISED
LIGHT DENSITY LINE
COSTS AND RECOMMENDATIONS

This Chapter updates the detailed recommendations for each of the rail segments identified for exclusion from the final Conrail structure. Figure 4.1 indicates the location and identification of these rail segments. The following Table indexes the line segments as they are presented within this Chapter.

TABLE 4-1

<u>USRA</u> <u>Identification</u>	<u>Description</u>	<u>Page</u>
119	Kingston Branch	4.3
121	Belvidere-Delaware Br.	4.6
121a	Belvidere-Delaware Br.	4.7
123/124/124a	Freehold Secondary Track.	4.9
127/128	Union Transportation Co.	4.12
130	Medford Branch	4.15
703	Princeton Branch.	4.17
1102	Newark Bay Bridge	4.19
1104	Freehold Branch	4.21
1105	New York & Long Branch RR	4.24
1106	Toms River and Barnegat Br.	4.27
1107	High Bridge Branch	4.30
1204	Gladstone Branch	4.33
1206	Orange Branch	4.35
1207	Caldwell Branch	4.38
1800	Pleasantville Secondary Track	4.41
1807	Camden to Atlantic City Line	4.44
1808	Ocean City Branch	4.46

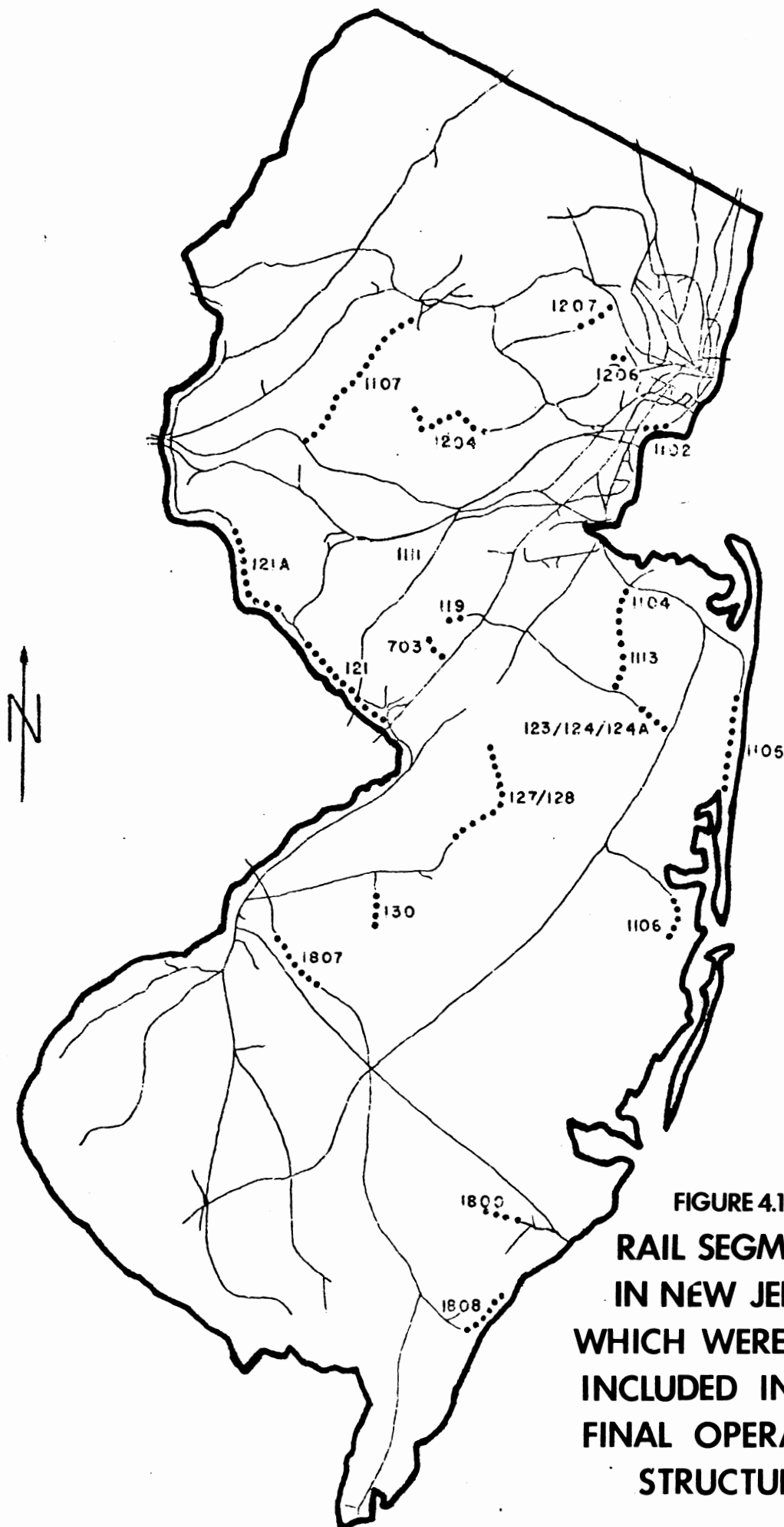


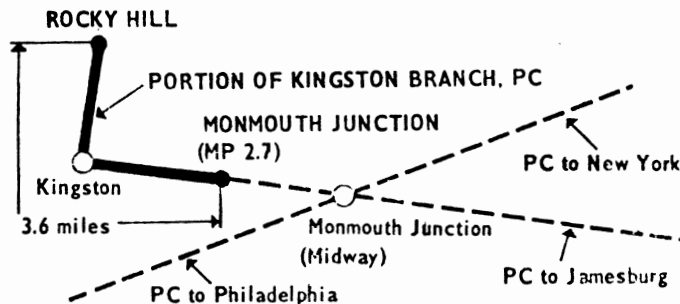
FIGURE 4.1
RAIL SEGMENTS
IN NEW JERSEY
WHICH WERE NOT
INCLUDED IN THE
FINAL OPERATING
STRUCTURE

ROCKY HILL RUNNING TRACK, KINGSTON BRANCH

USRA Line No. 119

Penn Central

LINE DESCRIPTION



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

this line connects with AMTRAK's Northeast Corridor Mainline running from Boston, Massachusetts to Washington, D.C.

SYNOPSIS OF LINE CONDITIONS

This line is presently out of service north of U.S. Route 1. Between U.S. Route 1 and the connection with the Mainline at Monmouth Junction, there are six rail customers who will continue to be served by Conrail. Trap Rock Industries and Princeton Nurseries are the only potential rail users on the segment which has been excluded from the Conrail System. Both rail users have expressed an interest in having rail service restored on this line segment. Trap Rock Industries is nearing completion of a contract with AMTRAK to provide 1,300 carloads of ballast material for track work along the Northeast Corridor. In addition, Trap Rock Industries has forecast a 5,200 percent increase in rail traffic by the year 1980. This increased traffic activity would translate into approximately 15,100 carloads annually.

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

segment is indicated below:

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	3	279	282	78.3
1974	0	76	76	21.1
1975	0	0	0	0.0
1976	0	0	0	0.0

ANALYSIS

The two industries located on the excluded segment have expressed a desire to have rail service restored to their respective facilities. The decline in rail traffic in 1974, 1975, and 1976, is attributable to the washout of the roadbed in 1974 and to the overall poor condition of the tracks. Rehabilitation of the line to FRA Class I Standards and reinstitution of freight service to facilitate the shipment of ballast is expected to recapture much of the lost revenues.

RECOMMENDATIONS

The New Jersey Department of Transportation has applied for the cost of rehabilitating this line segment to FRA Class I Safety Standards, thereby permitting freight services to be reinstituted.

In the event that an operational deficit materializes after the reinstitution of freight service, the matching share of the required subsidies will be borne by the freight service users or other responsible parties. The NJDOT will not supplement any subsidies to provide these freight services; however, it will make available to such responsible parties its entitlement to federal financial assistance funds pursuant to the Regional Rail Reorganization Act of 1973, as amended, and the U.S. Department of Transportation Act, as amended.

COST ESTIMATE FOR RECOMMENDED ACTION

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

1. Rehabilitation of Line Segment
(KING-77-01) \$146,076
2. Continuation of Local Freight
Services with matching share
provided by rail users. (KING-78-01) \$15,770

Expenditures from April 1, 1978 through March 31, 1979 (FY 78-79)

1. Continuation of Local Freight
Services with matching share provided
by rail users. (KING-79-01) \$23,000

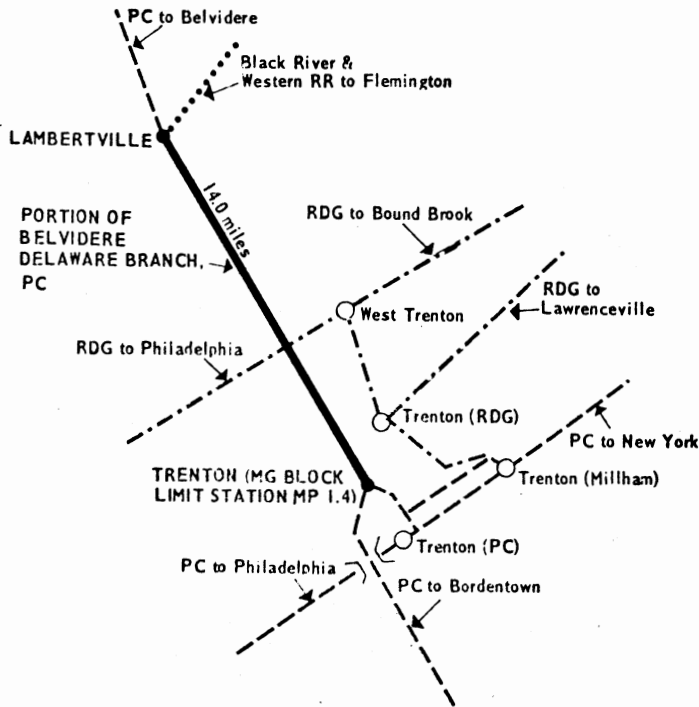
The source of funds for the projects listed above are as follows:

<u>PROJECT</u>	<u>TITLE IV</u>	<u>SECTION 5</u>	<u>UMTA</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
KING-77-01	\$146,076					\$146,076
KING-78-01	\$ 14,193				\$1,577	\$ 15,770
KING-79-01		\$18,975			\$4,025	\$ 23,000

PORTION OF BELVIDERE-DELAWARE BRANCH

USRA Line No. 121

Penn Central



LINE DESCRIPTION

This portion of the Belvidere-Delaware Branch, extends from Trenton (MP 1.4) to Lambertville (MP 15.3) a distance of 13.9 miles, in Mercer and Hunterdon Counties, N.J. At Trenton, this line connects with AMTRAK's Northeast Corridor Mainline providing service between Boston, Massachusetts and Washington, D.C, as well as the Bordentown

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

SYNOPSIS OF LINE CONDITIONS

Rail service was discontinued on this line segment on April 1, 1976. Due to extremely low traffic activity and the lack of potential for industrial development, NJDOT did not recommend continued subsidized freight service on this line.

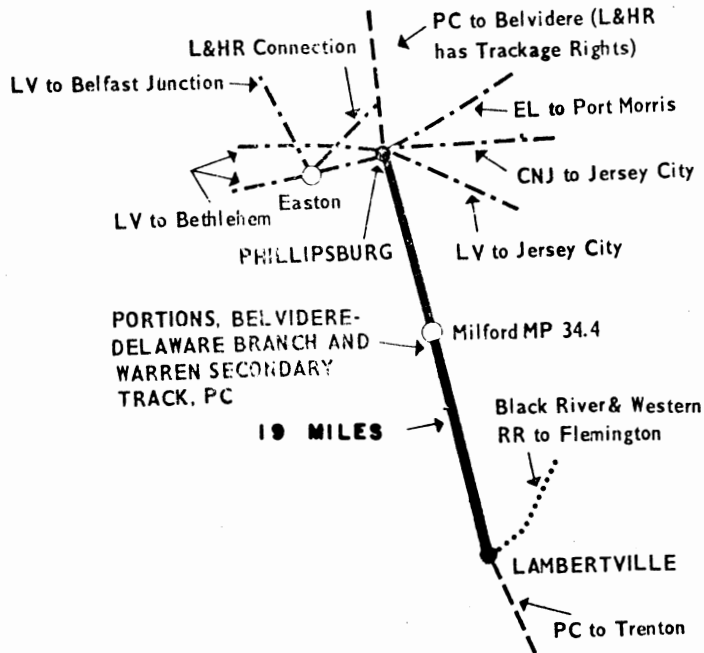
RECOMMENDATION

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

PORTION OF BELVIDERE-DELAWARE BRANCH

USRA Line No. 121a

Penn Central



LINE DESCRIPTION

This portion of the Belvidere-Delaware Branch extends from Lambertville (MP 18.0) to Milford, N.J. (MP 34.4), a distance of 16.4 miles, in Hunterdon County, N.J. At Lambertville, this line connects with the Black River and Western Corporation. At Milford, this line continues to Phillipsburg and Belvidere.

SYNOPSIS OF LINE CONDITIONS

In 1976, the Black River and Western Corporation (BR&W) purchased a section of this line segment between mileposts 15.4 and 18.0. Freight service on the remainder of this segment (MP 18.0 - 34.4) was provided by Conrail under a one-year operating lease with the Trustees of the Penn Central.

The one year lease was obtained by Conrail to allow an exchange of freight traffic while the construction of a connecting track was completed at Three Bridges between the BR&W and the former Lehigh Valley Mainline (now Conrail). This connecting track was completed in early 1977 and rail freight service was subsequently discontinued by Conrail on this northern 16.4 miles of the Belvidere-Delaware Branch.

ANALYSIS

The topography adjacent to the rail line, together with the close proximity of both the Delaware-Raritan Feeder Canal and the Delaware River provide practically no potential for industrial development along this line segment. In addition, there are no rail patrons located along the northern 16.4 miles of this segment.

RECOMMENDATIONS

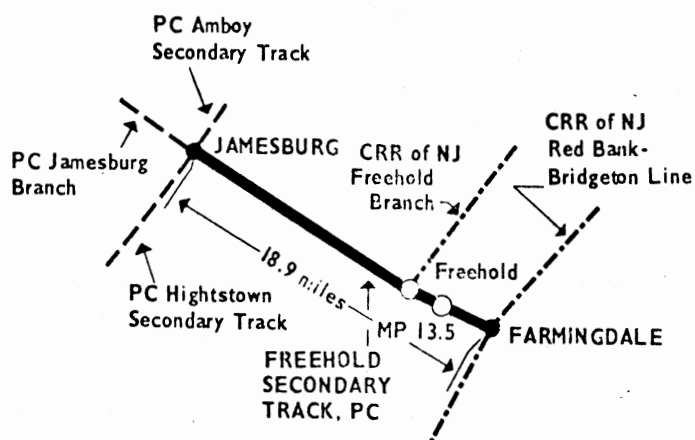
Because there are no affected shippers located along this line segment; and, there exists little potential for industrial development, the NJDOT will not pursue any course of action to reinstitute and maintain local rail service on the segment between MP 18.0 and MP 34.4.

PORTION OF FREEHOLD SECONDARY TRACK

USRA Line No. 123/124/124a

Penn Central

LINE DESCRIPTION



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

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

SYNOPSIS OF LINE CONDITIONS

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

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	41	14	55	10.6
1974	27	4	31	6.0
1975	24	1	25	4.8
1976	--	--	1	0.2

The existing zoning ordinances and land availability both provide for expanded industrial development. In the Phase II Amendment, it was reported that the existing rail users along this segment had predicted that there would be significant growth in rail usage. Freight operations were subsidized for the period April 1, 1976 to March 31, 1977. However, the local freight users were unwilling to contribute the required 10% local share to continue subsidized freight operations after April 1, 1977. Consequently all freight service on this line segment was curtailed as of that date.

ANALYSIS

This segment of the Freehold Secondary Track forms a vital link in a proposal to provide for future rail passenger service. This line was designated for conveyance to Conrail, thence to New Jersey for potential use as a commuter rail link.

RECOMMENDATION

Pursuant to Section 206(c) (1) (D) of the Regional Rail Reorganization Act of 1973, as amended, the State of New Jersey exercised its option to purchase this rail segment between Farmingdale and Howell, N.J. in 1976. The purchase of this rail segment will permit the continuation of freight service to the local users.

As owner of this rail property, the NJDOT will permit reinstitution of freight service, provided the freight users or other responsible parties contribute the local matching share of the freight subsidy. The NJDOT will not supplement any subsidies to provide this service. However, it will make available to such responsible parties its entitlement to federal financial assistance funds pursuant to the Regional Rail Reorganization Act of 1973, as amended, and the U. S. Department of Transportation Act, as amended.

In the event that freight service is reinstituted, the NJDOT will provide for the necessary track rehabilitation required to insure safe freight operations on this rail segment.

COST ESTIMATE FOR RECOMMENDED ACTION (FY-77-78)

1. Rehabilitation of Line Segment

(FRSC-77-02) \$158,569

2. Continuation of Local Freight

Services* with matching share

provided by rail users (FRSC - 78-01) \$31,500

*Contingent upon receiving local matching share for freight subsidy

Expenditures from April 1, 1978 through March 31, 1979 (FY-78-79)

1. Continuation of Local Freight Services*

with matching share provided by rail

users (FRSC-79-01) \$63,000

*Contingent upon receiving local matching share for freight subsidy

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

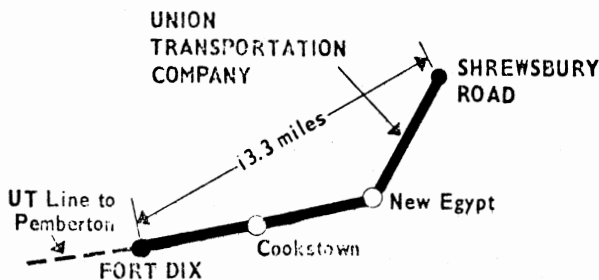
<u>PROJECT</u>	<u>TITLE IV</u>	<u>SECTION 5</u>	<u>UMTA</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
FRSC-77-02	\$158,569					\$158,569
FRSC-78-01	\$ 28,350				\$ 3,150	\$ 31,500
FRSC-79-01	\$ 51,975				\$11,025	\$ 63,000

PORTION OF UNION TRANSPORTATION COMPANY

USRA Line No. 127/128

LINE DESCRIPTION

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



SYNOPSIS OF LINE CONDITIONS

The Union Transportation Company formerly leased the track and major railroad facilities from the Pennsylvania and Atlantic Railroad Company. On April 1, 1976 the Union Transportation Company terminated rail operations. Freight activity along this line was temporarily discontinued until August, 1977, at which time Conrail was designated as the operator for this rail service.

A total of seven rail patrons are located adjacent to this rail segment. These rail patrons have forecasted minimal growth in traffic through 1980. The topography adjacent to the line is suitable for new industrial development and has the proper zoning for such use.

In the Phase II Amendment, it was reported that two rail related industries have expressed an interest in locating along this line segment. Estimates for this traffic exceeded a total of 6,000 annual carloads at the time.

Subsidized freight service was offered on this line segment from August, 1976 to April, 1977. Freight service was discontinued for a second time on April 1, 1977 when it was learned that no shippers were willing to contribute toward the required 10% local share.

The freight activity on this line segment for the past four years is as follows:

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	175	12	197	14.8
1974	144	23	167	12.6
1975	145	21	166	12.5
1976	NA	NA	26	2.0

It should be noted that two existing patrons, namely, Fort Dix and McGuire Air Force Base, which were previously served by the Union Transportation Company, are provided rail service via Conrail's non-subsidized system. This loss in traffic and associated revenues is expected to have a detrimental effect upon the viability of operations on the remaining portion of this line.

ANALYSIS

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

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

RECOMMENDATION

Alternative strategies for continuing freight operations are currently being investigated by the NJDOT. If one of these strategies is capable of providing a

sufficient reduction in costs, so that the service becomes within the means of local shippers; then NJDOT will make its entitlement to federal financial assistance funds available to responsible parties.

COST ESTIMATE FOR RECOMMENDED ACTION

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

1. Rehabilitation of bridges and
trestles (UTRN-77-01). \$157,000
2. Continuation of Local Freight
Services with matching share
provided by rail users (UTRN-78-01). * \$36,500

Expenditures from April 1, 1978 through March 31, 1979 (FY 78-79)

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

*Contingent upon receiving local matching share for freight subsidy

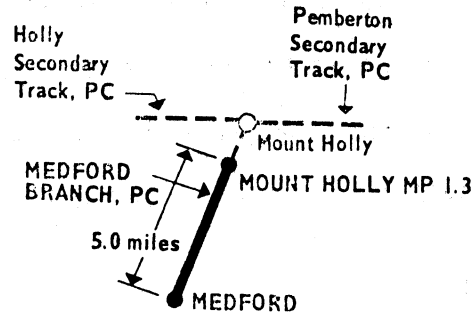
The sources of funds for the projects listed above are as follows:

<u>PROJECT</u>	<u>TITLE IV</u>	<u>SECTION 5</u>	<u>UMTA</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
UTRN-77-01	\$157,000					\$157,000
UTRN-78-01	\$ 32,850				\$ 3,650	\$ 36,500
UTRN-79-01		\$120,450			\$25,550	\$146,000

MEDFORD BRANCH

USRA Line No. 130

Penn Central



LINE DESCRIPTION

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

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

SYNOPSIS OF LINE CONDITIONS

Rail freight service was discontinued on this line segment on April 1, 1976. The zoned land use and topography adjacent to this segment are conducive to industrial development; however, no immediate development plans have been identified.

This line formerly served a total of 15 rail patrons during 1975. Most of these patrons were taking team track delivery at Mount Holly at the time and expressed little or no concern over cessation of service on the Medford Branch. The traffic activity reported for the last three years on this line segment is as follows:

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	192	14	206	41.2
1974	107	0	107	12.4
1975	99	0	99	19.8
1976	SERVICE		SUSPENDED	

ANALYSIS

The majority of rail patrons presently utilize team track delivery in the Mount Holly area and have indicated that they would continue to do so.

RECOMMENDATION

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

COST ESTIMATE FOR RECOMMENDED ACTION

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

1. Improvement to existing team

track facility located at

Mount Holly (MEDF-77-01).

\$42,800

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

<u>PROJECT</u>	<u>TITLE IV</u>	<u>SECTION 5</u>	<u>UMTA</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
MEDF-77-01	\$42,800					\$ 42,800

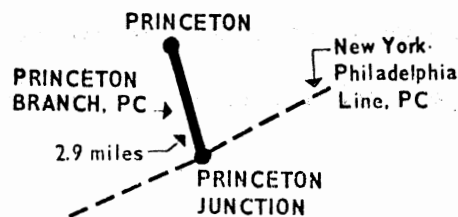
PRINCETON BRANCH

USRA Line No. 703

Penn Central

LINE DESCRIPTION

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



SYNOPSIS OF LINE CONDITIONS

The primary importance of this line is as a passenger feeder service between the Borough and Township of Princeton and the Northeast Corridor Mainline presently owned by AMTRAK. No active rail freight customers were located on this line segment during a freight user survey conducted by the NJDOT in 1974. While considerable vacant land, with favorable physical characteristics, exists along this segment, the potential for industrial development of a character requiring rail freight service is minimal. Recorded ridership for the existing passenger service averaged approximately 700 daily riders in 1976.

ANALYSIS

There is little potential for near-term industrial development which would generate significant rail freight traffic. The value of this rail segment will remain, for the foreseeable future, in its ability to provide rail passenger service.

This rail service eliminates the need for immediate expansion of parking facilities at various stations located on the Northeast Corridor Mainline.

RECOMMENDATIONS

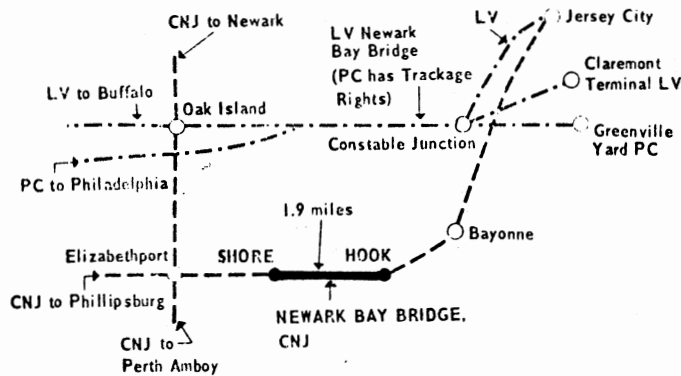
Pursuant to Section 206(c) (1) (D) of the Regional Rail Reorganization Act of 1973, as amended, the State of New Jersey has exercised its option to purchase this rail segment. The purchase of this rail segment will thus permit the continuation of rail passenger services on this line.

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

NEWARK BAY BRIDGE

USRA Line No. 1102

Central Railroad of New Jersey



LINE DESCRIPTION

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

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

SYNOPSIS OF LINE CONDITIONS

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

ANALYSIS

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

RECOMMENDATION

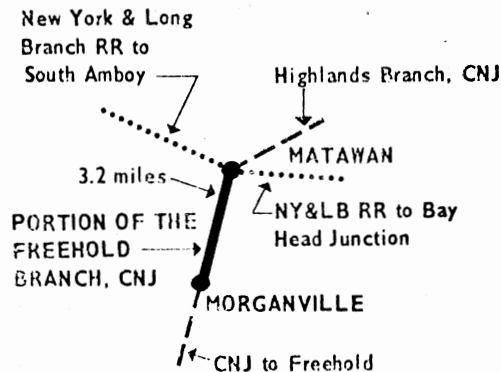
No specific long term recommendation has been developed for this line segment. The U.S. Coast Guard is expected to issue an order to alter this bridge in the near future because of its effect on marine traffic. Passenger service will be continued for the near term.

PORTION OF THE FREEHOLD BRANCH

USRA Line No. 1104

Central Railroad of New Jersey

LINE DESCRIPTION



This portion of the Freehold Branch, extends from Morganville (MP 14.1), to Matawan, N.J. (MP 10.9), a distance of 3.2 miles, in Monmouth County, New Jersey. At Matawan, this line connects with the Conrail North Jersey Coast Line.

SYNOPSIS OF LINE CONDITIONS

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

Freight service was continued on this line segment under subsidy during the period April 1, 1976 to August 12, 1977. Service was discontinued effective August 12, 1977. On the recommendation of Conrail, Bridge No. 0/69 over Matawan Lake was taken out of service because of unsafe conditions. NJDOT is presently securing funding to rehabilitate this structure.

The traffic activity reported on this segment during the past four years is as follows:

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	25	65	90	28.1
1974	30	146	176	55.0
1975	26	35	61	19.1
1976	12	4	16	5.0

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

ANALYSIS

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

RECOMMENDATION

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

The NJDOT will seek federal assistance in order to provide safe operation over the bridge spanning Matawan Lake. NJDOT will make its entitlement to Title IV funds available to the local freight users, or other interested parties - should such parties elect to reinstitute freight service. NJDOT will not supplement any subsidies to provide these services.

COST ESTIMATE FOR RECOMMENDED ACTION

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

1. Continuation of Local Freight Services
with matching share provided by rail
users (FREE-78-01) \$2,788
2. Rehabilitation of line segment
including bridge over Manasquan Lake
(FREE-78-02) \$178,003

Expenditures from April 1, 1978 through March 31, 1979 (FY 78-79)

1. Continuation of Local Freight Services
with matching share provided by rail
users (FREE-79-01) \$ 5,600

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

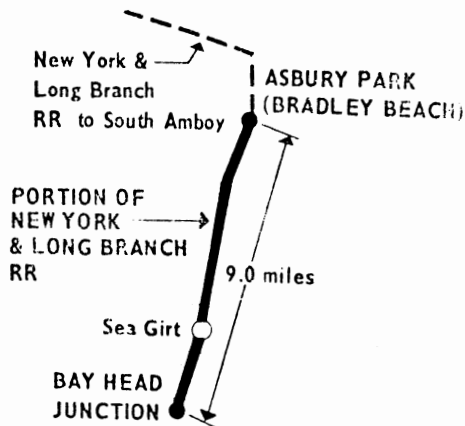
<u>PROJECT</u>	<u>TITLE IV</u>	<u>SECTION 5</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
FREE-78-01	\$ 2,509			\$ 279	\$ 2,788
FREE-78-02	\$167,870			\$ 10,133	\$178,003
FREE-79-01		\$4,592		\$ 1,008	\$ 5,600

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 was approximately 17 percent of this total, or 1,489 riders. The State of New Jersey has contributed approximately \$3.7 million for the maintenance of this line in past years on both the excluded and included segments. The entire line is to be upgraded and improved to allow for high quality electrified passenger service to Newark and New York.

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

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	341	37	378	42.0
1974	334	0	334	37.1
1975	373	0	373	41.4
1976	328	53	381	42.3

The State of New Jersey purchased this line segment in 1976 pursuant to Section 206 (c) (1) (D) of the Regional Rail Reorganization Act of 1973, as amended. This segment was purchased at the time to insure that both freight and passenger services would be continued. The Manasquan River Bridge has been identified as being in need of major rehabilitation and requires immediate repairs to provide for continued safe operation.

ANALYSIS

This excluded portion of the New York and Long Branch Railroad serves as a vital link in the New Jersey rail passenger network. The volume and character of the freight traffic on this line has caused significant doubt with regard to the validity of the USRA projections of non-profitability. Although minimal new growth in freight traffic is projected along this rail segment, the traffic now handled is of a stable nature. Freight volumes have increased slightly between 1974 and 1976.

RECOMMENDATION

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

Any operational deficit which may materialize in providing the freight service, should be borne by the freight users or other responsible parties. The NJDOT will not supplement any subsidies to provide these services; however, it will make available to such responsible parties its entitlement to Title IV funds pursuant to the Reorganization Act of 1973, as amended, and Section 5 of the Department of Transportation Act, as amended.

COST ESTIMATE FOR RECOMMENDED ACTION

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

1. Continuation of Local Freight Services
with local matching share provided by the
rail users (NYLB-78-01). \$43,000
2. Rehabilitation of Manasquan River
Bridge (NYLB-77-03). \$525,000
3. Elimination of drainage problem
at Manasquan (NYLB-77-05). \$315,000

Expenditures from April 1, 1978 through March 31, 1979 (FY 78-79)

1. Continuation of Local Freight Services,
with local matching share provided by the rail
users (NYLB-79-01). \$ 45,000

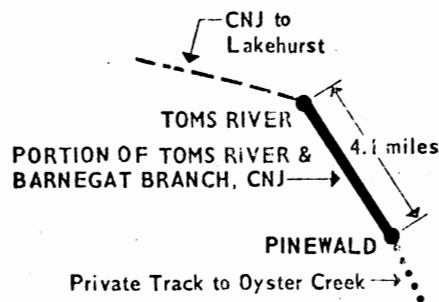
The sources of funds for the projects listed above are as follows:

<u>PROJECT</u>	<u>TITLE IV</u>	<u>SECTION 5</u>	<u>UMTA</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
NYLB-78-01	\$38,700				\$4,300	\$ 43,000
NYLB-77-03				\$525,000		\$525,000
NYLB-77-05				\$315,000		\$315,000
NYLB-79-01		\$37,125			\$7,875	\$ 45,000

PORTION OF TOMS RIVER & BARNEGAT BRANCH

USRA Line No. 1106

Central Railroad of New Jersey



LINE DESCRIPTION

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

to Lakehurst, where it connects with the former CNJ Southern Division.

SYNOPSIS OF LINE CONDITIONS

Subsidized freight services were provided on this rail segment from April 1, 1976 through March 31, 1977. The principal users of this line numbered two, and were located between Tom's River and Pinewald, New Jersey. Users south of Pinewald also continued to be served through a contractual arrangement between the Central Railroad of New Jersey (CNJ) and the Jersey Central Power and Light Company (JCP&L Co.).

Rail operations were discontinued on this branch, as well as to points south of Pinewald, on April 1, 1977 because of the inability of the users on this line to provide the matching share of the subsidy.

The traffic activity reported on the segment between Toms River and Pinewald for the last four years is as follows:

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	2	100	102	24.9
1974	0	80	80	19.5
1975	0	60	60	14.6
1976	-	--	31	7.6

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

ANALYSIS

The decreasing volumes of rail traffic travelling over this rail segment has caused an increase in the required subsidy amounts. Without some substantial reduction in the costs of operation, the users of this service will not be capable of providing the available funding necessary to continue this service.

RECOMMENDATION

Alternative strategies for continuing freight operations are currently being investigated by the NJDOT. If one of these strategies is capable of providing a sufficient reduction in costs, so that the service becomes within the means of local shippers; then NJDOT will make its entitlement to federal financial assistance funds available to responsible parties.

COST ESTIMATE FOR RECOMMENDED ACTION

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

1. Continuation of Local Freight Services
with matching share provided by rail
users (TRBB-78-01). \$30,000
2. Rehabilitation of rail segment (TRBB
-78-02) \$96,900

Expenditures from April 1, 1978 through March 31, 1979 (FY 78-79)

1. Continuation of Local Freight Services

with matching share provided by rail

users (TRBB-79-01). \$60,000

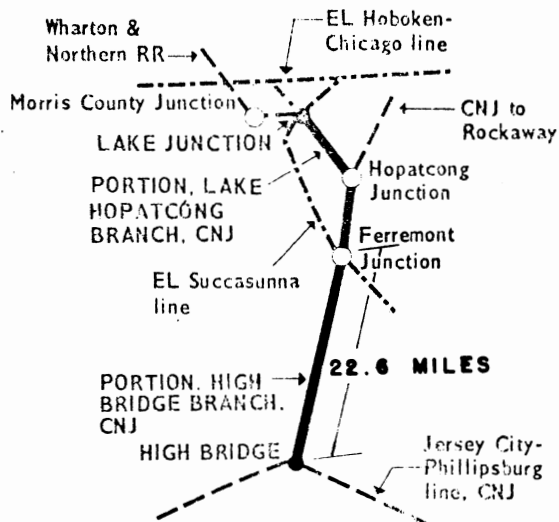
The sources of funds for the projects listed above are as follows:

<u>PROJECT</u>	<u>TITLE IV</u>	<u>SECTION 5</u>	<u>UMTA</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
TRBB-78-01	\$27,000				\$ 3,000	\$30,000
TRBB-78-02	\$87,210				\$ 9,690	\$96,900
TRBB-79-01		\$49,500			\$10,500	\$60,000

PORTION OF HIGH BRIDGE BRANCH

USRA Line No. 1107

Central Railroad of New Jersey



LINE DESCRIPTION

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

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

SYNOPSIS OF LINE CONDITIONS

Freight service was discontinued on this 22.6 mile line segment on April 1, 1976. However, subsidized freight service was instituted on the northermost 7.3 mile segment (Ferremont Jct. to Bartley) in August, 1976.

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

This line was formerly used as a bridge or overhead route for the movement of Erie Lackawanna traffic destined for Port Newark and for sand shipments

originating from southern New Jersey and destined to industrial facilities in the Dover - Wharton area.

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

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

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	70	6	76	3.4
1974	91	12	103	4.6
1975	82	5	87	3.8
1976	10	0	10	1.4

ANALYSIS

The existing rail users, as well as many local government officials have expressed a desire to have rail freight service maintained on the northern, 7.3 mile portion of this rail segment. These rail users have indicated that they are willing to finance the required 10% local share for continued subsidized operations. Under this arrangement, both the existing rail users and the forecasted industrial development will be accommodated.

RECOMMENDATION

The trustees of the former CNJ filed a notice to abandon the lower 15.3 miles of this line segment on July 30, 1976. The New Jersey Department of Environmental Protection and the Morris County Board of Chosen Freeholders have expressed interest in retaining certain portions of this 15.3 mile corridor for recreational uses. The NJDOT will coordinate any requests for alternative uses through the New Jersey Department of Community Affairs, the agency responsible for alternative uses of rail rights-of-way.

Regarding the northern 7.3 mile portion of this line segment, the New Jersey Department of Transportation will make available to responsible parties its entitlement to Title IV funds pursuant to the Regional Rail Reorganization Act of 1973, as amended, and Section 5 of the Department of Transportation Act, as amended. The NJDOT will not supplement the acquisition or subsidy of rail freight properties or services.

COST ESTIMATE FOR RECOMMENDED ACTION

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

1. Purchase of 7.3 mile portion
of line segment (HIBR-77-01) \$300,000
2. Continuation of Local Freight Services,
with local matching share provided by
rail users (HIBR-78-01) \$209,973
3. Rehabilitation of Line Segment
(HIBR-78-02) \$13,574

Expenditures from April 1, 1978 through March 31, 1979 (FY 78-79)

1. Continuation of Local Freight Services,
with local matching share provided by rail
users (HIBR-79-01) \$210,000

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

<u>PROJECT</u>	<u>TITLE IV</u>	<u>SECTION 5</u>	<u>UMTA</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
HIBR-77-01	\$300,000					\$300,000
HIBR-78-01	\$188,976				\$20,997	\$209,973
HIBR-78-02	\$ 12,217				\$ 1,357	\$ 13,574
HIBR-79-01		\$173,250			\$36,750	\$210,000

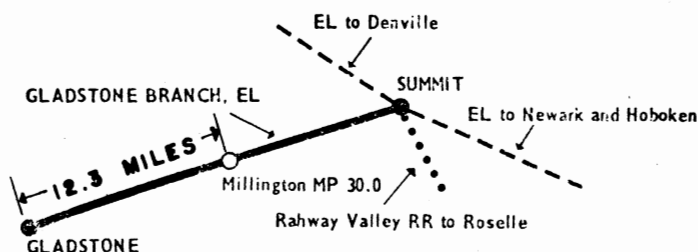
PORTION OF THE GLADSTONE BRANCH

USRA Line No. 1204

Erie Lackawanna

LINE DESCRIPTION

This portion of the Gladstone branch extends from Millington (MP 30.0) to Gladstone (MP 42.3), a distance of 12.3 miles in Morris and Somerset counties, N.J. The branch continues eastward from Millington to Summit, where it connects with the Conrail Morristown line, and the Rahway Valley Railroad.



SYNOPSIS OF LINE CONDITIONS

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

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	45	32	77	6.3
1974	33	20	53	4.3
1975	25	14	39	3.2
1976	24	0	24	2.0

Very little growth in this freight traffic is projected for the future. 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.

ANALYSIS

Subsidized freight service was provided on this rail segment from April 1, 1976 through March 31, 1977. Freight service was discontinued on April 1, 1977 due to inability of the rail users to provide the required matching share for continued subsidy.

The State of New Jersey is committed to a major upgrading of EL suburban passenger service, which includes reelectrification and other improvements along the Gladstone Branch, and which are to be funded in part by UMTA. The State of New Jersey purchased this line segment pursuant to Section 206(c) (1) (D) of the Regional Rail Reorganization Act of 1973, as amended, in order to ensure that passenger service will continue.

RECOMMENDATION

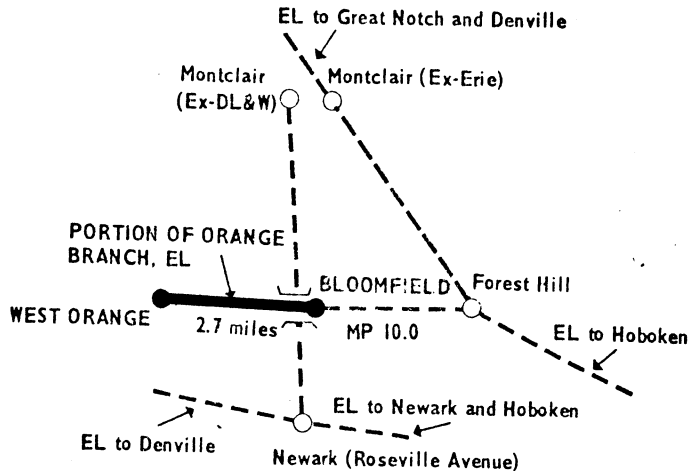
As owner of this rail property, the Commuter Operating Agency within the NJDOT, will maintain the existing passenger services, including the maintenance and rehabilitation required for the provision of safe rail passenger service over that segment.

Although freight service has been discontinued on this segment, NJDOT will make available to responsible parties its entitlement to Title IV and Section 5 funds. NJDOT will not supplement any subsidies required for the provision of these services.

PORTION OF ORANGE BRANCH

USRA Line No. 1206

Erie Lackawanna



LINE DESCRIPTION

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

SYNOPSIS OF LINE CONDITIONS

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

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	229	0	229	84.8
1974	267	0	267	98.9
1975	192	0	192	71.1
1976	351	1	352	130.4

ANALYSIS

Based on the 1973-1976 levels of traffic activity, the overall operation on this segment is marginally profitable. The realistic forecasts for increased utilization of this rail segment indicate that a viable operation can be created on this branch line.

This rail segment has been operated under subsidy since April 1, 1976. Freight users of this service have indicated their willingness to contribute the required matching share for continued freight service.

RECOMMENDATION

Rail freight service will be continued on this rail segment. NJDOT will make available to local rail users or other responsible parties its entitlement to federal assistance funds pursuant to the Regional Rail Reorganization Act of 1973, as amended, and the Department of Transportation Act, as amended. NJDOT will not, however, supplement any subsidies to provide these services.

COST ESTIMATE FOR RECOMMENDED ACTION

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

1. Continuation of Local Freight Services,
with local matching share provided by the
rail users (ORAN-78-01) \$12,957
2. Rehabilitation of Line Segment
(ORAN-78-02) \$104,797

Expenditures from April 1, 1978 through March 31, 1979 (FY 78-79)

1. Continuation of Local Freight
Services, with local matching
share provided by the rail
users (ORAN-79-01). \$ 13,000

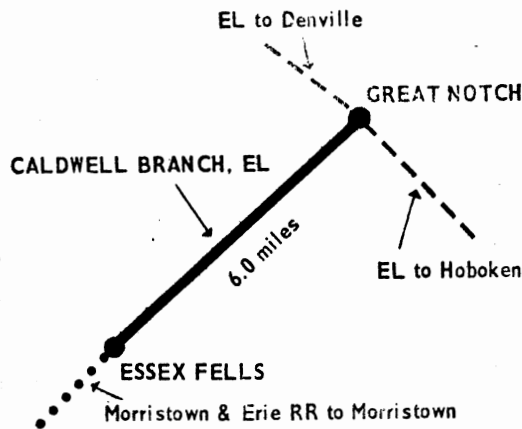
The sources of funds for the projects listed above are as follows:

<u>PROJECT</u>	<u>TITLE IV</u>	<u>SECTION 5</u>	<u>UMTA</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
ORAN-78-01	\$11,677				\$ 1,298	\$ 12,975
ORAN-78-02	\$94,317				\$10,480	\$104,797
ORAN-79-01		\$10,725			\$ 2,275	\$ 13,000

CALDWELL BRANCH

USRA Line No. 1207

Erie Lackawanna



LINE DESCRIPTION

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

SYNOPSIS OF LINE CONDITIONS

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

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

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	46	0	46	7.7
1974	22	0	22	3.7
1975	16	0	16	2.7
1976	0	0	0	0.0

ANALYSIS

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

RECOMMENDATION

The New Jersey Department of Transportation will have the freight service continued on this segment for a one year period ending April 1, 1978. During this period, determinations will be made by the rail patrons as to the most economical form of continuing operation on this line.

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

COST ESTIMATE FOR RECOMMENDED ACTION

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

1. Subsidy to provide rail service

by the M&E Railroad (CALD-78-01)	\$9,500
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2. Rehabilitation of three washout

areas (CALD-77-02)

\$123,493

Expenditures from April 1, 1978 through March 31, 1979 (FY 78-79)

1. Subsidy to provide rail service

by the M&E Railroad (CALD-79-01)

\$19,000

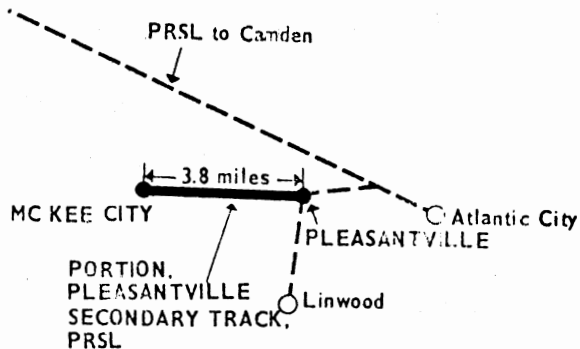
The sources of funds for the projects listed above are as follows:

<u>PROJECT</u>	<u>TITLE IV</u>	<u>SECTION 5</u>	<u>UMTA</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
CALD-78-01	\$ 8,550				\$ 950	\$ 9,500
CALD-77-02	\$123,493					\$123,493
CALD-79-01		\$15,675			\$3,325	\$ 19,000

PORTION OF PLEASANTVILLE SECONDARY TRACK

USRA Line No. 1800

Pennsylvania-Reading Seashore Lines



LINE DESCRIPTION

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

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

SYNOPSIS OF LINE CONDITIONS

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

<u>YEAR</u>	<u>INBOUND CARLOADS</u>	<u>OUTBOUND CARLOADS</u>	<u>TOTAL CARLOADS</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	174	0	174	45.8
1974	93	0	93	14.5
1975	52	0	52	13.7
1976	28	0	28	7.4

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.

Subsidized freight service has been provided on this segment since April 1, 1976. Local rail freight users have indicated their willingness to provide the required matching share for continued rail freight service.

RECOMMENDATION

The New Jersey Department of Transportation will have the freight service continued on this segment for a one year period ending April 1, 1978. During this period, determinations will be made by the rail patrons as to the most economical form of continuing operation on this line. The matching share of the required subsidies will be borne by the freight service users or other responsible parties. The NJDOT will not supplement any subsidies to provide these services; however, it will make available to such responsible parties its entitlement to Title IV funds pursuant to the Reorganization Act of 1973, as amended.

COST ESTIMATE FOR RECOMMENDED ACTION

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

1. Continuation of Local Freight Services
with matching share provided by rail
users (PLEA-78-01) \$22,362
2. Rehabilitation of Line Segment
(PLEA-78-02) \$69,329

Because of substantial increases in the cost of providing freight service compatible with proposed rail passenger service improvements, NJDOT has withdrawn its eligibility for federal assistance for this line segment. Rail freight service has been discontinued as of March 31, 1977.

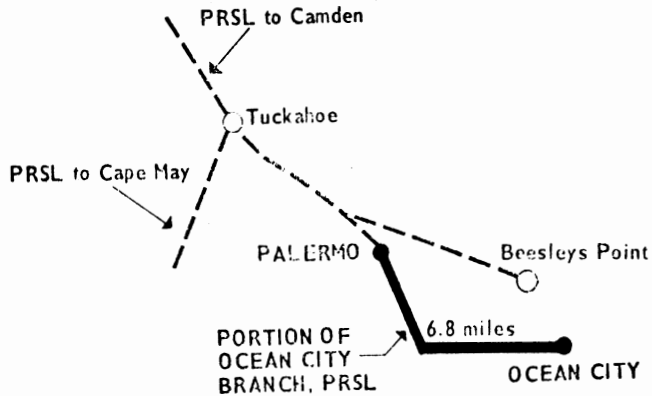
RECOMMENDATION

No freight service will be recommended for operation over this rail segment.

PORTION OF OCEAN CITY BRANCH

USRA Line No. 1808

Pennsylvania-Reading Seashore Lines



LINE DESCRIPTION

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

continues until it reaches former PRSL Cape May Line at Tuckahoe.

SYNOPSIS OF LINE CONDITIONS

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

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

<u>YEAR</u>	<u>TOTAL CARLOADS</u>	<u>ORIGINATED</u>	<u>TERMINATED</u>	<u>TRAFFIC DENSITY (CL/MI)</u>
1973	39	0	39	5.7
1974	26	0	26	3.8
1975	33	0	33	4.9
1976	32	0	32	4.7

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

ANALYSIS

This portion of the Ocean City Branch served several rail freight users and approximately 120 daily passengers in 1976. Rail freight users have indicated that alternative modes of transportation are available and would be utilized if total costs of rail service proved to be prohibitive. NJDOT will continue passenger service on this line pending an investigation of the overall efficiency of the rail passenger service.

Subsidized freight service has been provided on this rail segment since April 1, 1976. The freight users of this service have indicated their willingness to provide the required matching share for continued freight service.

RECOMMENDATION

NJDOT will continue to make available its entitlement to federal assistance pursuant to the Regional Rail Reorganization Act of 1973, as amended, and the Department of Transportation Act, as amended. NJDOT will not, however, supplement any subsidies to provide these services.

COST ESTIMATE FOR RECOMMENDED ACTION

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

1. Continuation of Local Freight

Services, with matching share

provided by the rail users (OCEA-78-01) \$22,167

Expenditures from April 1, 1978 through March 31, 1979 (FY 78-79)

1. Continuation of Local Freight

Services with matching share

provided by the rail users

(OCEA-79-01) \$22,500

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

<u>PROJECT</u>	<u>TITLE IV</u>	<u>SECTION 5</u>	<u>UMTA</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
OCEA-78-01	\$19,950				\$2,217	\$22,167
OCEA-79-01		\$18,562			\$3,938	\$22,500

APPENDIX A
RAIL PROPERTY DESIGNATION

NON-CONRAIL SERVICES CONTINUING
IN OPERATION

<u>FROM</u>	<u>TO</u>	<u>BRANCH</u>	<u>MP 1</u>	<u>MP 2</u>
<u>Black River & Western Corp.</u>				
Lambertville	Flemington	Main Line	0.0	12.0
Lambertville	Delaware Twp.	Former PC Bel-Del Br.	15.4	18.0
Three Bridges	Flemington	Former CNJ South Br.	13.0	15.7
<u>Morristown & Erie Railroad</u>				
Morristown	Essex Fells	Main Line	0.0	10.5
<u>New York Susquehanna & Western Railroad Co.</u>				
Croxtan	Butler	Main Line	0.0	34.7
Little Ferry Jct.	Edgewater	Edgewater Br.	0.0	3.0
Passaic Jct.	Passaic	Passaic Jct.-Passaic	0.0	3.1
Hackensack	Lodi	Lodi Br.	0.0	2.4
<u>Rahway Valley Railroad</u>				
Roselle Park	Summit	Main Line	0.0	7.1
Branch Jct.	Unionbury	Rahway Valley Line	0.0	0.7
<u>Staten Island Railroad Corp. (Chessie System)</u>				
Cranford Jct.	NJ/NY Line	Main Line	0.0	5.5

INTERESTS DESIGNATED TO CONRAIL

LINE CODE	FROM STATION	TO STATION	MP1	MP2	BRANCH NAME	CWNER INTER
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SYSTEM: LEHIGH & HUDSON RIVER R.R.

TRANSFEROR: LEHIGH & HUDSON RIVER R.R.

0101	NY/NJ ST LINE	BELVIDERE	23.8	72.0	L&HR	CRC
0102	EASTON	PHILLIPSBURG	0.0	0.4	L&HR	CRC
0103	PHILLIPSBURG	PHILLIPSBURG	0.0	1.4	HUDSON YARD	CRC
0105	FRANKLIN	OGDENSBURG	0.0	2.9	OGDENSBURG BR	CRC

SYSTEM: CENTRAL R.P. CO. OF NEW JERSEY

TRANSFEROR: CENTRAL R.R. CO. OF NEW JERSEY

0201	JERSEY CITY	BY INTERLOCKING	1.0	2.6	MAIN LINE CNJ	CRC
0201	BY INTERLOCKING	BAYONNE 33ST	2.6	5.0	MAIN LINE CNJ	CRC
0201	BAYONNE 33ST	BAYONNE BV	5.0	7.0	MAIN LINE CNJ	CRC
0201	ELIZABETHPT FH	RARITAN	8.9	35.8	MAIN LINE CNJ	CRC
0201	RARITAN	HIGH BRIDGE	35.8	52.2	MAIN LINE CNJ	CRC
0201	HIGH BRIDGE	HIGH BRIDGE	52.2	52.7	MAIN LINE CNJ	CRC
0201	HIGH BRIDGE	HAMPTON	52.7	56.6	MAIN LINE CNJ	CRC
0201	HAMPTON	PHILLIPSBURG	56.6	71.2	MAIN LINE CNJ	CRC
0201	PHILLIPSBURG	PHILLIPSBURG	71.2	72.1	MAIN LINE CNJ	CRC
0202	COMMUNIPAW	WEST SIDE AVE	1.0	3.6	WEST SIDE BR	CRC
0203	BRILLS JCT	NEWARK	5.5	7.3	NEWARK & NY BR	CRC
0204	KEARNY	BRILLS JCT	4.0	5.5	NEWARK & NY BR	CRC
0205	BRILLS JCT	OAK ISLAND JCT	0.0	1.7	NEWARK & ELIZ BR	CRC
0205	OAK ISLAND JCT	ELIZABETHPCRT	1.7	5.5	NEWARK & ELIZ BR	CRC
0207	FERREMONT	HOPATCONG JCT	22.6	23.8	HIGH BRIDGE BR	CRC
0207	HOPATCONG JCT	WHARTON	23.8	25.1	HIGH BRIDGE BR	CRC
0207	ROCKAWAY	GENERAL FOAM	29.6	31.6	HIGH BRIDGE BR	CRC
0208	HOPATCONG JCT	LAKE JCT	0.0	0.6	LK HOPATCONG BR	CRC
0208	LAKE JCT	MORRIS CTY JCT	0.6	0.9	LK HOPATCONG BR	CRC
0211	ELIZABETHPORT	WOODBIDGE JCT	9.5	20.0	PERTH AMBOY BR	CRC
0211	WOODBIDGE JCT	RARITAN RVR NO	20.0	21.7	PERTH AMBOY BR	CRC
0212	ELIZABETH RIVER	WARNERS	0.0	3.5	SOUND SHORE BR	CRC
0213	RAHWAY	PETROLEUM	0.0	1.5	CARTERET BR	CRC
0214	WILLIAMS & CLARK	CHROME	1.3	2.7	REFORMATORY BR	CRC
0215	FED BANK	LAKEHURST	38.1	66.0	SOUTHERN M/L	CRC
0215	LAKEHURST	CHATSWORTH	66.0	84.3	SOUTHERN M/L	CRC
0215	CHATSWORTH	WINSLOW JCT	84.3	104.2	SOUTHERN M/L	CRC
0215	WINSLOW JCT	VINELAND	104.2	120.1	SOUTHERN M/L	CRC
0215	VINELAND	NORMA	120.1	123.9	SOUTHERN M/L	CRC
0215	NORMA	BRIDGETON JCT	123.9	130.5	SOUTHERN M/L	CRC
0215	BRIDGETON JCT	BRIDGETON JCT	130.5	130.8	SOUTHERN M/L	CRC
0215	BRIDGETON JCT	BRIDGETON	130.8	132.8	SOUTHERN M/L	CRC
0217	NATCO	MATAWAN	7.2	10.9	SEASHORE BR	CRC
0218	F. LONG BRANCH	BRANCHPORT	0.0	1.2	INDUSTRIAL BR	CRC
0219	LAKEHURST	LAKEHURST	39.8	40.0	TR&B BRANCH	CRC
0219	LAKEHURST	TOMS RIVER	40.0	47.4	TR&B BRANCH	CRC
0220	BRIDGETON JCT	DEERFIELD	0.0	3.3	DEERFIELD BR	CRC

0221	BRIDGETON JCT	MAURICETOWN	0.0	18.1	CUMBER.& MAURICE	CRC
0226	WEST SIDE BR	GRAND AVE	0.0	0.7		CRC
0227	BAYONNE	END	0.0	0.8		CRC
0228	BAYONNE	TEXACO	0.0	0.6		CRC
0229	E*PORT	SECND ST	0.0	2.1		CRC
0230	SPRING	NEW POINT	0.0	0.6		CRC
0231	BROOK	QUARRY	0.0	2.0		CRC
0232	BRILLS	LISTER AVE	0.0	1.1		CRC
0233	LOCKWOOD	PSE&G	0.0	0.9		CRC
0234	BAYWAY	WOOD AVE	0.0	1.7		CRC
0235	BAYWAY	FRONT ST	0.0	0.8		CRC
0236	TREMLEY	GRASSELLI	0.0	1.0		CRC
0237	RAHWAY	RT 1	0.0	1.9		CRC
0238	TK 4	PHILA QUARTZ	0.0	2.3		CRC
0239	CARTERET	END	0.0	0.4		CRC
0240	NORTH AVE	ALLIED	0.0	0.4		CRC
0241	E*PORT	NORTH AVE	0.0	1.4		CRC
0242	BAYONNE	INGHAM AVE	0.0	0.9		CRC
0243	JERSEY CITY	BURMA RD	0.0	1.2		CRC
0244	BRILLS	AVE P	0.0	0.5		CRC
0245	PERTH AMBOY	WHEELING	0.0	1.7		CRC
0246	RAND	PHILLIPSBURG	0.0	0.7		CRC
0247	FINDERNE	MANVILLE	0.0	0.8		CRC
0248	POINT OF ROCKS	CARTERET AVE	0.0	0.3		CRC
0249	BRILLS	DOREMUS AVE	0.0	0.7		CRC
0250	NWK&NY BR	BAYSHORE	0.0	0.2		CRC
0251	BAYSHORE	AVE P	0.0	0.3		CRC
0252	GLIDDEN	END	0.0	2.4		CRC
0253	BRANCHPORT	FT MONMOUTH	0.0	2.0		CRC
0299	COMMUNIPAW AVE	JERSEY AVE YARD	0.0	0.7	JERSEY AVE BR	CRC

TRANSFEROR: DOVER & ROCKAWAY R.R.

0207	WHARTON	ROCKAWAY	25.1	31.1	HIGH BRIDGE BR	CRC
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TRANSFEROR: WHARTON & NORTHERN R.R.

0209	PICATINNY	MORRIS CTY JCT	11.1	14.6	WHARTON & NORTH	CRC
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TRANSFEROR: MT HOPE MINERAL R.R.

0210	WHARTON	MT HOPE	0.0	3.6	MT HOPE MIN BR	CRC
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TRANSFEROR: BAYSHORE CONNECTING RAILWAY

1499	OAK ISLAND	KEARNY	0.0	2.7	BAYSHORE CCNN RR	CRC
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SYSTEM: READING COMPANY

TRANSFEROR: PCRT READING R.R.

0336	WESTON	PORT READING	0.0	19.4	PCRT READING BR	CRC
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TRANSFEROR: DELAWARE & BOUND BROOK R.R.

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

TRANSFEROR: TRENTON-PRINCETON TRACTION CO

0399	JCT/E TRENTON	LAWRENCEVILLE	1.1	3.4	TREN/PRINCE TK	CRC
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SYSTEM: LEHIGH VALLEY R.R.

TRANSFEROR: LEHIGH VALLEY R.R.

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

TRANSFEROR: RARITAN TERMINAL & TRANS CO.

0211	RARITAN RIVER N	NORTH SHORE	21.7	23.2	RAR NORTH SHORE	CRC
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SYSTEM: PENN CENTRAL TRANSPORTATION CO.

TRANSFEROR: UNITED NJ RR & CANAL CO.

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

TRANSFEROR: PENN CENTRAL TRANSPORTATION CO

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

TRANSFEROR: PENNDEL CO

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

TRANSFEROR: NEW YORK & LONG BRANCH R.R.

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

TRANSFEROR: PENNSYLVANIA READING SEASHORE LINES

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

TRANSFEROR: RARITAN RIVER RAILROAD

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

TRANSFEROR: PENNSYLVANIA & ATLANTIC R.R.

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

TRANSFEROR: WEST JERSEY & SEASHORE R.R.

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

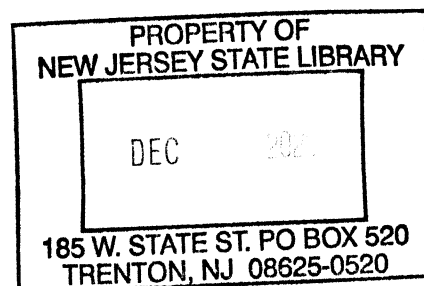
TRANSFEROR: DELAWARE & BOUND BROOK R.R.

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

SYSTEM: ERIE LACKAWANNA RAILWAY

TRANSFEROR: ERIE LACKAWANNA RAILWAY

6101	GL	GREAT NOTCH	2.9	16.8	BOONTON LINE	CRC
6101	GREAT NOTCH	MOUNTAIN VIEW	16.8	21.8	BOONTON LINE	CRC
6101	MOUNTAIN VIEW	DENVILLE	21.8	34.0	BCCNTON LINE	CRC
6101	DOVER	PORT MORRIS	38.5	45.7	MAIN LINE (DL&W)	CRC
6101	PORT MORRIS	NJ/PA ST LINE	45.7	73.2	MAIN LINE (DL&W)	CRC
6102	BERGEN JCT	RIDGEWOOD JCT	2.8	19.4	BERGEN COUNTY	CRC
6102	RIDGEWOOD JCT	SUFFERN	20.2	30.5	MAIN LINE (ERIE)	CRC
6151	WEST END	PATERSON JCT	1.9	13.6	MAIN LINE	CRC
6151	PATERSON JCT	XW	13.6	15.9	MAIN LINE	CRC
6151	XW	RIDGEWOOD JCT	15.9	20.2	MAIN LINE (ERIE)	CRC
6152	NJ & NY JCT	N HACKENSACK	7.6	16.0	NJ&NY BR	CRC
6152	N HACKENSACK	NANUET JCT	16.0	28.2	NJ&NY BR	CRC
6160	JERSEY CITY	BERGEN JCT (HL)	0.0	3.3	MAIN LINE (ERIE)	CRC
6160	CROXTON	WEEHAWKEN	0.0	5.2	WEEHAWKEN BR	CRC
6161	CRJXTON	SPARKILL	2.2	23.9	NORTHERN BR	CRC
6166	DB JCT	PATERSON JCT	4.5	17.3	NEWARK BR	CRC
6167	RUTHERFORD JCT	CARLTON HILL	8.7	10.2	CARLTON	CRC
6168	PASSAIC	XW	11.5	15.1	PASSAIC BR	CRC
6169	KINGSLAND JCT	HARRISON	0.0	5.5	HARRISON BR	CRC
6170	FOREST HILL	BLOOMFIELD	8.4	10.0	CRANGE BR	CRC
6172	MOUNTAIN VIEW	POMPTON JCT	21.8	28.1	GREENWOOD LK SP	CRC
6172	POMPTON JCT	POMPTON JCT	28.1	28.3	GREENWOOD LK SP	CRC
6173	LITTLE FALLS	MOUNTAIN VIEW	18.3	21.0	TOTOWA SPUR	CRC
6191	SUSSEX BR JCT	NETCONG	47.4	48.2	SUSSEX BRANCH	CRC
6192	PORT MORRIS	SUSSEX BR JCT	45.7	47.4	WASHINGTON LINE	CRC
6192	SUSSEX BR JCT	WASHINGTON	47.4	67.5	WASHINGTON LINE	CRC
6192	WASHINGTON	PHILLIPSBURG	67.5	78.0	PHILLIPSBURG BR	CRC
6192	PHILLIPSBURG	PHILLIPSBURG	78.0	80.3	PHILLIPSBURG BR	CRC
6193	CHESTER JCT	SUCCASUNNA	41.3	45.0	CHESTER BR	CRC
6194	WASHINGTON	WASHINGTON	66.5	67.6	CLD ROAD	CRC
6242	DELAWARE	SLATEFORD JCT	79.3	84.8	OLD ROAD	CRC
6801	WEST END	NEWARK	1.9	9.0	MORRISTOWN LINE	CRC
6801	NEWARK	ORANGE	9.0	11.0	MORRISTOWN LINE	CRC
6801	ORANGE	SUMMIT	11.0	20.0	MORRISTOWN LINE	CRC
6801	SUMMIT	DENVILLE	20.0	36.4	MORRISTOWN LINE	CRC
6801	DENVILLE	DOVER	34.0	38.5	MORRISTOWN LINE	CRC
6841	SUMMIT	MILLINGTON	20.0	30.0	GLADSTONE BR	CRC
6842	ROSEVILLE AVE	MONTCLAIR	9.0	13.4	MONTCLAIR BR	CRC



INTERESTS TRANSFERRED TO AMTRAK THROUGH CCNRAIL

LINE CODE	FROM STATION	TO STATION	MP1	MP2	BRANCH NAME	CWNER INTER
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TRANSFEROR: PENNA. TUNNEL & TERMINAL R.R. CO.

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

TRANSFEROR: UNITED NJ RR & CANAL CO.

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

APPENDIX B

CLASSIFICATION OF

NEW JERSEY'S RAIL SYSTEM

RAIL LINES WHICH CANNOT
ACCOMMODATE LOADS OF EXCESSIVE
DIMENSION (High and Wide Loads)

The NJDOT is currently identifying the rail lines in New Jersey which cannot accommodate loads of excessive dimension (high and wide loads).

This information will be included in the State Rail Plan - Amendment III.

RAIL FREIGHT SERVICES TO
DEFENSE INSTALLATIONS

Figure A.1 illustrates the freight services to defense installations in New Jersey. These installations were identified by the U.S. Department of Defense as requiring continued rail service for defense purposes.¹.

1. Department of Defense Installations and Activities Requiring Rail Service, Military Traffic Management Command-Office of the Special Assistant for Transportation Engineering, Department of Defense, 31 March 1977.

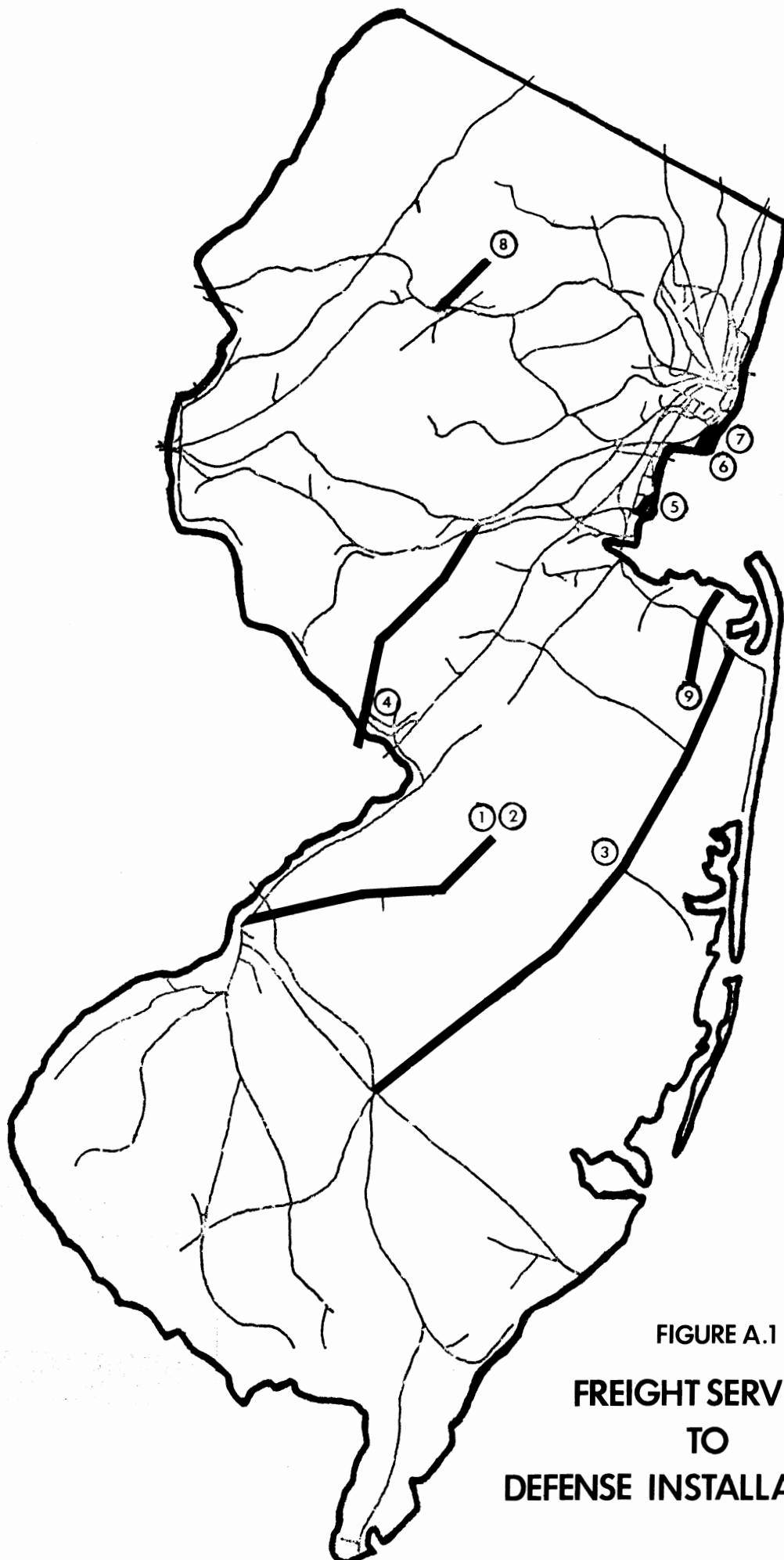


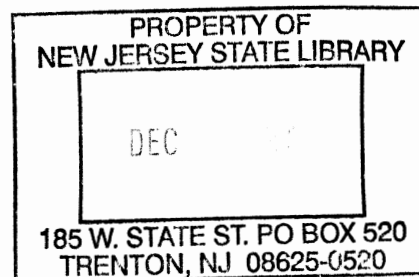
FIGURE A.1
FREIGHT SERVICES
TO
DEFENSE INSTALLATIONS

FREIGHT SERVICES TO DEFENSE INSTALLATIONS

<u>Number</u>	<u>Installation</u>	<u>Termini</u>	<u>Length</u>	<u>USRA No.</u>
1	Fort Dix - New Hanover Twp.	Pavonia(2.6)-Pemberton (24.9) Pemberton (24.9)-Fort Dix (27.8)	22.3 2.9	1162 1164
2	McGuire AFB - New Hanover Twp.	Pavonia(2.6)-Pemberton (24.9) Pemberton(24.9)-Fort Dix (27.8)	22.3 2.9	1162 1164
3	Naval Air Engineering Center-Lakehurst	Red Bank (38.1)-Winslow Jct.(104.2)	66.1	0215
4	Naval Air Propulsion Test Center - W. Trenton	West Trenton (32.0)-Bound Brook (58.4)	26.1	0326
5	Hess Oil Company - Carteret ¹	Elizabeth River (0.0)-Warners (3.5)	3.5	0212
6	Military Ocean Terminal-Bayonne	National Jct. (1.6)-Bayonne (7.8)	7.8	0509
7	Defense Subsistence Office & Storage Facility -Bayonne	National Jct. (1.6)- Bayonne (7.8)	7.8	0509
8	Picatinny Arsenal - Rockaway Twp.	Wharton (0.0)-Mt. Hope Jct. (3.6)	3.6	0210
9	Earle Naval Ammunition Depot (N.A.D.)-Wall Twp.	Red Bank (38.1)-Winslow Twp. (104.2) N.A.D. - Leonardo (Naval Ammunition Depot R.R.)	66.1 11.6 ²	0215 None

¹ this facility is currently inactive

² exact figures not available



RAIL LINES CURRENTLY ELIGIBLE
FOR ASSISTANCE UNDER SECTION 5 (k)
OF THE USDOT ACT

Figure A.2 illustrates the rail lines in New Jersey that are currently eligible for assistance under Section 5(k) of the USDOT Act.

Briefly, the list of eligible lines encompasses all lines that were eligible for assistance under Title IV of the 3 R Act. These lines are categorized as follows:

- . Lines that were not designated in the Final System Plan to be continued.
- . Lines currently owned, leased or operated by the State of New Jersey.
- . Lines for which the ICC issued certificates of abandonment on or after the date of enactment of the 3 R Act.



FIGURE A.2
FREIGHT SERVICES
CURRENTLY
ELIGIBLE FOR
SECTION 5
ASSISTANCE

FREIGHT SERVICES CURRENTLY ELIGIBLE FOR SECTION 5 ASSISTANCE

<u>Number</u>	<u>Termini</u>	<u>Length</u>	<u>USRA No.</u>
1	New Point Rd. (.62)-Third Street (1.07)	.45	1110
2	Netcong (48.2)-Andover Jct. (55.8)	7.6	1211
3	Great Notch (16.5)-Essex Fells (22.5)	6.0	1207
4	Bloomfield (10.0)-West Orange (12.7)	2.7	1206
5	Bartley (15.3)-Ferremont Jct. (22.6)	7.3	1107
6	High Bridge (0.0)-Bartley (15.3)	15.3	1107
7	Millington (30.0)-Gladstone (42.3)	12.3	1204
8	Hook (7.0)-Shore (8.9)	1.9	1102
9	Somerville (0.0)-Royce (3.1)	3.1	1103
10	Royce (3.1)-Three Bridges (13.0)	9.9	1103
11	Lambertville (18.0)-Milford (34.4)	16.4	121a
12	Trenton (1.4)-Lambertville (15.4)	14.0	121
13	Monmouth Jct. (2.7)-Rocky Hill (6.3)	3.6	119
14	Princeton Jct. (0.0)-Princeton (2.9)	2.9	703
15	Matawan (10.9)-Morganville (14.1)	3.2	1104
16	Farmingdale (8.3)-Howell (13.5)	5.2	123/124/124a
17	Bradley Beach (29.0)-Bay Head (38.0)	9.0	1105
18	Fort Dix (5.6)-Shrewsbury Road (18.9)	13.3	127/128
19	Mt. Holly (1.3)-Medford (6.3)	5.0	130
20	Toms River (47.4)-Pinewald (51.5)	4.1	1106
21	Haddonfield (6.1)-Lucaston (13.6)	7.5	1807
22	McKee City (53.1)-Pleasantville (56.9)	3.8	1800
23	Palermo (59.6)-Ocean City (66.4)	6.8	1808
24	Wildwood Jct. (72.5)-Wildwood (76.5)	4.0	1802
25	Morganville (14.1)-Freehold (22.9)	8.8	1113
	TOTAL	174.15	

RAIL FREIGHT SERVICES WITH
ABANDONMENT APPLICATIONS
PENDING BEFORE THE INTERSTATE
COMMERCE COMMISSION, SUBSEQUENT
TO AUGUST 1, 1976

Subsequent to the publication of the New Jersey State Rail Plan Amendment, August 1, 1976, there are no official abandonment applications pending before the Interstate Commerce Commission or the New Jersey Public Utilities Commission, for any rail lines within New Jersey.

FREIGHT LINES POTENTIALLY

SUBJECT TO ABANDONMENT

As discussed in prior sections of this report, Conrail submitted a list to NJDOT during July 1977 of freight lines in New Jersey that were being studied for possible abandonment.

The accompanying map (Figure A.3) and list depict the affected lines now being studied by Conrail.

NJDOT is currently conducting a cost-utility analysis to determine the overall value of each of these lines to the State of New Jersey. The results of this study will be included in NJDOT's State Rail Plan-Amendment III.



FIGURE A.3
FREIGHT LINES
POTENTIALLY
SUBJECT TO
ABANDONMENT

FREIGHT LINES POTENTIALLY SUBJECT TO ABANDONMENT

<u>NUMBER</u>	<u>TERMINI</u>	<u>LENGTH</u>	<u>USRA NO.</u>
1	NJ/NY Line (23.9)-Franklin (35.7)	11.8	0101
2	Franklin (0.0)-Ogdensburg (2.9)	2.9	0201
3	Jct. Mt. Hope Min.(25.1)-Gen. Foam (32.2)	7.1	0207
4	Picatinny (11.4)-Morris County Jct. (14.9)	3.5	0209
5	Chester Jct. (41.3)-Succasuna (45.0)	3.7	6193
6	Pt. Morris (45.7)-Phillipsburg (80.3)	34.6	6192
7	Delaware (79.3)-NJ/PA Line (79.8)	.5	6242
8	Rand (0.0)-Phillipsburg (0.7)	.7	0246
9	Musc. Jct. (69.9)-Flood Gate Bridge (73.1)	3.2	0502
10	Landsdowne (57.6)-Clinton (59.5)	1.9	0512
11	Flemington Jct. (50.8) - Flemington (52.7)	1.9	0529
12	CP Boyd (36.2)-Green Bridge (70.0)	33.8	0201
13	Summit (20.2)-Millington (30.0)	9.8	6841
14	Orange (11.0)-Morristown (30.2)	19.2	6801
15	Roseville Ave. (9.0)-Montclair (13.0)	4.1	6842
16	Mtn View (21.4)-Pompton Jct. (28.2)	6.9	6172
17	Hackensack (12.0)- NJ/NY Line (25.0)	13.0	6152
18	Keyport (7.0) - Matawan (10.9)	3.9	0217
19	Jamesburg (13.6)-Hightstown (21.7)	8.1	1437
20	Red Bank (38.1)-Winslow Jct. (104.2)	66.1	0215
21	Oceanport (0.0)-Monmouth Park (0.7)	.7	0223
22	Branchport (0.0) - Ft. Monmouth (2.0)	2.0	0253
23	E. Long Branch (0.0)-Branchport (1.2)	1.2	0218
24	Lakehurst (39.8) - Toms River (47.4)	7.6	0219
25	Lucaston (13.6)-Atlantic City (58.0)	44.4	9901
26	Pleasantville (56.9)-ML Jct. (62.2)	5.3	9907
27	Pleasantville (0.0)-Linwood (3.9)	3.9	9908
28	Tuckahoe (53.1) - Cape May Pt. (82.6)	29.5	9903
29	Winslow Jct. (109.2)-Vineland (120.4)	11.2	0215
30	Bellmawr (7.9)-Glendora (9.5)	1.6	9911
31	Bordentown Sec. (0.0)-Pettys Island (2.0)	2.0	1167
32	Pavonia (2.6)-Pemberton (24.9)	22.3	1162
33	Pemberton (24.9)-Ft. Dix (27.8)	2.9	1164
34	W. Trenton (32.6)-Trenton (36.4)	3.8	0348

Total Mileage in New
Jersey 375.1

Source: Conrail Lines under Study 6/13/77

RAIL SERVICES FOR WHICH
NEW JERSEY SEEKS ASSISTANCE

Figure A.4 illustrates those rail lines for which New Jersey seeks assistance.

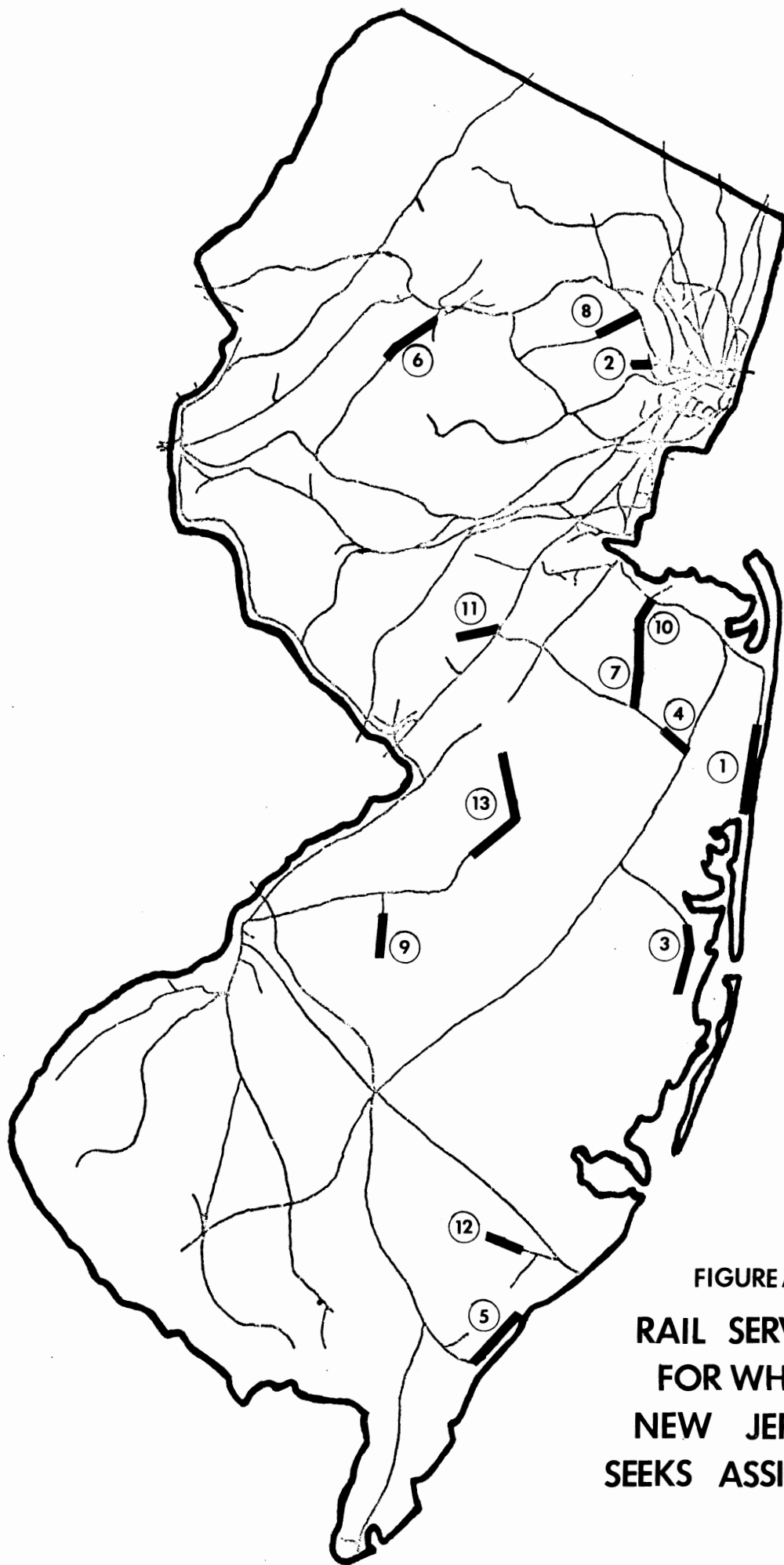


FIGURE A.4
RAIL SERVICES
FOR WHICH
NEW JERSEY
SEEKS ASSISTANCE

RAIL SERVICES FOR WHICH
NEW JERSEY SEEKS ASSISTANCE

<u>Number</u>	<u>Terminal</u>	<u>Length</u>	<u>USRA No.</u>
1	Bradley Beach (29.0)-Bay Head Jct.(38.0)	9.0	1105
2	Bloomfield (10.0)-West Orange (12.7)	2.7	1206
3	Toms River (47.4)-Pinewald (51.5)	4.1	1106
4	Farmingdale (8.3)-Howell (13.5)	5.2	123/124/1242
5	Palermo (59.6)-Ocean City (66.4)	6.8	1808
6	Bartley (15.3)-Ferremont Jct.(22.6)	7.3	1107
7	Morganville (14.1)-Freehold(22.9)	8.8	1113
8	Great Notch(16.5)-Essex Fells(22.5)	6.0	1207
9	Mt. Holly (1.3)-Medford (6.3)	5.0	130
10	Matawan(10.9)-Morganville (14.1)	3.2	1104
11	Monmouth Jct.(2.7)-Rocky Hill(6.3)	3.6	119
12	McKee City(53.1)-Pleasantville(56.9)	3.8	1800
13	Fort Dix(5.6)-Shrewsbury Rd(18.9)	<u>13.3</u>	127/128
TOTAL MILEAGE		78.8	

APPENDIX C
DENSITIES OF NEW JERSEYS
CLASS 1 RAILROADS

DENSITIES OF NEW JERSEYS

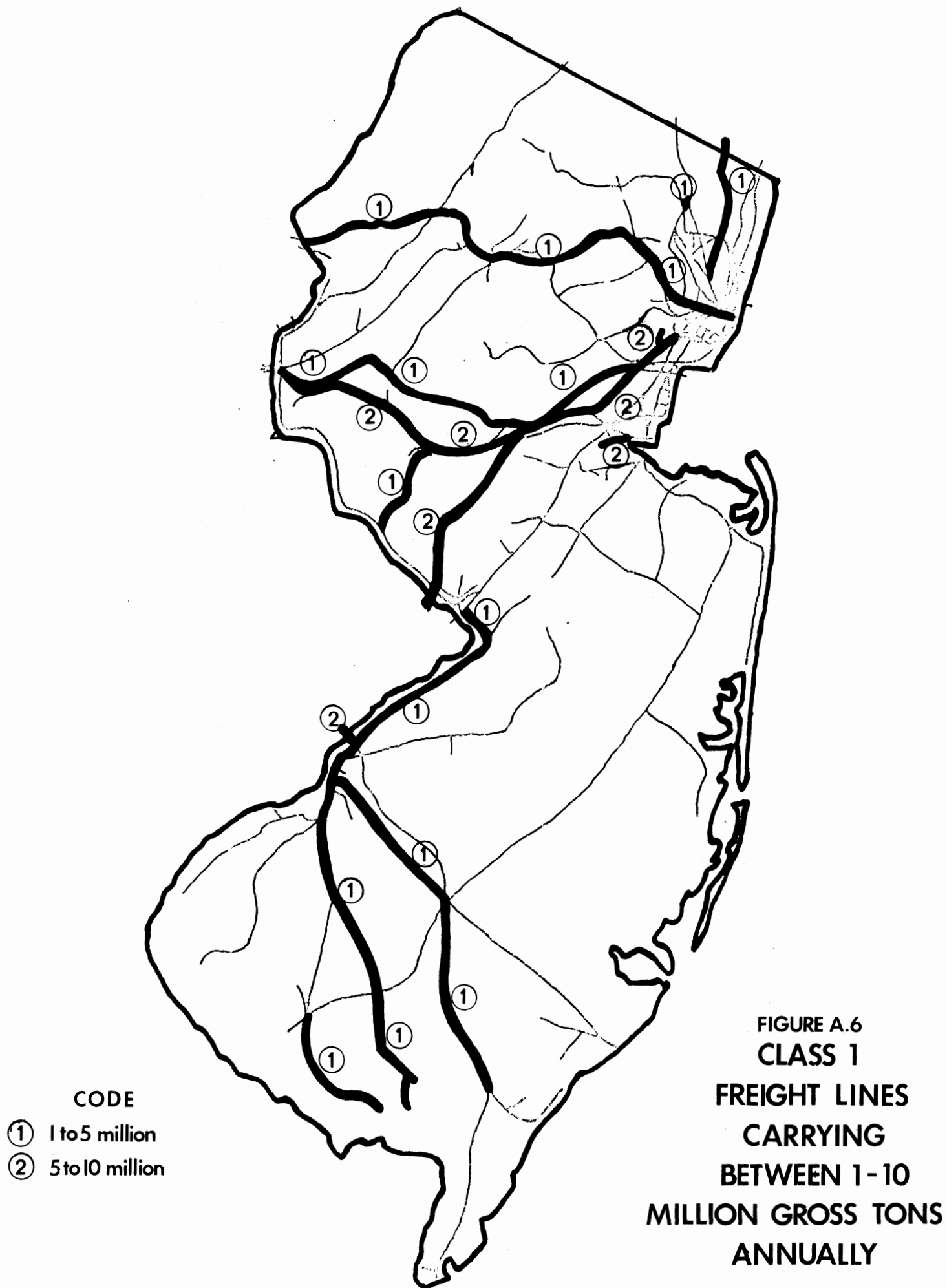
CLASS 1 RAILROADS

Figures A.5, A.6, and A.7 illustrate the gross-tons of freight carried annually on New Jerseys rail lines.

This information was obtained from a USDOT report entitled "Final Standards, Classification, and Designation of Lines of Class 1 Railroads in the United States-Volume II."



FIGURE A.5
CLASS 1
FREIGHT LINES
CARRYING LESS
THAN 1 MILLION
GROSS TONS
ANNUALLY





CODE

- ① 10 to 20 million
- ② 20 to 30 million
- ③ 30 million and over


**FIGURE A.7
CLASS 1**

**FREIGHT LINES
CARRYING MORE
THAN 10 MILLION
GROSS TONS ANNUALLY**

APPENDIX D
CERTIFICATION

CERTIFICATION

I, Russell H. Mullen, Acting 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.g(c) of the Federal Railroad Administration's Procedures and Requirements Regarding Applications and Disbursement (49 CFR 255), do hereby certify that the documents submitted herewith constitute Amendment II of the official State Rail Plan of the State of New Jersey, established by the State as provided in Section 402(c)(1) of the Regional Rail Reorganization Act of 1973, as amended, and in accordance with Part 255.g(e) of the Federal Railroad Administration Requirements.



Russell H. Mullen
Acting Commissioner of Transportation

APPENDIX F
FINANCIAL SUMMARY

Financial Expenditures

<u>BRANCH</u>	<u>Program Year 1</u> <u>Expenditures</u> <u>4-1-76 - 3-31-77</u>	<u>PROJECTED QUARTERLY EXPENDITURES</u>					<u>PROJECTED</u> <u>ANNUAL</u> <u>EXPENDITURES</u>	<u>TOTAL</u> <u>PROJECTED</u> <u>EXPENDITURES</u>
<u>Project No.</u>	<u>ESTIMATED</u> <u>EXPENSES</u>	<u>ACTUAL</u> <u>PAYMENTS</u> <u>& OUT-</u> <u>STANDING</u> <u>BILLINGS</u> *	<u>4/1/77-</u> <u>6/30/77</u>	<u>7/1/77-</u> <u>9/30/77</u>	<u>10/1/77-</u> <u>12/30/77</u>	<u>1/1/78-</u> <u>3/31/78</u>	<u>4/1/78-</u> <u>3/31/79</u>	<u>4/1/77-</u> <u>3/31/79</u>
Kingston Branch								
KING -77-01	23,220	0			146,076			146,076
KING -77-02	6,856	12,208						
KING -78-01			2,227	2,228	5,657	5,658		15,770
KING -79-01							23,000	23,000
Freehold Secondary								
FRSC -77-01	61,551	61,551						
FRSC -77-02	11,000	0			158,569			158,569
FRSC -77-03	67,282	63,368						
FRSC -78-01					15,750	15,750		31,500
FRSC -79-01							63,000	63,000
Union Trans.								
UTRN -77-01	59,000	0			157,000			157,000
UTRN -77-02	99,514	114,800						
UTRN -78-01						36,500		36,500
UTRN -79-01							146,000	146,000
Medford Branch								
MEDF -77-01	82,000	0			42,800			42,800
Princeton Branch								
PRIN -77-01	65,406	65,406						
Freehold Branch								
FREE -77-01	15,000	15,000						
FREE -77-02	98,000	98,000						
FREE -77-03	37,166	34,292						
FREE -78-01	0	0			1,394	1,394		2,788
FREE -78-02	0	0			178,003			178,003
FREE -79-01	0	0					5,600	5,600

* Subject to Final Audit and Reconciliation

Financial Expenditures

<u>BRANCH</u>	<u>Program Year 1</u> <u>Expenditures</u> <u>4-1-76 - 3-31-77</u>	<u>PROJECTED QUARTERLY EXPENDITURES</u>					<u>PROJECTED</u> <u>ANNUAL</u> <u>EXPENDITURES</u>	<u>TOTAL</u> <u>PROJECTED</u> <u>EXPENDITURES</u>
<u>Project No.</u>	<u>ESTIMATED</u> <u>EXPENSES</u>	<u>ACTUAL</u> <u>PAYMENTS</u> <u>& OUT -</u> <u>STANDING</u> <u>BILLINGS*</u>	<u>4/1/77-</u> <u>6/30/77</u>	<u>7/1/77-</u> <u>9/30/77</u>	<u>10/1/77-</u> <u>12/30/77</u>	<u>1/1/78-</u> <u>3/31/79</u>	<u>4/1/78-</u> <u>3/31/79</u>	<u>SUBTOTAL</u>
New York & Long Branch								
NYLB -77-01	839,286	839,286						
NYLB -77-02	73,709	86,503						
NYLB -77-03	500,000	0			525,000			525,000
NYLB -77-04	1,064,107	0						0
NYLB -77-05	750,000	0			315,000			315,000
NYLB -78-01	0	0	10,750	10,750	10,750	10,750		43,000
NYLB -79-01							45,000	45,000
Toms River Br.								
TOMR -77-01	49,177	139,690						
TOMR -78-01					15,000	15,000		30,000
TOMR -78-02					96,900			96,900
TOMR -79-01							60,000	60,000
High Bridge Br.								
HIBR -77-01	50,000	0			300,000			300,000
HIBR -77-02	56,179	182,713						
HIBR -78-01			52,493	52,493	52,493	52,494		209,973
HIBR -78-02					13,574			13,574
HIBR -79-01							210,000	210,000
Gladstone Br.								
GLAD -77-01	159,200	159,200						
GLAD -77-02	44,506	51,184						
Orange Branch								
ORAN -77-01	81,519	91,960						
ORAN -78-01			3,239	3,239	3,239	3,240		12,957
ORAN -78-02					104,797			104,797
ORAN -79-01							13,000	13,000

*Subject to Final Audit and Reconciliation

Financial Expenditures

<u>BRANCH</u>	<u>Program Year 1</u> <u>Expenditures</u> <u>4-1-76 - 3-31-77</u>	<u>PROJECTED QUARTERLY EXPENDITURES</u>					<u>PROJECTED</u> <u>ANNUAL</u> <u>EXPENDITURES</u>	<u>TOTAL</u> <u>PROJECTED</u> <u>EXPENDITURES</u>
<u>Project No.</u>	<u>ESTIMATED</u> <u>EXPENSES</u>	<u>ACTUAL</u> <u>PAYMENTS</u> <u>& OUT-</u> <u>STANDING</u> <u>BILLINGS*</u>	<u>4/1/77-</u> <u>6/30/77</u>	<u>7/1/77-</u> <u>9/30/77</u>	<u>10/1/77-</u> <u>12/30/77</u>	<u>1/1/78</u> <u>3/31/79</u>	<u>4/1/78-</u> <u>3/31/79</u>	<u>SUBTOTAL</u>
Caldwell Branch								
CALD -77-01	15,750	11,138						
CALD -77-02	20,000	0			123,493			123,493
CALD -78-01					4,750	4,750		9,500
CALD -79-01							19,000	19,000
Pleasantville Sec.								
PLEA -77-01	32,698	37,829						
PLEA -78-01			5,590	5,591	5,590	5,591		22,362
PLEA -78-02					69,329			69,329
PLEA -79-01							22,500	22,500
Camden-Atlantic City ML								
CAAC -77-01	51,362	51,362						
CAAC -77-02	11,164	25,219						
Ocean City Br.								
OCEA -77-01	43,619	43,619						
OCEA -77-02	20,281	40,158						
OCEA -78-01			5,541	5,542	5,542	5,542		22,167
OCEA -79-01							22,500	22,500
Hunter Tower-Nwk.								
HUNT -77-01	39,614	39,614						
Hoboken Terminal								
HOBT -77-01	322,581	322,581						
Hoboken Yard								
HOBT -77-01	1,927,914	1,927,914						
TOTALS	6,778,661	4,514,595	79,840	79,843	2,350,706	156,669	629,600	3,296,658

*Subject to Final Audit and Reconciliation

APPENDIX G

REVENUE AND OPERATING COSTS

Revenue and Operating Costs*

(April 1, 1976-March 1, 1977)

<u>USRA Line No.</u>	<u>Branch Line</u>	<u>Revenues(\$)</u>	<u>Operating Costs(\$)</u>
119	Kingston Branch	—	2,414
123/124/124a	Freehold Secondary Track	—	7,326
127/128	Union Transportation Co.	16,184	40,787
1104	Freehold Branch	11,772	26,712
1105	New York & Long Branch	331,199	316,572
1106	Toms River & Barnegat Branch	62,466	28,470
1107	High Bridge Branch	5,237	7,925
1204	Gladstone Branch	1,446	5,593
1206	Orange Branch	150,926	132,776
1207	Caldwell Branch	—	—
1800	Pleasantville Secondary Track	13,615	22,442
1807	Camden-Atlantic City Line	19,415	18,112
1808	Ocean City Branch	10,338	14,945

Source: Monthly Reports of Light Density Line Operation - Conrail

*figures for the period March 2-April 1, 1977, are not yet available.

GLOSSARY

AMTRAK -	National Railroad Passenger Corporation
BR&W -	Black River and Western Corporation
CNJ -	Central Railroad New Jersey
Commission -	Interstate Commerce Commission
Conrail -	Consolidated Rail Corporation
Conveyance Date -	April 1, 1976, the date that the properties of the bankrupt carriers recommended for inclusion in the final Conrail System were transferred to Conrail.
D&H -	Delaware and Hudson Railway Company
DRPA -	Delaware River Port Authority
Department -	The New Jersey Department of Transportation
EL or Erie -	Erie Lackawanna Railway Company
FRA -	Federal Railroad Administration within the United States Department of Transportation
FSP -	Final System Plan published on July 26, 1975 by the United States Railway Association
JCP&L -	Jersey Central Power and Light Company
LHR -	Lehigh and Hudson River Railway Company

LV -	Lehigh Valley Railroad Company
M&E -	Morristown and Erie Railroad Company
NECIP -	Northeast Corridor Improvement Project
NJDOT -	The New Jersey Department of Transportation
N&W -	Norfolk and Western Railway Company
Northeast Corridor -	Boston, Mass., to Washington, D.C. Mainline
NY&LB -	New York and Long Branch Railroad
PATCO -	Port Authority Transit Corporation
PATH -	Port Authority Trans-Hudson
PC -	Penn Central Transportation Company
PRSL -	Pennsylvania-Reading Seashore Lines
PSP -	Preliminary System Plan, published on February 26, 1975 by the United States Railway Association
Region -	The area of the Midwestern and North- eastern United States which includes Maine, New Hampshire, Vermont, Massa- chusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, District of Colum- bia, Ohio, Indiana, Illinois, Michigan, Virginia, and West Virginia.

Reorganization Act -
(also 3R Act)

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

Revitalization Act -
(also Quad R Act)

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

RDG -

The Reading Company

RSPO -

Rail Services Planning Office within the
Interstate Commerce Commission

Secretary's Report -

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

Section 5 -

Federal rail assistance program pursuant
to Section 5 of the Department of Trans-
portation Act, as amended by section 803
of the Railroad Revitalization and Reg-
ulatory Reform Act of 1976.

SIRC -

Staten Island Railroad Company

SRP -

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

Title IV -

Federal rail assistance program pursuant
to Section 402 of Title IV of the Reg-
ional Rail Reorganization Act of 1973, as
amended.

UMTA -

Urban Mass Transportation Administration
within the United States Department of
Transportation

USDOT -

The United States Department of Transportation

USRA -

The United States Railway Association

UT -

Union Transportation Company

