

P U B L I C H E A R I N G

before

NEW JERSEY RAILROAD AND TRANSPORTATION MUSEUM STUDY COMMISSION

New Jersey Railroad and Transportation Museum Siting

October 28, 1988
Department of Transportation
Building
Trenton, New Jersey

MEMBERS OF COMMISSION PRESENT:

Senator S Thomas Gagliano, Chairman
Frank Reilly, Vice Chairman
Ronald C. Freitag
Thomas C. Hellyer
Senator Walter Rand
Assemblywoman Clare M. Farragher
Assemblyman D. Bennett Mazur
Ben Ferrara
Jerome C. Premo
Paul J. Taylor
Robert A. Innocenzi

ALSO PRESENT:

John D. Wilkins, Liaison Member
Stephen Gazzillo, Liaison Member
Sam Cunninghame, Liaison Member
Walter Grosselfinger, Liaison Member
Ken Miller, Liaison Member

E. Joan Oliver
Office of Legislative Services
Acting Commission Recording Secretary

New Jersey State Library

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dcj: 1-78

SENATOR S. THOMAS GAGLIANO (Chairman): Good morning ladies and gentlemen. Welcome to our meeting of the New Jersey State Railroad and Transportation Museum Study Commission.

The first thing I would like to do is introduce you to Joan Oliver who is with the Office of Legislative Services who will serve as our temporary acting secretary. Our Recording Secretary could not be here today because of a minor medical problem. And so just to be sure that we got down all the information that is conveyed to us today, we asked OLS to provide us with a Hearing Reporter. So, these microphones are picking up the voices for recording but they do not magnify or make it any louder. So, can you hear us back there? (affirmative response) Thank you.

First thing I'd like to do is ask Joan to take the roll call, please?

MS. OLIVER: Chairman Gagliano.

SENATOR GAGLIANO: Here.

MS. OLIVER: Vice Chairman Reilly.

MR. REILLY: Here.

MS. OLIVER: Secretary Innocenzi.

MR. INNOCENZI: Here.

MS. OLIVER: Senator Rand.

SENATOR RAND: Here.

MS. OLIVER: Assemblywoman Farragher.

ASSEMBLYWOMAN FARRAGHER: Here.

MS. OLIVER: Assemblyman Mazur.

ASSEMBLYMAN MAZUR: Here.

MS. OLIVER: Mr. Premo.

MR. PREMO: Here.

MS. OLIVER: Mr. Ferrara.

MR. FERRARA: Here.

MS. OLIVER: Mr. Taylor.

MR. TAYLOR: Here.

MS. OLIVER: Mr. Freitag.
MR. FREITAG: Here.
MS. OLIVER: Mr. Hellyer.
MR. HELLYER: Here.
MS. OLIVER: Liason members, Mr. Cunningham.
MR. CUNNINGHAM: Here.
MS. OLIVER: Mr. Wilkins.
MR. WILKINS: Here.
MS. OLIVER: And Mr. Gazillo.
MR. GAZILLO: Here.
MS. OLIVER: Walter Grosselfinger.
MR. GROSSELFINGER: Here.
MS. OLIVER: Ken Miller.
MR. MILLER: Here.

SENATOR GAGLIANO: Okay, thank you very much. As you can see, we are all present. And what I would like to do now -- we have distributed the minutes of the last meeting. They were only distributed this morning, and I apologize for that. If you haven't had a chance to look at them, we can delay approval of them. If you're satisfied that they're okay, I will accept a motion--

SENATOR RAND: I'll move that they be accepted.

SENATOR GAGLIANO: --to approve them as recorded.

UNIDENTIFIED MEMBER OF COMMISSION: I second.

SENATOR GAGLIANO: It's been moved and seconded. Any discussion? All in favor?

MEMBERS OF COMMISSION: Aye.

SENATOR GAGLIANO: Opposed? (no response) Carried. Thank you very much. Item three on the agenda is made up of correspondence that has been received during the month. It includes correspondence -- news articles that we were able to pick up as well as a couple of memoranda. I would appreciate it if you would review those and during the course of the

meeting if you have any comments with respect to any of those items, please just let us know.

As you know, the schedule today-- Oh, another item I have, and I wanted to bring that to your attention also, is my letter to you, the Commission members and Commission advisors, dated October 24, 1988 which is in your packet. At the last meeting a representative of the press corps asked me if we were subject to the Open Public Meetings Act or the so-called Sunshine Law in New Jersey? I advised him that one of the first things we did when we organized approximately a year and a half ago was to ask the Office of Legislative Services if we were subject to the Act. It was indicated at that time in a written opinion from Mr. Porroni that we are not.

However, just to follow-up and be sure, I again requested of Mr. Porroni and the Office of Legislative Services an update of his opinion of 6/10/87. I now have a letter dated 10/17/88 from the Office of Legislative Services signed by James F. Willson, Associate Legislative Counsel indicating as they did before, that the New Jersey Railroad and Transportation Museum Study Commission is not subject to the Open Public Meetings Act for the reasons expressed in the earlier opinion that's also attached. He adds though, "Should the Commission so desire, there is no reason why it cannot voluntarily comply with the provisions of the Open Public Meetings Act."

I don't think we ought to take the time to discuss that today because we don't have a hot issue on that. But, at some future meeting maybe we should discuss it and we can voluntarily comply by giving notice to the newspapers prior to our meetings and we can further post notice on an appropriate bulletin board, I presume in the State House. Then we would be in compliance with the Act.

The only issue that may come up today is whether or not there are to be any private discussions with respect to the

location or possible location of the museum? At this point I don't feel favorable toward a private session. I don't know how the rest of the Commission feels. We can deal with that a little later in the day, should we need to.

Just another housekeeping item: I've been advised by Assistant Commissioner Bob Innocenzi that the cafeteria here at the Department of Transportation closes at 2:00 p.m. And if it looks like we're going to go past that time and anybody gets hungry, we'll take a break about 1:30. Otherwise, we'll go straight through with the schedule that was previously announced. But as I say, if it looks like we're going to veer on into this afternoon we'll take a break for a half an hour at 1:30 so that you can go in and get a sandwich and get back here at 2:00 and finish the meeting, should that be necessary.

Do any of the members of the Commission have anything to add or any comments to make at this time?

MR. FERRARA: Well I think I do. I'm a little concerned about the introduction of a new site at this late date. Today we were supposed to try to make a decision. In view of the introduction of a new site, I question whether we'll be prepared enough really to make that decision.

And secondly, I'm a little concerned about a Commission member publicly lobbying for a site. A voting member that does that, appears to me to be immediately prejudiced as to how the vote goes.

I just want to go on record saying that I am a little disturbed by that action.

SENATOR GAGLIANO: Well, with respect to the addition of another site, I think that -- at this point I received a telephone call from Mr. Percy Leach who represents the Waterloo area who indicated to me that he would like to be heard today as part of the Port Morris presentation, with it or adjoining it, or however. I told him that as far as I was concerned as Chairman, I would allow it to happen. And unless there's any

objection to that -- and I realize it's a new site that we haven't considered before -- I would recommend to the Commission that that would be permitted. Is there any objection to that?

SENATOR RAND: No, but I'd like to say something, Mr. Chairman, when you're through.

SENATOR GAGLIANO: Yes.

SENATOR RAND: Am I recognized?

SENATOR GAGLIANO: Yes, Senator Rand.

SENATOR RAND: Thank you very much, Senator Gagliano. I would like to make my position -- I hope that it wasn't upon me that was placed at lobbying; and I don't know if it is or not, because I didn't lobby -- but I did say very frankly, that I would turn my back on no part of this State, and I think that I have a love for every part of New Jersey, south, north, east, west. It makes no difference. And very frankly, there were almost two others that were ready to make a presentation; South Amboy, by Senator Weiss, and at the last moment that was pulled back because what happened was the roundhouse burned down, and somebody else was supposed to have a presentation.

And I have a very, very -- just a very open position that I don't think that we ought to certainly negate anyone from making a presentation. This is a State-funded situation and it will be difficult enough to get the money as it is. I can assure you as to that, personally and collectively. And I just think that it's a very wonderful thing that there are people from all over the State that want to make a presentation, and that they are interested in this. And I think to your credit Senator Gagliano, maybe you've awakened a lot of interest. And that's good, and that's good. But I certainly am not going to shut my eyes to any part of the State that makes a presentation that might be acceptable or interesting, or that I physically have to go see, to see whether it may accommodate those concerns that we are concerned about.

So, I want to thank you personally, and I want to congratulate you that you certainly haven't shut out the process, and I wouldn't expect anything less from you, Senator Gagliano, because you're a pretty fair-minded and open-minded individual.

SENATOR GAGLIANO: He's about to say I was well trained in his Transportation Committee. (laughter)

SENATOR RAND: But to your credit, and I say that openly and publicly, that you do give everybody the opportunity so that nobody and no one in this State can say that they were denied the chance of making a presentation to this Committee that has merit and should be at least reviewed. And I certainly at this point haven't favored one over the other. I certainly have come to a conclusion as to one of the ones that we have seen. But I certainly welcome everybody, and I certainly welcome any presentations. Mr. Chairman, I thank you.

SENATOR GAGLIANO: Thank you, Senator Rand. Ben Ferrara.

MR. FERRARA: I just want to clear up my earlier comment. I have no problem seeing another presentation. The problem I have is we were under the impression we could bring this thing to a conclusion today, and when none of -- or I shouldn't say none of, perhaps one or two of us have not seen that Waterloo site physically, I don't know how in the world we could come to a decision today--

SENATOR RAND: He's absolutely right.

MR. FERRARA: --if the site is to be considered.

SENATOR GAGLIANO: Okay. Frank Reilly.

MR. REILLY: I just want to say at the last Commission meeting I was directed to put together a presentation on a Port Morris site. This is really not a new site. What it is, it's an asset that is a neighbor to Port Morris that ties together two great sites. And you'll see in the presentation that it's really not a new site, but it's expanding on an existing site that we will have seen.

SENATOR GAGLIANO: Okay. If there are no other comments, oddly enough, and there are members of the Legislature on board, we're about three minutes early. (laughter) See, there's real time and there's legislative time, and they never meet. One's always at least a half an hour later, and that's legislative time.

But what I'd like to do now, if I may, and there are no other comments from the members of the Commission, I would like to call upon the representatives of Flemington/Ringoes to proceed with their presentation. What I told the various groups if they contacted me, I told them that there was no particular presentation that they had to make. That we would try to give them approximately 15 minutes and we would then have 15 minutes for comments and questions from the members of the Commission as well as our advisors, and I presume also if members of the public are interested. But I'd rather-- I don't want to debate. Anything that would happen would of course be directed to me as Chairman, and we'll decide whether or not the questions are appropriate.

SENATOR RAND: Mr. Chairman, just one question for my edification.

SENATOR GAGLIANO: Yes, Senator Rand.

SENATOR RAND: Senator Gagliano, is the Port Morris in conjunction with Waterloo, or is the Waterloo a separate-- I want to clear that up in my own mind. Is the Waterloo a separate presentation that may carry parts of Port Morris with it, or is the Port Morris going along with Waterloo? And I'd certainly like to clear that up in my mind.

SENATOR GAGLIANO: Okay, I'll defer to Frank Reilly on that. He's our Vice Chairman and he represents both areas.

MR. REILLY: I think it will best be illustrated in the presentation, if I might wait until that time? Because they are tied closely together.

SENATOR RAND: Then Mr. Reilly, you are going to make the presentation for Port Morris/Waterloo or just Port Morris?

MR. REILLY: Jointly, with the people from Waterloo.

SENATOR RAND: Is that my understanding -- through you, Mr. Chairman -- can I direct that to the Waterloo representatives?

SENATOR GAGLIANO: Certainly. Mr. Percy Leach, would you comment on that please?

P E R C I V A L H. E. L E A C H: (speaks from audience) Yes, I really would like to make a presentation concerning Waterloo, and as Port Morris, part of the Waterloo presentation. But basically, as the Waterloo site. Because of the closeness of Port Morris to us and the advantage of the yard there -- or the site, I think we're looking at it as a Waterloo presentation which will include parts of Port Morris.

SENATOR RAND: With your indulgence Mr. Chairman, will you allow Mr. Reilly to make his presentation and then will you allow Mr. Leach to make his presentation?

SENATOR GAGLIANO: Mr. Reilly just told me they're going to do it in the same 15 minutes, so that's fine with me.

SENATOR RAND: Okay.

SENATOR GAGLIANO: And even if they have to go over five minutes I'm sure the Commission is interested enough to listen to everything they have to say. So, we'll leave it at that.

SENATOR RAND: Thank you.

SENATOR GAGLIANO: Okay, may I call upon Flemington/Ringoes area to begin their presentation.

F R A N C E S L. D U R S T: Senator Gagliano, and members of the Transportation Museum Study Commission: My name is Fran Durst, I'm the President of the Hunterdon County Chamber of Commerce in Flemington, New Jersey, and we appreciate this opportunity to once again extol the virtues of our community as a site for this museum.

Flemington, New Jersey is the county seat of Hunterdon County, an agrarian community only 15 or 20 years ago with a population of around 50,000. Today, however, primarily because of its geographic proximity to major markets, its economy no longer dependent upon agriculture, is diverse and booming, and the county's population has more than doubled.

Located in Central New Jersey, Flemington and the surrounded Raritan Township area are equidistant from New York City and Philadelphia, each about an easy hour's drive away. Flemington/Raritan is located along New Jersey's State highways 31 and 202 and is served by Interstate 78, 287, and 95.

Once a tourist attraction mainly because it was the site of the world famous Lindbergh kidnapping trial, visitors now come to shop, of course, but also to enjoy a rural oasis in the midst of the most densely populated State in the nation.

Attracted as well by antique shops, balloon rides, water recreation, wineries, and of course the Black River and Western Steam Engine, approximately 35,000 a week invade the Flemington/Raritan area.

For these and other compelling reasons, this Hunterdon County area is clearly the perfect site for the New Jersey Railroad and Transportation Museum. It meets all of the criteria:

- 1) We can assure you of an active volunteer base. The tradition of volunteering is one of Hunterdon's greatest resources. Nearly 500 people contribute time to the Hunterdon Medical Center, many hundreds more volunteer for other county institutions and agencies, and indeed the Black River and Western Steam Engine counts on considerable volunteer assistance to man its weekly excursions -- weekly and daily in the summer I might add.

- 2) A long and rich railroad history is alive and well in Hunterdon County. Since 1854 Flemington has been a vital part of the national railroad system. And since 1965 the Black

River and Western Railroad has successfully run a steam engine excursion using the track between Flemington and Lambertville. It must be noted that our site is the only one under consideration with an operating excursion line.

And one might easily conclude therefore that we are already the site of a transportation museum. Furthermore, the Black River and Western runs along the Delaware and Raritan Canal, and stops could easily be made to allow tourists to view the scenic towpath, and also to visit the Holcombe-Jimison Farm Museum which is nestled along the canal in the Lambertville area.

I brought a three minute tape of the Black River and Western which I'd like to show to you right now, if I could have some assistance please?

SENATOR GAGLIANO: I think it might be better for the members of the Commission -- it's only three minutes--

MS. DURST: It's only three minutes.

SENATOR GAGLIANO: --to relocate, then we won't-- Okay, can everybody see it? (brief discussion of viewing arrangements follows)

(video presentation is shown)

MS. DURST: As you can see from that tape, Hunterdon County is still one of New Jersey's world treasures, and there are significant tracts of available land all along the Black River and Western Line including the townships of Raritan and East Amwell, and the Village of Ringoes. These lands border both the Black River and Western, and Route 202 which provides the interesting option of combining a Park and Ride with the museum facility.

Indisputably the Flemington/Raritan Township/Ringoes area is a major tourist attraction; one singled out just last week in "Time" magazine -- I have a copy of the article in your packet -- singled out in "Time" magazine just last week for national distinction. Easily accessible by interstates and

major highways, as I said, nearly 35,000 people arrive weekly year-round by car and bus, and there exists acres of parking spaces with additional lots under construction.

Assemblyman Schluter and others have questioned if shoppers are the right kind of tourists for a transportation museum? Now admittedly I'm not an expert on the right kind of tourist, however I do know that our visitors are families, overwhelmingly so, families who come to spend a day or a weekend in the country: Families who come to pick their own produce or cut their own Christmas tree, visit the farm wineries and the existing museums, families who also shop; families with dads and children who are always looking for something to do when mothers are hunting the outlet stores.

A recent article in the October issue of "Better Homes and Gardens" magazine calls Flemington one of the East's best family vacation spots, and I've got a copy of that in your packet as well. And I submit to you that people on family vacations are, indeed, the kind of people interested in a transportation museum.

It's important, I think, for the Commission to realize that another significant museum is being contemplated for this area. Plans are now under way to preserve a beautiful, colonial farmstead, the Dvoor Farm in Flemington, by converting it to an agricultural museum with a farmers' market and an environmental education center. This existing project is sponsored by the South Branch Watershed Association and would clearly complement the purpose of the Transportation Museum, encouraging even more visitors with an interest in living history preservations.

Obviously there is much to do and see in our community. And the State Railroad and Transportation Museum would provide yet another activity for the many thousands of families who already make this area a daily or a weekend

destination. The museum could capitalize on and be the benefactor of considerable publicity, promotion, and marketing as well. For our area is actively promoted in regional and national media and our relationship with WOR Radio, I think, is clearly understood.

I think it's important to realize that much of our press attention is totally unsolicited. For example, the two articles that I pointed out are examples of people coming to us to find out more about our area.

Flemington/Raritan/Ringoes is clearly the prudent and intelligent choice for this museum. The communities' beautifully restored and preserved architecture, its historic district where 60% of the houses are on the National Register of Historic Places, and its existing historical preservations already make this an existing, living museum.

Its interesting mix of shops, tourists, farmers and craftsmen which unify and support each other, provide an unparalleled ambience for the proposed Transportation Museum. The museum would attract a new public as well as provide additional, recreational opportunity for others and is clearly compatible with the other tourist activity in the area.

We're not encouraging the establishment of the museum in our community because we are in need of economic development. Instead, we are inviting you to bring this important facility to a vital, dynamic community distinguished last summer by the editors of "Money" magazine as second best place in the United States to live and work.

The Hunterdon County Chamber of Commerce, designated an official Visitors Welcome Center by the State Division of Travel and Tourism, unequivocally endorses this site and pledges its complete cooperation for the duration of the project. Thank you.

SENATOR GAGLIANO: Thank you, Ms. Durst. And now I would like to open it to the members of the Commission to make

any comments about the area or any questions directed to Ms. Durst. And I think I'll start on my right. Senator Rand?

SENATOR RAND: Thank you, Mr. Chairman. Ms. Durst I liked your presentation, and I visited there and I'm very impressed, but I'm like the ball team that's looking for the place to play. Is there anything concrete that the community can offer us? I do that in terms of recognizing the financial picture of this State and knowing that our revenues are to decline and so I'm really looking for some benefits also -- tangible benefits. I know the price of ground in that area. Is there any offer to entice us to come there? And if so could you give this Commission some benefits?

MS. DURST: Well I can't give you anything concrete. I can tell you that part of the property that the Dvoor Farm -- part of the Dvoor Farm that is now under contemplation for the Museum -- South Branch Watershed Museum was negotiated at a very fair price because that family wanted to keep that land in open space. I think the same thing would be available to us.

I also talked to--

SENATOR RAND: You mean that we can negotiate for a portion of that, or the community's prepared to give us a site?

MS. DURST: No, I'm saying that we can negotiate for a portion of that.

SENATOR RAND: What was the price per acreage, may I ask?

MS. DURST: It was around \$40,000 an acre.

SENATOR RAND: Forty thousand dollars an acre?

MS. DURST: I think it was a little bit less than that.

SENATOR RAND: We need some 50 acres for our site which would be \$2 million.

MS. DURST: But you don't need an excursion line and a train track.

SENATOR RAND: I understand. I realize-- I'm just trying to sort out all of the problems. I'm very careful when it comes to money.

MS. DURST: I hope so. The second site that I've done some work on is part of the Flemington Trade Center which borders 202, Church Street Extension in Flemington, and Pennsylvania Avenue Extension. Actually it's in Raritan Township.

On this site there are plans for a Sheraton Hotel and behind it there are a lot of existing acres available. The developer's very anxious to talk to the members of the Commission about that tract. He said it's a very opportune time to purchase that land. The Black River and Western comes right to the back of it and there's a place to build a little train station where the visitors--

SENATOR RAND: How many acres is that?

MS. DURST: In excess of 50.

SENATOR RAND: And what is the value of that. Do you have an idea? Is it commensurate with the value that you're paying for the other properties?

MS. DURST: Yes, yes.

SENATOR RAND: Okay, that gives me an idea.

MS. DURST: In fact, I told him what we were thinking about for the Dvoor property, and he said that seemed realistic and he was willing to talk to people about that.

There are lots and lots of open spaces between Flemington and Ringoes as you can see on that tape. And as you go further south, the land is probably a little more inexpensive.

SENATOR RAND: Thank you very much. Mr. Chairman, thank you very much.

SENATOR GAGLIANO: Thank you, Senator. Anyone else? Tom Hellyer?

MR. HELLYER: The Johanna Farms Dairy owns some frontage--

MS. DURST: That's right.

MR. HELLYER: --along the Black River and Western's right of way. Has anybody approached the dairy about parting with some of that property?

MS. DURST: They were interested in doing that at one time. Johanna Farms is now owned by another company. We have not talked to that other company.

SENATOR GAGLIANO: Frank, Mr. Reilly?

MR. REILLY: Do you have any idea how many passengers ride the Black River and Western in a year?

MS. DURST: How many ride it in a year? No. I know that at the Chamber it's probably the single most interesting feature that people want to know about. When people call they want to know about the steam railer. On the weekends in the summer it's always full. It runs week-- I'm sorry the weekdays in the summer. It runs weekends until December.

SENATOR GAGLIANO: Anything else Frank?

MR. REILLY: No. Thank you.

SENATOR GAGLIANO: Assemblyman Mazur?

ASSEMBLYMAN MAZUR: As your commentator in your script pointed out, the road and the tracks are in serious need of reconstruction. Has any estimate been made or anybody have any estimate, on how much that would cost?

MS. DURST: To upgrade our tracks?

ASSEMBLYMAN MAZUR: Yeah, upgrade that roadbed and tracks.

MS. DURST: I think his comment dealt with the fact that if he wanted to go faster than the speed he was going he'd have to have better tracks. But because he was interested in the scenery and so forth, the tracks were fine for an excursion railroad.

SENATOR RAND: Mr. Chairman, I--

SENATOR GAGLIANO: Ben is still--

SENATOR RAND: Oh, I didn't hear that--

SENATOR GAGLIANO: Mr. Mazur--

SENATOR RAND: Okay, I thought I could give him an answer about the money.

SENATOR GAGLIANO: I think Mr. Mazur--

ASSEMBLYMAN MAZUR: Well, if he's got an answer I'd be glad to hear it.

SENATOR GAGLIANO: You want to comment on that, Senator Rand?

SENATOR RAND: Well, there has been, by the Department of Transportation about \$1 million put into that upgrading of those ties. I guess-- Is that what you would call them?

ASSEMBLYMAN MAZUR: Yes, the railroad ties.

SENATOR RAND: So that it has been upgraded for the speed that is going now. There might have to be more upgrading, but there has been a significant amount of money contributed by the DOT.

ASSEMBLYMAN MAZUR: The rolling stock-- There are two steam engines in working condition?

MS. DURST: I can't tell you that.

ASSEMBLYMAN MAZUR: There are no steam engines in working condition?

MS. DURST: I don't know.

SENATOR GAGLIANO: I believe then I can tell you that there are no steam engines working at this time. I believe that there was a comment made when we visited Black River-- I don't know if anyone is here representing the Black River, but I seem to recall -- and probably any of the rail fans in the room could probably confirm -- that the steam engine is not in use because it needs substantial renovation. I think the price was in the neighborhood of \$40,000 to \$50,000. I'm not sure if I'm right on that recollection, but it's \$40,000 to \$50,000 to put the steam engine back into service, and they just haven't either had the money or haven't chosen to spend the money, but it's not in service now.

MS. DURST: There may be someone here who can speak to that. George Corey?

SENATOR GAGLIANO: George Corey.

G E O R G E C O R E Y: (speaks from audience) Yes, Senator Gagliano was correct. You were correct. That was our understanding. Between \$40,000 and \$50,000 because the boiler needs repair.

SENATOR GAGLIANO: It is still part of the property though?

MR. COREY: Yes.

ASSEMBLYMAN MAZUR: Is there only one steam engine, or are there two?

MR. COREY: I'm only aware of one. If there's two, there is only one that is in what we would call, close to operating condition. The second one is going to need more repair than that.

SENATOR GAGLIANO: Down the road. Jerry Premo?

MR. PREMO: Thank you. The article in "Time" magazine captures some of the charm and some of the problems simultaneously of your community. Reference is made to pleasant Saturday afternoons but also it says, "with traffic tied up." What will we do to your community if we come? Will we intensify the problem?

MS. DURST: I think that's a factor that Raritan Township has been studying, but the information that I have read in most of the things that the Commission has published, says that it won't add appreciably to the traffic. Our traffic is really created by the people that live there. We've grown so phenomenally in the last couple of years that a lot of our traffic is not tourist related. It's because we have a lot of condos and PRDs right around that Flemington Circle area which at best is a tough road to negotiate.

Also, if we moved the museum to the south of Flemington, toward the Ringoes area, we could probably divert a

lot of existing traffic from the Flemington area, and encourage people to ride the train back up to the shops.

MR. PREMO: That's interesting. You mentioned Park and Ride as part of your presentation, that speaks to a non downtown Flemington site as contrasted with a site close to the traffic circles and close to the scene of today's most intense congestion. That would require an investment in property, but it would also deal with the basic tone of the article regarding traffic. I know it's on everyone's mind, and Mr. Chairman, I just wanted to raise it to highlight that issue.

SENATOR GAGLIANO: Good point.

MR. PREMO: Okay, thank you.

MS. DURST: We've tried to deal with that traffic issue in other ways, too, Mr. Premo. We've developed a trolley that allows people to park out on 202 and use the trolley to come into town.

SENATOR GAGLIANO: Any other questions of members of the Commission? Yes, Mr. Innocenzi?

MR. INNOCENZI: Mr. Chairman, just two questions. Just following up on Mr. Premo's comment. It's clear to me that the Flemington/Ringoes presentation is not site specific. It's generally talking about the area.

SENATOR GAGLIANO: Correct.

MR. INNOCENZI: The Black River and Western and the Flemington area's a draw. The other point is, there is freight service on that particular line right now. Do you have any idea of what the status of that freight service is?

MS. DURST: Yes, I do. Mr. Corey, would you address that please?

SENATOR GAGLIANO: Mr. Corey could you come up here please to make sure that we pick you up on these microphones? And if you could identify yourself with a little background?

MR. COREY: My name is George Corey and I'm Chairman of the Long-Range Planning Committee for the Chamber of

Commerce, and President of Exxel Management and Marketing Corporation.

The question about the freight service-- The freight service is a very important part of that rail line today and in discussing that issue with the railroad people and with other people in the area, there seems to be the availability of people that would come in and be interested in taking over the freight service. But the industry does rely on that freight service.

SENATOR GAGLIANO: Do you have any idea, Mr. Corey, of what the gross income is to the Black River and Western Railroad? I mean I guess I'm asking that question because if the State is going to invest in it-- We know that there's excursion service, we know that there's a certain amount of freight service. Do you have any idea what that means in terms of dollars per year, gross dollars?

MR. COREY: I'm sorry, I do have the figures but I did not bring them along. But, if we could supply them to the Commission--

SENATOR GAGLIANO: That would be okay. Do you have general idea? If I gave you what I heard, could you comment on whether or not it was close?

MR. COREY: Yes.

SENATOR GAGLIANO: Approximately \$100,000 annually from the excursion rides and approximately \$400,000 from freight.

MR. COREY: Yes, \$500,000 total income.

SENATOR GAGLIANO: Is that confirmable?

MR. COREY: Yes, that is, approximately.

SENATOR GAGLIANO: And the second part of that questions is, you're familiar with the owners of the railroad?

MR. COREY: Yes.

SENATOR GAGLIANO: Is the railroad for sale?

MR. COREY: Yes it is.

SENATOR GAGLIANO: Would it be available to the State if we chose that area?

MR. COREY: As I understand it from the owners, yes.

SENATOR GAGLIANO: Would the sale include all the right of way which I understand is-- How long is it Frank, approximately 18, 20 miles?

MR. REILLY: Yeah, I'd say about 20.

SENATOR GAGLIANO: Approximately 20 miles, that would include all the right of way.

MR. COREY: I'm not sure if there is a small part of the right of way in the Lambertville area that is leased or not. But it would include all the right of ways that they own. They'd like to sell the complete railroad.

SENATOR GAGLIANO: As well as whatever leaseholds they have?

MR. COREY: Yes.

SENATOR GAGLIANO: And the rolling stock-- Mr. Mazur reminds me, is the rolling stock included?

MR. COREY: It is, and all the property and buildings they own.

SENATOR GAGLIANO: Are there any other questions?

SENATOR RAND: One final question, Mr. Chairman.

SENATOR GAGLIANO: Yes, Senator Rand?

SENATOR RAND: The 100,000 for the rail passenger and the 400,000 for the freight service, lest the members of the Commission misunderstand, that's not the bottom line. Is there a surplus or a deficit in the running of that line besides that 100,000 and 400,000, which becomes my interest?

SENATOR GAGLIANO: I said gross income Mr.--

SENATOR RAND: I'm asking the question as to whether that line carries itself or as to whether there's an operating deficit. If we're going to talk about 400,000 and 100,000 I think that the Commission ought to know what they're going to step into in respect of whether that line carries an operating

situation of self-sustaining itself or whether there's a deficit. If we could get those figures along with your figures, Mr. Chairman, I'd be appreciative of that.

SENATOR GAGLIANO: Okay, do we have them Mr. Corey?

MR. COREY: We could supply them. And most years it is positive.

SENATOR GAGLIANO: Most years it's positive, but it could be a deficit.

MR. COREY: Yes.

SENATOR GAGLIANO: Okay, are there any other questions? Assemblywoman Farragher?

ASSEMBLYWOMAN FARRAGHER: Just one question-- You mentioned Raritan Township, I would be interested to know what is the position of Raritan Township relative to the siting in the area?

MS. DURST: I'm glad that you asked me that because I know there has been a lot of press concerning their position. I went to the Raritan Township Committee meeting on Monday night and they made two statements -- three statements actually: 1) Unanimously they were in favor of cultural development in the community; it was the kind of non demanding development they wanted to see. The second was that they had become open-minded about the museum and they were willing to sit down and discuss it and cooperate. But because they are a booming township that has had a lot of demands on their infrastructure in the last couple of years, they really are anxious to see some more impact studies. They'd like to know, what specific site we'd be talking about before they could make any kind of an unequivocal statement of support. But they're very open-minded, and this is the kind of thing they'd like to see come into the community.

ASSEMBLYWOMAN FARRAGHER: Thank you.

SENATOR GAGLIANO: Okay, thank you. Thank you, Clare. Are there any other comments or questions from the

Commission? (no response) Are there any questions from the liaison members to the Commission?

MR. GROSSELFINGER: (speaks from the audience) My concern is, and just to reflect what is necessary in my mind is this model here. Is there a land mass along the Black River and Western someplace that would fit something that shape? I mean, there's different acreages I've heard; I don't know what the shapes are. I've heard of the watershed situation. I'd like to hear some clarification on that if possible.

MS. DURST: There's about 13 miles between Flemington and Ringoes. Would you say that's the length of the track? Not that much I guess?

MR. COREY: Yes, it would be shorter than that.

MS. DURST: It would be shorter than that? But on both sides of that track there are enormous acres of open land.

MR. GROSSELFINGER: Flat acres?

MS. DURST: Flat acres.

SENATOR GAGLIANO: Before we go any further I would like to introduce Walter Grosselfinger and introduce also the model that was made at the suggestion I guess -- at the auspices of the United Railroad Historical Society which is represented by Walter and his associate--

P E T E R H A S L E R: Pete Hasler.

SENATOR GAGLIANO: (refers to model) -- I'm sorry -- Pete. This is their concept of what a museum might look like and as you can see, on the one side is the display area with the tracks for the railroads. And there are several buildings proposed which would house -- I presume -- trucks, trolleys, buses, and that sort of thing. And then the village effect over on this side where there could be gift shops and other things for visitors to see. I would have no idea-- We haven't gotten to that point yet on how much acreage that would require, but I think many of those items that are shown would

be the kind of thing that we would want to show in a museum. So, if anyone has a chance later, take a look at it.

Are there any other of the liaison representatives to the Commission that have any questions? Now I saw a gentleman back there in the brown jacket, you had your hand up before?

UNIDENTIFIED SPEAKER FROM AUDIENCE: At one point I just wanted to say -- you asked if we could hear -- we could hear well but then gradually the volume decreased.

SENATOR GAGLIANO: All right, so I'm going to ask everybody to please speak up. And when you address the Commission or the people in the audience-- Anything else with respect to the Flemington/Ringoes area? Yes.

MR. TAYLOR: Mr. Chairman I'd be interested to know whether you have any marketing statistics about how long a typical visitor to the Flemington area stays in the Flemington area? And also a second part of that would be what the average visitor might spend while they are in the Flemington area?

SENATOR GAGLIANO: There's always not enough.
(laughter)

MS. DURST: Our retail sales are several million dollars. I can't recall the exact number right now. I can give you that. Generally, Flemington is a day destination. It's developing, because of our marketing, into a weekend spot.

What we're trying to do is tie a lot of different interests and activities together and explain to people how they can get from one to another and create more lodging. Right now we're basically an area that's dependent upon one motel that has 102 or 103 rooms, and small bed and breakfasts. The bed and breakfasts are certainly delightful and fit into the ambience of our community, but we do need more lodging to be able to create longer stays.

And the Flemington Trade Center site will include a hotel. Right now it's probably going to be a Sheraton Hotel

and that probably will increase our opportunities to encourage it as more than a day stop.

MR. TAYLOR: Thank you.

SENATOR GAGLIANO: There's a question in the rear of the room. Sir, would you please stand so we can hear you?

UNIDENTIFIED SPEAKER FROM AUDIENCE: My question is have any of your two Assemblymen, your State Senator, and the freeholders from Hunterdon gone on record of either supporting--

MS. DURST: Our freeholders are supporting it. Our State Senator and one of our Assemblypeople have chosen to be more neutral because they are concerned with a couple of sites. And I think as most people know Assemblyman Schluter is not sure that Flemington is the appropriate spot.

SENATOR GAGLIANO: Okay, there being no further questions, thank you very much Fran, and Mr. Corey. Thank you for coming today and we hope you'll stick around for awhile.

MS. DURST: Thank you.

SENATOR GAGLIANO: What I would like to do now is go to the second site which is Phillipsburg, and if you'll just come up here and identify yourselves and start your presentation.

UNIDENTIFIED SPEAKER FROM AUDIENCE: I'm just setting things up, Senator.

SENATOR GAGLIANO: Fine, take your time.

UNIDENTIFIED SPEAKER FROM AUDIENCE: Senator, is it okay to take photographs?

SENATOR GAGLIANO: Take photographs? Certainly, sure, sure. Just let us know when you're doing it, so we're not picking-- You know. (laughter)

UNIDENTIFIED SPEAKER FROM AUDIENCE: On the last page of the document I just gave you is a photo similar to the one you'll be seeing.

SENATOR GAGLIANO: While we're waiting for Phillipsburg to get started I just want to give a round of

applause to the Department of Transportation for providing us with this beautiful room. Thank you Bob, and thanks to Hazel.

SENATOR RAND: Senator Gagliano, that's because we voted for the Transportation Trust Fund renewal.

SENATOR GAGLIANO: I was going to say, we helped get the money out of the taxpayers to build this building.

MR. INNOCENZI: This room gets a lot of use by public groups in the area, too. We offer it-- It's everybody's room.

SENATOR GAGLIANO: Okay, thank you.

M A Y O R P A U L R U M M E R F I E L D: Thank you Senator Gagliano and members of the Commission. My name is Paul Rummerfield, Mayor of the Town of Phillipsburg. With me today I have Council members Fred Rufe; Councilwoman Meryl Crozier; Pete Terp, a Hunterdon County resident and railroad fan; Gloria Tolotta, Executive Director of our Chamber of Commerce; Al Galello, (phonetic spelling) a rail fan from Hunterdon County; Anthony Gallagher, a retired railroader; Jay Miers, Director of Economic Development and Tourism for Warren County; and Tony DePrima, our Planner from Phillipsburg.

Phillipsburg is pleased to have this opportunity to present its summary before the Railroad Transportation Study Commission, and we would like to thank you and commend you for the many hours that you've put in, and thank the members that took the time to visit Phillipsburg back in May. We certainly did appreciate it.

Phillipsburg has total community support. Phillipsburg is the only site that has offered a full cooperative partnership among State, county, and local government with the full support of the people of the area.

There is unanimous community support in the Phillipsburg area with no dissenting groups or individuals. Since the first evening that Mr. Terp presented the idea to the Phillipsburg Town Council, the governing body in Phillipsburg embraced the idea that evening. Since then we've had numerous

unanimous resolution support from our neighboring communities, the Lopatcong, Pohatcong, Alpha, and it has also extended not only to Warren County, but to Pennsylvania. The city of Easton has endorsed it and other communities in Pennsylvania.

Phillipsburg will have the total political support that is necessary to see the project through the Legislature's appropriations process, which we feel is very important. Your job, Committee members, is to make the site -- choose the successful site, but from there it has to go for funding. With complete political support on the local level, on the county level, and on the State level, we're willing to start today to lobby for that effort.

Phillipsburg conforms with the State policy-- Selection of Phillipsburg as a location of the Railroad and Transportation Museum, conforms with the State policy of revitalizing urban areas.

Since 1983 New Jersey has had a policy of revitalizing its urban areas. Three urban areas have been awarded major State cultural, recreational or museum facilities. They are Camden with the State Aquarium, Jersey City with the Science Museum, and Newark with the 200 million Center for the Performing Arts. None of these cities has been particularly noted as a tourist attraction in the past, nor as a mecca for factory outlet day shoppers.

Also the three locations generally cover all the geographic areas of the State except for the fast growing Northwest. Of three final sites proposed for the Transportation Museum, only Phillipsburg is an urban area designated for revitalization and also located in Northwest New Jersey.

The Phillipsburg site will specifically conform with the New Jersey State Development and Redevelopment Plan; a document intended to guide State spending. And if you will, please allow me to turn to the State Planning Commission

working document. Under tier one, the primary goal for municipalities included in this tier is revitalization. Prudent public and private reinvestment can revitalize once proud downtowns and main streets, can stabilize still deteriorating neighborhoods, and rebuild infrastructure in these municipalities.

Volume two, page 132 of the document, policy B-132: Major cultural facilities such as regional and statewide libraries, museums, and performing art centers should be recognized for both their economic development and quality of life impacts. They should be located, maintained, and expanded in redeveloping cities and suburbs. Priority in this regard should be given to urban center municipalities.

Phillipsburg can attract tourists. Those of you who do not know much about Northwest New Jersey may not be aware of the travel and tourism which is a major industry in the metropolitan and statistical area to which Phillipsburg is assigned. As an example, one nine-day music fest in a community near Phillipsburg drew nearly 700,000 people from throughout the Mid-Atlantic states, with a high percentage of those visitors from New Jersey. This is many times more than the Waterloo Village draws with a five-month concert season.

The Canal Museum and park just across the river from Phillipsburg already is a major museum attraction. Currently two-thirds of the buses that come to the Canal Museum in Easton come from New Jersey.

Phillipsburg will be less costly. At Port Morris we already know that restoration of the cutoff might cost 30 to 100 million, depending on who you talk to. This would be in addition to the cost of building a new access road to the site and installing infrastructure. At Flemington, cost of the scenic ride might be 1.5 million with another 500,000 for immediate maintenance, and cost of the land at 2 million plus a suitable site nearby, plus installation of an infrastructure.

At Phillipsburg we are contributing a site, approximately 32 acres, with infrastructure in place and scenic rail line in place. A former passenger terminal for two major railroads which is adjacent to the Phillipsburg site is currently available. A former company general store, along with scenic ride at the James River paper mill in Riegelsville, which dates back to 1862, may also be available.

Phillipsburg is accessible. As noted earlier it takes less time to get from metropolitan New Jersey to Phillipsburg via I-78 than it does to the other two proposed sites. Local access to the other sites is from highly congested highways. Any congestion at Phillipsburg will be relieved next spring when the remainder of I-78 opens.

At Flemington there is little that can be done regarding traffic congestion. Flemington has its traffic circles, and traffic on its local streets during shopping hours is nearly to the maximum.

And we know the track record of Hunterdon County against projects that generate additional traffic on its already congested streets.

At Port Morris, current access to the site is through back streets and residential areas. A new access road paralleling the rail right of way could be built, but it would be a very expensive proposition.

In my nine years in local government in Phillipsburg, I have never witnessed a project that has been embraced by a whole community as the support that has come flowing in from all concerns; because the word "railroad" invokes passion in Phillipsburg. I'm not talking about the successful site as a prize on the top shelf at a carnival. I'm talking about the Bakers, the Gallaghers, the Graffins, the Paddis, and I could go on and on with names whose lives were railroads, whose existence in Phillipsburg was the existence of the railroads and the employment it gave the families.

Why don't we run the video now?

UNIDENTIFIED SPEAKER FROM AUDIENCE: Is the TV on?

MAYOR RUMMERFIELD: We know a lot about railroads in Phillipsburg, but not a lot about electronics. (laughter)

SENATOR GAGLIANO: I'm sorry, I did not realize our operator left. I wouldn't have let him. I would have chained him to the machine. That's okay, you'll get extra time for that, Mayor, and so will Mr. Innocenzi. He's going to get time for it. (Commission and audience view video) Mayor?

MAYOR RUMMERFIELD: Thank you. If we could now turn to the maps, I'd like to have Tony DePrima very quickly show us some of the sites from an aerial photo that we witnessed in the video.

A N T H O N Y J. D e P R I M A: (with a chart and a map) Thank you, Mayor. Again, welcome to an aerial photo of our community. You should know that this is in the heart of our downtown district. Our South Main Street is this street here. You should also know before I go into specific sites that this site is approximately half a mile from the last exit off Route 22 in New Jersey which puts you about here and ties you nicely into the interstate transportation system in New Jersey, specifically Route 78 which then leads you to 287 and ultimately to Route 80.

As well, not only are you a half a mile this way but you are two miles directly from an interchange of Route 78 going along South Main Street, which is Alternate Route 22.

The site again-- We are offering a very specific site, a majority of which is already owned by the town of Phillipsburg and which the town of Phillipsburg has committed to donating to this project. Now, that site is listed as Site A here. It's approximately 32 acres, and it's currently used as a park. We also have an additional five acres which runs along in here which a private owner has indicated that he would be willing to donate to the project.

We have talked extensively about some additional land that would also be available if the 32 acres was significant. That is Area C. This photo is on the last page of the handout that we gave out.

This Area C, we know that this property just recently sold from Conrail to the current owner for about 15,000 an acre. This property is on the market. We've also heard about the current former Union Station Square, that is B. And nicely adjacent to the major section.

We've also heard about some additional abandoned railroad property. What we are talking about is the Lehigh Valley Line which is planned for abandonment. That would be F in this line.

You've heard extensively about the Bel Del Line. The Bel Del Line is this railroad. It goes right along the Delaware River; you would be heading south right along the Delaware River. It parallels the main site and we feel that we can easily bring passengers down that slope to a nice recreated station similar to what you see there, and bring them on a nice 16 mile excursion.

You've heard about the Morris Canal? There is the existing Morris Canal Archway, beautiful structure right here. You've heard about the Canal Museum in Easton which gets approximately the same number of riders as the Black River and Western. That is right here.

It's interesting to note that there is the bridge that you saw in the photo that is right here between these two. This will be abandoned with the Lehigh Valley Line. Again, this will make a nice either a foot or some sort of tramway between these two historic sites.

I believe that we've gone through the major sites that we wanted to show you and why don't you just go over them once again? Again, this is a very specific site that we are offering to the Commission.

SENATOR GAGLIANO: Thank you very much.

MR. FERRARA: Tony, question please. Would you again review the access from Route 78, where it would come in?

MR. DePREMA: Okay, you cannot see it obviously--

MR. FERRARA: And let me ask you a question before you do that. Does it by-pass the city to any great extent to get into that site?

MR. DePREMA: Okay, if from this point, let me see -- this is our South Main Street -- South Main Street is actually Alternate Route 22. From this point on South Main Street you're two miles along Alternate 22, the same road, to the Still Valley intersection of Route 78 which is the last intersection in New Jersey.

MR. FERRARA: So how would one drive in from 78 to that site?

MR. DePREMA: You would simply get off the Still Valley Circle, follow the signs for Alternate Route 22 and of course at that time there will be a large sign that says New Jersey Rail and Transportation Museum, and it's essentially the same road. There are two stoplights between that point and this point. The actual access into the site, there are multiple ways in which -- as you can see because of the parallel lines -- there are different ways in which you can get in.

MR. FERRARA: What would be the best way with the least traffic?

MR. DePREMA: The least traffic. To get to this site?

MR. FERRARA: Yes.

MR. DePREMA: Or to get to this area of town?

MR. FERRARA: To get to the museum site.

MR. DePREMA: I would say that we could look at some sort of expansion. As you can see South Main Street runs right into here and it bends down in here. I think if we can find a small-- There is an existing road here that we can make

some sort of entrance right into there so that you'd actually be a block off Alternate 22. That would avoid going through some of the residential neighborhoods.

The other road which puts you actually closer to Route 22 is at the Still Valley Circle which is approximately two-and-a-half miles outside of Phillipsburg. It branches and you can go on Alternate 22, you can go onto what will be the extension of 78 into the Lehigh Valley, or you can go on 22 which brings you to Easton. You're only a half a mile from the bridge -- that's the current bridge when you're traveling to the Lehigh Valley that you travel over. This site at this point is only about a half a mile from that toll bridge.

We see traffic-- Once the 78 bridge is open into the Lehigh Valley, we see an awful lot of the truck traffic that Route 22 has become infamous for, simply going away and going over the Route 78 bridge. So again, we are very close to that intersection.

SENATOR GAGLIANO: I want to keep moving Tony. We're getting a little behind ourselves here.

MR. DePRIMA: Thank you.

SENATOR GAGLIANO: Do any other members of the Commission on my left have any other questions? Jerry Premo?

MR. PREMO: Well, I'm impressed by the idea that somebody would donate five acres of waterfront land to you. May I ask what the arrangement is there? It sounds like a really unusual public/private arrangement.

MAYOR RUMMERFIELD: The developer that we're talking about incidentally came from Hunterdon County, based in Flemington, and has just purchased land from Conrail. He is developing that with his own enterprise and a number of other small, light industrial enterprises, and has been very cooperative with Phillipsburg and has been-- Right from the very beginning when we told him about our proposal for a rail site he said, "What can I do?" I asked him for the land. And he said, "I'd be honored and pleased to give it to you."

MR. PREMO: Thank you, Mayor.

SENATOR GAGLIANO: Anything further? (negative response) Ben Ferrara?

MR. FERRARA: That's roughly a layout of what we envision of a basic museum and I understand it's designed to take up about 30 acres, which would be pretty much the whole site. How would we handle parking?

MAYOR RUMMERFIELD: With regard to the model I have told-- It will fit on our Phillipsburg site. As you saw on the video we have adjacent parking that we could utilize currently with regard to the parking in the existing park. We have H over there, as you can see on the map.

MR. DePREMA: This is an existing parking lot in here. Certainly this parking area can be extended back into this part and really all of this area be used for the museum essentially -- perhaps not that exact rectangular, but making a little longer of a rectangle and fitting it in this area. So the parking can either go here, and if additional land was purchased, certainly there's as much parking as one would need in this additional -- this approximately about another 20 acres in here.

SENATOR GAGLIANO: Any other questions to my left? Excuse me, Ben.

ASSEMBLYMAN MAZUR: This property that attracts the rail, there's an operating railroad there presently being operated by Conrail. Have you had any discussions with Conrail as to their willingness to interrupt their services or coordinate them in any way?

MR. MILLER: (speaks from the audience; no mike) Can I answer for the Commission?

SENATOR GAGLIANO: Whoever has the information, sure. Ken Miller?

MR. MILLER: We have a problem in the county where we have a problem with Conrail. They have a section of this

particular railroad which is quite a ways north. We're currently negotiating very quietly and very cautiously to do some kind of a swap. It's going to cost Conrail a lot of money to take care of the problem. It's an overhanging rock problem that hangs over one of our county roads. And I believe that if the county offers to take care of the rock problem which can perhaps cost as much as 500,000 or maybe more to eliminate-- We're looking to acquire the Bel Del branch also. We're trying to make a swap. The county will take care of the rock problem if Conrail will donate the branch. That branch is slated for removal or abandonment in the next--

UNIDENTIFIED SPEAKER FROM AUDIENCE: Ten years I believe.

MR. MILLER: --five years.

SENATOR GAGLIANO: Okay, thank you. I heard 16 miles. Is that eight miles each way, Mayor? Is it a 16 mile excursion one way?

UNIDENTIFIED SPEAKER FROM AUDIENCE: It's 16 miles to Milford.

SENATOR GAGLIANO: Oh, so it would be 32 miles, or it could be?

UNIDENTIFIED SPEAKER FROM AUDIENCE: We have recognized that possibly we'd only use the upper half of that to shorten the ride up. Sixteen miles is too long.

SENATOR GAGLIANO: The person who answered that question was the star of the video.

ASSEMBLYMAN MAZUR: Excuse me?

SENATOR GAGLIANO: Yes, Ben.

ASSEMBLYMAN MAZUR: You indicated one station, the old Phillipsburg station. Any other structures?

MAYOR RUMMERFIELD: On the existing site that we could utilize?

ASSEMBLYMAN MAZUR: Yeah, correct. Somebody said something to me about a roundhouse or there was a roundhouse.

MR. MILLER: If you look carefully at the photograph you can see that right about where G is -- I believe -- the turntable is still there. It's just been filled in and the old stall -- the engine house stall-- I don't know whether the concrete is still there or not, but you can see them radiating out on that aerial photograph.

ASSEMBLYMAN MAZUR: The foundation is still there.

MR. DePREMA: There's also this existing building here which the owner has indicated the desire to sell the Tippet-Wood, it was mentioned in the video. This building looks an awful lot like the large building in that model.

SENATOR GAGLIANO: Any other questions? Paul, Mr. Taylor?

MR. TAYLOR: My question was about the Conrail Bel Del Line.

SENATOR GAGLIANO: Very good. On my right, any questions?

MR. INNOCENZI: Has there been any analysis made regarding the projected traffic generated by the museum and the impact on your local streets?

MR. DePREMA: No, I guess we were waiting for traffic studies on your part to see what it would take. We're willing to work with anything.

SENATOR GAGLIANO: Okay, thank you. Any other questions?

ASSEMBLYWOMAN FARRAGHER: I have one.

SENATOR GAGLIANO: Clare.

ASSEMBLYWOMAN FARRAGHER: I just would like to know, Mayor, how did the town acquire the parkland?

MAYOR RUMMERFIELD: The parkland has always been Phillipsburg's property which makes that site probably more unique in that that park was built with Green Acres money--

ASSEMBLYWOMAN FARRAGHER: That's the key.

MAYOR RUMMERFIELD: All right.

ASSEMBLYWOMAN FARRAGHER: Okay, are you aware that you will have to find substitute acreage? Are you aware of that?

MR. DePREMA: Actually we had checked very early on in the process with the compliance office of Green Acres and there has been precedent set since it's going from one type of recreational use to another. And what the compliance officer specifically stated to us and used as the precedent was the Science Museum at Liberty State Park. So we did check with that and there's not a problem with using Green Acres.

ASSEMBLYWOMAN FARRAGHER: That's good.

SENATOR GAGLIANO: I wish we had that kind of funding.

ASSEMBLYWOMAN FARRAGHER: Thank you.

SENATOR GAGLIANO: Yes. Excuse me, Ron and then Tom.

MR. FREITAG: Two quick questions, Mayor. About how many miles are you from Flemington?

MAYOR RUMMERFIELD: From Flemington?

UNIDENTIFIED SPEAKER FROM AUDIENCE: Twenty-five to 30.

MAYOR RUMMERFIELD: In traffic it's a lot longer.
(laughter)

MR. FREITAG: Understood. Second question, the former railroad facility there, how environmentally sensitive is that ground?

MAYOR RUMMERFIELD: That the park is on?

MR. FREITAG: Not the park but the former railroad site there -- the yards.

UNIDENTIFIED SPEAKER FROM AUDIENCE: I can answer that for you. The ground has been tested for them by the gentleman who's under contract with them, Merritt Brick, and it's clean. This was not a heavy servicing facility. It was basically a storage yard. In fact, I guess the people that bored were very surprised at how clean it was. So it's good ground.

SENATOR GAGLIANO: Tom Hellyer.

MR. HELLYER: You mentioned tourist attractions in the area. Do you have any numbers as to how many people come through your area in the course of a week or a year?

MAYOR RUMMERFIELD: That was part of some of the things I had left out. I think what we're realizing in the Northwest New Jersey area and certainly in the Phillipsburg area is the last portion of growth in the State. I think we've all read the studies coming out of Rutgers with what is going on with the I-78 corridor and the population growth that is not only projected in New Jersey/Phillipsburg area, but also in Pennsylvania. And that's another beauty of the Phillipsburg site. We'll not only be drawing from the New Jersey section but from the Pennsylvania/Lehigh Valley tourism, from up in the Poconos coming down from all over. I don't have it at my fingertips, the amount of trucks or buses that go actually through Phillipsburg now, but--

MR. HELLYER: I have one other question if I may?

SENATOR GAGLIANO: Yes, Tom.

MR. HELLYER: A lot of people see this museum as a catalyst for economic development and generating a lot of tourism. Have you done any studies to indicate that this museum if located in your community would really do that for you?

MAYOR RUMMERFIELD: I think what we're looking at the museum to do is be the spark that ignites a lot of revitalization in our downtown area. Phillipsburg has been very successful in prior years in acquiring block grant monies through the old Community Development and even now on the State levels. We're envisioning-- If we are the successful site of the rail museum where some communities date back to the Early American and the Paul Revere type atmosphere, we're hoping that the rail museum in downtown Phillipsburg actually will spur a lot of railroad type architecture and things like that. So, as

conforming with the State Master Plan, that is the exact area that the State is putting the priority to spending their money for revitalization of our urban areas.

SENATOR GAGLIANO: Are there any--

MR. DePREMA: Mr. Chairman we got some figures on one of the questions that was asked: How many travelers to the area? We don't have specifics on travelers but we do have a statistic that we got from the AEB Vacation Bureau. They do cite that in the Lehigh Valley alone, not including New Jersey skylands which we're fairly centrally located with, but there are 6000 jobs in that area related to tourism at least on that side of the river, now generating about \$275 million to their economy. And to the second answer, we haven't done a study but it's a fairly accepted planning principle that when you get a major cultural facility in a downtown area as Camden has been trying to do with the Aquarium that it's a fairly good principle--

SENATOR RAND: Keep talking; you're striking a nerve.
(laughter)

MR. DePREMA: It's fairly accepted that you get the spin-off jobs -- actually jobs right with the museum you can use.

SENATOR GAGLIANO: Thank you, Tony. Ben.

MR. FERRARA: Tony if I could, I hate to hone back on traffic, but that's really the only thing that disturbs me about this site. Would you indicate that most, or a great deal, of the truck traffic presently on 22 would be diverted now to 78 when it's cut through?

MR. DePREMA: I believe one of the-- What are the estimates that they're giving that? We were told that 70%-80% of the truck traffic that goes over the free bridge now will now be going through 78 when it's complete.

MR. FERRARA: Thank you.

SENATOR GAGLIANO: Okay, one or two more-- Yes, a point back there to that question.

UNIDENTIFIED SPEAKER FROM AUDIENCE: Not to this, this is a different point.

SENATOR GAGLIANO: I'm sorry, sir, I want to finish up with the members of the Commission. We can come back. Tom Hellyer.

MR. HELLYER: One more question about the traffic access. Having been to your site on a couple of occasions, the recommended way that we were told to get to your downtown area was via a two-lane road which really to me looked like it had no possibilities of being expanded because you have buildings and houses pretty much up to the road on either side. Now if this is going to generate major amounts of tourist traffic as you indicate, how are you going to get these people from 78 to this area without modifying your road system?

MAYOR RUMMERFIELD: I believe the road you're talking about is Alternate 22, correct?

SENATOR GAGLIANO: There's a short stub road. I think that's what you're talking about.

MR. HELLYER: Yeah, both of them. They're both two-lane highways that we got in and out of this on. You anticipate buying property -- raising property -- to expand the roadbeds, to say, four lanes in some areas or to bring--

MAYOR RUMMERFIELD: I think in the area we're talking about, a four-lane highway would not be feasible. But I think the road coming into Phillipsburg is such that it could accommodate the tourist traffic and less congestion than any of the other sites proposed in its existing access road into the site.

MR. DePREMA: I think the key is that there are not a lot of lights along that road. There are only two. And I think there's no doubt, a traffic problem during weekdays during the rush hour periods. A lot of that traffic though is

associated with the fact that Route 22 -- the main Route 22 -- is backed up. We're getting a lot of people cutting through our community now to get into the Easton area. We also see that traffic reducing significantly -- we've been told by 50% -- of people now cutting through Phillipsburg to get to the Lehigh Valley. They will now go directly over Route 22 and the new bridge. So we see our traffic problem that you have seen, lightening up significantly with the opening of Route 78.

SENATOR GAGLIANO: Senator Rand. And then I'm going to call on Jay Miers, Economic Development person from that area. Then we'll have to stop. I'll take a five-minute break and then we'll go right into Port Morris/Waterloo.

SENATOR RAND: Mr. Chairman, at this point I don't want to be an advocate for anyone. I would want to say that in Carson City it's a main street with a two-lane highway that takes care of the Railroad Museum. And so, I am not going -- not be discouraged that they have a two-lane highway or as long as they have a couple of accessibility-- Of course, I'm going to go visit it, but in all deference, there are a lot of museums and a lot of things that aren't two -- off of two-lane highways, not off of interstates. So, I don't think that that ought to be held to the detriment of the particular location.

SENATOR GAGLIANO: Okay, thank you Senator Rand.

SENATOR RAND: Thank you very much.

SENATOR GAGLIANO: Mr. Miers.

J A Y A. M I E R S, S R.: I inquired yesterday of Congressmen Kostmayer and Ritter of Pennsylvania, and their legislation about a national historic corridor was on a fast track. It got through Congress and is now on the President's desk and will be signed before election.

That corridor is right here, which brings Phillipsburg within the purview of the legislation. Now this-- Anything that is in conjunction with their historic preservation on this side can get consideration over here. It's a national project

it's not just a state -- Pennsylvania project. It is a national heritage corridor and we can get consideration here through the Interior Department and the National Park Service.

SENATOR GAGLIANO: Thank you, Mr. Miers. Mayor.

MAYOR RUMMERFIELD: Senator may I just say, if we're chosen today we're ready to start today. We have a site and we're ready to roll.

SENATOR GAGLIANO: Thank you very much, Mayor. I appreciate very much your comments and your preparation. And I congratulate you as well as I congratulate Ms. Durst for the preparation that both of you have put on so far. And I look forward to the next one. Let's take a five-minute break so we can all just stretch our legs a bit and we'll be back.

(RECESS)

AFTER RECESS:

SENATOR GAGLIANO: All right, if you will all kindly take your seats, we will proceed. A request has been suggested to the Commission that the Port Morris and Waterloo people kind of split the time.

So, what I've suggested is that they each take ten minutes. I'm even going to do better than that. We will give you until 1:30, and the only reason that I would stop at that point is to allow anyone that wants to, to get a sandwich -- to run into the cafeteria and get a sandwich. But I'm asking the members of the Commission not to leave because as long as we're here and we have a full board here I want to be able to discuss each of these presentations after we finish the presentations.

So, Frank Reilly, I will introduce you as the person who is going to go over the Port Morris site. And as I say, you'll split the time with the Waterloo Village.

MR. REILLY: Okay, you all have a copy of the report

that we prepared. I'd like for you to look at page three if you would, before we start our presentation. Page three gives you a geographical idea of where Port Morris, Dover, Waterloo, Netcong, and the Hackettstown site is located in Northern New Jersey, and how that relates to Newark, the Bergen County area, and the population center of New Jersey.

We start off by saying that we have good news for the Port Morris site; the California Railroad Museum/Old Sacramento success formula is available at the Port Morris site. And it could be called the Waterloo Village/Port Morris site which would be an alliance of these two nearby potential major attractions at Port Morris as well as the existing Waterloo Village.

In addition to stores, houses, beautiful grounds at Waterloo Village, it also has a strong transportation segment. It has an actual restored portion of the Morris Canal with water in it. It has a restored Morris Canal lock. The New Jersey Canal Museum is located there in one of their buildings and the Morris Canal has an inclined plane at that location which is planned for restoration.

Coming to Waterloo Village is a museum on New Jersey Indians as well as a Horse Drawn Carriage and Coach Museum. There's already 35 miles of trails for these vehicles, already in existence. I might mention that Waterloo Village is a living museum which is the type that we project for our railroad museum; it's not static displays.

Who supports the Port Morris site? I'd like you to refer to page eight. Instead of reviewing the entire document you can see that we have support from every municipality in and around Port Morris. Port Morris is located in Roxbury Township which has strongly supported the Port Morris location.

Resolutions, in addition numerous voiced sentiments of support have been received from the Andover Boro, Andover

Township, Frelinghuysen Township, Hopatcong Boro, Netcong Boro, Roxbury Township, Sparta Township, Sparta Boro, and Stanhope Township.

In addition, the governments of Morris County and Sussex County -- each board of chosen freeholders has supported these sites through resolution adoption. The Morris County Board of Transportation has adopted this site. And believe it or not, our friends in Ocean County supported the Port Morris site with a resolution.

We also have wide support ranging from the United Transportation Union, to the Hopatcong Women's Club, to the North Jersey Commuters Association. We have elected officials in written support of the Port Morris site ranging from Congressman Dean Gallo to Assemblymen Kamin and Schluter. And as you know, Assemblyman Schluter is from Flemington. We also have numerous local officials supporting this site.

And what about the Port Morris residents? At a special meeting they overwhelmingly supported the Port Morris site by a resounding 97%. I might mention that every resident within that region was invited by mail to that meeting.

Are there any major companies in the area for possible support? Some people feel that Morris County may be out in the boondocks in Northwestern New Jersey; far from the truth. Morris County has one of the greatest concentrations of corporate headquarters in the State and in the northeast United States ranging from three divisions of AT&T to numerous insurance companies, to Warner-Lambert Company, Jersey Central Power and Light, GPU Nuclear, and the list goes on. You can see a third of the page has a major corporate headquarters in the county, of which there are more, including Nabisco if any of you were fortunate enough to buy Nabisco stock two weeks ago.

Many of these companies have a strong civic activities division in which they contribute financially to worthwhile nonprofit organizations in the county. I know because I've

been soliciting on behalf of a railroad club I belong to, and we've been very successful.

Who said there's only hikers and campers visiting west New Jersey? Tourism, with a emphasis on history, is a booming business in Morris County. And on the same page at the top you'll see we have in a range of 3 million annual visitors, and that number is growing. And it's because of Morris County's rich heritage.

Morris County just celebrated its 250th anniversary and is proud to report that it has over 67 official historic sites in the county. Tourism is important to Morris County. In addition there are four national attractions in the county, three being historic sites or parks which includes Washington's Headquarters, Jockey Hollow, and Fort Nonsense, and the fourth is the Great Swamp National Wildlife Refuge.

The county's 67 historic sites range from the Ringling Brothers -- of circus fame -- Manor, to Thomas Nast House which is where America's Santa Claus originated, to the Morris Canal. In addition, there are several other major sites in the county.

I guess one big question is, how much of New Jersey's population is served by the Waterloo Village/Port Morris site and how does that compare with other sites? If you turn the page to page 10, you will see the answers. Morris County is closer to New Jersey's major population center than any other site being considered. Whether comparing population density, driving time, travel time via public transportation, or any other measurement, the Port Morris site is far above the remainder.

As far as population data in the center, you see Morris County's population is 418,000 compared to Hunterdon County 96,000, and Warren County 86,000. Within a fifty mile radius of the Port Morris site there are over 4 million potential customers. Hunterdon County has 3 million and Warren

County has 1 million. This is just New Jersey residents. And the reason why I point New Jersey residents out is because it's the New Jersey taxpayer who is paying for this museum, not the Pennsylvania taxpayer or anyone else.

Travel time to the major attractions is shown: Waterloo Village 10 minutes, historic Chester 12 to 15 minutes, and so forth. There are a lot of people within a 10 to 15 minute drive visiting this area every weekend.

You can also refer to maps on pages 11, 12, and 13 which show concentric rings of areas to be served: 25-mile and a 50-mile range.

I'll sum up now by stating that at the Port Morris site the State owns the land. There is no land cost. The site is a former railroad yard. There's no expense for grading, soil removal, or addition. The site is above any flood plain, no wetlands, and it has never been flooded.

Location is directly on New Jersey Transit, a State-owned railroad; no railroad purchase required. Port Morris site is served by three railroads, not captive to a single railroad or to Conrail.

Port Morris is not on the tax rolls. There is no loss of a tax ratable to local taxpayers. Port Morris is an unused State asset. No loss of farmlands, parklands, or Green Acres land. Port Morris is directly accessible by passenger trains running now. It is the only site that is not restricted exclusively to automobile access.

Volunteerism is strong in this heavily populated railroad community. I might add that within ten blocks of this site there are probably located 50 to 100 retired railroaders who have pledged to work as volunteers at the museum and train the younger generation as to the arts of rebuilding and maintaining equipment.

At the west end of Port Morris is Netcong. New Jersey Transit owns this well maintained, mostly unused railroad

station. It was built in 1903. It is an historic structure. It's an excellent location for a start-up office and temporary storage of railroad artifacts waiting to be donated to this museum. It's conveniently located to Interstate 80, 46, and 206 and not a foot of pavement is needed to be added to get to this site conveniently.

It has a sizable parking lot-- Oh, I might back up and say that four-lane roads connect this site to Interstate 80, and it's virtually on Route 46 which is a four-lane highway.

It has a sizable parking lot that is partially used on weekdays. We wish it was more used because it's a commuter parking lot, but it is unused on weekends and holidays since there is no passenger service on those days.

Waterloo Village/Port Morris site has two excellent existing opportunities for excursion train service on a choice of two existing -- and I underline the word "existing" -- rail lines in present operating condition to permit passenger trains to operate at 50 miles an hour.

Port Morris is not tied into the Lackawana cutoff. If the Lackawana cutoff is built 10, 15, or 20 years from now, what that will do is open up a new corridor for potential service. In any of the figures you've received we did not mention anything about the 5 million to 7 million visitors annually to the Delaware Water Gap National Park, which I might add is only a 25 to 30 minute drive away via Interstate 80.

Port Morris is the only site that meets all criteria established by this Commission. And with that, I'll take questions if you'd like.

SENATOR GAGLIANO: Thank you very much, Frank. What I would like to do now is go right into the Waterloo Village presentation and have Frank available for comments right along with them when they've finished. Mr. Leach.

SENATOR RAND: May I ask a question very quickly, Mr. Chairman?

SENATOR GAGLIANO: Certainly.

SENATOR RAND: Is this a separate presentation or is this in conjunction with Port Morris? I once and for all want to get that in my head. I can't seem to get the answer.

SENATOR GAGLIANO: I think it'll have to be defined by the applicants.

SENATOR RAND: I'll address that to the applicants then.

MR. LEACH: It's a separate -- we are separate from Port Morris but we could very well be connected with them.

SENATOR RAND: Thank you.

MR. LEACH: Thank you all for hearing us at this very last minute. I realize we--

SENATOR GAGLIANO: You'll have to speak up Mr. Leach or they won't hear you. This does not--

MR. LEACH: Unfortunately, I, like so many people, have a cold.

SENATOR GAGLIANO: Oh that one makes noise. (referring to mikes) These don't. These are just for recording. Take that one.

MR. LEACH: This one. Thank you very much for hearing us at this last minute. I know we've imposed a certain hardship upon you to just come in like this, but it only came to my attention recently. Somehow, we had missed one another and I read it in The Star-Ledger and I certainly wanted to just present Waterloo's place in this.

I'd like to introduce Richard Pye who works with me, Deck Higgins who works with me at Waterloo, and Mr. Weinroth who is from the firm Hannoch, Weisman, and he and Mr. Joel Sterns work very closely with us on transportation and other issues.

I just want to give you a very quick briefing on what Waterloo is, in case someone didn't know. I saw Waterloo many years ago and it's a -- was a very precious little village of

nearly 4000 acres and houses that were there from -- we did not bring any of the buildings in -- we're unlike Sturbridge or Shelburne or they're 100% newer Williamsburg, there's 95% new. This is New Jersey's jewel, I should say, or it has been often referred to that, as a walk through 100 years Revolutionary -- industrial revolution. We are also depicting the earlier 1200 -- the era Indian history in a museum that has just opened this year.

I was determined when I was a young man to collect the area and preserve it for the State. And I think that most of you would know I've been successful in persuading the State to work with us, and I hope we are looked upon as one of the premier groups of the private and public working together.

I've been able to persuade the State over the years to help me collect the entire 11,000 acres that now comprises the Allamuchy Mountain State Park and was the 11,000 acres given to William Penn as the first grant from George III. And that entire thing is preserved forever.

Route 80 found its way through our land and we now have our own exit and entrance directly from Route 80 making us-- My office is in midtown New York and I'm able to be in Waterloo in an hour to the very minute. I think Commissioner Innocenzi can tell you that even that exit and entrance cost many millions of dollars, and I believe DOT had to put up 2.8 million and the rest came from other sources.

And I'm very proud of the fact that every State dollar that came into Waterloo I've been able to match minimum two and three times and sometimes many many more times than that. And I intend to continue that. The idea of having history there, and that walk through history is not enough. I wanted to bring history to life with music and have a Tanglewood concept and teach young people -- be producers of music instead of just presenters and not just by talent, but take young people and train them.

Toward that end we have a music school that's now considered one of the finest in the United States. It's at Princeton University. We give 90 scholarships a year, and we have one of the finest faculties of any music school anywhere. Next year we're even going to extend to Salzburg, and for the celebration of Mozart's 200th anniversary of his death and we'll be participating in that with our students.

We want to bring international fame, and joining us is the international trade zone, again, allowing us to have an international festival because the various international companies that come to the trade zone, the Rockefeller Development Corporation and ourselves again join hands and we look for a great deal of the corporate sponsorship which we're very successful in getting.

We have a board of a number of well-known names here in the New Jersey corporate community. The Governor is well familiar because he was there the day we opened in 1964 and he was working with my partner Louis Gualandi, who just passed away, with the two of us some years before that. So, we have had a lot of identification with people here in the State.

We are a living museum. We have 35 miles of coaching roads on the Stuyvesant property. We have many coaches and carriages and the Coaching Society of America has offered to join hands with us and build one of the finest coaching museums in the country; working coaching where we are able to take carriages out and have them driven four-in-hand, unicorn, pairs, singles, whatever. And along with that we also have the Morris Canal and a long stretch of it. We have an aqueduct lock, the regular lock the inclined plane which we are clearing and starting restoration this year. We have water in a portion of the canal, we have what was probably one of the busiest Canal Museum stores. We also have the New Jersey Canal Society based at Waterloo. It is their headquarters.

Beyond that we have the site of the old station that is now gone and the railroad tracks are there, and there is a freight train through each day. The New Jersey Transit tracks come as far as Netcong and from there we have the Conrail track. And I must tell you that we have even had success in dealing with Conrail and I believe that if you are interested in witnessing that, in the next few days we will be able to present to you-- We've already had a letter from them evidencing their cooperation with us that we can have an excursion train on that Conrail track. And I think it's rather rare, that they have immediately jumped to support our cause.

We also, beyond the restoration of building and a town, we have I hope, we restored many lives. We have a youth corps of over 1000 youngsters that have gone through Waterloo and we continue to have one of the finest youth corps working with both the Department of Community Affairs and the Department of Corrections. These same youngsters and young men from the Corrections Department, would help us with any work that we have -- giving us labor that we need desperately in creating any museum site. We've got plenty of acreage -- (coughs) excuse me -- 11,000 acres State-owned, and therefore the lands would cost you nothing, and we are an ongoing museum already.

It's not as though we could start up tomorrow. We started up 20 years ago, and so therefore, we'd love to invite you to join us and continue in what we're both interested in doing.

Waterloo grows each year and this coming up-- As a matter of fact in a couple of weeks, our final plans for the portion of the road going into our music center that we're going to build now, the plans have been completed. Deputy Commissioner Innocenzi has given me those plans. DOT has done them for us, and we are going to have a ground breaking for that within a couple of weeks.

DEP is thoroughly behind everything we're doing. As a matter of fact, this very day Acting Commissioner Daggett would have been here if he did not have to be in Bergen County. Just to express his willingness that -- to want any of these things brought to the Village-- Our lands are owned by both Green Acres and Water Resources and any diversion necessary is being taken up today -- taken care of today.

I must apologize for this cold.

We have good news with our music center which will be a building combination of Saratoga and Wolf Trap; that the Metropolitan Opera has accepted us as their summer home. We already have them there sponsored by Chemical Bank each year, and ABT -- American Ballet Theatre -- has accepted us as their summer home, so obviously the Philharmonic is not far behind. We expect to have the best of Lincoln Center all housed at Waterloo in the summer.

What does that do? That brings enormous numbers of people to us. Fortunately we are right on Route 80 and have our own exit and entrance. So the numbers of people-- The more the merrier.

R I C H A R D A. P Y E: I think a key part to add to that and the performance (indiscernible) is that our intention is to be able use this living museum as transportation around the Village for the people whether it be on stagecoach, whether it be through antique trolley, or whether it's by train, we can connect up the art center to the main part of the Village to the Rail Museum and also to the passenger service in Netcong so that a person, let's say, that was coming from Hoboken or whether they were coming from New York City could take a train right out to the Netcong Station, transfer to our little jitney train or whatever, and be able then to tour the Village and never have to use a car if they didn't want to.

And I think that is kind of unique with this site and the ability then to be able to handle more people, and also there is a system that way within the Village.

MR. LEACH: And DEP and ourselves are working constantly to enlarge our parking lots this year. We are creating another area for 5000 cars and that will be done by spring.

We are a farm museum. We are now in the (indiscernible) of a retirement farm for horses as well. All these are manned by the blind and handicapped senior citizens and youth, and our enormous youth corps.

And we also have a culinary school which you may have read about. Mr. Coleman started this with us and it has grown so we have a large meeting house and eating place. We have several eating places of various sizes, so that is not a problem for us.

A large hotel is going to be built at Waterloo in the very near future. We are just in the final phase of planning that and it's an internationally known chain which will be built to go with our art center here in the same design which was basically taken from one of our ice houses that existed in the area of the music center. Obviously with the trade zone being able to take care of -- give a lot of business to the hotels during the day and such and evenings during the week along with us and the Metropolitan Opera and such there -- weekends and nights obviously any hotel is very willing to be there.

But this is a very major hotel; one which you all go to constantly, I'm sure. And the family has taken great interest in this. By the way, their gift to Waterloo is going to be permanent maintenance -- yearly maintenance of this building. And there is a building at this time which some of you are familiar with for the State to contribute monies to this building which we have already matched.

It's a wonderful thing having David Rockefeller as our neighbor, I might add.

Of course, we are late and I could go on and on about Waterloo. It's hard to recap 20 or 30 years of work in a few minutes, but I just urge and ask you-- We have 30 buildings open to the public at the moment and for us to have the railroad yard, the land is there.

I must tell you that my entire thought of Waterloo all through the years is not to just single Waterloo out as "the" special place. There are special places everywhere worked on by many thousands of people who mean well and work very hard, just as hard as I do. So, I don't mean to sit here and say, "We're better than anyone else." I think we have a wonderful project and it would be an ideal site and it would mean so much to be able to come from New York City by rail and get off at Netcong, get an excursion train, come to Waterloo, and then by trolley go on the railroad bed that already exists there right to the center of performing arts and hear a performance, visit the Village, do anything. There's everything there for a family, and on lands already owned by the State, and with our ability and well-known -- our ability I should say to bring in corporate monies.

I'm a designer. My vocation is designing. I've certainly designed some of the major corporate headquarters in this State, and I have many corporate friends. So, I think I can offer you a match of all State monies over and over, and I hope that appeals to you.

Richard Pye would just like to show you where some of the things-- And by the way, I just want to say one word, Richard, if I may; that Port Morris is nearby. I think they have a wonderful project and if there is a way of joining the two projects together, what a plus for us.

Phillipsburg is magnificent and where the canal started, we have had that five-day trip from Phillipsburg to Jersey City. We have a lot of canal going through Waterloo and

various site places on the canal such as the locks and inclined plane and whatever. And Route 80; the canal follows right alongside Route 80.

I think it's a wonderful thing to be able to see a canal boat and mules pulling that, and 50 feet away see the trucks coming along, cars, on Route 80. Look at what happened in this State in 200 years or whatever. You're looking at a microcosm of all that happened in the State in technical ways, economic ways, economic development in the State, commerce, and transportation.

And wherever we can join with another group I think one day we should certainly have a rail that goes from Netcong -- from Port Morris to Waterloo and look forward to going to Phillipsburg. What a wonderful thing to have that alongside with -- playing tag with the canal and Route 80 all the way down. Thank you. Richard.

MR. PYE: (referring to a chart) Just to give you a little idea, this was obviously drawn for the art center and we would expect to do something similar like this for the museum site. But to give you an idea, this is Route 80 here, this is heading basically west going out. This is the new road that goes back to Route 80 right over here with its own entrance and exit which basically feeds Waterloo Road and the entrance to the Village.

The road that Percy had mentioned before about going into the art center, the new plans is right here with this being the art center right now. The Historic Village is over here. And you can see that the art center itself does not interfere with the historic part of the Village. It basically just accents it, complements it. What we have basically, though, is right over in this area is the old inclined plane on the Morris Canal which we have already have a proposal to restore right now and are planning to do that.

The Canal Museum itself is sitting in the building right here which is-- New Jersey Canal Society has their headquarters there. There is a number of old railbeds going along here, going along here, that were used by the old Sussex Railroad. This is a rail line -- the Conrail line that comes in along on this side. There are bridge abutments going across Route 80 right here that were put in for the Village many years ago that are not used. And one of the intentions would be the site -- let's say a good deal of the museum over on the other side of Route 80 connected with the rail line using the existing railbeds, and, in fact, have it go across the inclined plane. And there was a picture that was passed through that you saw a gentleman standing on the rail bridge right on top of the inclined plane. So we would use in those cases in the internal Village complex, existing railbeds that do exist. They just don't have tracks now on them through that.

And then the Morris Canal that's part of here and then going on down through this way. The general store that you saw was right here and is still in the same condition that it is today.

That gives you some idea of the overall land. The Indian Museum is sitting right over in this area. So, I think what the site offers is -- you know, as you mentioned in your interim report, basically, a total history of transportation from the old Indian trails, in the Indian Museum and the Indian trails that we have there, all the way up through modern technology and the way to be able to say that all, a little bit unique so that each is accented appropriately and doesn't detract from any other part of transportation.

MR. LEACH: Our land--

SENATOR GAGLIANO: Mr. Pye--

MR. PYE: Yes?

MR. LEACH: Our land runs from exit 25 to exit 19, that's including the 6500 acres of the Stuyvesant Estate where

there are so many undisturbed wagon and coaching roads. There is no intrusion of the 20th century on that property.

SENATOR GAGLIANO: You mentioned the rail line on the other side of Route 80. Can you tell me what that connects to, because I'm not that familiar with that area?

MR. PYE: That connects to Netcong.

SENATOR GAGLIANO: And how many miles is that to Netcong?

MR. PYE: That is approximately two, three miles.

MR. REILLY: Three point one. If you look at page three on this handout it shows you on that map.

SENATOR GAGLIANO: Oh yeah.

MR. LEACH: And goes on two miles down. There is a freight train there. Occasionally--

MR. PYE: Conrail has already talked to us and we've already talked to Conrail about it, and they are willing to entertain further discussion within-- We're kind of happy because they don't use that line sufficiently so that we could have an excursion train on that line without a major problem and not interfere with any freight. What's also interesting is that if the railbed that comes along there is wide enough so even if Conrail said they didn't want to, now we have that railbed. But there's another right of way we have through here which is an old railbed that for three miles we can go in and put in our own trackage, if we so desire. So, you have both options; both to use Conrail and use your own rail.

MR. LEACH: And I must tell you we have excellent connections with leading steel companies in this country, who would jump to help in a moment.

SENATOR GAGLIANO: Okay, starting on my right, are there any questions? Frank, maybe you want to be available down there in case they want to ask questions about Port Morris. On my right are there any questions of either Frank Reilly or Percy Leach or any of his people with respect to either of the presentations? Walter?

SENATOR RAND: Mr. Leach, are you prepared to show this Committee a 50 or 60 acre site that would be available?

MR. LEACH: If you join me this afternoon I'll take you there.

SENATOR RAND: Oh, I don't think we can get there this afternoon, but I would hope that we would get there. (laughter)

MR. LEACH: I am absolutely prepared.

SENATOR RAND: But there is a site of 50 or 60 acres--

MR. LEACH: Absolutely.

SENATOR RAND: --that would be made available at no charge to the State?

MR. LEACH: Absolutely. It's already State-owned. It belongs to the Department of Environmental Protection and I talked to Chris Daggett and others, the Deputy Commissioner--

SENATOR RAND: What kind of personnel would you have to man this particular -- where again, it doesn't represent a losing proposition that the State has to subsidize?

MR. LEACH: We'd have paid guides, we have volunteers, and we have a large youth corps. That's if you were to speak to Commissioner Fauver or Commissioner Villane or whomever, you would find that we have one of the largest youth corps -- I guess the largest in the State and also people from Corrections who are used to doing this kind of work and would love doing that -- enjoy doing this.

SENATOR RAND: You made another very interesting statement. Through you, Mr. Chairman, you said that you could match State dollars with corporate dollars.

MR. LEACH: We have always done that.

SENATOR RAND: Is there a possibility in this museum that there could be some private funds or corporate funds made available in conjunction with State funds?

MR. LEACH: Absolutely. I would certainly at this moment-- I would offer to match it dollar for dollar. I would hope to do far better than that.

SENATOR RAND: That's all the questions that I have, Mr. Chairman.

SENATOR GAGLIANO: Tom Hellyer?

MR. HELLYER: Okay, looking at this Waterloo Village brochure here and I notice that you're closed apparently from the first of January through--

MR. LEACH: January, February and March. We're not really closed. As a matter of fact, this year we're planning on staying open. We have about 160 employees. Firstly we don't keep all 160 because that's a combination of both our school and restoration. But we certainly have 90 or more people on payroll every week all winter.

We have insurance which is gigantic as you know, and by the way we are-- Our insurance would cover anything we would do toward this museum. Conrail also asked us if we would provide insurance if we used their track and we've assured them of that.

So, really it's wrong to close because Waterloo has people coming all winter long. And it seems to me sometimes I walk through the Village on the weekend and I see as many people there on a weekend just walking around, looking in windows, cross-country skiing, whatever. And so, as long as we have all these things, we keep buildings heated because we have 100 rooms of antiques, we have craftspeople, whatever. We can't let them go, we'd lose them by the farming season. I've decided really that we should stay open all winter. We also want to have a continuing music series in the winter.

MR. HELLYER: Okay. Can you give us any idea of what your annual visitation is? I think Frank Reilly mentioned 350.

MR. LEACH: About 350. And this coming year we certainly expect 500.

MR. HELLYER: How does that relate to your specific concert events?

MR. LEACH: And by the way, this is just people that come to the gate.

MR. HELLYER: Oh, that's what I want to know.

MR. LEACH: I'm talking about people who come-- You know, all the rest I couldn't tell you. That could be another 350, I have no idea because we don't keep track of that. Organizations use Waterloo all the time, and constantly corporate companies -- companies use Waterloo--

MR. HELLYER: Okay, in other words you're saying--

MR. LEACH: --and those people we don't count.

MR. PYE: Paid ticketed attendance into the Village and there are other different functions which are held that attract probably equal numbers of people.

MR. LEACH: Next year we are going to probably have the largest music season in the State.

SENATOR GAGLIANO: Are you counting in the music patrons? I'm not clear on that. When we talk about 350,000 people going through the gate, are they--

MR. LEACH: That includes the people--

SENATOR GAGLIANO: That includes music patrons?

MR. LEACH: Yes. But it does not include the corporate parties that we have--

SENATOR GAGLIANO: I understand that.

MR. LEACH: --almost daily. Many corporations use our place--

SENATOR GAGLIANO: I understand that.

MR. LEACH: --whether it be Bell Telephone or whether it be-- And there are seminars there constantly, and another project we're about to start is -- and the State is collecting the land at Jefferson Lake for that -- is for us to build a conference center, and we will put up all the money rather than asking the State to do anything. We keep bringing in more buildings to build on State property so the State really is the -- inherits everything Waterloo brings.

SENATOR GAGLIANO: Okay, any other questions? On this side? Ben Ferarra?

MR. FERRARA: Yes. This body has visited a number of very well-known museums, and all of them are staffed or have a director who is a railroad knowledgeable person. Do you see any conflict with having a separate director for a Railroad Museum?

MR. LEACH: Certainly not. I would welcome that, of course. And you certainly know Waterloo. You've been there often enough. I think we were featured on the cover of the tourism brochure last year, a little picture of the gatehouse and the entrance saying, "A Village Frozen in Time."

SENATOR GAGLIANO: Jerry Premo?

MR. PREMO: Picking up a bit on Senator Rand's question, at the risk of being too direct, I can't figure out the correlation between Frank's presentation and yours, Percy? I just am not sure what, Frank, you are meaning when you say you have a communion of interest and a joint presentation? They sound like different sites.

MR. LEACH: They are different sites.

MR. PYE: They are different sites, however, they are linked by this common rail line which is that the rail, the New Jersey Transit line that runs into Netcong, and the Port Morris site is directly off of that. And one of the thoughts that occurred to us was we might to be able to utilize both features of both sites so that we could-- If it was possible, or we thought it was prudent we might be able to put some of the restoration facilities up in Port Morris or some of the storage of cars you don't want to have on display or other parts up in Port Morris, and you could have the main museum in the town of Waterloo.

You could do something in reverse. Because of the time we had to lay it out, we really didn't come to any agreement of what would be split and what would be put where.

We could put everything down in Waterloo, we could put everything in Port Morris or we could jointly use the two sites to expand, if you will, the size of the transportation museum and the scope because you have the available land, you have the available rail line to be able to do that.

MR. PREMO: What I--

SENATOR GAGLIANO: Yes, Jerry.

D E C K H I G G I N S: I think our feeling is that Waterloo is the proper site for the museum and we do feel that perhaps there are parts of the Port Morris plan that we might incorporate into the Waterloo site. That is really our--

SENATOR GAGLIANO: Okay. Jerry?

MR. PREMO: Could you just take a moment on the other right of way which comes into this site which is on this side of 80?

MR. LEACH: You mean this side of Netcong, the Conrail piece?

MR. PREMO: Yes, it's the right of way which in the presentation was on your site. I think that is what I heard.

MR. PYE: There is an old right of way that basically cuts down through here through international trade zone property. There is a bridge across that still exists -- across 206 that goes right into the Netcong station and then cuts down basically through here and then connects up and goes into this old rail because it was all connected at one point in time. So, that does exist. You might be able to do a little bit more on that, Frank.

MR. REILLY: That's the old Sussex branch diverted at Netcong. It was abandoned and torn up in about 1968.

SENATOR GAGLIANO: Does that generally go north?

MR. REILLY: Yes, it went north--

SENATOR GAGLIANO: North/south?

MR. REILLY: --to Netcong. I mean Newton.

MR. LEACH: Yes, northwest.

SENATOR GAGLIANO: I have a map here, that's why I'm asking. It sort of generally heads northwest and then due north.

MR. REILLY: Yeah.

MR. LEACH: The railroad bed is there but not the tracks. We would have to put down the tracks. We would not ask for help on that. We would do it ourselves.

SENATOR GAGLIANO: That parallels 206 and it goes north?

MR. REILLY: Yes.

MR. LEACH: And you know I know of some places who have talked of tremendous congestion of traffic in the area. I've talked to the Superintendent of State Police Clint Pagano and I know that he has thought-- You know, they patrol Waterloo and our whole site, and we would probably have less problems of that type of thing than any other area.

I know there are some areas that have reached their peak and it would be difficult to -- because they're within towns and difficult to expand upon where we are-- I think if any one of you were to ask Clint Pagano, he would quickly tell you how he feels about Waterloo.

MR. PYE: The only residents we bother with traffic are the deer, and the squirrels, and the birds.

MR. LEACH: Another thing. Just again, I'd like to reiterate how I think we can help. Recently we received the plans for a road within the State property to our music center. The engineering and the surveying was done by DOT, if I may say so, and we are getting the rest given to us. We are having a company bulldoze and put down the road, and the State inherits a finished product with a very small -- not very small, actually very significant -- but they do the paperwork--

SENATOR GAGLIANO: And you do the construction.

MR. LEACH: Absolutely. So, how do we do that? By going to our friends in corporate life and asking. They believe in us and they are willing to help.

SENATOR GAGLIANO: Okay are there any other questions? (no response) If there are none I thank you both for your presentations.

MR. LEACH: Thank you for hearing us.

SENATOR GAGLIANO: And what we're going to do now is take a 15 minute break and if you are hungry, get into the cafeteria quickly, because it closes in 20 minutes, and we'll be back in session to discuss the three presentations among the members of the Commission and the advisors.

(RECESS)

AFTER RECESS:

MR. REILLY: Did you bring that with you? (referring to gavel Senator Gagliano is holding)

SENATOR GAGLIANO: (bangs gavel) No, this is DOT property I want you to know. If it disappears it's because Frank took it. (laughter) We're missing Ben Mazur.

SENATOR RAND: Is this the fighting portion of the meeting, Mr. Chairman?

SENATOR GAGLIANO: No, no we never fight. As soon as Assemblyman Mazur finds his way back--

UNIDENTIFIED SPEAKER FROM AUDIENCE: He's on the telephone, Senator.

SENATOR GAGLIANO: Oh, is he?

UNIDENTIFIED SPEAKER FROM AUDIENCE: Yeah. He just got on the phone about two seconds ago.

SENATOR GAGLIANO: I'd like to call the Commission back to order and thank the participants for their excellent and professional presentations. The issue now is, where do we go from here?

As you all know, at the last meeting we announced that we were going to attempt to make a decision today. We have been, for the benefit of the people who are here-- We have been at this for approximately for 19 or 20 months. We are anxious to make a decision so that we can get started.

The next step which is really in my mind is to request a task force be organized among the Department of Transportation, NJ Transit, and the DEP and our Commission. But we would call upon those three departments as well as the Department of Commerce to the extent that we need information that they may have to have a joint task force in order to go into the area of our selection and to thoroughly examine what is there, and what is available, and what it really looks like.

It's difficult for us to send them out to four or five different sites, and so one of the things that has been proposed to me by one or two members is that we do discuss the sites this afternoon and then what we try to do is take what you might call a straw poll and rank the sites among ourselves. If we do that there may be some that say, "Well, we've prejudged the final decision." On the other hand, if we do that, it will give us an opportunity to zero in on a location or an area so that we can get on with the real work of recommending eventually to the Legislature and the Governor and the people of this State that we have a Railroad and Transportation Museum.

I would like some discussion on that. I have here some three by five cards. If we choose to use them, we can rank -- we can discuss and write out our choices on the cards. We can take a tabulation very shortly in quick order and we can then go onto the next step, which as I say, my suggestion is that we ask those four departments and any other departments of the State government who would want to be involved, that they set up representatives from their individual departments and meet with members of the Commission and start to zero in on

what we're really talking about; that is cost, the environmental issues that will certainly arise from a heavy equipment operation such as a Railroad and Transportation Museum, the market that we'll be dealing with, the design -- the possible design of the building or buildings that we will use, and so that we will have as our final report, and hopefully that can be in the next 90 to 120 days and well within the time we still have left in the statute, a real plan dealt with by the departments of the State of New Jersey and hopefully at no extra cost to the State except for the time that those State employees will be involved.

And then of course we do have our advisors, all of whom are experts in their individual fields. So, I would like some discussion on that if I might and I will start with-- Who's senior here, Ben Ferrara or Walter Rand?

MR. FERRARA: Are you talking age?

SENATOR RAND: I bow to the Department of Commerce.

SENATOR GAGLIANO: Okay, Ben Ferrara. He passes to Ben.

MR. FERRARA: Thank you. I want to say, Tom, you know, I think I was probably the one who suggested we rank order today, but after hearing the Waterloo presentation and realizing a great majority of the members did not get to see Phillipsburg. I'm afraid if we do that, what you said before would happen; that we might prejudice the decision when it's finally made.

I'd like to propose that we visit both Waterloo and revisit Phillipsburg, in fairness to Phillipsburg and in fairness to the new runner that we have here, before we make a final decision. I'm not sure that rank ordering today -- and again, I'm going against what I said earlier -- might not prejudice our decision.

ASSEMBLYMAN MAZUR: Our subsequent decision.

SENATOR GAGLIANO: Yes, Senator Rand?

SENATOR RAND: I would concur Mr. Chairman with Mr. Ferarra. That's why I knew he was going to speak that way. No, I really didn't, except that I'm delighted that he made that suggestion. I think that that is a logical, common sense position to be on. I would not want to prejudice myself against any of the presentations made here today. They were all excellent.

And it's very difficult for me, even though I'm certainly acquainted with transportation, to make a decision and to rank them one, two, or three. What I would ask you in addition to Mr. Ferarra's charge is to do one more thing, Mr. Chairman, and I think we have the ability. If we had the money, I would ask you for a 90-day or 120-day study -- for a feasibility study because each one of us, I think, are prejudiced in our own right as to where we're going and as to where we want to go.

I would like you to direct the Department of Transportation and New Jersey Transit to at least, in 60 days, or in 30 days if they can -- and I don't know if they can do it -- to come back and give us their opinion and to rank them one, two, and three for this particular group. Maybe I'm expecting too much from that Department. But I think that they're intelligent enough, and I spoke to both the Deputy Commissioner and I spoke to Executive Director of New Jersey Transit: Do they have that particular potential? Do they have that expertise in-house? I'm satisfied that they have that expertise in-house.

And I don't want to prejudice one against another, but I certainly would be influenced by some very important answers as to traffic, locations, economic aid to a community. And distance is not beginning to bother me any more because I have learned that from the shores of Cape May to certainly Sussex County, nobody is going to get there at one time or the same day and so forth.

What I do want to pick though, Mr. Chairman, is something that is good for this State that is fiscally reasonable in these very uncertain times. And it is no secret, to tell you that we lost \$38 million in sales tax revenue that has just been reported to us from the seashore disaster this year. So, cognizant to that fact, knowing that our gasoline taxes have also dropped by the way, I would be very hesitant to certainly expend tremendous sums of money.

Each group here presented something which is really very, very important. One group presented the 32-acre allocation, another group presented a 50-acre. One group said that they can sustain the ongoing expenditures. I don't know whether that group is permitted to give us 50 or 60 acres but we ought to get that in writing, and I would just feel more comfortable.

And I really want to do the right thing. I tell you that there is nothing in my mind, because I don't favor Ringoes over Phillipsburg, and I don't favor Waterloo over Ringoes. I honestly would like to make a decision because it neither affects my constituency one way or the other. But, I would feel more comfortable in my heart and in my mind to certainly make a decision that's based on all the right things, Mr. Chairman.

SENATOR GAGLIANO: I think we can say, "ditto," for all other 11 members. What is your pleasure, with respect to the other members?

MR. FERRARA: I concur with the Senator on that. I think it's good to have input from New Jersey Transit because certainly having live rail is very important to the success of the museum. But we should not lose sight of the fact that we have to really do, as well, a marketing study. I mean a museum that nobody can come to or can't get to -- has difficulty getting to -- is not going to be a successful museum. So, we have to use that ingredient as input. We have to be very

careful that we are not swayed by it because there are marketing aspects that have to be studied, as well.

SENATOR GAGLIANO: Yeah, I would say in response to part of what you said, Senator Rand, that I don't think that we should ask the professionals to rank them. I think that's our job. That's why we were appointed. We'll do the ranking, I think. We'll get the facts and whatever economic information they have -- environmental information they may have. But I think we have to do it and make our decision.

SENATOR RAND: May we charge, Mr. Chairman, Mr. Ferarra, Mr. Premo, and Mr. Innocenzi to certainly create a task force on behalf of this Committee? I make a motion to that--

SENATOR GAGLIANO: And Mr. Taylor. Excuse me if I may? Mr. Taylor, also, who is a member and who is very much involved in historic sites in the State and our representative from DEP.

SENATOR RAND: I will include him also.

SENATOR GAGLIANO: Can I have some more discussion on that though first, please? Tom Hellyer? Before your motion, Walter, I just want everybody to be heard from.

SENATOR RAND: Yes, I have no problem. You don't have to move on that.

SENATOR GAGLIANO: Okay, Tom Hellyer?

MR. HELLYER: In light of what was just said, I have really no objection to possibly putting off the decision today. But I would hope if we do this -- what's been suggested -- we do it quickly because we're running out of time as a Commission and we've already been extended once, and as we get into the holiday season and that sort, I can see us probably putting this decision off three or four months, which I don't think we really should do.

SENATOR GAGLIANO: No. I agree with that. Anyone else want to be heard on that? Frank?

MR. REILLY: Yeah, I agree very wholeheartedly that we have these four groups provide some professional input. I think some of the things we should zero in on are the traffic impacts on the local road system and our local residences and also to look at the infrastructure, adequate water, adequate sewer, and other utilities. And possibly, if we're looking at any purchase of a railroad, for example, have a Dunn & Bradstreet done on that particular property, so we know exactly what figures we're talking about. And that concludes my remarks.

SENATOR GAGLIANO: Okay, yes, Ben Ferarra -- I'm sorry, Ben Mazur.

ASSEMBLYMAN MAZUR: I think Walter's idea is good and we do want to bear in mind that the various departments in our State government are going to have their particular special interest, prejudices, whatever. I'm sure New Jersey Transit will certainly be most interested in a site where they could deliver people to the site and build up ridership. And the Department of Environmental Protection would want to boost up the -- or eliminate the deficits at Waterloo if they exist, you know. So, there are departmental concerns and prejudices built into all of this.

However, I think that this particular bringing together of the three -- now four groups has been very useful and it's changed my viewpoint. And I think that we really have to go back and reexamine the sites as Ben Ferarra suggested, of Phillipsburg and now Waterloo. And that this information-- Our decision be based on statistical information. You know, it's in black and white, and it's prepared by the State of New Jersey in its best efforts to put aside its own prejudices.

SENATOR GAGLIANO: All right, any other comments on this? Bob?

MR. INNOCENZI: Mr. Chairman, I think that that type of effort is certainly possible. My concern is trying to do it

in 30 days. Trying to get four groups together, putting the time aside, and so on, I think that's a little difficult. I think the 90 to 120 days is probably obviously more realistic.

SENATOR GAGLIANO: Well, that was one of the reasons that I was suggesting -- some people were suggesting that we choose the site that we felt comfortable with and that we examine that site. I realize it's a difference of approach. However, we're examining not one site now, we'd be examining four or three plus, whatever it might be. I have no problem with that. I guess I'm wondering whether or not it can be done in less than 90 so that we could sort of--

MR. INNOCENZI: Well, certainly more than 30.

SENATOR GAGLIANO: Can we compromise at about 60 days?

MR. INNOCENZI: I would like to go back and obviously get some staff together from all the units and we'd have to wrestle with that. The key thing is coming up with an agreed upon scope that would include all the concerns and yet allow us to deliver that in a timely manner.

SENATOR GAGLIANO: Okay, is there any possibility of going into the scope of it right now, so that we have an idea? We have the professionals from the four departments. Is there any way we could get an idea of what the scope might be?

MR. INNOCENZI: Well, there's a number that's been ticked off already. I've been making some notes in terms of cost, environmental issues, marketing, marketability, design of site, traffic impacts, economic pluses, infrastructure, rail connections--

SENATOR GAGLIANO: Wait, wait, wait, give me that again Bob: cost, design of site--

MR. INNOCENZI: Environmental issues--

SENATOR GAGLIANO: Yes?

MR. INNOCENZI: --marketability, traffic impacts--

SENATOR RAND: Mr. Chairman, while this discussion is going on, might I suggest that you and I have our work cut out

for us because there's another branch of government that's going to be very involved and I would say the negotiations are going to take 60 or 90 days. And the executive branch has a lot to say besides the Legislature.

SENATOR GAGLIANO: Well, yeah but--

SENATOR RAND: And I would suggest that we ought to begin to start talking, sir.

SENATOR GAGLIANO: Oh, I agree, but we--

ASSEMBLYMAN MAZUR: They're going to ask for facts and figures.

SENATOR GAGLIANO: I agree, that's something that we definitely have to do and Ben and Clare will be involved in that too.

Cost, design of site, environmental issues, marketability, traffic impacts-- I guess they would be local and the surrounding area--

MR. INNOCENZI: Yeah.

SENATOR GAGLIANO: --local and regional--

MR. INNOCENZI: There were a couple others; economic pluses--

SENATOR GAGLIANO: --infrastructure--

MR. INNOCENZI: --infrastructure and economic pluses or economic advantages.

SENATOR GAGLIANO: Okay, economic impact.

MR. INNOCENZI: And I think the other that has to be discussed is, what are the rail connection benefits of one over the other site?

SENATOR GAGLIANO: Rail connection, and there was one other that went right through my mind.

ASSEMBLYMAN MAZUR: Rolling stock?

SENATOR GAGLIANO: Well, rail connection and excursion potential, that's good. I had one that just went right through me. Yes, Jerry?

MR. PREMO: Two other aspects; degree of local acceptance and support and public/private opportunities.

ASSEMBLYWOMAN FARRAGHER: Very good.

SENATOR GAGLIANO: Yes, Jerry.

MR. PREMO: Yes, that's it.

SENATOR GAGLIANO: I believe we also -- and I really -- I know this is pushing, but we should also have a comment on the historical value of the property which we haven't really -- I don't think we've indicated here. And don't ask me why we didn't do this a year ago.

MR. REILLY: Well, we didn't--

SENATOR GAGLIANO: (laughter) Actually, I guess everything takes its own time. Tom Hellyer?

MR. HELLYER: One question I would have-- For example, you're going to try to do a marketing survey of the areas involved. That would involve making an assumption about what kind of tourist traffic or visitation levels you're going to get at a museum. And that's some of the stuff that we've gathered as far as information.

SENATOR GAGLIANO: I think a lot of this we have. A lot of it is available to us, and a lot of it was given to us today or is available by telephone call to the presenters. I really believe that. I don't think this is something-- We don't want to reinvent the wheel and I don't think we want to force the departments into a situation where it's going to take them longer than 60 or 70 days. Because if we do that, we're really just saying, "You make the decision." I don't think we want to do that.

A certain amount of this decision is going to be made as a result of our gut feelings after all we've watched, and seen, and dealt with, which includes visitation to several museums that we've seen and the reading about museums, and preparation of our interim report, and all the different things that we did. I don't ever want us to think that we're going to ask anybody else to make our decision.

I want everybody on this Commission to make their own decision, and it's going to be based on as much information as possible. Please, I don't want it to be made by the Governor. I don't want it to be made by the Legislature. I don't want it to be made by any special interests. I'd like each of us to vote our own conscience when we do vote on it.

Okay, I have 12 items: cost, design of site, environmental issues, marketability, traffic impacts, infrastructure, economic impact, rail connection and excursion potential, local acceptance, public/private opportunities -- I presume that's economic and financing -- and historical value of the property or area, or whatever we would -- I guess the "historicity" is a word we could use but nobody would understand, so we could use that.

ASSEMBLYMAN MAZUR: And 60 days to do that.

SENATOR RAND: How about local amenities? Local amenities?

SENATOR GAGLIANO: Well, that's--

SENATOR RAND: Is that in there?

SENATOR GAGLIANO: Local acceptance. That's marketability, I think, Walter.

SENATOR RAND: Okay.

SENATOR GAGLIANO: Are there any others? (no response) Okay, so we have created a situation whereby we're going to ask these department representatives to do an awful lot of work. In 60 days we'll be right in the middle of the holiday season-- Yes, Jerry?

MR. PREMO: Mr. Chairman to provide an Almighty touch to this assignment you're giving us, I was looking at my calendar. Today is the Feast of St. Jude who is the patron saint of hopeless cases. (laughter) And the 28th of December is the Feast of the Holy Innocent (laughter) and now we know what happened to them. They were a small bunch of people,

maybe four, and they were upon the completion of their good work, slain. (laughter) Those of us among the State agencies--

SENATOR GAGLIANO: I assure you, not everybody will be killed.

MR. PREMO: Thank you.

MR. INNOCENZI: Especially not the messenger.

SENATOR GAGLIANO: Only the messenger.

MR. INNOCENZI: Oh, I stand corrected.

SENATOR GAGLIANO: The Vice Chairman says that it could be an opportunity to see all the sites by private car -- not car, I mean train -- private train at some point if we can get that together, that's perfectly acceptable to, I'm sure, all of us.

My book only goes to December 31st, and I'd like to be able to get this done this year.

MR. INNOCENZI: Well, we will do our best.

SENATOR GAGLIANO: Is there any possibility that we could call for a meeting around, say, Wednesday the 28th of December? I know that's Christmas week and a lot of people take vacations, but if we don't have-- These things are like everything else; the longer you give, the longer it takes. I'm not being critical, it's just true. And we really don't-- We want a study, but it doesn't have to be so in-depth that it takes forever.

Is there any agreement that we would try to hold a meeting the middle of that week, the 28th? (affirmative response) Then I would appreciate it if we would consider the following motion: A motion that the Department of Transportation, New Jersey Transit, DEP, and the Department of Commerce representatives to this Commission create a task force to work with this Commission in creating a report on the sites considered today for the entire Commission to review and act upon at the meeting of the Commission on Wednesday, December 28, 1988 here in this room, Department of Transportation offices.

SENATOR RAND: You mean at that date we're going to make a final decision?

SENATOR GAGLIANO: I hope so.

ASSEMBLYWOMAN FARRAGHER: What time?

SENATOR GAGLIANO: Let's say 10:00. And that the following items be considered by the task force and the Commission in this intervening period:

- 1) cost of the museum facility,
- 2) design for the site,
- 3) environmental issues,
- 4) marketability,
- 5) traffic impacts,
- 6) infrastructure,
- 7) economic impact,
- 8) rail connection and rail excursion potential,
- 9) local acceptance,
- 10) public/private opportunities, .

-- excuse me, there are only 11 --

- 11) historical value of the -- let's put it this way -- transportation historical value of the location or property.

Is there anything else we should cover? Chairman Rand, anything else we should cover?

SENATOR RAND: That's a pretty good amount of coverage.

SENATOR GAGLIANO: That's a lot of coverage.

ASSEMBLYMAN MAZUR: I'll move it.

SENATOR GAGLIANO: All right, it's been moved by Assemblyman Mazur.

MR. FERRARA: Second.

SENATOR GAGLIANO: Seconded by Ben Ferarra.

MR. FERRARA: I just want to get some discussion.

SENATOR GAGLIANO: Excuse me, discussion. Is there a second to that motion?

ASSEMBLYWOMAN FARRAGHER: Second.

SENATOR GAGLIANO: Second by Clare. Yes, discussion.

MR. FERRARA: One of the items you have on the list is design and I'm not so sure that anyone on this Commission is expert enough to come up with a design for a museum. And I know we have a lot of public--

SENATOR GAGLIANO: I said design of the site.

MR. FERRARA: That's what I meant, design of the site. And we have some people in the audience I think who may be far more competent. We might want to select a group out of that.

SENATOR GAGLIANO: Oh Ben, please, I don't think we should let it out of our grasp, if you don't mind. I don't mind a phone call or a conference with representatives in the areas, but I don't think we should--

MR. FERRARA: Do we feel confident enough to design the layout?

SENATOR GAGLIANO: Well, if they can't design it they can just say this model would fit on 30 acres--

MR. INNOCENZI: I think it's like--

SENATOR GAGLIANO: I don't want to get into too much depth. I think it would be impossible. They'll never finish in 60 days.

MR. INNOCENZI: Mr. Chairman, I think you're absolutely correct and in the time we've got, all we can do is talk in terms of how applicable is the site for that design?

MR. FERRARA: I think maybe we ought to leave design off of that for now.

MR. INNOCENZI: Or just adequacy of site.

SENATOR GAGLIANO: Is it okay if we change it to "adequacy of the site"? (affirmative response from Commission) That would be item two. "Adequacy of the site" takes the place of "design of the site." Any other comments?

If there are no other comments, I would like all those in favor to say, "Aye." (affirmative response from Commission) Any opposed? (no response) Carried. Is there any other business to come before the Commission today?

MR. HELLYER: I have one question.

SENATOR GAGLIANO: Yes, Tom.

MR. HELLYER: Is the Commission going to visit these two sites prior to the issuance of this report.

SENATOR RAND: I would like to.

SENATOR GAGLIANO: Okay, let's--

MR. FERRARA: Let's do it before it gets too cold.

SENATOR GAGLIANO: Let's make provision for visiting the two sites. They're fairly close together. We could do it in one day.

Could I ask that one of the members take that responsibility to set that up? I'm probably not going to be able to spend the time necessary to do that. I'll go but--

MR. PREMO: We'd be delighted to set it up and we will work with Frank on whether it's best to tour the sites by rail or by--

SENATOR GAGLIANO: By bus?

MR. PREMO: --quality NJ Transit bus.

MR. REILLY: Deluxe motor coach.

SENATOR GAGLIANO: Okay, then if there's no objection to that, I would like to request that NJ Transit -- through Jerry Premo and his staff -- arrange a date wherein we can visit both sites, if not by rail then by deluxe motor coach at no expense to the Commission. Both sites will be visited in one day.

And of course, notice will be given to the people in the area that we're coming so that if they want to say, "Hello" to us, they can. Is that agreeable? Let me have a motion to that effect so it will be on record.

MR. FREITAG: I'll make a motion.

MR. FERRARA: I would like to amend that motion, without being a pain. I think we ought to have a representative, at least one from the sites that we're going to visit, on the bus with us to describe what we're seeing.

SENATOR GAGLIANO: Fine, one.

ASSEMBLYMAN MAZUR: So moved.

SENATOR GAGLIANO: We've had the sales pitch, now we want to make our own decision.

MR. FERRARA: Yeah, but somebody has to say, "This is here and this is--"

SENATOR GAGLIANO: One person, yes and we can muzzle him if we have to. Okay I have a motion from Ron Freitag.

MR. HELLYER: Second.

SENATOR GAGLIANO: A second which would include one person from that area who would accompany us on the trip from each individual area. Seconded by Tom Hellyer, all in favor. (affirmative response from Commission) Opposed? (no response) Carried.

So that date will be -- probably will consist of what would be our November meeting. The date has to be kind of fluid right now because Jerry and his people will have to establish it.

Is there anything further to come before the Commission?

SENATOR RAND: Motion to adjourn.

SENATOR GAGLIANO: Okay. Thank you. We stand adjourned. Thank you very much for your patience.

(HEARING CONCLUDED)

APPENDIX

PRESENTATION BY THE
HUNTERDON COUNTY CHAMBER OF COMMERCE
before the
NEW JERSEY RAILROAD AND TRANSPORTATION MUSEUM
STUDY COMMISSION

October 28, 1988
Frances L. Durst, President

New Jersey State Library

Flemington, New Jersey is the county seat of Hunterdon County -- an agrarian community only 15 or 20 years ago with a population of + - 50,000. Today, however, primarily because of its geographic proximity to major markets, its economy -- no longer dependent on agriculture -- is diverse and booming; and the county's population has more than doubled.

Located in central New Jersey, Flemington and the surrounding Raritan Township area are equidistant from New York City and Philadelphia -- each about an easy hour's drive away. Flemington-Raritan is located along New Jersey State Highways 31 and 202, and is served by Interstates 78, 287 and 95.

Once a tourist attraction merely because it was the site of the world famous Lindbergh kidnapping trial, visitors now come -- to shop, of course -- but also to enjoy a rural oasis in the midst of the most densely populated state in the nation. Attracted as well by antique shops, balloon rides, water recreation, wineries and, of course the Black River & Western steam engine, approximately 35,000 visitors invade Flemington- Raritan on a weekend and perhaps 15,000 on a daily basis.

For these and other compelling reasons, this Hunterdon County Area is clearly the perfect site for the proposed New Jersey Railroad and Transportation Museum. It indeed meets all the criteria.

One, we can assure you of an active volunteer base. The tradition of volunteering is one of Hunterdon's

greatest resources. Nearly 500 people contribute time to the Hunterdon Medical Center, many hundreds more volunteer for numerous other county institutions and agencies and indeed, the Black River & Western counts on considerable volunteer assistance to man its excursions.

Two, a long and rich railroad history is alive and well in Hunterdon. Since 1854, Flemington has been a vital part of the national railroad system, and since 1965, the Black River and Western Railroad has successfully run a popular steam engine excursion using the track between Flemington and Lambertville. It must be noted that our site is the only one under consideration with an operating excursion line, and one might easily conclude that we are, therefore, already the site of a transportation museum. Furthermore, the Black River and Western runs along the Delaware Raritan Canal, and stops could easily be made to allow tourists to walk the scenic towpath and visit the Holcombe-Jimison Farm Museum nestled along the canal in Lambertville.

Three, Hunterdon County -- still one of New Jersey's rural treasures--has significant tracts of available land all along the Black River and Western line, including the townships of Raritan and East Amwell. These lands border both the Black River track and Route 202, which provides the interesting option of combining a Park and Ride with the Museum facility.

Four, indisputedly, the Flemington-Raritan Township area is a major tourist destination one singled out just last week by TIME Magazine for national distinction. Easily accessible by interstates and major highways, nearly 35,000 people arrive weekly--all

year round--by car and bus; and there exist acres of parking spaces, with additional lots under construction.

Assemblyman Schluter and others question if "shoppers" are the "right kind of tourists" for a transportation museum. Admittedly, I'm not an expert on the "right kind of tourist", however, I do know that our visitors are families --overwhelmingly so! Families who come to spend a day or weekend in the country, families who come out to pick their own produce, cut their own Christmas trees, visit the farm wineries and existing museums, families who also shop. Families with Dads and children who are always looking for something to do when Mom haunts the outlets! A recent article in the October issue of Better Homes & Gardens magazine calls Flemington - Raritan one of the East's best family vacation spots. I submit to you that people like this are clearly going to be interested in a transportation museum!

It is important to realize that another significant museum is being contemplated for this area. Plans are now underway to preserve a beautiful colonial farmstead -- the Dvoor Farm in Flemington - Raritan -- by converting it to an agricultural museum with a farmers' market and an environmental educational center. This exciting project is sponsored by the South Branch Watershed Association, and would clearly complement the purpose of the transportation museum, encouraging even more visitors with an interest in living history preservations.

Obviously, there is much to do and see in our community, and the State Railroad and Transportation

Museum would provide yet another activity for the many thousands of families who already make the Flemington-Raritan Township, Ringoes area, a daily or weekend destination.

The museum could capitalize on and be the benefactor of considerable publicity, promotion and marketing as well; for our area is actively promoted in regional and national media. In fact much of our press attention is unsolicited! For example in the last 2 months we have been featured in articles in BETTER HOMES AND GARDENS and TIME magazine -- copies of which are included in your packet.

Flemington-Raritan-Ringoes is the prudent and intelligent choice for this museum. The community's beautifully restored and preserved architecture, its historic district where 60% of the houses are on the National Register of Historic Places, and its existing historical preservations already make this area an existing, living museum already. Its interesting mix of shops, tourists, farmers and craftsmen (which unify and support each other) provide an unparalleled ambiance for the proposed transportation museum. The transportation museum, which would attract a new public as well as provide an additional recreational opportunity for others, is clearly compatible with the other tourist activity in this area.

The Hunterdon County Chamber of Commerce, designated an official Visitors Welcome Center by the New Jersey Division of Travel and Tourism, unequivocally endorses this site and pledges its complete cooperation for the duration of this project.

Exhibit A

LODGING AVAILABLE

Bel Air Inn	103 Rooms
Holiday Inn	142 Rooms
Sheraton	150 Rooms (opening date 1990)
Inn at Lambertville Station	45 Rooms

More than a dozen area Bed and Breakfast Inns.

In addition, there are numerous rooms along the Delaware River on the Pennsylvania side.

Resolution

WHEREAS the State of New Jersey seeks to establish a State railroad and transportation museum, and

WHEREAS railroad history is alive and active in the Borough of Flemington, and

WHEREAS Flemington is the home of the Black River and Western, a working excursion line, and

WHEREAS Flemington is a visitor's mecca, attracting an average of 35,000 people a week, and

WHEREAS Flemington, with its interesting mix of shops, tourists, farmers and craftsmen, provides an unparalleled ambiance for the museum,

NOW THEREFORE BE IT RESOLVED that the Mayor and Common Council of the Borough of Flemington, County of Hunterdon, State of New Jersey, unequivocally endorses the Flemington site and encourages the Railroad and Train Museum Commission Members to thoughtfully consider Flemington merits.

Adopted: May 23, 1988

Herman E. Kapp
Herman E. Kapp, Mayor

Attest:

Robert B. Hauck
Robert B. Hauck, Clerk

VERIFIED TRUE TO BE A TRUE
COPY OF THE ORIGINAL
Robert B. Hauck
FL. CLERK

Vote: 5 - 0 motion carried.

OLD BUSINESS

Engineers Report - Eng. Santowasso reported the following

AWARD OF BID

Reconstruction of Rake Road - there were 21 specs picked up for Rake Road and 16 of those submitted bids. He recommended awarding of the contract to Sandbrook Construction Corp. with a low bid of \$502,472.00 for the reconstruction of Rake Road.

Motion made by Comm. Hoffman and seconded by Comm. Gootee.

Vote: 5 - 0 motion carried.

OLD BUSINESS
(con't)

Road Work - Except for the Jughandle work all major Capital expenditure work is out to contract. All work for the Force Account is either started or is waiting for another job to be finished before being started. All engineering work is finished except for some stake out work on Oak Grove Road and Hillside Drive drainage. Deer Trail and Commerce are extra drainage projects when there is no other work.

Mr. Kling said if they can pave by November, Oak Gro and Hillside will be completed this year.

Transportation Museum - Fran Durst of the Hunterdon Count Chamber of Commerce appeared before the Committee again on this matter. She asked for a formalized consensus of the Committee on two items:

- 1) that cultural development in Raritan Township is desirable and
- 2) that a specific endorsement depends on specific data.

Leon Milman spoke to the Committee urging open minds on this issue because it would be a cultural contribution to our community. He thought everyone should think about our long-term future. He suggested an agricultural implement museum might be desirable.

OLD BUSINESS
(con't)

Comm. Schumann cited Assemblyman Schluter's report that stated another site might be preferable.

Mrs. Durst said Raritan Township might be chosen by the State Commission as the preferred site whether or not the Committee gives any input or if she is present at the meeting on Friday when a decision will be made by the them. She preferred to go to that meeting with a consensus.

The consensus of the Committee was that more information, specifically an impact study, is needed by them before an recommendation can be made and they are open-minded.

The Committee asked Mrs. Durst to keep them abreast of any developments on this issue.

FERNEKES ASSOCIATES
Advertising & Public Relations

PO Box 131
Flemington, NJ
08822

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June 6, 1988

Senator S. Thomas Gagliano, Chairman
New Jersey Railroad and Transportation Museum
1090 Broadway
West Long Branch, New Jersey 07764

Dear Senator Gagliano,

As Turntable Junction's advertising agency, I am writing to encourage you to locate the New Jersey Railroad and Transportation Museum in Flemington. Turntable Junction is a group of twenty-five distinguished shops and restaurants located adjacent to your proposed Flemington site. In addition to being a major tourist shopping attraction, Turntable Junction is a historical Flemington landmark, and part of the railroad heritage of Hunterdon county.

Our plans for the year include monthly events and open air concerts to promote Turntable Junction to tourists and Hunterdon residents. We will also be highlighting the turntable itself, and our railroad history as part of what makes us unique. What a perfect tie-in to having your museum located in Flemington.

It would certainly be a plus for both the New Jersey Railroad and Transportation Museum and for Turntable Junction to have the museum located here in Flemington. We hope that will be your decision.

Sincerely,

Sheila M. Fernekes
Advertising Agency, Turntable Junction



A Chelsea Group Enterprise

March 31, 1988

Senator Thomas Gagliano
1090 Broadway
West Long Branch, NJ 07764

Dear Senator :

I understand that there is a proposal to site a railroad museum in the vicinity of the Black River and Western Railroad property, Flemington (adjacent to Route 12 and the Flemington circle).

The purpose of this letter to affirm my very strong support for the project.

As the potential neighbor of Liberty Village a museum would add to the charm and ambiance of the local environment. We are extremely proud of the atmosphere we have created; it fits well into the history of Flemington and has added considerably to the economic growth of the community. At the same time we impose no additional burden on schools, housing, public services and amenities. Similarly, a railroad museum places little burden on the community while enhancing its charm.

Liberty Village brings consumers into the area for recreational shopping and the railroad museum would be another attraction for the same people who now also visit Flemington Cut Glass, Flemington Fur, etc. Accordingly, the museums use would be complementary to everything that Flemington is striving for. If the site is not used for this purpose we must assume that it would be used either for more retail space (which hardly adds anything) or for housing which requires schools, utilities, water, sewer and all of the supporting infrastructure.

We would be pleased and proud to find ourselves neighbors to the Railroad Museum.

Yours sincerely,

Charles E. Bloom
LIBERTY VILLAGE ASSOCIATES

CB:JS:ep



FLEMINGTON FACTORY OUTLET ASSOCIATION

June 5, 1988

Senator S. Thomas Gagliano, Chairman
New Jersey Railroad and Transportation Museum
1090 Broadway
West Long Branch, New Jersey 07764

Dear Senator Gagliano,

On behalf of the Flemington Factory Outlet Association (FFOA), I would like to request that you establish the New Jersey Railroad and Transportation Museum in Flemington since it would enhance our existing reputation for quality tourism.

Tourists are Flemington's lifeblood. We currently attract over 35,000 visitors per week. The FFOA spends over \$37,000 per year promoting Flemington and outlet shopping in media including WOR and WMGQ radio, the Star Ledger, the Princeton Packet, and the Trenton Times, as well as on special events and promotions designed to bring more visitors to the area. We also publish the popular FFOA in-town map, on which we would be happy to highlight the New Jersey Railroad and Transportation Museum. In addition, the sixty outlet members of FFOA pride themselves on being part of the friendly Flemington community that makes our area so special.

In short, we feel that Flemington is the perfect location for the museum, and hope you will strongly consider us for your site. We look forward to your opening and hope we will be working together in the future.

Sincerely

A handwritten signature in black ink, appearing to read 'Sheila M. Fernekes', written over a horizontal line.

Sheila M. Fernekes
Advertising and Membership Director

12x

12 East Clark Place
South Orange, NJ 07079
July 25, 1988

The Honorable S. Thomas Gagliano
1090 Broadway
West Long Branch, NJ 07764

Dear Senator Gagliano:

Although I see you in my official capacity as Central Regional Chairman of the State Employer Legislative Committee, I am writing as a New Jersey railroad enthusiast. Model railroading is my hobby.

Also, as a member of the Hunterdon County Chamber of Commerce through Jersey Central Power & Light Co., I was pleased to hear that the Chamber's Board of Directors voted unanimously on April 12 to support and promote Flemington as the site for the proposed State Railroad and Transportation Museum.

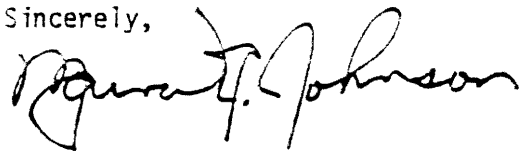
I am asking that you and members of the Railroad and Transportation Museum Commission vote in favor of Flemington as the site most compatible with your criteria.

Just a few reasons you should consider:

1. The Black River and Western Railroad runs a successfully active and popular steam engine tourist excursion between Flemington and Lambertville.
2. Flemington is the one site being considered that is linked to New Jersey's early canal system--the Delaware-Raritan Canal.
3. Flemington, an official New Jersey Visitor's Welcome Center, is already a major tourist attraction with nearly 30,000 visitors weekly.

I am asking that you and the commissioners favorably consider Flemington. It is the most logical and cost-effective choice.

Sincerely,



Marvin E. Johnson

08710.133
MEJ:smh
BCC: F. L. Durst

PHILLIPSBURG COORDINATING COMMITTEE
MUSEUM SITE TASK FORCE
675 CORLISS AVENUE
(201) 859-5161

P O S I T I O N S U M M A R Y

PHILLIPSBURG HAS TOTAL COMMUNITY SUPPORT!!!

1. Phillipsburg is the only site that has offered a full cooperative partnership among state, county and local government with the full support of the people of the area.
2. There is unanimous community support in the Phillipsburg area with no dissenting groups or individuals ready to pounce on the project to have it killed or destroyed. Phillipsburg is a community of PIMBY's (Put It In My Back Yard) not NIMBY's.
3. As part of a major metropolitan area, and because of its tradition of volunteerism, Phillipsburg offers a great many people who would contribute their time and money to insure the success of a State Railroad and Transportation Museum. A recent advertisement calling for museum volunteers has already resulted in 40 volunteers who responded and are ready to serve.
4. Phillipsburg will have the total political support that is necessary to see the project through the legislature's appropriation process.

PHILLIPSBURG CONFORMS WITH STATE POLICY

1. Selection of Phillipsburg as the location for the Railroad and Transportation Museum conforms with the State Policy of revitalizing urban areas. Phillipsburg is the only urban area among the final three sites.
2. The Phillipsburg site will specifically conform with the New Jersey State Development and Re-Development Plan. A document intended to guide state spending.

PHILLIPSBURG CAN ATTRACT TOURISTS

1. There are more AAA endorsed motel rooms in the immediate Phillipsburg area than there are in the Flemington and Netcong areas combined, and equal number of AAA endorsed restaurants.
2. Tourism is already big business in the Metropolitan area in which Phillipsburg is located, only the tour buses head out of New Jersey into Pennsylvania. We'd like to see them stop at the border.

3. The Canal Museum, in Easton, is a complimentary facility that could have marketing ties to a Railroad Museum. The canal boat ride there currently has about the same ridership as the BR & W scenic railroad.
4. A Museum of the Industrial Revolution proposed in Easton will also add to the marketability of Phillipsburg.
5. Designation of Phillipsburg as part of the National Heritage Corridor will also enhance marketability. The Bill to create the corridor along the banks of the Delaware is currently on President Reagan's desk. He is expected to sign the Bill. The Phillipsburg site could be included in the condition.
6. Phillipsburg is in an ideal location for a day trip or weekend visitors from New Jersey, New York, and Pennsylvania.
7. The Phillipsburg site at the Forks of the Delaware has greater scenic beauty than either of the other two locations.
8. Phillipsburg has greater historic transportation significance than either of the other two sites.

PHILLIPSBURG WILL BE LESS COSTLY

1. The Town of Phillipsburg has committed to donating 32 acres to the project.
2. With infrastructure and some improvements already in place, start-up time would be less than at either Flemington or Port Morris.
3. If the site is included in the National Historic Corridor then Federal Funding may be available.
4. Because Phillipsburg is an Urban Aid Community financing through the New Jersey Urban Development Corporation may be possible.
5. Warren County officials have begun discussions with Conrail about selling or leasing the Bel-Del. There are indications that the costs would be less than the BR & W.

PHILLIPSBURG IS ACCESSIBLE

1. Because it is right off an interstate highway, driving time from metropolitan New Jersey is less to Phillipsburg, with less stress and danger than Flemington and more centralized than Port Morris.
2. Local access to the Phillipsburg site is less congested than either Flemington or Port Morris, and will improve with the completion of I-78. Also, no new major access roads need be constructed at Phillipsburg.

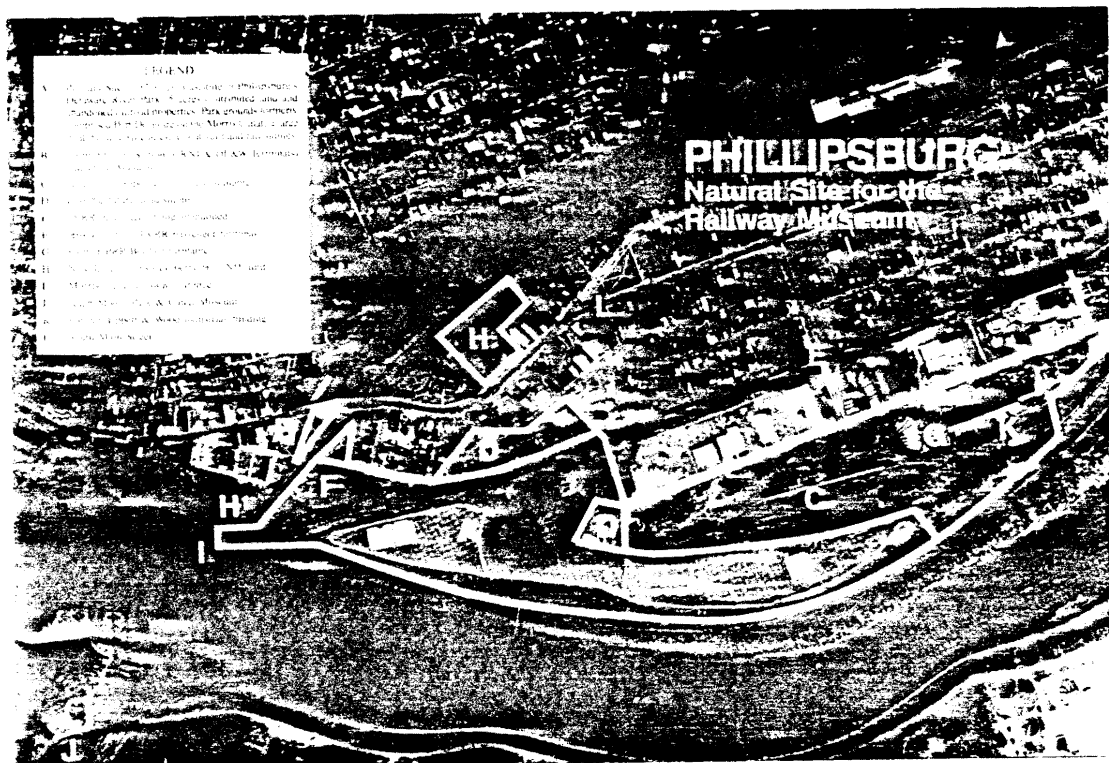
3. Rail service could be made available directly to the Phillipsburg site over NJT tracks, plus there is existing tracks for a scenic ride and connections to Steamtown, Delaware Water Gap and nearby Pennsylvania museums.

From Phillipsburg to...

Miles

Central Bergen County	75 Miles all Interstate High
Central Essex County	55 Miles all Interstate High
Morristown Area	42 Miles all Interstate High
New Brunswick Area	47 Miles all Interstate High
Trenton Area	50
Philadelphia	75
Delaware Water Gap National Recreation Area	25 Miles
Allentown/Bethlehem	15 Miles

ALL OF THESE ARE A HALF AN HOUR TO AN HOUR AND ONE HALF SCENIC DRIVE TO PHILLIPSBURG.



Special Report to the Commission

on the

WATERLOO VILLAGE – PORT MORRIS site

by Frank T. Reilly

October 28, 1988

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State of New Jersey Railroad and Transportation Museum Study Commission

October 28, 1988

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Ronald C. Freitag
Public Member

Thomas C. Heillyer
Public Member

Liaisons

Samuel Cunningham
NJ Motor Truck Assn.

John D. Wilkins
NJ Transit Bus Operations Inc.

Stephen A. Gazillo
NJ Transit Rail Operations Inc.

TO: All Voting Members

RE: **GOOD NEWS on Port Morris/Waterloo Village Site**

Some of you may recall that during our site inspections, we visited beautiful, historic Waterloo Village, a neighbor to Port Morris. The management of this, our State's premier historic village located in the 11,000 acre Allamuchy State Park, has formally joined with the numerous (and widespread) Port Morris site supporters to pull together a remarkable package that combines the success of the Old Sacramento/California Railroad museum site here in New Jersey.

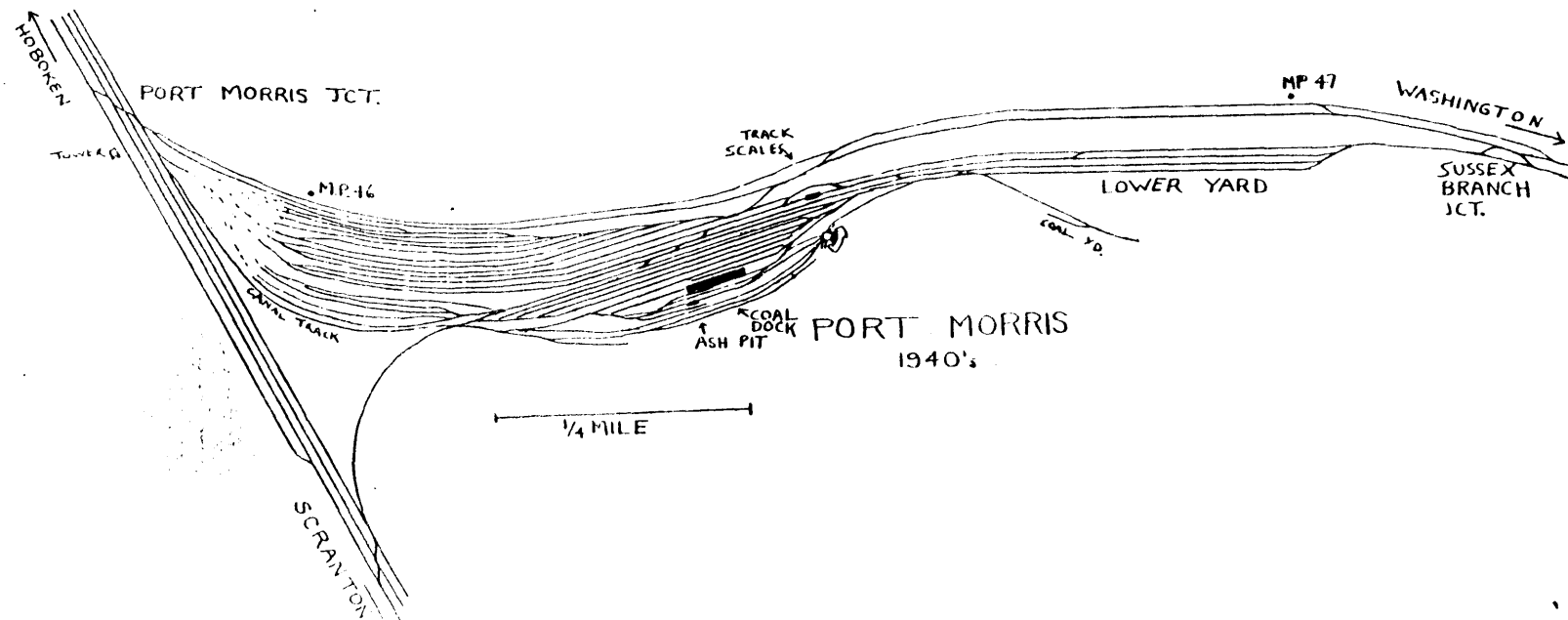
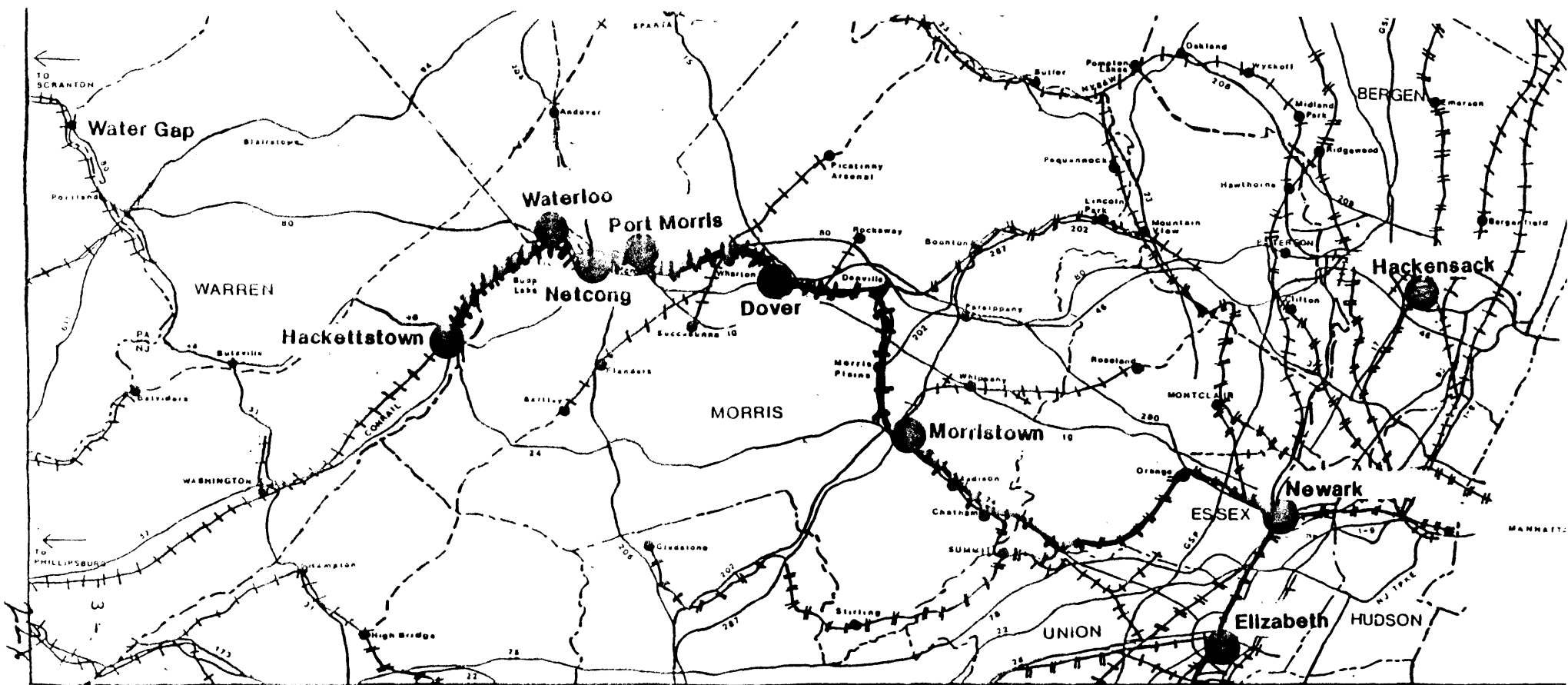
The Waterloo Village heritage dates to the 1700's and has the Morris Canal (restored) running through the Village. The N.J. Canal Museum is located in the Village and the pre-20th century life in New Jersey with working/living exhibits. Next year an Indian artifacts museum and a coach and carriage museum will be opened in the Village. The historic Morris & Essex RR had a station here, on the same line that today travels through Netcong to Port Morris. The distance by rail between Waterloo and Port Morris is a scenic 5 miles.

You may recall that of all the sites considered, every site except Port Morris had at least two major deficiencies based upon the criteria developed by the Commission last year. (See enclosed evaluation sheets.)

Also enclosed for your information is a booklet on Waterloo Village and one produced by Morris County summarizing the various tourist and recreational activities, as well as restaurants, hotels, etc. At the last Commission meeting there appeared to be misconception among some members regarding tourism in Morris County, i.e. "only hikers and campers visit Morris County/northwestern N.J. and those people do not visit museums." This is far from the truth as these publications indicate.

The data we will present at this Friday's meeting will give a radically different prospective, one that will be very enlightening and interesting. I believe that a fair, honest evaluation of the three sites should leave only one, undisputable choice ... the Waterloo Village/Port Morris site.

Frank T. Reilly



Executive Summary - Waterloo Village - Port Morris Site:

1. NO Cost to Purchase Land,

Land and structures already owned by state at Pt. Morris, Netcong & Waterloo.

2. NO Cost to Purchase Railroad,

State owned surplus land is available at Port Morris.

3. NO On-Going Annual Railroad Maintenance Funds Required.

NJ Transit owns and maintains it's commuter lines to high passenger operations standards and for speed of at least 50 mph.

4. NO Major Railroad Rehabilitation Needed Before Operations Can Begin.

At locations other than Port Morris, the branch line railroads need significant funds to up-grade them to operate passenger trains at speeds of at least 25mph. For speeds above that, significant funds are required.

In addition, the Federal Railroad Administration (FRA) has jurisdiction over all rail lines that carry passengers, including excursion line operations.

Safety is a major concern for our museum operation... can we afford to go any place other than Port Morris?

5. NO Serious Parking Problems exist at the Waterloo - Port Morris site.

Parking is immediately available at Waterloo Village and at the Netcong railroad station.

In addition, several acres are available for parking at the Port Morris site.

6. WHO Will Operate the Excursion Train?

The Commission has projected the revenue (profit) generated by an excursion train would help fund the museum operation.

A private, for-profit company retaining excursion revenue could seriously impact adequate museum funding.

7. Opportunity to Run Special Excursions Throughout State:

The friendly connection with NJ Transit at Port Morris is critical to the operation of cost effective excursions.

Other sites are captive to Conrail and must use Conrail's main line across New Jersey before state owned trackage is reached. Conrail discourages, in several ways, any extra train movements over its busy main line.

8. Construction of the Museum at Port Morris can begin without difficulty and loss of time.

The land is properly zoned and the contour requires very little work before development can begin.

9. Valueable farmlands or parks will Not have to be destroyed to make way for the railroad museum at Port Morris.

10. Historical Tourism is High In Morris County:

Immediate area - 3 million annually within 15 minute drive.

Over 1.5 million shoppers annually within 10 minute drive.

Water Gap National Park, 3 to 10 million within 30 minute drive.

Executive Summary (Pt. Morris) continued:

11. Overwhelming Support has been recorded for this site.

Municipal, county, several levels of elected officials, organizations, the largest railroad union in the state and over 1,200 individuals from three states have urged the Port Morris site. (This draws the support for all other sites combined!)

12. Port Morris is the Only Location Served by 3 Railroads!

NJ Transit, Conrail and the Morristown & Erie Ry. serve the Port Morris site.

The M&E is eager to assist the museum.

13. A Large, Experienced Volunteer Pool is Immediately Available.

Both retired and active railroaders, and rail buffs have pledged to work at the Port Morris site.

14. Strong Corporate/Private Sector Assistance (Financial) Possible.

Morris County has one of the largest number of major corporate headquarters in the state.

15. Greatest Number of N.J. Residents (and tax payers) are Within 25 and 50 mile radius of Port Morris ... far ahead of any other site being considered.

16. Transportation to the site is excellent, via road (I-80, I-287, I-280, Rt.46, Rt. 206, etc.).

It is also the only site accessible by active commuter rail line and regional and interstate bus service.

17. A Phased-in Museum Operation Can Begin Almost Immediately, at Minimal Cost to the Tax Payer.

GENERAL REVIEW:

Last year this Commission developed criteria to evaluate each site.

Four top sites: Flemington, Jersey City (Liberty State Park), Phillipsburg and Port Morris.

Flemington, Jersey City and Phillipsburg each had at least two major deficiencies.

Port Morris was the **ONLY SITE** to meet all critical criteria.

GOOD NEWS on Port Morris site ...

It is now the Waterloo Village - Port Morris site.

An exceptional opportunity exists for success, based on the Calif.RR Museum/Old Sacramento success formula.

Waterloo Village is a magnificently restored, living museum capturing life in a New Jersey town in the early and mid-1800's.

It is part of the 11,000 acre Allamuchy State Park.

Located within the Village, in addition to stores, shops, houses, etc. are:

1. Restored **Morris Canal**
2. Morris Canal lock (restored)
3. **NJ Canal Society Museum**
4. Canal Inclined Plane (to be restored)

The rail line that runs between Port Morris, Netcong and Hackettstown borders on Waterloo Village, and at one time had a station ... Waterloo station.

Waterloo Village is Growing, next year the following will open there:

1. N.J. Indian Museum
2. Horse drawn carriage and coach museum.
(There now exist 35 miles of trails for these vehicles in and around the Village.)

1988 Paid Attendance at Waterloo Village is approximately 350,000.

(This is significant because Waterloo Village does not have an advertising, marketing or promotional department!)

PORT MORRIS Railroad & Transportation Museum Site:

State already owns the land ...
NO acquisition cost.

Site is former railroad yard, over 100+ acres ...
Does Not need grading, soil removed or added.

Site has never been flooded ...
it is high above any flood plane.

Approximately two miles of heavy duty track exist today, unused in the Port Morris rail yard.

It is on an active commuter rail line ...
owned and maintained by the state.
(Only one freight train per day on this line, and between Netcong, Port Morris and Dover passenger trains operate during weekday rush hours only.)

A short distance from Port Morris is Dover, where connections to the recently modernized NJT Morris & Essex Line (at a cost of One-Half Billion Dollars) offers rail service seven days a week.

Also at Dover are bus stops for Lakeland Bus Lines (interstate) and Morris County Metro (regional bus service).

Serving the Port Morris site directly is the Morris Area Paratransit System, offering transportation to persons 60 and older and the disabled, at no cost.

Port Morris will be the only railroad museum in the nation accessible by train.

It is the only site in the state with access by public transit from New York City, Newark, and the many communities in northern New Jersey, including the Oranges, Summit, Maplewood, Millburn, Chatham, Morristown, Denville, etc.

No farmland or public parks will be destroyed by placing a museum at Port Morris.

Volunteerism is strong in the Port Morris/Morris County area.
Scores of retired railroaders have asked to volunteer at the museum, if it is in Port Morris. (Many are within a 10 block area of the museum site.)

New Jersey's largest railroad society, the Tri-State Railway Historical Society, over 300 members strong has a proud history of railroad museum activities, restoration projects and fund raising. (It is headquartered in Morris County.)

Railroad Assistance:

The state's largest railroad union, the United Transportation Union, wants the museum in Port Morris. This union has pledged to work with the museum and represents the three railroads that service the site.

The Morristown & Erie Ry., Morris County's shortline, has pledged to support museum activities at Port Morris. This profitable short line has an impressive record of assisting in preserving historic railroad equipment, equipment restorations, volunteerism, and assistance in fund raising.

At the west end of Port Morris rail yard is NETCONG:

A beautiful, restored rail station, built in 1903, is available.

The station is owned by the state,
so there are no acquisition costs.

It is ideal for use as an office and temporary storage of donated railroad memorabilia.

It is a solid, well maintained brick structure.

It has a newly constructed parking lot, not used on weekends or holidays, and partially used on weekdays.

(There is opportunity for major expansion of this lot.)

This station is very convenient to I-80, Rt. 46 and Rt. 206.

It can be used almost immediately for museum activities.

Who Supports the Port Morris museum site?

Widespread support has been received by the Commission for the museum here.

All local and regional governments want it at Port Morris.

Resolutions designating Port Morris have been adopted by the host municipality (Roxbury Township) and every neighboring municipality, as follows:

Andover Boro
Andover Township
Frelinghuysen Township
Hopatcong Boro
Netcong Boro
Roxbury Township
Sparta Township
Sparta Township
Stanhope Township

Other government entities adopting resolutions in support of Port Morris:

Morris County Board of Chosen Freeholders
Sussex County Board of Chosen Freeholders
Morris County Board of Transportation
Ocean County Board of Transportation

Organizations urging the Port Morris site range from the United Transportation Union to the Hopatcong Women's Club to the North Jersey Commuters Association.

Elected Officials ranging from Congressman Dean Gallo to Assemblymen Kamin and Schluter (the latter with his office in Flemington) to local officials support the Port Morris site.

What about the Port Morris residents? At a special meeting on the subject, they overwhelmingly supported the museum at Port Morris . . . by a resounding 97% margin!

TOURISM In The Waterloo Village - Port Morris immediate area:

Morris County is a mecca for tourists interested in our rich heritage ...
they number in the 3,000,000 range annually, and the number is growing.

Morris County, celebrating its 250th anniversary this year, is proud of its numerous historic sites and many other attractions. **Tourism is important to Morris County.**

There are four national attractions in the County, three being national historic parks/sites (Washington's Headquarters, Jockey Hollow, and Fort Mifflin). The fourth site is the Great Swamp National Wildlife Refuge.

The County's 67 official historic sites range from the Ringling Brothers (circus) manor to the Thomas Nast House (where America's Santa Claus originated) to the Morris Canal. In addition are several County parks that highlight historic significance, such as the Cooper Mill, Frelinghuysen Arboretum and much, much more.

Private Sector Support:

Morris County is home for several major corporations, many who have on-going programs to support activities such as our museum. Some of them are:

A.T. & T. - Information Systems headquarters
A.T. & T. - Network Systems - headquarters
A.T. & T. - Technologies headquarters
AETNA Life & Casualty Co.
Allied-Signal Corp.
BASF Wyandotte - headquarters
Bell Labs - Whippany
CNA Insurance Co.
Channel Home Centers - headquarters
Chubb Life Insurance Co.
Crum & Foster Corp. (insurance) - headquarters
Exxon Research & Engineering - headquarters
Fireman's Fund Insurance Co. - headquarters
GPU Nuclear Corp. - headquarters
General Accident Insurance Co. of America - headquarters
Gibraltar Securities Co. - headquarters
Hertz Corp. - headquarters
Horizon Bank Corp. - headquarters
International Paper Co. - headquarters
Jersey Central Power & Light Co. - headquarters
Mennen Co. - headquarters
Monroe Business Systems - headquarters
Nabisco Brands - headquarters
N.J. Foreign Trade Zone - headquarters
Pitney Bowes - headquarters
Prudential Ins. Co. - Northeastern Reg. - headquarters
Sandoz, Inc. - headquarters
Schering-Plough - headquarters
Sentry Insurance - headquarters
Silver Burdett Co. - headquarters
Suburban Propane Gas Co. - headquarters
TRW - headquarters
Tiffany & Co. - headquarters
Toshiba America, Inc.

and more!

STATISTICAL DATA - Population, Travel Time, Visitation:

Northern New Jersey - New York City market:

The Port Morris site is Closer to the State's major population center of northern New Jersey and New York City than any other site.

Whether comparing population density, driving time, travel time via public transit to the museum site, or by any other measurement, the major market is, by far, best served by the Port Morris site.

Port Morris is best located to conveniently serve the majority of NJ's population.

NJ Population Data:

(Source: NJ Dept. of Labor)

Morris County	418,500; within 50 miles ...	4,122,777 (NJ Residents)
Hunterdon County ..	96,500; within 50 miles ...	3,114,815 "
Warren County	86,600; within 50 miles ...	1,228,553 "

Travel Time from nearby attractions and Visitation:

1. Waterloo Village.....	10 min.	350,000 visitors
2. Historic Chester	12 min. ...	2,000,000 "
3. Hopatcong State Park & Museum	5 min. ...	200,000 "
4. other nearby sites	20 min. ...	100,000 "
5. Rockaway Townsquare Mall	10 min. ...	1,500,000+ shoppers

T o t a l **4,150,000 existing potential customers**

(30 minutes away is the Delaware Water Gap National Park with current visitation of 3,000,000 annually. Major expansion is currently underway that will increase the number of visitors to 7,000,000 within 5 years and to 10,000,000 within 10 years.

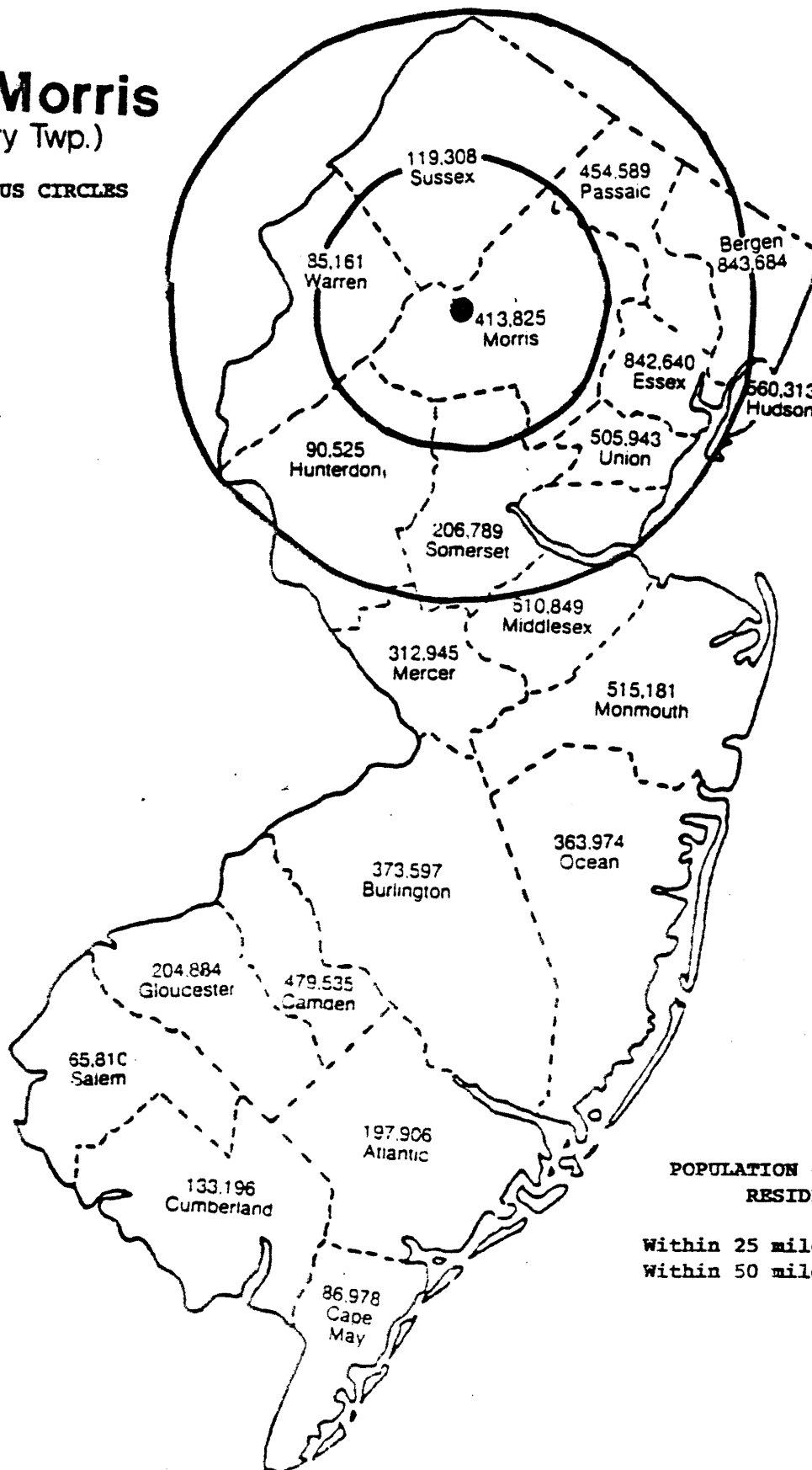
This is a great potential, in addition to the existing market identified.

The potential for success is best at the Waterloo Village - Port Morris site, than at any of the three finalist sites being considered.

Port Morris

(Roxbury Twp.)

25 MILE RADIUS CIRCLES

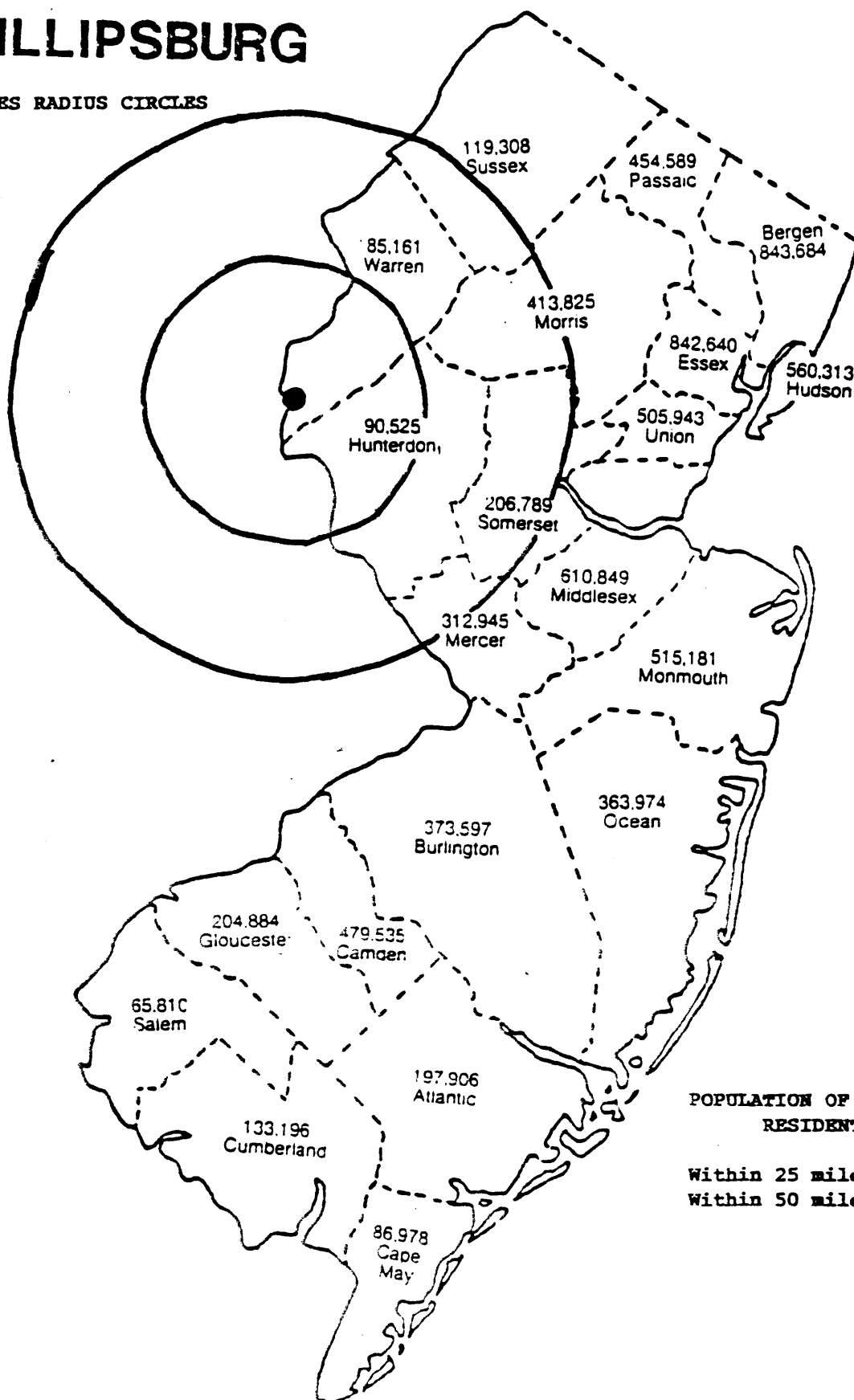


POPULATION OF NEW JERSEY RESIDENTS

Within 25 miles 915,608
Within 50 miles 4,122,777

PHILLIPSBURG

25 MILES RADIUS CIRCLES

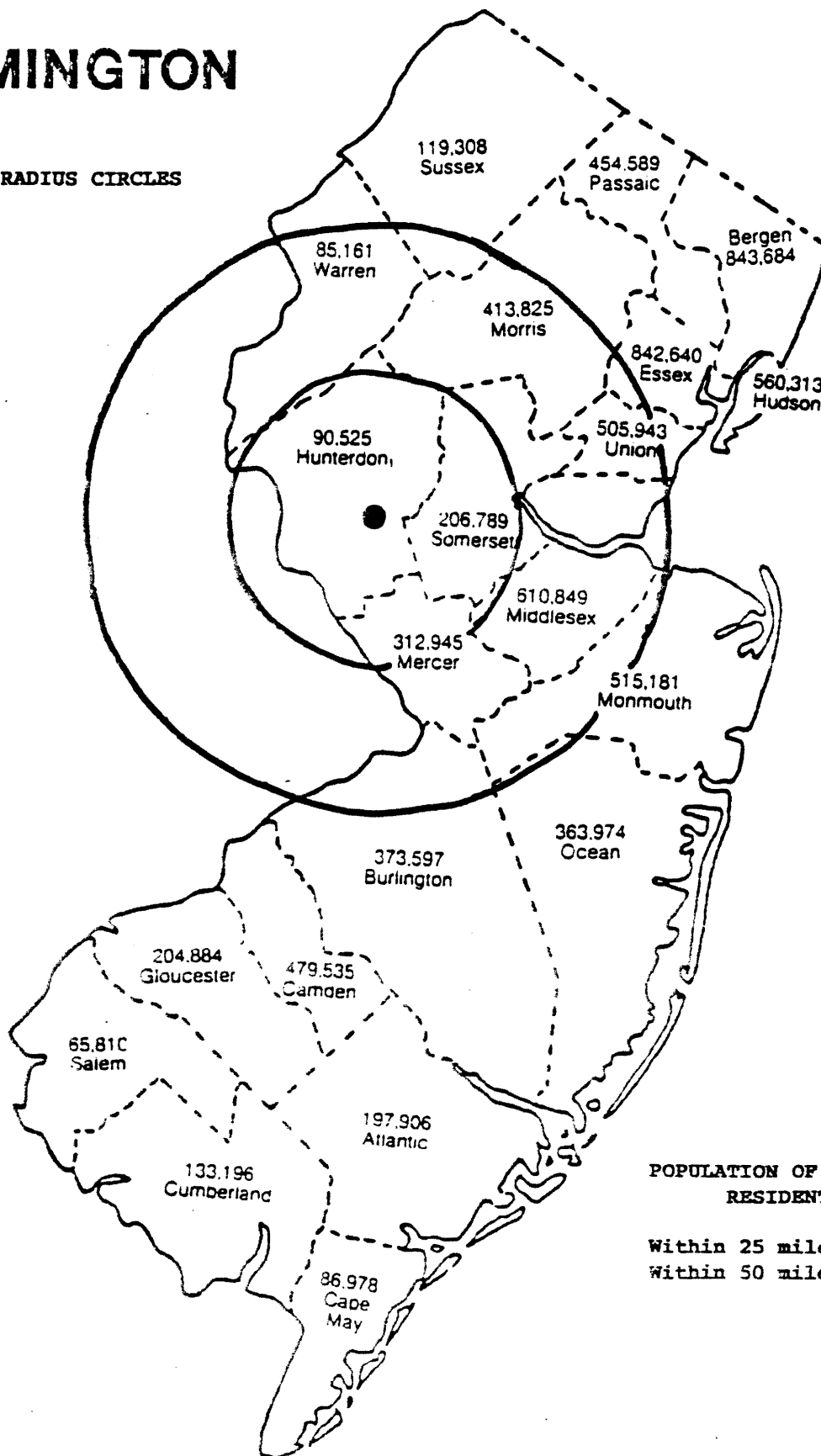


POPULATION OF NEW JERSEY RESIDENTS

Within 25 miles 175,686
Within 50 miles 1,228,553

FLEMINGTON

25 MILE RADIUS CIRCLES



POPULATION OF NEW JERSEY RESIDENTS

Within 25 miles 610,259
Within 50 miles 3,114,315

Table 1.

Source: NJ Dept. of Labor - N.J. Population Projections: 1990 - 2020, issued November 1985

Projections of Total Population, 1990 through 2020,
New Jersey and Counties.

ODEA Economic-Demographic Model (Preferred).

	Census April 1, 1970	Census April 1, 1980	Provisional Estimate July 1, 1984	Projections to July 1						
				1990	1995	2000	2005	2010	2015	
NEW JERSEY	7,171,112	7,365,011	7,515,000	7,842,300	8,154,000	8,450,300	8,685,200	8,895,700	9,042,900	9,179,200
Atlantic County	175,043	194,119	200,900	224,800	245,100	260,100	272,300	283,200	295,100	310,300
Bergen County	897,148	845,385	844,500	850,300	861,800	878,700	891,900	904,000	912,900	921,900
Burlington County	323,132	362,542	377,700	409,800	437,100	467,200	494,900	521,300	544,600	568,100
Camden County	456,291	471,650	485,100	521,300	555,400	577,200	597,300	616,700	630,600	644,400
Cape May County	59,554	82,266	89,000	98,800	106,600	113,100	119,500	126,300	134,500	143,900
Cumberland County	121,374	132,866	134,000	140,300	147,500	151,500	152,000	149,900	146,000	142,400
Essex County	932,526	851,304	841,500	816,200	794,000	795,500	779,900	762,300	732,400	703,600
Gloucester County	172,681	199,917	205,600	220,100	234,500	249,100	263,500	277,400	290,400	304,200
Hudson County	607,839	556,972	558,600	561,800	560,100	548,100	528,500	507,300	489,800	472,700
Hunterdon County	69,718	87,361	91,800	98,000	104,500	113,000	121,900	131,000	139,700	147,600
Mercer County	304,116	307,863	314,700	338,600	361,400	387,000	409,700	429,600	443,100	452,700
Middlesex County	583,813	595,893	617,800	653,600	690,600	726,600	760,800	791,800	819,900	846,000
Monmouth County	461,849	503,173	522,400	547,200	568,100	591,600	611,300	630,600	648,400	661,600
Morris County	383,454	407,630	417,100	447,100	479,900	510,500	540,800	570,500	590,100	609,000
Ocean County	208,470	346,038	371,300	413,300	449,600	484,400	515,800	545,900	572,300	594,300
Passaic County	460,782	447,585	457,700	465,000	468,600	469,100	466,500	462,000	451,100	438,700
Salem County	60,346	64,676	65,700	67,500	69,400	71,000	72,100	73,100	73,700	74,100
Somerset County	198,372	203,129	208,900	227,700	246,600	261,200	273,500	285,400	296,400	308,400
Sussex County	77,528	116,119	118,900	131,300	146,100	159,600	172,900	185,700	196,100	204,000
Union County	543,116	504,094	506,200	520,600	534,500	539,700	540,900	540,000	531,900	523,900
Warren County	73,960	84,429	85,300	88,800	92,700	96,200	99,300	101,900	104,100	105,600

Notes: 1) The Economic-Demographic Model is based on projections of economic activity, as well as fertility and mortality. Migration rates for the population 65 years of age and over are inferred from the period from 1970 to 1984. For explanation, see pages 3 to 8 in the text.

2) The 1984 provisional state estimate is rounded to the nearest thousand persons. The 1984 county estimates and all projections are rounded to the nearest hundred persons. Numbers may not add due to rounding.

TABLE 4. COUNTY POPULATION, BY AGE: 1980 AND 1986, cont.

Source: NJ Dept. of Labor - Official State Estimates for NJ, issued Sept. 1987

New Jersey Counties	Estimated 1986 Population:				
	Total Residents	Persons Under 5	Persons 5 - 17	Persons 18 - 64	Persons 65+
STATE TOTAL	7,620,000	499,000	1,332,000	4,809,000	981,000
Atlantic County	206,300	13,500	35,200	126,800	30,800
Bergen County	836,900	44,800	126,300	546,400	119,400
Burlington County	382,500	26,900	71,600	247,500	36,400
Camden County	492,900	38,100	95,100	302,000	57,800
Cape May County	92,200	6,100	13,800	53,900	18,400
Cumberland County	136,500	9,300	28,500	80,700	17,500
Essex County	843,900	56,800	160,400	526,300	100,400
Gloucester County	210,700	16,800	42,500	129,600	21,300
Hudson County	551,800	38,000	94,400	347,400	71,900
Hunterdon County	96,500	6,500	17,900	62,800	9,300
Mercer County	322,500	19,400	54,000	208,400	40,700
Middlesex County	636,200	39,600	99,500	428,000	69,100
Monmouth County	542,400	35,000	99,400	339,300	68,900
Morris County	418,500	25,700	74,600	276,600	41,700
Ocean County	393,600	25,700	65,100	211,700	91,100
Passaic County	461,500	31,900	81,700	290,300	57,700
Salem County	65,500	4,700	13,400	38,600	8,800
Somerset County	215,200	13,000	35,000	144,200	23,000
Sussex County	122,300	10,200	26,600	74,200	11,900
Union County	504,700	30,200	80,500	321,600	72,300
Warren County	36,600	5,900	16,200	52,500	12,000

NOTE: Population estimates for 1986 are rounded to the nearest thousand persons at the State level and to the nearest hundred persons for counties. The same practice was followed for the four age groups.

