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PROGRESS IN PUBLIC TRANSPORTATION



NEW JERSEY DEPARTMENT OF TRANSPORTATION

Rapid Pace on Rail Program

In March, 1968, the Department of Transportation proposed a Master Plan for meeting the State's transportation needs. For Public Transportation, it recommended a \$325 million capital improvement program, with \$200 million to be furnished by the State and an estimated \$125 million to come from the Federal Government.

The major objective of the Master Plan for

Public Transportation is the complete rehabilitation and re-equipping of Northern New Jersey's suburban passenger railroads — the Central Railroad, Erie Lackawanna, Penn Central and the New York & Long Branch. This includes:

Electrification of a number of lines, a fleet of new high speed electric commuter cars, new or improved station facilities, interconnections between railroads and other improvements.

Last May, the Department, in a special report, took additional note of the growing crisis in intrastate bus service:

Unless there is public involvement in the preservation of bus service, private companies will be forced to continue abandoning unprofitable routes and increasing fares, thereby foreclosing public transportation to many citizens who need it. The areas which will be affected first will be the older urban centers.

The Railroad Program

The Department has made a significant start in implementing the objectives of the Master Plan program.

One of the goals of the Department is to make the access to both midtown and downtown Manhattan more convenient for the thousands of commuters who make this trip daily. A key facility in the accomplishment of this goal is the Penn Central Station in Manhattan.

Preliminary conclusions of the Department and the Tri-State Transportation Commission indicate that this station is greatly underutilized — even during the peak commuter hours — and there is a large unmet demand for direct and convenient access into uptown Manhattan.

Direct Connections

The Master Plan provides for a direct connection between the existing electrified lines of the Erie Lackawanna Railway, as well as the present Greenwood Lake Division and Boonton branches via

September 23, 1969

Nearly one year has passed since New Jersey voters approved the Transportation Bond Issue, which includes \$200 million for public transportation. The first funds from the bond issue were made available eight months ago, in January, when the Legislature approved the sale of \$27 million in bonds to implement the Department's Master Plan proposals for upgrading suburban passenger railroads and improving other services.

This report is a summary review of the Department's Master Plan and the status of the many projects and activities moved forward during the past year. The Commuter Operating Agency will issue these reports from time to time so that the public will be informed of the Department's activities on the overall rail program.

We have also included a brief summary of the activities with regard to bus transportation. In July, in recognition of the growing crisis in bus transportation, the Legislature passed and the Governor approved Senate Bill 778 carrying an appropriation of \$750,000 and authorizing the Department to undertake a program of emergency subsidies for essential bus services in imminent danger of abandonment. The Legislature also endorsed the Department's efforts to seek a long range solution to the bus crisis.

Commuter Operating Agency

David J. Goldberg, Chairman
John A. Kervick
Brendan T. Byrne
Ronald Berman, Secretary

a new Montclair Connection, and the Penn Central at a point east of Newark. Although not a part of the Master Plan, a direct connection is also under consideration for the Erie Lackawanna lines in Bergen and Passaic Counties. Direct Manhattan access for the Central Railroad also is called for in the Master Plan.

In addition to providing a better level of service for peak hour commutation trips, another major advantage of direct or improved midtown access is for off-peak trips for shopping and recreation which are primarily oriented to this area.

To Determine Capacity

Historically, Penn Central has taken the position that its station in Manhattan and the tunnels from New Jersey have no additional capacity and that no other rail carriers would be permitted access to those facilities. After many months of negotiation, the Department has persuaded the carrier to conduct a joint study of the capacity of the station and connecting tunnels. This study, to be completed in January, would definitively determine how many passenger trains and people can be accommodated in Penn Station, Manhattan, during the peak travel times. It will also influence decisions on the type and amount of new equipment to be purchased for each of

the rail carriers.

A number of other technical studies on electrification systems, equipment, track connections and stations are underway and several have been completed. Applications for grant assistance on some projects have been submitted to the Federal government. Certain projects are underway.

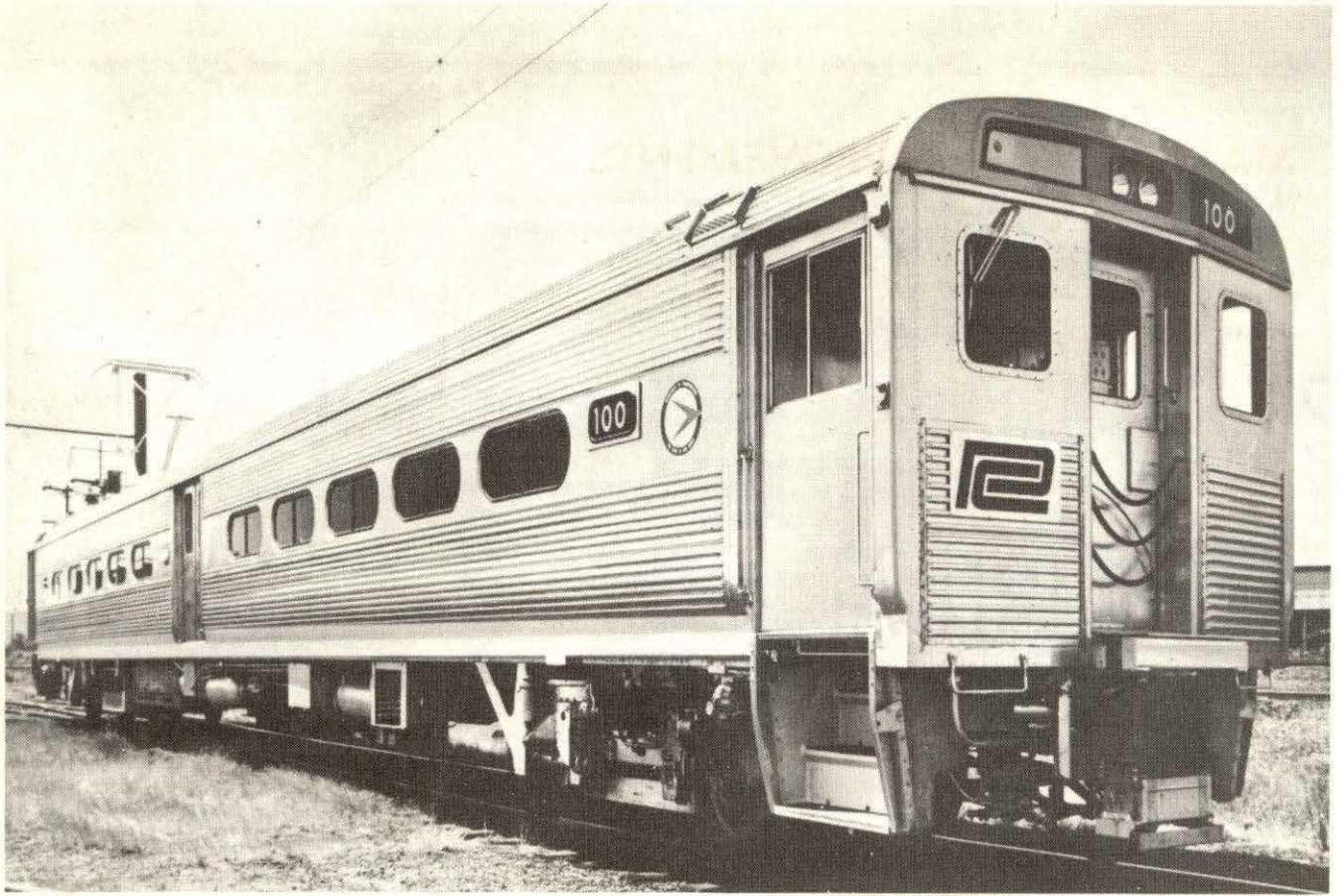
An interim program was initiated for immediate replacement of equipment in critical areas. As the Department indicated in the Master Plan, a major rehabilitation program of the type underway will take five years to complete, but in many areas rail equipment was in such poor condition that the improvements required could not await completion of the Master Plan program.

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The Department has met some of the most critical equipment needs through the interim program. The Department has also made other capital and service improvements. These combined efforts stabilized rail passenger service, ended the decline in the number of New Jersey rail passengers, and have resulted in growth of rail ridership which now exceeds five percent per year. The Department's projections, shown in an accompanying chart, indicate that this growth will continue.



New locomotives and rehabilitated air conditioned coaches like these are providing more dependable and more comfortable service for Central Railroad commuters on an interim basis until the Master Plan program is completed. Forty eight of the coaches have been obtained from other railroads throughout the nation.



Jersey Arrows, the State's new high-speed commuter cars, entered service on the Penn Central Main Line October 30, 1968. The purchase of 35 of the cars is to be followed by an order for 45 additional cars of similar design.

There follows for each railroad a summary of the present status of the Master Plan improvements as well as any interim improvements which have been made.

CENTRAL RAILROAD OF NEW JERSEY

The Department has completed an analysis of the passenger service requirements of this corridor. Technical studies on the electrification system, station requirements and the improved track connections with the Lehigh Valley Railroad at Aldene and with the Penn Central at Newark are nearly complete. The Department will shortly begin the final engineering for the required improvements and new equipment.

An interim program to provide the CNJ with desperately needed equipment has been undertaken. Forty-eight of a maximum of 50 air-conditioned coaches have been acquired from other railroads throughout the nation and are being refurbished. They are being leased to the railroad with the State underwriting the costs. Thirteen new locomotives also were obtained and leased to the railroad. Sixty-

five of CNJ's old cars are being rehabilitated with the State paying for this work. These acquisitions provide the Central Railroad with a substantially improved equipment fleet and permit improved passenger service even in advance of completion of the long range Master Plan program.

In addition, the Department advertised last month for bids on a contract to remove the former railroad freight station at Roselle Park and to provide expanded parking to serve the new station constructed under the Aldene Plan.

PENN CENTRAL

Of an initial order of 35 high-speed stainless steel Jersey Arrow cars, 30 have been received. These have been placed in service as they passed required testing. A completed application has been filed for a Federal grant for the purchase of the 45 additional cars of this type. It is anticipated that Federal approval will be received shortly so that an order can be placed for these cars.

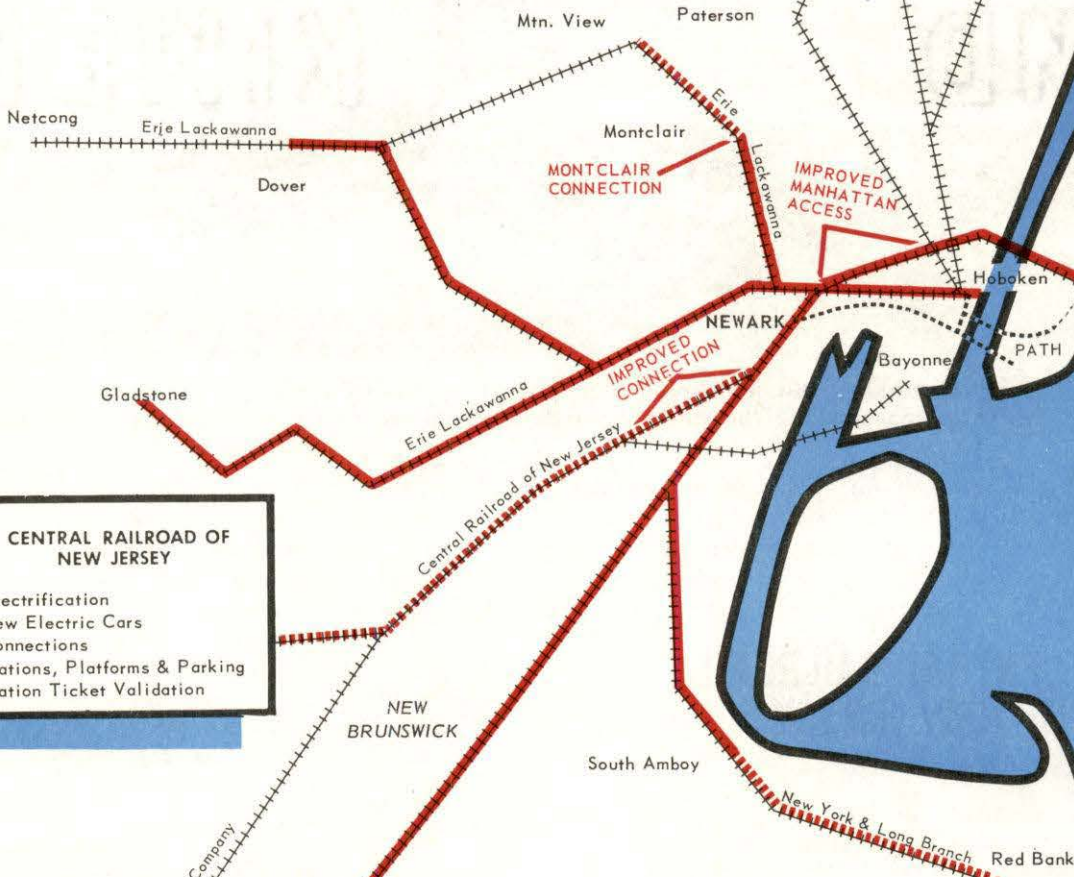
Construction of MetroPark, a new park and ride facility near the Garden State Parkway in Woodbridge Township, began with groundbreaking

MASTER PLAN IMPROVEMENTS NORTHERN NEW JERSEY SUBURBAN RAILROADS

— EXISTING ELECTRIFICATION
----- PROPOSED ELECTRIFICATION

ERIE LACKAWANNA

- Electrification Extension & Renovation
- New Electric Cars
- Montclair Connection
- Manhattan Access
- Stations, Platforms & Parking
- Diesel Locomotives & Cars
- Grade Crossings
- Station Ticket Validation



CENTRAL RAILROAD OF NEW JERSEY

- Electrification
- New Electric Cars
- Connections
- Stations, Platforms & Parking
- Station Ticket Validation

SHORE ROUTE

- Electrification
- New Electric Cars
- Grade Crossings
- Track & Yard
- Stations, Platforms & Parking
- Station Ticket Validation

PENN CENTRAL

- New Electric Cars
- Stations, Platforms & Parking
- Station Ticket Validation

PENNSYLVANIA

TRENTON

Bay Head

ceremonies August 20. The station is expected to be open before the end of 1970.

Work will begin this Fall on a roadway bridge east of the present station and connecting the Walnut Avenue Extension with Fairview Avenue as the first stage of construction of a new Trenton station.

The Department and the Borough of Metuchen have applied jointly for Federal funds for a new station and expanded parking facilities in that municipality.

Preliminary discussions have been initiated for improvements at the Rahway and Newark stations and improvement plans are being developed for other major station stops which are included within the Master Plan.

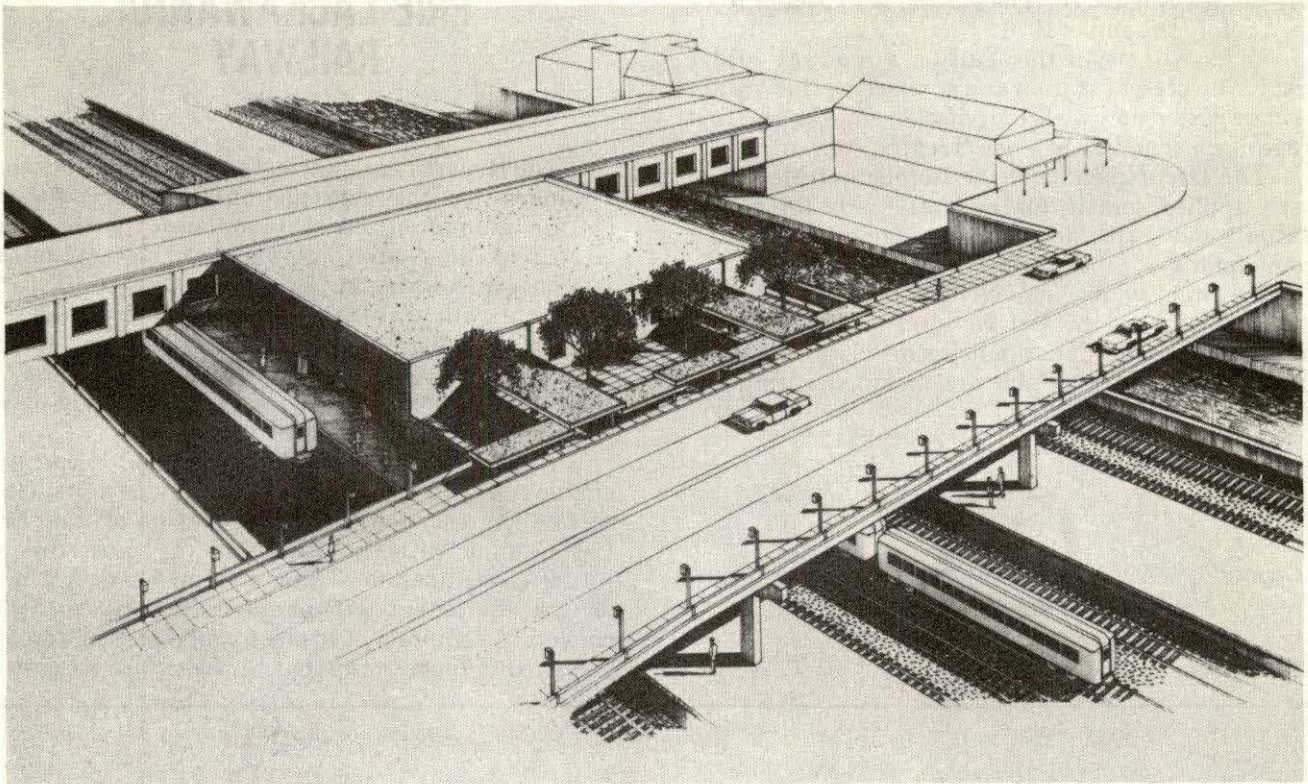
ERIE LACKAWANNA RAILWAY

The Department awarded a contract to Pullman-Standard for the construction of 30 locomotive-hauled aluminum coaches for use on the non-electrified lines and has exercised its option to purchase an additional 75 cars, or a total of 105 cars. These cars will enable the Department to completely replace the existing locomotive-hauled fleet on the Erie Lackawanna. They are designed for possible later conversion to self-propelled electric cars. Delivery is to begin next June.

The decision to obtain the additional 75 cars will enable the Department to quickly provide a first class service on the non-electrified portion of the Erie Lackawanna without foreclosing the possibility of future electrification of this system. Favorable bids on the equipment will permit the Department to convert the equipment to electric MU cars at a small, if any, difference compared to the projected cost of



Work on MetroPark, a new park and ride station in Woodbridge Township to serve Penn Central passengers, began August 20 with groundbreaking for the facility's parking lot. It will have an initial capacity of 776 cars.



The first stage of construction of a new railroad station in Trenton will be a highway bridge over the Penn Central tracks, as shown in artist's conception of station area with proposed new terminal building. Work is to begin this Fall.

new electric MU cars ordered to be delivered after completion of the electrification system three or four years hence.

Bids have also been received on six new locomotives. Contracts will be advertised in the near future for the remaining required locomotives.

Fifty-three coaches were purchased from the Santa Fe Railroad as part of the interim equipment program. Of the total, 26 will be completely refurbished, including air conditioning, for use by the Erie Lackawanna and will permit a substantial improvement in service until all new equipment has been received.

Electrification

An engineering study as to the best type of electrification system to use on the Erie Lackawanna as well as the feasibility and cost of extending electrification over non-electrified lines is expected to be completed this Fall.

Preliminary results from this study indicate that an electrification system can be utilized which will enable equipment to be used interchangeably over both Erie Lackawanna and Penn Central lines. This will facilitate direct access to Manhattan and will enable the Department to begin the final engineering for electrification and the ordering of equipment without delay.

Track Connections

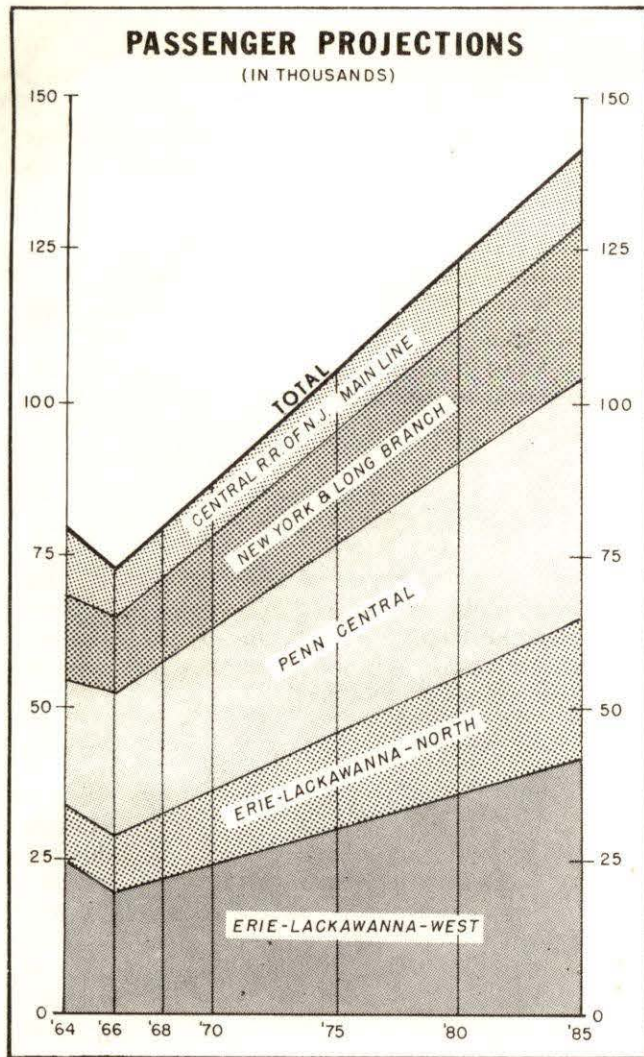
Engineering work is nearing completion on the planned connection between the Montclair Branch and the Greenwood Lake Branch. Attention is centered on the feasibility of separating four grade crossings just west of the connection at Montclair and this determination is to be made before proceeding with final construction plans and specifications.

Favorable results from the study of the capacity of Penn Station, New York, previously referred to, could point the way to further inter-rail links with substantial benefits for commuters.

Design plans are nearing completion for stations at Mountain View, Lincoln Park and Towaco and a detailed review is in progress to determine the necessary improvements to all other stations.

NEW YORK & LONG BRANCH RAILROAD

The program for upgrading the New York & Long Branch Railroad has been consolidated from a two-phase effort into a unified project that will extend electrification and improvements in a single stage to the line's southern terminus at Bay Head



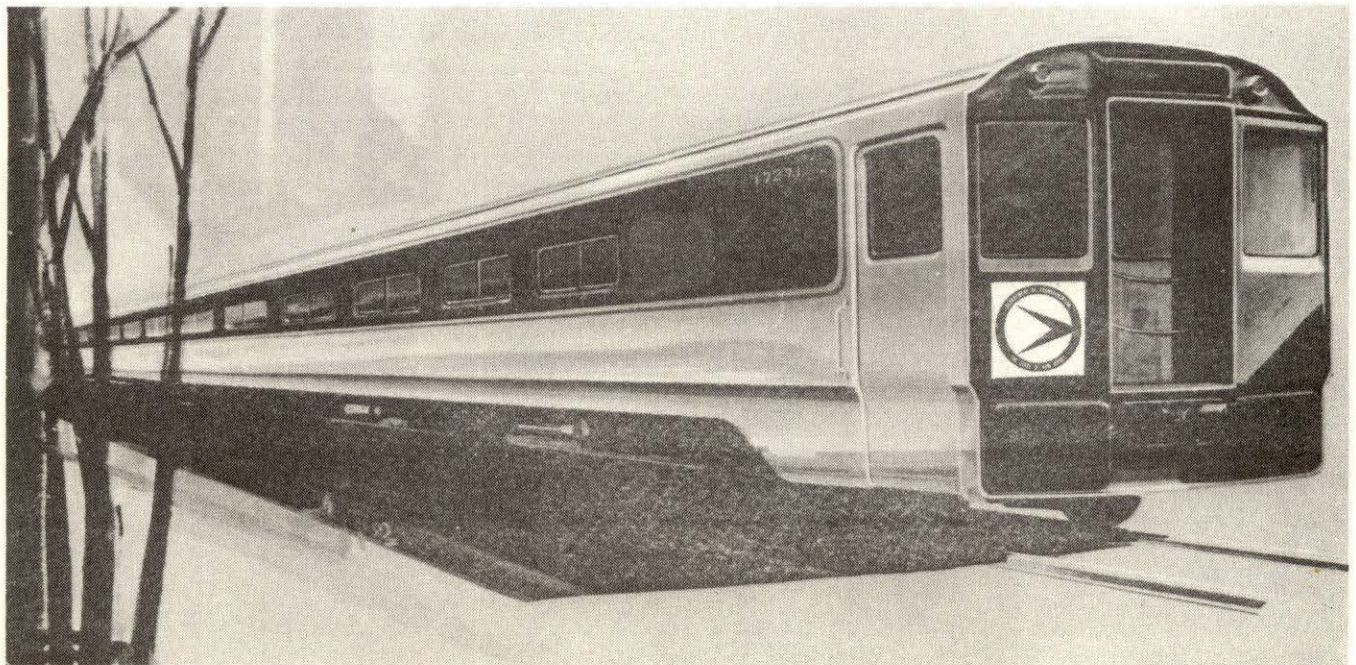
Junction. This has required that the application for a Federal grant to finance this improvement be amended to cover the extension of work from Red Bank south. Final engineering work is ready to begin on the full project and none of the work has been delayed in the absence of Federal approval.

Improvements which are in the grant application include extension of electrification from South Amboy to Bay Head, the purchase of all new, self-propelled electric cars similar to the Jersey Arrow cars in operation on the Penn Central Main Line, new or improved station and parking facilities, and track and yard improvements.

In order to solve a critical equipment shortage in the Shore service the Department is assigning 27 of the refurbished and air-conditioned cars purchased from the Santa Fe Railroad to the Penn Central's New York and Long Branch operations. About 25 of the railroad's present air conditioned coaches will thereby be released for assignment in other services, seven having been designated for the Main Line and the others possibly for the CNJ Shore service. This reassignment of equipment will result in an increase of more than 500 seats for passengers using Penn Central's New York and Long Branch service and should eliminate any present standee problem.

The Bus Program

Though the preservation and improvement of the essential commuter rail service has been the primary public transportation goal of the Department over the past decade, no public transportation program could be complete unless all essential public transportation is preserved and improved. In New Jersey this means buses. Buses in New Jersey carry approximately 1,200,000 riders



Thirty new locomotive-hauled passenger coaches similar to those in this artist's conception have been ordered for use on non-electrified lines of the Erie Lackawanna. The air-conditioned cars are designed so they can be converted later to self-propelled operation. An additional 75 of these cars will be obtained under a purchase option.

daily — nearly nine times as many as are carried on the entire rail network. There is in New Jersey, today, a bus crisis which portends far more serious consequences than did the threat of abandonment of rail services nearly a decade ago. There has been and continues to be a precipitous decline in ridership and service for the bus industry — particularly local buses — in New Jersey.

In May 1969 the Department issued a report entitled *Buses: Crisis and Response* which graphically illustrates the decline of bus service and outlines the implications of this decline for New Jersey. The Department made two recommendations in the report:

1. *The creation of a \$1 million subsidy program to be financed by \$750,000 in State Funds is to be matched by \$250,000 in local funds to preserve essential bus services in imminent danger of abandonment.*
2. *A definitive study of the feasibility of public acquisition, through a negotiated purchase, of Public Service Coordinated Transport and Inter-City bus companies, and of alternative proposals to meet the bus crisis in New Jersey.*

The Legislature responded in July by enacting the emergency subsidy program. To carry out the initial recommendation, guidelines for the program and instructions for applicants were prepared and negotiations were started to provide subsidies for a number of eligible bus services.

The State's first subsidy, amounting to \$75,000, was provided for the Atlantic City Transportation Co., which because of its financial position, had filed a petition with the State Board of Public Utility Commissioners for complete abandonment of service. The Atlantic County Board of Freeholders contributed \$25,000 and the 13 municipalities served by the company agreed to exempt the company from payment of about \$18,000 in franchise taxes for the six-month period covered by the agreement.



The Newark City Subway, with 15,000 passengers daily, is among the many public transit services threatened with abandonment or curtailment.

Attention also has been directed under the subsidy program to keeping the Newark City Subway in operation and reinstating service in the area previously covered by East Orange Transit Co.

The Department also has been involved in other efforts to assist communities in meeting needs for bus service.

Employment Opportunities

Experimental bus service was undertaken to improve transportation from urban centers to employment opportunities in the Bergen Meadowlands. Viability of this demonstration project was dependent on enough jobs being available and the level of recruitment to fill those jobs. The service last month was enlarged to serve Bergen Pines Hospital.

Bus Feeder Study

The final report on a bus feeder system for the new Lindenwold high-speed rail line has been completed. Discussions have continued with the Delaware River Port Authority over the best way to implement a bus feeder system.

Newark Airport Access

Request was made for a Federal demonstration grant to provide express bus service between downtown Newark and Newark Airport. This project is designed to determine how airline users and airport workers will respond to a more frequent and convenient public transportation service between a large business and commercial center and a major metropolitan airport. It was developed in cooperation with the Tri-State Transportation Commission and The Port of New York Authority.

