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APPLICATION

TO

HOUSING AND HOME FINANCE AGENCY
WASHINGTON, D. C.

The Honorable Robert C. Weaver, *Administrator*
Mr. John C. Kohl, *Assistant Administrator, Transportation*

For a capital improvement grant under the terms of the Urban Transportation Act of 1964 to carry out Phase I and II of the Aldene Plan; Somerset, Union and Essex Counties, New Jersey.

by

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT

DWIGHT R. G. PALMER, *Commissioner*

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STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON

April 26th
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Mr. John C. Kohl, Assistant Administrator
Office of Transportation
Housing and Home Finance Agency
Washington, D. C. 20410

Dear Mr. Kohl:

The State of New Jersey, acting by and through the State Highway Department and its Division of Railroad Transportation, herewith applies for a grant of $3,622,124 under the Urban Mass Transportation Act of 1964 to assist in financing Phases I and II of the so-called Aldene Plan which is a key project in our railroad improvement program in northern New Jersey. Basically it involves diverting the main line trains of the Central Railroad Company of New Jersey over the rights-of-way of the Lehigh Valley and Pennsylvania Railroads to the Pennsylvania Station in Newark.

This project will provide the densely populated corridor centered on Somerville, Plainfield and Westfield with a direct rail service to Newark. Passengers destined for New York City can transfer to the rehabilitated PATH rapid transit service now operated by the Port of New York Authority for downtown destinations and to the Pennsylvania Railroad main line service direct to midtown Manhattan. Under this plan the Central Railroad Company of New Jersey's shore trains operating over the property of the New York and Long Branch Railroad will also be routed to Newark. The combination of these actions will permit the Jersey City passenger terminal and the obsolescent ferry service to be abandoned.

Included in the application are the Attorney General's opinion setting forth the Highway Commissioner's authority to act on behalf of the State of New Jersey in this matter and a letter to the Housing and Home Finance Agency from the Attorney General pertaining to legal actions pending in connection with the Aldene Plan.

Dwight R. G. Palmer
Commissioner

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PROJECT JUSTIFICATION

The State Railroad Program

For many years New Jersey has recognized a pressing mass transportation problem in its northern metropolitan region. Tens of thousands of citizens move to and from work by rail, but the number has declined seriously over the years as commuters have changed to highway travel. Rail passenger services have been reduced and in some cases abandoned.

The core of the metropolitan commuter problem lies in the movement between New York and New Jersey. Some 163,000 commuters funnel back and forth between the two states each day. At the heart of this funnel is the rapid transit system which until 1962 was operated by the Hudson and Manhattan Railroad Company. This system links Newark, Jersey City, Hoboken and midtown and downtown New York City. In 1962 the states of New Jersey and New York adopted legislation under which the Port of New York Authority was authorized and directed to acquire and operate this system. The Port Authority Trans-Hudson (PATH) Corporation was established and is now engaged in the work of rehabilitation of this system to improve this vital transit link between the two states.

All of the major commuter lines in the northern New Jersey metropolitan area feed into the PATH lines except one - the Central Railroad Company of New Jersey. This railroad brings some 13,000 commuters to the metropolitan area with about 10,000 of them bound for New York City, most of whom travel in the peak period. These commuters are presently carried by rail to Jersey City where they must transfer to ferries for travel to downtown New York. This operation is costly to the railroad and the age and obsolescence of the ferry boats make it necessary that these be replaced in the very near future if the service is to continue to be operated in this manner.

The 1959 legislation which created the Division of Railroad Transportation charged this agency with the responsibility of developing methods of preserving and improving essential rail passenger service. The Division's first report issued in April 1960 emphasized the impracticability of complete dependence upon highway transportation for carriage of

commuter travel and urged financial assistance be given to the railroads to enable them to continue service. As a result a total of $30,348,234 has been expended including commitments made through June 30, 1965 for payments to the railroads to operate the essential service until more permanent solutions could be found. As one of the permanent solutions the 1960 Report of the Division recommended the rerouting of the Jersey Central into Newark where it could be tied into the PATH rapid transit facilities. This recommendation was reiterated in the Division's January 1962 report. In both instances the need for the preservation of the Jersey Central service was cited and the way in which this plan could accomplish that goal was outlined. In addition, however, it was pointed out that this rerouting would create a new transportation artery into Newark for the populous Cranford-Westfield-Plainfield-Somerville corridor. Also, that through the availability of transfer at Newark to Pennsylvania Railroad trains to New York City, a new rail service would be available to midtown Manhattan. The plan was therefore not merely a maintenance of service but a positive step forward in improving rail passenger service.

In December 1962 the Legislature authorized State funds to be utilized in accomplishing this project (Ch. 191, L.1962) and therein expressly found that it was necessary in order

> "to protect the State's present and planned investment in the master plan for highway construction, to co-ordinate with interstate transportation improvements in connection with the Port of New York Authority program for the Hudson and Manhattan Railroad, and to achieve greater efficiency in rail passenger operations by eliminating unnecessary duplications, consolidating facilities and co-ordinating rail passenger operations."

The expenditure of public funds to improve private property as called for in this project, is solidly based on the demonstrated public need to preserve and promote efficient mass transportation. Two Governors and several Legislatures have supported this policy through legislation and appropriations to permit the State to contract for essential rail passenger service. This project, also supported by specific legislative authorization, is another step in the program of the State to carry out its obligation to help assure its citizens of adequate transportation. The fact that it will result in a private benefit does not render invalid the use of public funds for projects which have a public purpose.

In addition, effectuation of this project will reduce the dependence of the railroads involved upon the State for the continuation of passenger service and the savings to the taxpayers through reduced service contract payments will eventually offset the amount of public funds now proposed to be expended on this project.

Legislation Benefiting Railroads

In addition to statutes authorizing the Commissioner of the Highway Department to enter into contracts with rail passenger carriers to provide a schedule of essential service at established rates under which over $30 million has been expended since 1960, the following action has been taken:

1. A bill was enacted which provides that any improvement or addition to capital facilities undertaken by a railroad pursuant to a contract with either the Highway Commissioner or a municipality will not be subject to taxation. Thus all improvements made on railroad property in connection with the Aldene Plan will not increase the carrier's tax liability.

2. A bill was enacted authorizing counties and municipalities to acquire, purchase, lease, maintain, improve and operate any public transportation station and lease back space to the carrier for the conduct of its business.

3. A bill was enacted in December, 1964 that eliminates the Class I and III Railroad Taxes effective January 1, 1966. This will reduce the tax liability of the carriers to the extent of $2,3000,000 annually. In addition, the State Tax Policy Commission will be reporting on the Class II Railroad Tax in the early spring of 1965 and public statements made by the chairman of the Commission have revealed that the Commission will recommend reducing the Class II Tax by 50%. Such a reduction would further reduce the taxes of the carriers by over $7 million annually.

4. Bills have also been enacted to require the State to maintain all railroad bridges that are constructed as a result of new or improved

highways; to provide that the state shall provide 85% of the funds required to enlarge grade separation structures and to provide grade crossing protective devices; to eliminate from tax assessments improvements to grade separation structures and grade crossing protective devices; and, a bill is pending that upon enactment would transfer the maintenance responsibility of all existing railroad bridges constructed in the past to carry railroads over new highways to the Highway Department.

In addition to the legislative program the Railroad Division has completed two passenger route consolidation projects and a third in the Camden area is in process.

PROJECT DESCRIPTION

The Central Railroad Company of New Jersey

Present Passenger Service

The Central Railroad Company of New Jersey (Jersey Central) operates passenger trains over two principal routes terminating on the east at Jersey City. Its main line extends some 90 miles across the State through densely populated parts of Union and Somerset Counties, then traverses rural areas of Hunterdon County to Phillipsburg where it crosses the Delaware River to Pennsylvania, thence to its western terminal at Allentown. The shore route which shares main line tracks for 10 miles extends to the south about 60 miles to Bay Head, utilizing the tracks of the New York and Long Branch Railroad which is jointly owned by the Jersey Central and the Pennsylvania Railroad. This route roughly parallels the seacoast and serves Middlesex and Monmouth Counties. An 11-mile branch originating at Atlantic Highlands connects at Matawan, approximately midway on the shore route. Another T-shaped spur connects with both main line and shore tracks at Elizabethport, with one branch extending about 7 miles to Newark and the other the same distance to Kearny.

The main line eastbound weekday service of the Jersey Central consists of 38 trains. Three of these originate at Allentown, three at Hampton, 21 at Raritan, six at Plainfield, one at Cranford and five at Elizabethport. About 10,400 passenger trips are made on these trains on a typical weekday, with about 7,000 terminating at Jersey City for transfer to the ferries to Manhattan. Saturday eastbound service is represented by 21 trains (3 from Allentown, 1 from Hampton and 7 from Raritan) carrying 1,500 passengers, while 11 Sunday trains (1 from Allentown and 10 from Raritan) accommodate 600 passengers.

Two additional trains are operated over main line tracks from Bound Brook to Jersey City. These trains originate at the Philadelphia, Pennsylvania terminal of the Reading Company and accommodate about 400 passengers at stations on that railroad. They run non-stop from Bound Brook and perform no local service on the Jersey Central.

Jersey Central eastbound service on the seashore route consists of nine trains from Bay Head weekdays carrying a total of 3,500 passengers, eight Saturday trains with 800 and five Sunday trains with 360. Three through trains from Atlantic Highlands to Jersey City, one to Newark and six shuttle trains to Matawan carry 1,260 passengers on a typical weekday. On Saturday this service consists of eight trains carrying 140 passengers and on Sunday five trains with 60 passengers.

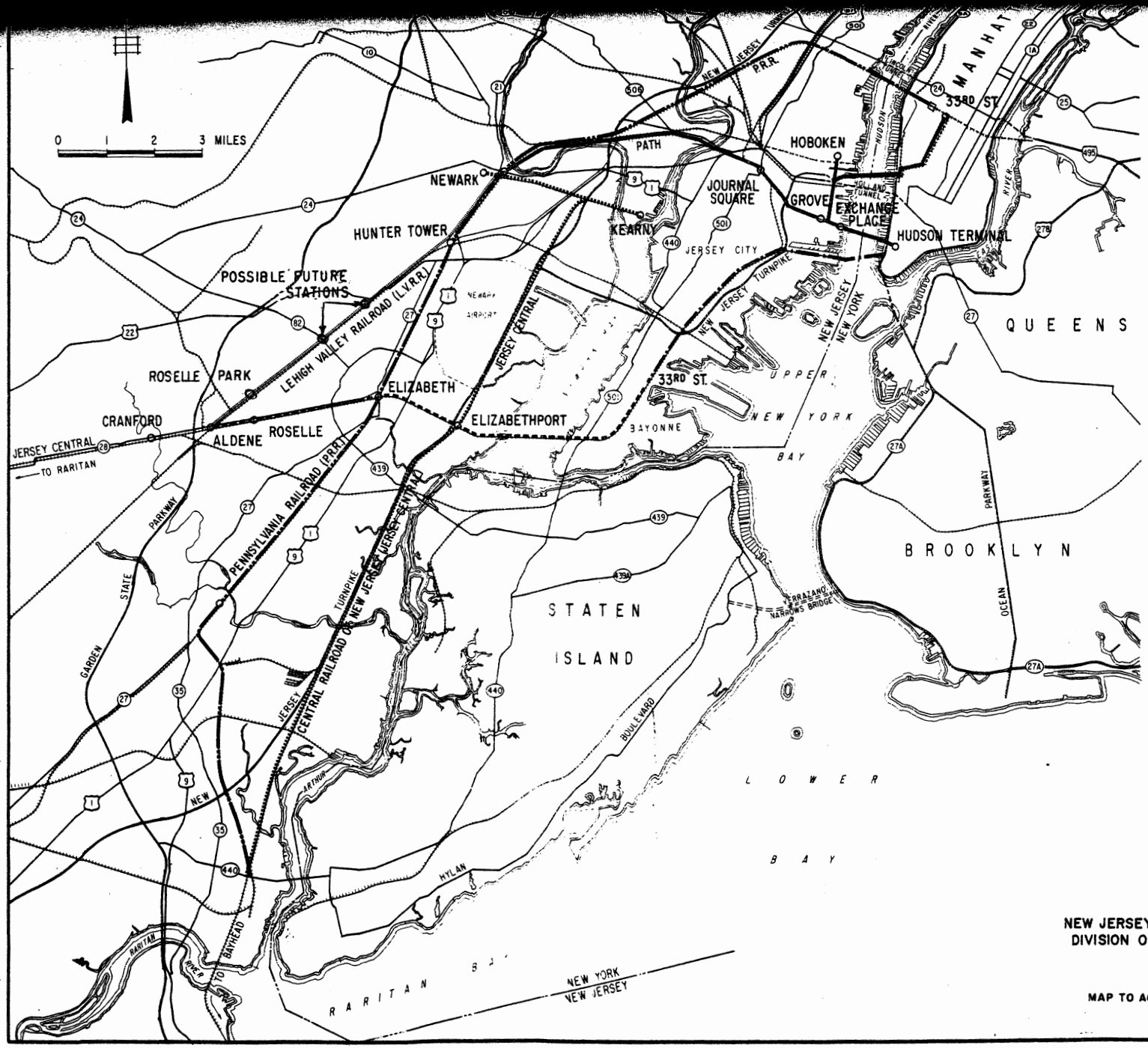
Weekday service on the spur extending northward from Elizabethport consists of 11 shuttle trains carrying 900 passengers to Newark, with 11 trains and 280 passengers on Saturday and six trains and 70 passengers on Sunday. Service to Kearny is limited to weekdays and is represented by two trains from Newark, one from Elizabethport and one through train from Plainfield carrying a total of 460 passengers.

Westbound service and traffic volumes are comparable to those enumerated above for eastbound trains.

Proposed Passenger Service (Map 1)

The Aldene Plan (the popular name for the project under application) would change the westernmost terminal of the Jersey Central main line passenger service to Hampton with trains following their present route to approximately one mile east of Cranford station. At this point a connection is to be constructed so that trains may ascend to the Lehigh Valley Railroad tracks which now pass overhead. The trains will then proceed over the Lehigh Valley for a distance of about six miles to Newark where a track connection exists with the Pennsylvania Railroad, thence to Pennsylvania Station, Newark, their new eastern terminal. Under this plan seashore trains will likewise terminate at Pennsylvania Station, Newark, by using Pennsylvania Railroad trackage from Woodbridge Junction (just north of Perth Amboy) to Newark.

The present main line tracks east of Cranford will be used for passenger service as far as 33rd Street, Bayonne. Present plans call for elimination of all trains on the Newark-Kearny spur from Elizabethport but continuance of passenger service on the Atlantic Highlands branch.



LEGEND

Existing PATH Service

ALDENE PLAN

PASSENGER TRAIN ROUTES

Main Line Route Aldene to Newark

Consolidated Shore Service

Shuttle Trains to Bayonne

Passenger Service to be abandoned

NEW JERSEY STATE HIGHWAY DEPARTMENT
DIVISION OF RAILROAD TRANSPORTATION

ALDENE PLAN

MAP TO ACCOMPANY APPLICATION TO H.H.F.A.
January 1965

7.

Tentative eastbound weekday schedules under the Aldene Plan call for two trains Hampton to Newark, three Hampton-Raritan, 22 Raritan-Newark, four Plainfield-Newark, five Raritan-Bayonne, 22 Cranford-Bayonne and one Elizabethport-Bayonne. The two Reading trains from Philadelphia would also continue to operate. On Saturday, the service would consist of one train Hampton to Newark, one Hampton-Raritan, 20 Raritan-Newark, one Raritan-Bayonne and 18 Cranford-Bayonne. Sunday service would be represented by one train Hampton-Newark, 17 Raritan-Newark, one Raritan-Bayonne and 17 Cranford-Bayonne.

Proposed seashore schedules would have eight weekday, five Saturday and three Sunday trains, with the quantity of Atlantic Highlands branch service yet to be determined.

Specifically, Phase I of the project includes the following items of work:

1. On the Lehigh Valley Railroad

    a. The construction of a two track connection between Jersey Central and Lehigh Valley at the point where the two railroads cross in the vicinity of Aldene Tower.

    b. Installation of a set of cross-overs between tracks 1 and 2 in vicinity of Faitoute Street, Roselle Park.

    c. The reconstruction of the interchange facilities between the Lehigh Valley and Rahway Valley Railroads including relocation of the team track.

    d. The construction of a temporary track signalled for reverse running from the vicinity of Faitoute Street (plan station 164+00), easterly a distance of 9,100 feet for use by all Lehigh Valley traffic during grade separation construction.

    e. The elevation on earth embankment of the main line tracks from west of Locust Street in Roselle Park (approximately plan station 166+00) to a point approximately 2,600 feet east of Galloping Hill Road (plan station 253+00).

f. The construction of bridges to carry the railroad over Locust Street, Chestnut Street and Galloping Hill Road all within the elevated track section.

g. The lowering of the profiles and the widening and resurfacing of Locust Street, Chestnut Street and Galloping Hill Road.

h. The construction of a new passenger station between Locust Street and Chestnut Street with controlled access high level platforms and a passing track for freight trains with wide shipments.

i. The construction of a cross-over between tracks 1 and 2 east of Walnut Street.

j. The reconstruction of freight service sidings connecting same to the elevated main line tracks from Galloping Hill Road easterly 6,000 feet.

k. The closing of Long Avenue to vehicular traffic and the construction of pedestrian crossing facilities.

l. The extension of Central Avenue in the Borough of Hillside and the construction of a new viaduct to carry this extension over the Lehigh Valley main tracks and the west leg of the Irvington Branch wye and connecting Central Avenue extension with Broad Street.

m. The construction of high speed turnouts in the vicinity of "NK" Tower in the City of Newark to the interchange track with the Pennsylvania Railroad.

n. The installation of a signal system on both tracks 1 and 2 between Aldene and "NK" for reverse running and connecting the system with the Jersey Central and Pennsylvania Railroad interlockings at each end.

. The installation west of Aldene on the Lehigh Valley tracks of a hot box detector device.

p. The resurfacing of Lehigh Valley roadbed from the end of the detour east to "NK" Tower.

q. Relocation of freight agent's office.

2. On the Jersey Central and Pennsylvania Railroads

a. The construction on Jersey Central property and on property to be acquired for the purpose of a two track connection between the Lehigh Valley Railroad and Jersey Central main line tracks 2 and 4.

b. The reconstruction of the Rahway Valley interchange track with Jersey Central yard tracks at Aldene.

c. The reconstruction of Cranford Station platforms to improve the transfer between main line trains and Bayonne shuttle trains.

d. The construction at the Raritan Terminal of new train and engine service facilities including car-washing machine, locker rooms, shops and sanding and fueling facilities.

e. The signaling for reverse running track #4 on the Pennsylvania Railroad between Hunter and Hudson Towers.

f. The altering and rearranging of track work, signals and electrification on Pennsylvania tracks east of Newark to facilitate movement of Jersey Central trains from Newark station to Meadows storage yard.

g. The rearranging of turnouts and the construction of additional tracks to provide storage, car service facilities and crew lockers in Meadows Yard.

h. The converting of Jersey Central equipment for push-pull operation and the rehabilitation of main line cars. It is anticipated that the diesel powered push-pull operation will be in effect for four years minimum, a length of time sufficient to justify the conversion and rehabilitation of cars.

Phase II of the Aldene Plan includes improvements at primary stations from Raritan Terminal easterly to Cranford and the consolidation of certain other stations. It is proposed that eventually all improved stations will have platforms at the same level as the car floors and passenger traffic flow to and from the platforms will be controlled so that all passengers will pass a booth where clerks will be on duty at all hours the station is open. The purpose of this arrangement is to substitute station collection of fares rather than the on-train collection now practiced by all suburban railroads in New Jersey. Planning to date anticipates that the commuter entering a station would pass by the manned booth flashing his commutation ticket. At the exit station the same procedure would be followed thereby verifying that the commuter was using a ticket valid between his access and exit stations. The occasional rider would pick up from the teller or a vending machine a ticket for that particular station and would present it at the exit station and pay his fare. Subsequent improvements would substitute ticket validating machines at each station to be used by the person travelling on multiple ride tickets with the occasional rider following the same procedure. The final stage would involve use of magnetic tickets by both the commuter and occasional rider with machines available for making change and acquiring tickets.

Initial work under Phase II involves alterations at all stations to determine how the existing facilities could be adapted to control the passengers for station validation of tickets. At stations between Raritan terminal and Netherwood the initial objectives can be gained without removing tracks and platforms would remain at track level except at Raritan where a high level platform is required. At Netherwood, Fanwood and Westfield stations one track would be removed and a center, high level platform constructed. The access to platforms would then follow three general schemes:

1. The first involves a station where parking is confined to one side of the railroad right-of-way and the station would be located on that side and all access to and from the trains would be through the station building with all passengers routed past the manned booth.

2. The second lay-out involves parking areas on both sides of the railroad right-of-way with access to the station building by either underground or overhead walk-ways. Passengers parking on the side opposite the station would cross above or below the tracks to the control station (manned booth) and then proceed to the train platforms.

3. The third involves a lay-out with parking on both sides of the railroad right-of-way and a new station building located between the tracks and at the track level. Access would be through undertrack passageways and then by stairs or escalators to the upper level station then past the booth to the platform.

In all three lay-outs the only access to any part of the station facility during the initial stage - whether it be passageway, waiting rooms or the platforms - would be during the hours that the station was open and attended. At all other times access to all parts of the station except the parking areas would not be possible thereby eliminating the problems of vandalism, loitering, etc.

In preparing the detailed plans for station alterations necessary to route all access and exit passengers past a control station, maximum use of existing facilities will be made. Woven wire fences both inside and outside will be used to control passenger flow.

Actual conversion to station collection of fares will be accomplished in the future. Employees who may be affected by this work will be protected as outlined on page 44.

Estimated Costs - Phase I

Work on Lehigh Valley Railroad Property

Detour and Permanent Side Tracks	$ 764,000	
Main line elevation, structures and station, street reconstruction	1,525,700	
Changes at PRR Interchange ("NK" Tower)	35,000	
Signal Changes; reverse running	561,900	
Additional Property Acquisition	150,000	
Hillside Grade Separation	800,000	
Switch Heaters	53,200	
Upgrading, Detour to PRR	95,000	
Freight Agent's office	5,000	
		$3,989,800

Work on Jersey Central Property

Aldene Connection (Includes work on Lehigh Valley)	$ 572,330	
Raritan Terminal	388,200	
JC Push-Pull Equipment	454,200	
Rehabilitation of Passenger Cars	435,600	
Storage Yard - Meadows (to be leased)	450,000	
XC Interlocking X-over	20,000	
Property Acquisition	50,000	
		2,370,330

Work on Pennsylvania Railroad Property

Reverse Signal - Track #4	$ 95,000	
Track and Signal Work - East of Newark	480,000	
		575,000
Sub-total		$6,935,130
Contingencies 7%		485,459
Sub-total		$7,420,589
Engineering (Design, Const. Inspection Reports, etc.) 8%		593,647
TOTAL Phase I		$8,014,236

Estimated Costs - Phase II
Station Alterations - Passenger Traffic Control

Raritan Terminal		
High level platform	$ 20,000	
Station Building	80,000	
Parking	22,000	
Track work	55,000	
		$177,000
Somerville		
Alterations, Exist. Bldg.	$ 25,000	
Passenger traffic control	14,000	
South side development	50,000	
		89,000
Bound Brook		
Alterations, Exist. Bldg.	$ 27,000	
Passenger traffic control	11,000	
		38,000
Dunellen		
Alterations, Exist. Bldg.	$ 31,000	
Passenger traffic control	17,000	
		48,000
Plainfield		
Alterations, Exist. Bldg.	$ 35,000	
Passenger traffic control	17,000	
		52,000
Netherwood		
High level platforms	$ 42,000	
New Station Building	25,000	
Track work	30,000	
Signal Adjustments	25,000	
		122,000
Fanwood		
High level platform	$ 42,000	
New Station Building	40,000	
Track work	30,000	
Signal Adjustments	25,000	
Ramps - pedestrian	15,000	
		152,000

Westfield		
High level platform	$ 42,000	
New Tunnel (pedestrian)	60,000	
Passenger traffic control	12,000	
Track and Signal Adjustments	45,000	
		$159,000
Cranford		
Station Alterations	$ 30,000	
Passenger traffic control	10,000	
		40,000
Sub-Total		$ 877,000
Engineering and Contingencies 25%		219,250
TOTAL - Phase II		$ 1,096,250
TOTAL COSTS - PHASES I and II		$ 9,110,486

The preceding estimates have three sources: the railroads involved, the Division of Railroad Transportation and its consultant, DeLeuw, Cather and Company. The improvements on the Lehigh Valley property including the structures and track work were estimated by the consultant; the signal work was estimated jointly by the Lehigh Valley and the consultant; and, the roadbed up-grading, switch heaters and other miscellaneous items were estimated by the Lehigh Valley. The Jersey Central estimated the cost of all work on its property except the cost of the storage yard to be constructed on property to be leased from the Pennsylvania Railroad; the Pennsylvania Railroad estimated this work along with the cost of reverse signaling track 4 and the cost of track and signal work east of Newark. The Railroad Division estimated the cost of all Phase II work utilizing some material supplied by the Jersey Central and an inspection of each site where work is involved.

This project will effectuate Phases I and II of the complete Aldene Plan and will in itself constitute a complete and workable capital improvement permitting operation of commuter service from the Jersey Central at Aldene, via its own right-of-way to Aldene thence over the tracks of the Lehigh Valley, to a convenient connection with PATH and the Pennsylvania Railroad at Newark.

The remaining portions of the Aldene Plan, which are not included in this project and which - although necessary to the full effectuation of the plan - are not essential to the inauguration of adequate service over the Lehigh Valley connection, are:

Phase III

1.	Electrification, main line	$12,000,000	
2.	Electrification, South Amboy to Red Bank	7,000,000	
3.	Ticket vending and validating devices	3,000,000	
4.	Additional Stations	750,000	
5.	Overhead Connection, LV to PRR	2,250,000	
			$25,000,000

In addition, a fleet of new cars will be required as follows:

Pennsylvania Railroad *

Provide new M.U. electric cars for all services east of Trenton
80 cars @ $250,000 — $ 20,000,000

Jersey Central

Provide a fleet of M.U. cars for main line service
40 @ $250,000 — $ 10,000,000

* An item of $2,000,000 is included in the budget (State of New Jersey) for the 1965-1966 fiscal year to purchase the first new commuter cars provided at least an equal amount is made available from Federal sources.

Status of Work

In January of 1964 the consulting engineering firm of DeLeuw, Cather and Company was retained to prepare the detailed design and write the specifications for the grade crossing elimination project involving elevating the railroad profile and the track changes necessary to accommodate the added passenger trains. Because the Lehigh Valley Railroad did not have personnel available to engineer the signal work nor the track and signal work outside the limits of the grade crossing

eliminations the assignment given DeLeuw, Cather and Company was expanded.

The Lehigh Valley Railroad started in July to rearrange grade crossing signals and gates and in August to put in switch timbers for the main line turnouts. Work with small crews has been continuing since. The Lehigh Valley has entered into a contract with General Railway Signal to supply the components necessary for the signal system.

A contract to construct a runaround track in the area where the railroad is to be elevated and to construct permanent side tracks has been awarded to the low bidder, Eastern Railroad Builders, Inc. of South Plainfield, New Jersey. The Jersey Central received bids for the earthwork, retaining walls and drainage for the connection between the Jersey Central and the Lehigh Valley and its contractor, Franklin Contracting Company of Little Falls, New Jersey has commenced work. A contract for fabricating structural steel for the superstructures of the three bridges to carry the railroad over three county roads in Union County has been awarded to Bethlehem Steel Company, the low bidder, and the embankment, bridge substructures, drainage, etc. will be advertised in May 1965. The advertising and award of contracts has followed State Highway Department procedures and awards have been made to the lowest bidders.

The Jersey Central is also preparing plans for its new terminal at Raritan, for storage, crew and car cleaning facilities in Meadows Yard and for equipment modifications for push-pull operation. The Pennsylvania Railroad is preparing for track and signal changes necessary to accommodate Jersey Central trains to Newark Station and east to the storage yard. All work is scheduled to be completed and traffic diverted to the new route in the spring of 1966.

Summary of Work Committed

Engineering		
DeLeuw, Cather Design Contract	$225,000	
Highway Department Inspection	35,000	
		$ 260,000
Jersey Central Property		
Miscellaneous work at connection	$ 90,000	
Contract, Franklin Contract. Co.	91,903	
		181,903

Lehigh Valley Property		
Signals, materials, etc.	$650,000	
Eastern Railroad Builders Contract	512,584	
Bethlehem Steel Co. contract	191,168	
		$1,353,752
Sub-Total		$1,795,655
Contract Adjustments (+5%)		89,783
Total Committed		$1,885,438

The estimated breakdown on how the work on Phase I is to be accomplished is as follows:

Lehigh Valley forces	$ 900,000	
Jersey Central forces	750,000	
Materials supplied (Lehigh Valley)	600,000	
Pennsylvania Railroad	545,000	
By advertised contracts	4,040,130	
Engineering (Consultants and State Highway Dept.)	593,647	
Contingencies	585,459	
PHASE I TOTAL		$8,014,236

Phase II:

By Jersey Central	$ 230,000	
By advertised contracts	716,250	
Engineering (Design, Inspection, Reports, etc.)	150,000	
PHASE II TOTAL		$1,096,250 *

* Work at Pennsylvania Station, Newark, to provide inspection of tickets for passengers exiting there is dependent upon arrangement adopted by PATH for handling its passengers. The cost is expected to be small and will be absorbed in funds reserved for contingencies so that this total will not be increased.

STREET GRADE CROSSING ELIMINATIONS (Map 2)

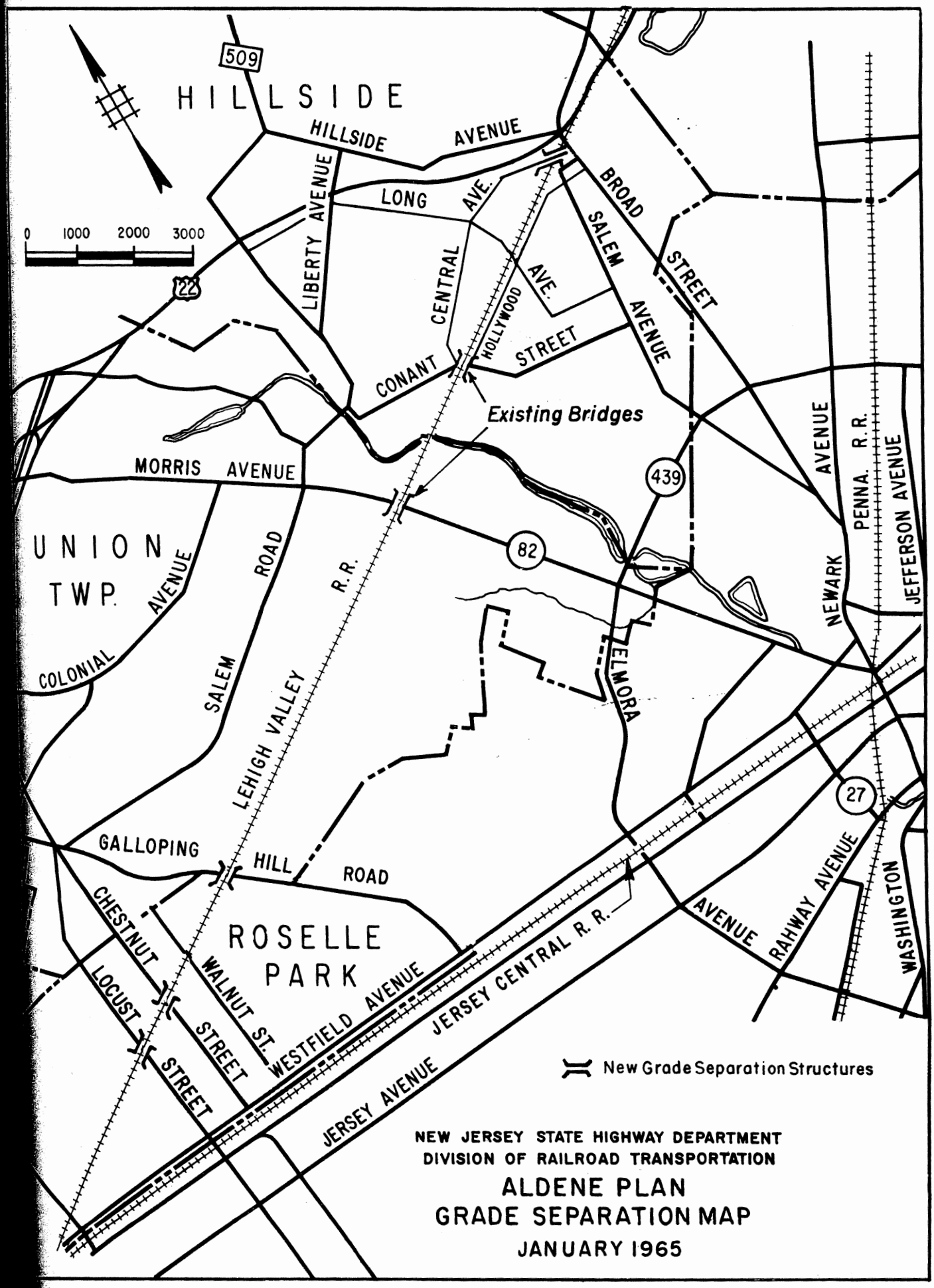
Chapter 89, L.1964 (Exhibit 11) authorized the Highway Commissioner to undertake directly or by contract the entire expense of eliminating or relocating such highway and railroad crossings at grade as shall be necessary or desirable to carry out the purposes of Chapter 191, Laws of 1962 (the original Aldene Plan authorization bill).

The routing of the Jersey Central trains over the Lehigh Valley right-of-way to Newark will add 60 passenger trains per weekday over the route that now is traversed by an average of twelve freight trains per day. The schedules that will go into effect with the rerouting will result in nine eastbound and three westbound passenger trains per weekday using the route between 7:23 A.M. and 9:03 A.M. in addition to two or more freight trains. In the westbound direction there will be thirteen trains between 4:55 and 6:32 P.M. The remainder of the day and evening the initial schedules will provide for one train in each direction per hour.

There are five crossings of the railroad by county and municipal streets on the Lehigh Valley section which are all protected by crossing gates, lights and bells. From west to east these are Locust, Chestnut and Walnut Streets, all in the Borough of Roselle Park; Galloping Hill Road whose center line divides Roselle Park and the Township of Union; and Long Avenue in the Borough of Hillside.

Traffic counts were made at each of the crossings over a 24-hour period early in February 1963. Following is tabulated the daily vehicular and pedestrian count and the rush period figures for each crossing:

	24 hour totals			
Street	Vehicles	Pedestrians	7:00 - 9:00 A.M.	4:00 - 6:00 P.M.
Locust	6,724	1,036	1,057	1,180
Chestnut	6,350	630	1,052	1,141
Walnut	924	100	148	214
Galloping Hill Rd.	10,582	89	1,908	2,089
Long Ave.	5,275	387	805	994


HILLSIDE
509
HILLSIDE AVENUE
LIBERTY AVENUE
LONG AVE.
CENTRAL AVE.
HOLLYWOOD
BROAD STREET
SALEM AVENUE
STREET
CONANT
Existing Bridges
0 1000 2000 3000
22
MORRIS AVENUE
439
82
UNION TWP.
AVENUE
ROAD
R.R.
COLONIAL
SALEM
LEHIGH VALLEY
ELMORA
NEWARK
AVENUE
PENNA. R.R.
JEFFERSON AVENUE
27
GALLOPING
HILL
ROAD
CHESTNUT
LOCUST
STREET
WALNUT ST.
ROSELLE PARK
WESTFIELD AVENUE
JERSEY CENTRAL R. R.
JERSEY AVENUE
AVENUE
RAHWAY AVENUE
WASHINGTON
New Grade Separation Structures
NEW JERSEY STATE HIGHWAY DEPARTMENT
DIVISION OF RAILROAD TRANSPORTATION
ALDENE PLAN
GRADE SEPARATION MAP
JANUARY 1965

At the time of the first announcement in April of 1960 that passenger trains would be routed over the Lehigh Valley tracks objection was made by the local jurisdictions to increasing the number of train movements over the crossings and requested that the grades be separated. Pressure by the local authorities increased immediately after the legislature originally authorized the Aldene project to proceed in December of 1962. At a meeting held on January 2, 1963 with the mayors of the affected municipalities and the State Senator from Union County it was made clear that the communities could not accept an additional 58 trains per day (prevailing schedules at that time) with the continuous blowing of the whistles (required by I.C.C. regulation) the bells ringing at the gates, the resulting congestion on the streets and the increased hazard particularly to the hundreds of school children that cross the tracks going to and from school. The commitment was made by the State to explore every possibility of obtaining funds so that the crossings could be eliminated concurrent with the service rerouting.

An examination of the counts indicated that there was insufficient traffic at Walnut Street to justify the cost of a grade separation structure considering the proximity of Chestnut Street to the west and Galloping Hill Road to the east. The new grade line of the railroad required to overpass Chestnut and Locust Streets to the west resulted in raising the railroad grade about 8 feet at Walnut Street so it was proposed that the street be permanently closed as soon as it became necessary to raise the railroad grade. Such a plan was presented to the mayor of Roselle Park and agreement was obtained. It was also explained at a public meeting in Roselle Park in March of 1964 and objections were raised by only a few individuals.

Whereas the engineering solution to eliminating the grade crossings in Roselle Park was found in elevating the grade line of the railroad about 15 feet and depressing the cross streets about four feet, the topography in vicinity of Long Avenue in Hillside prevented adoption of similar adjustments. The existence of the bridge carrying North Broad Street over the Lehigh Valley easterly of Long Avenue along with the number of industrial sidings and narrow right-of-way limited to a few feet the extent to which the railroad grade line could be elevated. Drainage conditions and the restricted right-of-way also limited to a few feet the lowering of the railroad profile. On each side of the railroad tracks exist

streets parallel with the Railroad which intersect with Long Avenue adjacent to the grade crossing. Therefore, either elevating or depressing Long Avenue to overpass or underpass the railroad, respectively, would also require either elevating or depressing the intersecting streets to maintain the traffic flow. Either plan would have required the acquisition of a large number of commercial and residential properties and left a conspicuous scar detrimental to the community. *

A solution was found in extending Central Avenue and elevating it to overpass the west leg of the Irvington Wye and the main line Lehigh Valley tracks in an industrial area east of the present Long Avenue crossing. Most of the traffic on Long Avenue uses a residential street (Hollywood Avenue) to move between North Broad Street and Long Avenue. The extension of Central Avenue will keep much of the traffic out of the residential area. After constructing Central Avenue to North Broad Street, Long Avenue will be closed to vehicular traffic. Provision, however, must be made for pedestrians to cross and plans for an at-grade crossing controlled by fences and gates are being studied as preferable to a conventional pedestrian overpass requiring either long ramps or stairs at each end.

Because the peak period of passenger train movements proposed to be operated over Lehigh Valley right-of-way very nearly coincides with the peak hours of vehicular traffic, and considering that the great majority of the pedestrians are school children we concluded that neither the State nor the Federal Government could promote the project unless it included provision to eliminate the at-grade crossings of the Street and railroad traffic.

Grade Crossing Elimination Program

Under prevailing statutes in New Jersey (except for the special legislation pertaining to the Aldene Plan grade crossing eliminations - Exhibit 11) the legislature is authorized to appropriate annually $2,000,000 to carry out the following activities:

1. to eliminate existing grade crossings with the State paying 85% of most of the costs (100% of paving, sidewalks, etc.) and the affected railroad 15%;

* Several studies illustrating these conditions have been separately filed with HHFA.

2. to construct or install grade crossing protective devices (automatic gates, bells, lights etc.) at grade crossings with the State paying 85% of the costs;

3. the enlargement, rehabilitation or reconstruction of existing grade crossings that are inadequate or unsafe; and

4. the construction of new bridges or protective devices where new roads or streets have been laid out to cross railroad tracks (in such cases the State participation may be limited to 70% of the costs.)

Separate laws govern the construction of new State highways or interstate routes at railroad tracks and also for the elimination of grade crossings on existing State highways.

In 1959 the Public Utility Commission completed a survey of all grade crossings. This survey indicated that there existed some 2,364 public grade crossings in the State. This report also listed the grade crossings that had been ordered to be eliminated but were delayed because of unavailability of funds. These orders totaled $21,070,716. There were also listed grade crossings under consideration to be eliminated by order and this category totaled $42,800,000. Only one crossing in the "ordered" list has been eliminated by the State since the date of the report. Several crossings under "consideration" are being eliminated by the Delaware River Port Authority in connection with converting a Pennsylvania-Reading Seashore Lines route to Rapid Transit and the State has committed $3,000,000 to assist in the elimination costs.

TRANSPORTATION SYSTEM AFFECTED (Map Page 26)

Motorbus Service - Jersey Central Corridor

There are two motorbus common carriers who operate service between Somerville and Newark - Public Service Coordinated Transport and Somerset Bus Company, Inc. The latter, however, reports principal patronage to be on its interstate lines that operate from Somerville to the Port Authority Bus Terminal in Manhattan. Public Service does not operate interstate from Somerville except via New Brunswick as noted hereinafter.

Route #28 is the principal highway used for collection and distribution by these carriers and it is adjacent to and parallels the Jersey Central in Somerville, Bound Brook, Dunellen, Plainfield, Fanwood, Westfield, Garwood, Cranford, Roselle and Roselle Park. U. S. Highway 22, the Garden State Parkway and the New Jersey Turnpike are also used during rush hours on express runs. Both bus operators report heaviest patronage originating in the area between Plainfield and Cranford.

The Somerset Bus Company also offers service to such communities as New Market, Watchung, Scotch Plains, Mountainside, Clark and Union all located in a six mile wide corridor centered on the Jersey Central Aldene route. Buses actually originate in a number of communities in this corridor. The Somerset Company transfer passengers westbound at its garage-terminal located on Highway 22, Mountainside, where units from Newark and New York meet and one bus operates to Westfield while others operate to Somerville or other communities. Eastbound, this transfer is made on the shoulder of the highway and after arranging the passengers one bus proceeds to Newark and others to New York. This company reports that its Newark service carried a total of 139,439 passengers in the calendar month of January 1964 and 135,089 in February 1964, in both directions.

In its New York service the Somerset Company reports 222,142 carried in January 1964. Summer volumes increased noticeably which has been attributed to travel to the Worlds Fair.

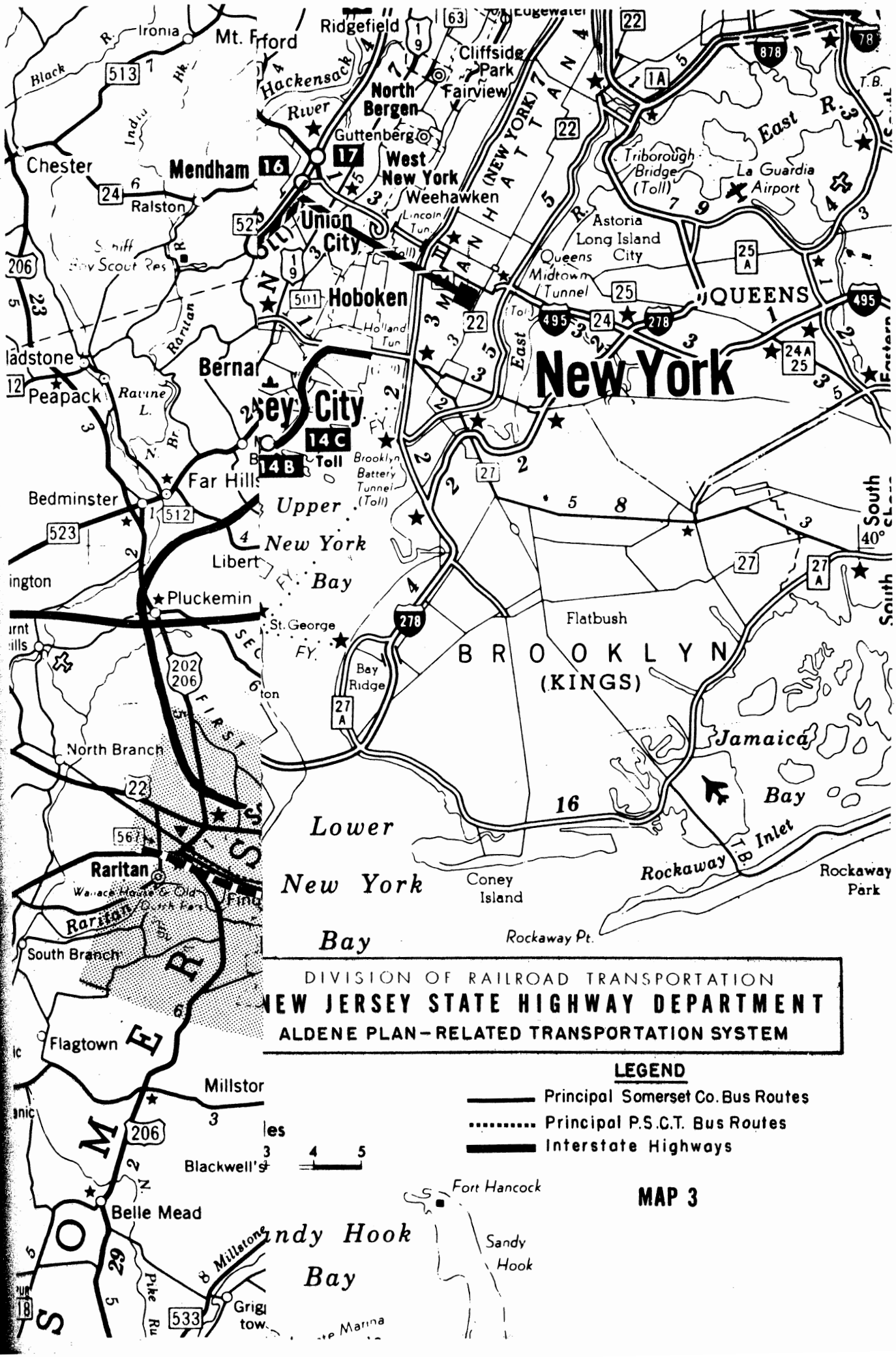
There is no firm number of units assigned to a bus route; the operator of each bus reports by radio his passenger loadings and additional units are dispatched as necessary.

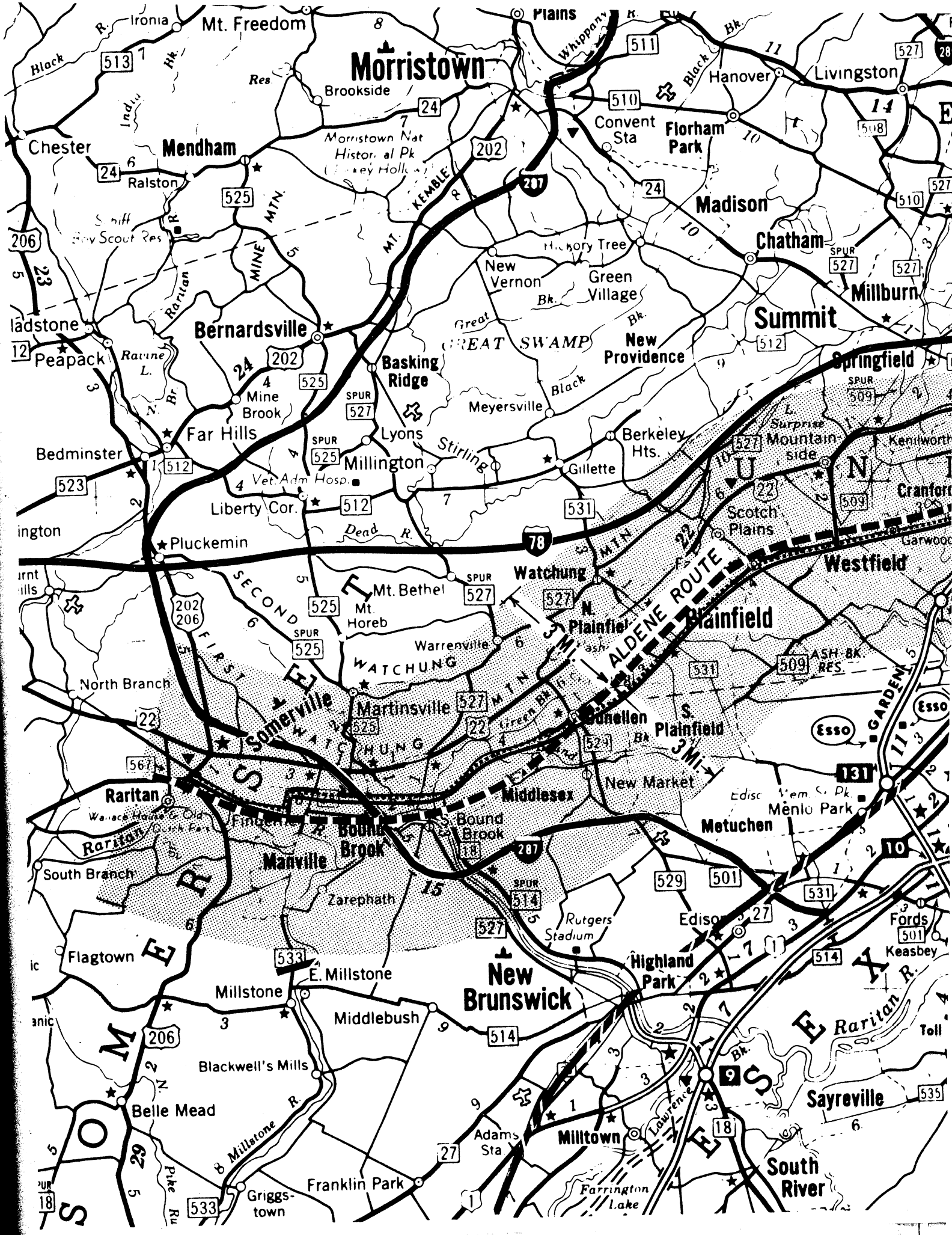
Public Service Coordinated Transport operates two routes in its Newark service, the only interstate service being from Manville via Zarephath and South Bound Brook to New Brunswick thence to the New Jersey Turnpike to New York.

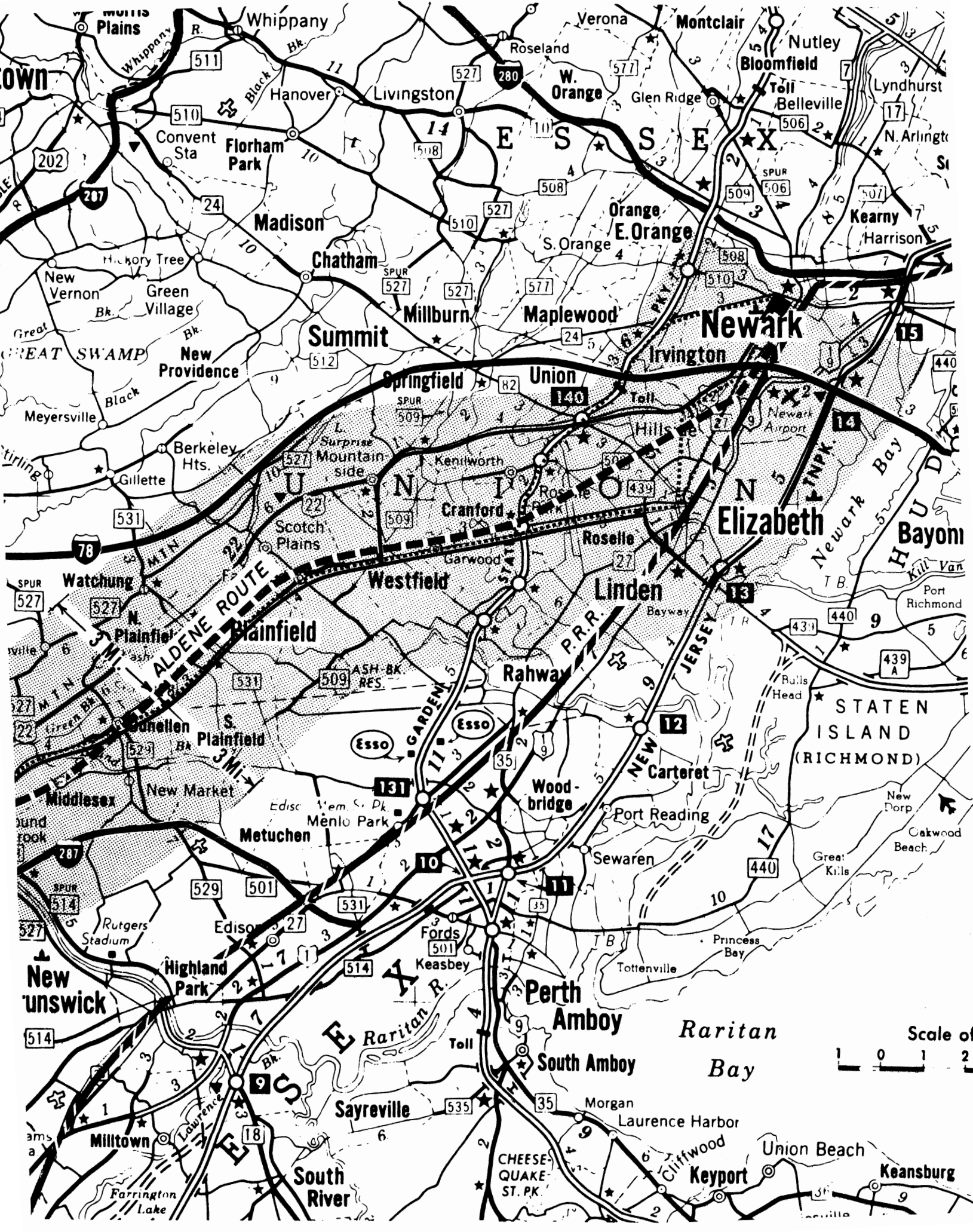
Discussions have taken place with both carriers in connection with the State's Railroad Program and specifically with regard to the Aldene Plan. The survey of Jersey Central railroad passengers conducted by the Division of Railroad Transportation was made available to both companies and as a result they concluded that effectuating the Aldene Plan would have no adverse measurable effect on them. (See Exhibits 1 and 2). The adjustments as between bus and rail travel upon the effectuation of the Aldene routing are anticipated to be minor, the net causing no reduction or addition in routes or buses operated. The principal bus routes operating in the Jersey Central corridor to Newark are indicated in color on the map attached (Page 26)

New Highway Construction

U. S. Highway 22 traverses New Jersey and is located in the high density corridor served by the Jersey Central. This Highway is badly congested daily during rush hours, a condition which encourages continued use of the Jersey Central for commuting to Newark and New York. Two freeways are now under construction that will affect the transportation system in the six mile wide corridor centered on the Jersey Central Aldene route from Raritan to Newark. Interstate Route 287 is an outer ring circumferential route proposed to be constructed from Perth Amboy (Outerbridge crossing to Staten Island) west to Somerville then north to Morristown, Boonton and connect with Route 17 and the New York Thruway at Suffern, New York. It is completed and open to traffic from Route 1 (see map - Page 26) west to Route 22 in the Somerville area. This freeway now affords an alternate route to Newark and New York from the Somerville-Bound Brook area served by the Jersey Central and transportation by private auto and bus will be further facilitated when Route 287 is extended from Route 1 approximately one mile to connect directly to the New Jersey Turnpike. This section is scheduled to be finished in early 1968.


Ironia
Mt. Freford
Ridgefield
Edgewater
Cliffside Park
Fairview
North Bergen
Guttenberg
West New York
Weehawken
Union City
Hoboken
Mendham
Chester
Ralston
Peapack
Gladstone
Bernardsville
Jersey City
Far Hills
Bedminster
Upper New York Bay
Liberty
Pluckemin
St. George
Bay Ridge
Flatbush
BROOKLYN
(KINGS)
Jamaica Bay
Rockaway Inlet
Rockaway Park
Coney Island
Rockaway Pt.
Lower New York Bay
Sandy Hook Bay
Sandy Hook
Fort Hancock
Raritan
North Branch
South Branch
Flagtown
Millstone
Belle Mead
Blackwell's
Triborough Bridge (Toll)
La Guardia Airport
Astoria
Long Island City
Queens Midtown Tunnel
QUEENS
Holland Tun
Brooklyn Battery Tunnel (Toll)
Lincoln Tun
Hackensack River
Raritan
Black R.
Indian Hk.
Ravine L.
Wallace House & Old Dutch Fort
Millstone
Pike Run
Marina
East R.
T.B.
Eastern
South
40°
SOMERSET
FIRST
(NEW YORK)
MANHATTAN
DIVISION OF RAILROAD TRANSPORTATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
ALDENE PLAN—RELATED TRANSPORTATION SYSTEM
LEGEND
Principal Somerset Co. Bus Routes
Principal P.S.C.T. Bus Routes
Interstate Highways
MAP 3


Morristown
Mt. Freedom
Ironia
Plains
Whippany R.
Hanover
Livingston
Brookside
Morristown Nat Historical Pk
Convent Sta
Florham Park
Chester
Mendham
Ralston
Madison
Chatham
Millburn
Summit
Springfield
Hickory Tree
New Vernon
Green Village
Great SWAMP
New Providence
Bernardsville
Basking Ridge
Peapack
Gladstone
Mine Brook
Far Hills
Lyons
Meyersville
Berkeley Hts.
Bedminster
Millington
Stirling
Gillette
Liberty Cor.
Vet. Adm. Hosp.
Dead R.
Pluckemin
Watchung
Mt. Bethel
Mt. Horeb
Warrenville
Scotch Plains
Westfield
Kenilworth
Garwood
Cranford
Mountainside
Surprise L.
ALDENE ROUTE
N. Plainfield
Plainfield
S. Plainfield
Dunellen
Martinsville
Somerville
North Branch
Raritan
Finderne
Bound Brook
Manville
South Branch
Zarephath
Middlesex
New Market
Metuchen
Menlo Park
Edison
Rutgers Stadium
Highland Park
New Brunswick
Fords
Keasbey
Flagtown
E. Millstone
Millstone
Middlebush
Blackwell's Mills
Belle Mead
Millstone R.
Griggstown
Franklin Park
Adams Sta.
Milltown
Sayreville
South River
Farrington Lake
Raritan R.
Lawrence Bk.
Green Bk.
Black R.
Black Bk.
Indian Bk.
Raritan R.
Mine Mt.
Kemble Mt.
Watchung Mt.
First Mt.
Second Mt.
Garden St.
Esso
Toll
Pike Run
Ash Bk. Res.


Morris Plains
Whippany
Whippany R.
Black Bk.
Verona
Montclair
Nutley
Bloomfield
Roseland
W. Orange
Glen Ridge
Toll
Belleville
Lyndhurst
N. Arlington
Hanover
Livingston
Convent Sta
Florham Park
E S S E X
Madison
Chatham
Orange
E. Orange
S. Orange
Kearny
Harrison
Hickory Tree
New Vernon
Green Village
Great Swamp
New Providence
Millburn
Maplewood
Summit
Newark
Irvington
Springfield
Union
Meyersville
Berkeley Hts.
Gillette
L. Surprise
Mountainside
Kenilworth
Hillside
Newark Airport
Newark Bay
U N I O N
Cranford
Rosselle Park
Elizabeth
Scotch Plains
Garwood
Roselle
Bayonne
Watchung
Westfield
Linden
Bayway
Port Richmond
N. Plainfield
Plainfield
ALDENE ROUTE
Rahway
P.R.R.
NEW JERSEY
ASH BK. RES.
Bulls Head
STATEN ISLAND (RICHMOND)
Dunellen
S. Plainfield
Esso
GARDEN
Carteret
Middlesex
New Market
Wood-bridge
Port Reading
Edison Mem. St. Pk.
Menlo Park
Metuchen
New Dorp
Oakwood Beach
Sewaren
Great Kills
Rutgers Stadium
Edison
Fords
Keasbey
Princess Bay
Tottenville
New Brunswick
Highland Park
Perth Amboy
Raritan R.
Raritan Bay
Scale of
South Amboy
Sayreville
Morgan
Laurence Harbor
Milltown
Lawrence Bk.
CHEESE-QUAKE ST. PK.
Cliffwood
Union Beach
Keyport
Keansburg
South River
Farrington Lake

Interstate Route 78 (also shown on map) is located northerly of the Jersey Central passenger service corridor except for a segment between Plainfield and Westfield. Although short sections of this Freeway are under construction it is not expected to be complete from Pluckemin (intersection with Routes 202, 206 and 287) until 1969. At this time there will be diversion from Route 22, which closely parallels the Jersey Central, to the new Freeway, however, the annual growth in traffic is expected to result in traffic density near capacity continuing on Route 22.

Other Railroads

North of Interstate Route 78 the main electrified route of the Erie-Lackawanna serves such cities as Newark, East Orange, Maplewood, Summit, Madison and Morristown and a single track electrified branch serves such places as New Providence, Berkeley Heights, Bernardsville and Gladstone. No effect on the Erie-Lackawanna passenger routes is anticipated as a result of the Aldene Plan.

The Pennsylvania Railroad main line is shown on the accompanying map and serves New Brunswick, Metuchen, Rahway, Linden, Elizabeth and Newark, among others, and with the advent of the Aldene Plan there is expected to be some adjusting of commuter patterns. Certain people residing in the Westfield-Roselle area with destinations in Newark and midtown Manhattan now patronize Pennsylvania Railroad stations. Many of these people will find it more convenient to utilize the Aldene Plan direct service to Newark and by transfer to New York. Conversely, many people residing in the Roselle-Elizabeth area now patronizing Jersey Central trains with destinations in lower Manhattan will utilize the Pennsylvania trains to Newark or New York. Approximately 1,050 revenue passengers residing in Bayonne with New York destinations will be required to patronize the several bus routes operating through Bayonne connecting with PATH at Journal Square and Exchange Place or take buses through to the Port Authority Bus Terminal in Manhattan.

PATH

At present rail service of a rapid transit type is operated between Pennsylvania Station, Newark, and Hudson Terminal in downtown Manhattan with three intermediate stops in Jersey City. In the peak period trains are operated at an 8-minute

headway with somewhat longer intervals during the remainder of the day. This service is presently operated jointly by the Pennsylvania Railroad and the Port Authority Trans-Hudson Corporation (PATH) but negotiations are underway for PATH to assume the responsibility for the entire operation.

Since the great majority of Jersey Central passengers have lower Manhattan destinations, the State has always considered it vital that the PATH system be able to absorb the influx of new riders which it would receive at Newark as a result of the Aldene Plan. To gauge the probable impact of this new traffic, a survey was made first of current peak period loads on these Newark-Hudson Terminal trains. It showed that during the 7:00 - 9:00 A.M. period over 5,000 passengers left Newark station on 15 PATH trains. Nine trains left with standees (the seating capacity being about 240 per train) and two trains had virtually capacity loads exceeding 90 persons per car. Remembering that these trains are also intended to perform service for passengers from Jersey City to New York, it is obvious that additional capacity must be provided to accommodate the added Jersey Central volume.

To determine what this additional patronage might be, a mass survey was made on November 5, 1964 of passengers on eastbound Jersey Central commuter trains. A questionnaire was distributed to all passengers and responses received from an estimated two-thirds (about 4,500), and at an even higher rate from the passengers who could be expected to use the rerouted service. Of these over 90% indicated they would use the new service.

2,518 (almost 77%) of the 3,280 passengers with a New York destination stated they would use PATH service from Newark during the 7:00 - 9:00 A.M. period.

A count of passengers on Jersey Central seashore trains was made during December 1964, which showed about 2,500 peak period passengers arriving at the Jersey City terminal for transfer by ferry to New York. These trains will be rerouted to Newark under the Aldene Plan and it is expected that virtually all of these passengers will be using the PATH service from Newark.

Adding the present 5,000, a minimum of 2,500 passengers from the main line and 2,500 more from the Jersey Central's seashore service, results in at least twice present PATH volume. It is aggravated by the fact that a majority of this added traffic will occur in the peak 20 to 30 minutes when the present PATH service is operating at capacity. Therefore

it is essential that this service be at least doubled in the heavy demand period with headways of 4 minutes or less.

PATH officials are expediting rehabilitation work so that the plant will be in condition to accommodate the Aldene passengers. An agreement between the Pennsylvania Railroad and the Port of New York Authority under which the latter will become solely responsible for the PATH service from Newark to New York is expected to be consummated shortly. The work under this application will be coordinated with the Port Authority's rehabilitation work.

REVENUE FINANCING

The Central Railroad Company of New Jersey has reported a net deficit after fixed charges and other deductions for each year beginning with 1958 (Railroad Annual Reports Form A to the Interstate Commerce Commission). The losses so incurred have been as follows:

1958	$2,010,000
1959	2,872,000
1960	4,186,000
1961	7,142,000
1962	7,410,000
1963	6,098,000
1964	8,289,595

During this period the company has only been able to remain in operation by liquidating assets, depleting its cash supply and obtaining Government guaranteed loans. Over $12 million worth of assets have been disposed of, mostly in the form of properties in the Elizabeth Meadows and freight cars. In addition, the Interstate Commerce Commission approved a Federal guarantee in 1961 of a $15,000,000 loan, in 1963 of $2,000,000 and in 1964 of $3,000,000.

The most optimistic estimate of the improvement in the finances of the Central Railroad of New Jersey as a result of this project and other factors is contained in the railroad's 1963 application to the Interstate Commerce Commission for guarantee of a $5,000,000 loan. At that time it was estimated that the Aldene Plan would benefit the railroad $1,500,000 annually although because of severance and job protection payments this amount would not be realized immediately. In that application the railroad estimated the following financial results from its operations:

1965	$2,672,000	Deficit
1966	1,081,000	"
1967	625,000	"
1968	273,000	"

The above was based on a very favorable forecast of various developments including tax relief, satisfactory labor settlements and implementation of this project during 1965. The approval of the Commission of the loan guarantee referred to indicates that agency's acceptance of the railroad's projections. However, since these 1963 estimates, the railroad has been forced on several occasions to revise downward these

expected improvements. Tax relief has been postponed until 1966; the gains from more efficient use of labor have been partially offset by increases in wages and fringe benefits; and the economic effect of this project has been delayed until 1966. On December 7, 1964, the President of the Central Railroad of New Jersey stated that the 1965 deficit would be about $4.7 million. He said that this reduction in losses would be accomplished by higher freight traffic volume noting that the 1964 harbor strike depressed freight revenues unusually; increased State aid of about $800,000 for passenger service; deferral of $443,000 in rentals for leased right-of-way; obtaining of the full benefits of the national work rules settlement, i.e., $400,000 in elimination of firemen for a full year vs 7 months in 1964; and strict budget controls. However, in a statement made on March 17, 1965 before the Joint Appropropriations Committee the Central's president said that passenger service losses in 1965 would total $7,000,000.

There has been no change in the estimated financial improvement from the effectuation of this project but it is obvious that even this will not enable the Jersey Central to realize anywhere near a break-even operation from its passenger business. With the prospect of at least a decade of uninterrupted deficits, this railroad is in no position to finance capital improvements from its revenues and in fact will have to continue its policy of liquidation of assets to meet anticipated future losses.

Under this project the Lehigh Valley Railroad will receive about $180,000 in trackage rights payments from the Jersey Central for the first year of operation of the service, with a minimum of $125,000 in future years. It will also have the benefit of an upgraded grade-separated right-of- way extending over five miles. On the other hand, it will have increased expense for the maintenance of this high-speed trackage and supporting signal facilities, maintenance of three railroad bridges and interference with its freight train service by the many passenger trains whose schedules will have priority in use of tracks.

The Lehigh Valley Railroad is a deficit operation its losses for the past five years exceeding $3,000,000 annually. The relatively small financial benefit accruing to this carrier from the project is insufficient to place it in a position to make any contribution from its revenues toward the financing of capital improvements.

The Pennsylvania Railroad owns and maintains extensive facilities to provide suburban passenger service for New Jersey residents. Since 1961 the State has analyzed the financial results to the railroad from the operation of this service based on revenues and costs reported annually to the Interstate Commerce Commission and apportioned to the New Jersey service on the basis of formulas developed by Peat, Marwick & Mitchell, accounting consultants for the State. These studies have consistently shown an allocated yearly loss of about $8,000,000. During 1963 and 1964 the State employed the consulting firm of Edwards & Peabody, Washington, D. C., to determine the loss which the Pennsylvania would avoid if it were not required to operate the New Jersey suburban passenger service. After an intensive study, this firm reported that the railroad would be about $4.5 million better off annually without this service.

The Pennsylvania has been under contract with the State to provide passenger service since 1960. During this time contract payments have averaged about $1.8 million per year. As with other railroads under contract, it is the goal of the State (as stated in Chapter 88, Laws of 1964) to eliminate as much as possible of the losses being incurred by the Pennsylvania in providing passenger service essential to New Jersey so that this service may be preserved and improved.

When this project is implemented the Pennsylvania Railroad will receive minimum annual trackage rights payments from the Jersey Central of $700,000 plus other sums covering the use of Newark station and the lease of yard facilities east of Newark. Certain additional expenses will be incurred but the net result will be a substantial improvement in the financial results of Pennsylvania passenger service in New Jersey.

The State is also planning a commuter car replacement program for the Pennsylvania Railroad to assist in further reducing its losses and to provide better service for its passengers.

It is the position of the State that since the expenditures made by it on this project make possible the financial benefits to be realized by the Pennsylvania, the State will consider these gains in negotiating future service contracts. In other words, the payments made by the Jersey Central to the Pennsylvania will be treated in the same manner as other revenue accruing from passenger operations when the annual financial results for the latter railroad are computed.

Therefore, inasmuch as the gains to the Pennsylvania from this project will not nearly equal its losses from providing New Jersey passenger service there is no net revenue to the Pennsylvania available for financing of the capital improvements in this project.

Property Salvage

The Jersey Central property in New Jersey which is now used for commuter service and which can be disposed of under the Aldene Plan consists of:

1. Approximately 44 miles of main track and side tracks will be retired producing 28 miles of salvagable track material consisting of rail, ties and fittings (to be used by Railroad within the following two years to replace worn rails and ties on lines used in New Jersey passenger service, as well as in freight service).

2. One signal interlocker will be retired, four remotely controlled and two rearranged (the cost to effect these retirements are not included in the project and will exceed the value of the materials salvaged).

3. 60 acres of land in Jersey City together with terminal shops and office buildings thereon and a station building and land in Newark.

4. Approximately 190 passenger cars, averaging 40 years old; will be disposed of for scrap.

5. Two passenger ferries (Wilkes Barre and Elizabeth) now in use between the Jersey City terminal and Manhattan.

Jersey Central does not own the facilities used by it for passenger service on Manhattan. These facilities are owned and leased to the railroad by the City of New York Department of Marine and Aviation.

The passenger ferries are in poor condition. One boat was recently refused certification by the U. S. Coast Guard and has been taken out of service. It is anticipated that a second boat will be refused certification when it comes up

for inspection this spring. (The railroad has recently leased two ferryboats from the City of New York, made surplus by the opening of the Verrazano-Narrows Bridge, to replace the defective boats until the Aldene Plan goes into operation).

The land involved in the passenger facility at Jersey City is now subject to real estate taxes of approximately $448,000 a year.

The Jersey Central has attempted to secure a purchaser for the land, but because of its location and configuration has not yet been able to do so. If a purchaser can be found, the land will be sold. Otherwise, it is anticipated that the Jersey Central will abandon the land in order to secure relief from taxes.

It is proposed that the net proceeds of sale (after deduction of (a) actual expenses of sale incurred by the Jersey Central; (b) all costs of vacating the property and establishing necessary facilities at other locations to the extent that such costs are not included in this project; and (c) any Class II taxes which accrue and are paid on the land after abandonment in passenger service and prior to sale) of the land and physical facilities now used in commuter service and abandoned as a result of this project, including the fair market value of any land or materials retained by the railroad for its own use, shall be used to reduce the costs to the State of New Jersey and the Federal Government in carrying out the capital improvement program necessary to effectuate the Aldene Plan.

Since the amount which can be realized from this source cannot now be estimated, nor is it certain when such amounts may be available, this source of funds is not reflected in the computation of net project costs.

It is, therefore, proposed that any funds which become available from this source (salvage) be paid by the Jersey Central to the State of New Jersey, for proportionate repayment of the State and Federal grants to this project under Section 4a of The Urban Mass Transportation Act of 1964.

PRIVATE FINANCING

As set forth on pages 30-32, providing of suburban passenger service by the Jersey Central and the Pennsylvania Railroads has been a deficit operation for many years and is expected to continue in the red until costs are substantially reduced through consolidation and technology. The Jersey Central has no further collateral to offer and is unable to finance any improvements through the private lending institutions unless the repayment of loans is guaranteed by the Federal Government. The guarantee provisions of the 1958 Federal Act have now expired and no other such program is at hand.

The Pennsylvania Railroad has incurred larger deficits from its suburban operations in New Jersey than any other carrier. These deficits have totaled about $39,000,000 in the five year period ending December 31, 1964 and in this period State subsidies have amounted to nearly $8,000,000. The Pennsylvania Railroad has taken the position that since there is no likelihood that suburban service can be put on a break even basis that all improvements for the benefit of the public must be financed by the public. This railroad also recognizes that the trackage and facility rentals paid by the Jersey Central will be considered in the allocation of funds in the future under the subsidy and commuter car acquisition programs.

Since the schedules, rates and operations of both carriers are closely regulated by public agencies, the railroads working without the assistance of a public body would probably fail in their attempts to accomplish the plan. Even with the support of the Highway Department and the Division of Railroad Transportation and with appropriation of State funds it has taken five years to bring the project to the construction stage.

PROJECT COST ESTIMATE

Phase I (a)		
1. Work on Lehigh Valley Property	$3,989,800	
2. Work on Jersey Central Property	2,370,330	
3. Work on Pennsylvania Railroad Property	575,000	
Contingencies 7%	485,459	
Engineering 8%	593,647	
Sub-Total		$8,014,236
Phase II (a)		
1. Station and Facility Improvements	$ 877,000	
Engineering and Contingencies 25%	219,250	
Sub-Total		1,096,250
TOTAL - PHASES I and II		$9,110,486
GROSS PROJECT COST		$9,110,486
Deduct Work Committed (b)		1,885,438
Eligible Gross Project Cost		$7,225,048
Deduct Revenue Financing (c)		0
Estimated Net Project Cost		$7,225,048
Relocation Expenses		
3 small businesses (d)	$ 9,000	
3 family occupants (d)	600	
		9,600
Estimated Net Project Cost including relocation expenses		$7,234,648

(a) See pages 13, 14 and 15.
(b) See pages 17 and 18.
(c) See pages 30 - 34.
(d) See pages 45, 46 and 47.

NET PROJECT COST AND GRANT FUNDS

Estimated eligible gross project cost (Page 36)	$7,225,048
Deduct Revenue Financing	0
Estimated Net Project Cost	$7,225,048
Federal Grant Requested (2/3 NPC)	$4,816,940
Plus Relocation Expenses	9,600
Total Federal Grant Requested	$4,826,540
Local Contribution (1/3 NPC)	$2,408,108

Pending completion of the planning requirements under Section 4a of the Urban Mass Transportation Act of 1964, it is understood that the Federal Grant cannot exceed one-half of the net project cost, or $3,612,524. It is understood further that if such planning requirements are met within three years after the execution of the grant agreement that the applicant (State of New Jersey) may apply to have the Federal Grant increased from 50% to 2/3 of the net project cost.

The local contribution ($3,612,524) will be made in cash from funds appropriated by the State of New Jersey to carry out the project. It is understood that an amount equal to 1/6 of the Net Project Cost may be returned to the State when and if an additional grant of this amount is made by HHFA pursuant to Section 5 of this Act.

The proposed grant financing is therefore:

Federal Grant (1/2 of Net Project Cost)	$3,612,524
Local Contribution (1/2 of Net Project Cost)	3,612,524
Estimated Net Project Cost	$7,225,048
Plus Relocation Costs (100% Federal)	9,600
Federal Grant including Relocation Costs	3,622,124
Estimated Net Project Cost (including relocation costs)	7,234,648

It is further understood that no refund or reduction of the local contribution (exclusive of the additional contribution resulting from increasing the Federal grant from 1/2 to 2/3 of the net project cost referred to hereinbefore) shall be made at any time unless there is at the same time a refund of a proportional amount of the Federal grant.

CONTINUED REGULATION AND CONTROL

Since September 1960 the passenger train service of the Jersey Central and Pennsylvania Railroads has been operated under annual contracts with the State of New Jersey. These contracts have given the State Highway Commissioner direct jurisdiction over train schedules and passenger fares as they affect New Jersey suburban passengers. The existing contracts between the State and the Jersey Central and Lehigh Valley Railroads require that passenger service be continued for a period of at least five years from the inauguration of service over the new route. In addition to these evidences of past and future public control over the operation of the facilities and equipment described herein, it can be stated without equivocation that the State will not relinquish jurisdiction over a project in which $5,500,000 of State funds will have been invested for capital improvements and in which many more millions have been and will be expended to continue service.

It is understood, however, that the grant agreement will contain provisions to assure the continuation of such use during the useful life of the project facilities and that in the event such facilities are devoted to another use during their useful life, the applicant will be required to refund to the Government a proportionate share of the Federal grant based on remaining useful life or the proceeds of the sale.

PLANNING

The Division of Railroad Transportation was created by Chapter 14 of the New Jersey Public Laws of 1959. This statute authorized and directed the Division to:

1. "examine and study the facilities of the various commuter and passenger railroads and their related transportation facilities and seek agreements and accords between the operators thereof whereby the separate facilities of each may be interrelated, co-ordinated, combined, consolidated or unnecessary duplications eliminated, and as will tend to improve commuter and passenger services or result in greated efficiency in operations";

2. "lend assistance to such operators, separately or jointly, in developing plans for the construction of additional facilities or the development of existing facilities and in obtaining agreements and accords in connection therewith between them, as will improve their commuter and passenger railroad services or the services of their related transportation facilities"; and

3. "engage in a continuous study of the commuter and passenger railroad operations throughout the State with the end in view of seeking solutions to the various problems facing the railroad companies and the railroad traveling public, including but not limited to, the need for commuter and passenger railroad services in the various areas of the State, the need for extensions of existing services, deficit operations and the reasons therefor, and the railroad tax situation and the State tax policies in connection therewith."

The Railroad Division has been carrying on continuous studies the results of which are reflected in the actions taken and the reports issued.

The New York-New Jersey Transportation Agency was also created in 1959 by the States of New Jersey and New York by statute and was activated in 1960. Its activities during its first year centered around the trans-Hudson problem and journey-

to-work (Manhattan) studies. The complexity of the problem and the general lack of information needed to plan properly led the Director of the New York-New Jersey Transportation Agency to recommend that an area-wide, comprehensive study be made as a basis for developing the long-range plan required in the Bi-State statute.

Late in 1961 by action of the Governors of New York, New Jersey and Connecticut there was established the Tri-State Transportation Committee. This Committee was given the responsibility to conduct a broad scale examination of the transportation problems of the metropolitan region and to make recommendations for meeting the region's immediate and long term land development and transportation needs. Immediately after its formation the staff of the New York- New Jersey Agency was moved to the Tri-State headquarters and it has been functioning as an integral part of the Tri-State Committee's work.

The heads of the State Highway and Planning Departments of the respective States are members of the Committee as is the person in each State that has the responsibility for railroad improvement programs. Federal members of the Committee include representatives of HHFA, FAA and the Bureau of Public Roads. The Committee works with various State, county and municipal planning agencies and in developing immediate action projects it works with the transportation companies involved. Much of the Tri-State Committee's efforts to date, however, has been for long range planning. This work consists, first, of data gathering mostly by field surveys; second, analysis of the data; and third, projecting growth and change and preparing alternatives to present growth trends. The data gathering phase is essentially complete and coding and processing of the data to prepare it for analysis are now underway. Sketch planning of a "broad brush" nature has been accomplished and land development (including transportation) alternatives for future growth have been outlined.

The "immediate action" activities have included four mass transportation demonstration projects in the Tri-State area with 2/3 of their costs provided by HHFA. One of these is a Park and Ride project outside of New Brunswick established to test the use of a new railroad station located outside a suburban city. A number of separate studies concerning railroad transportation has been completed including an inventory of suburban railroad facilities (routes, tracks, stations and other structures), an analysis of the age and condition of railroad cars and locomotives with costs esti-

mated to replace the outmoded equipment, and studies of equipment and facility compatibility in the Tri-State area. Several alternatives are under study for improving rail access from New Jersey to uptown Manhattan and to the new office buildings on the east side. These studies have concentrated on access from the Bergen, Passaic and Rockland County sector. Capacity studies of the principal railroad stations in Manhattan are also underway as is a method of improving distribution of passengers in Manhattan aimed toward reducing the "door to door" travel time. The Tri-State Transportation Committee (including the staff of the New York-New Jersey Transportation Agency) has reviewed in detail the Aldene Plan and studied alternatives to it. The Committee has embraced the project and has considered it not only desirable but essential; it is continuing its studies on the basis that the Aldene Plan is "fait accompli". See Exhibit 3.

On September 27, 1960 the Port Authority announced its intention to acquire and rehabilitate the bankrupt Hudson & Manhattan Railroad and one of the four qualifications precedent to this action was:

> "if Commissioner Palmer's recommendation of linking the Jersey Central Railroad via the Lehigh Valley tracks with the main line of the Pennsylvania Railroad would be carried out, thus making it possible for Jersey Central commuters to transfer at Newark, either to the Hudson and Manhattan service to downtown Manhattan or the Pennsylvania's uptown service to Penn Station in New York,....".

The Port Authority has since acquired the H&M, changed its name to PATH and is in the process of rehabilitating its plant. 162 new cars have been ordered and delivery will commence in February 1965 and be completed by mid-year; contracts to rehabilitate the power and signal systems have been authorized and design work on a new transportation center at Journal Square is in process. In addition, in connection with the World Trade Center complex there will be constructed a new PATH terminal to replace the existing Hudson Terminal facility. The new terminal is being designed to accommodate ten car trains versus the practical limit of six under present operations.

One other group is concerned with transportation in New Jersey. Late in 1964 there was activated by Governor Richard J. Hughes his Advisory Committee on Transportation. The

Committee is made up of three members appointed by the Governor and they have employed a Director, a planning assistant and stenographers. The purpose of the Committee is to develop a transportation policy for the State to guide those with responsibilities in transportation and to assist the Governor in developing programs that should be pursued at all levels of government. Specifically, the matter of coordinating railroad improvements with the many motorbus companies has high priority. This Committee will also advise the Governor on highway expansion in addition to the approved interstate routes that are now in various stages of construction.

Attached are letters from the City of Newark, Somerset County and New Jersey Citizens Highway Committee indorsing the Aldene Plan. See Exhibits 4, 5 and 6, respectively.

LABOR AND RELOCATION

Effect on Labor

With the completion of Phase I of the Aldene Plan and the rerouting of the passenger service to Newark, three categories of Jersey Central employees will be affected: the operating brotherhoods; the non-operating crafts, clerks and maintenance men; and, the marine unions. A total of about 300 such employees will be terminated.

The Jersey Central has executed agreements with the Transport Workers Union and the Marine Engineers Beneficial Association, both involved in the ferry work, and copies of these agreements are attached as Exhibits 7 and 8. An agreement with the Masters, Mates and Pilots, the last organization in connection with the marine work, is ready for signature.

The effectuation of the Aldene Plan also requires approval by the Interstate Commerce Commission of trackage rights agreements that will authorize the Jersey Central to operate over the Lehigh Valley and Pennsylvania Railroad property. Applications have been filed with the I.C.C. and to meet the requirements of Chapter 5 paragraph (2) (f) of the Interstate Commerce Act the Jersey Central recommended the job protection conditions of the New Orleans agreement be imposed. With regard to the railroad operating and non-operating unions, the national work rules settlements recently negotiated will control the protection that the Jersey Central must afford all catagories of workers affected and the railroad will be limited to the number of employees it can release annually even with job protection conditions provided.

The Aldene Plan will have only slight effect on Pennsylvania Railroad employees with the possibility of two or three operating crews being eliminated. On the other hand, the Plan might require additional fixed facility employees. The Pennsylvania has also been requested to expedite agreements with the operating brotherhoods so that such agreements can be made a part of the Federal grant agreement. This railroad has also stated that it will offer to any separated employees the benefits provided in the Washington agreement that are commonly in use with the I.C.C. See Exhibits 9 and 10.

No reduction of Lehigh Valley employees is anticipated as a result of the implementation of the Aldene Plan. An increase of one or two tower operators is likely to occur.

The only competitive public transportation operating in the Jersey Central corridor between Raritan and Newark (Aldene route) is the motorbus service provided by Public Service Coordinated Transport and Somerset Bus Company. Both these companies have reviewed the survey of Jersey Central riders made by the Division of Railroad Transportation and have concluded that putting into effect the Aldene Plan would have no "measurable adverse effect" on their employees. See Exhibits 1 and 2.

Relocation of Families and Businesses

The construction of the connection between the Lehigh Valley and the Jersey Central, the elimination of the grade crossings and the construction of new interchange tracks with the Rahway Valley Railroad, the rearrangement of existing sidetracks to serve industry and the regrading of the underpass streets require a few small parcels of land and a few easements none of which involves the relocation of a residence or a business. The development of the parking area at the new Roselle Park station to the size to meet anticipated use of the station will require the acquisition of two residences.

The station will be located on West Lincoln Avenue between Chestnut and Locust Streets. Two dwellings are planned to be acquired to provide parking for about 300 automobiles. One is a frame building recently renovated as apartments and is occupied by 3 families on 3 separate levels all having access to the house from the street by one common door. The first floor is occupied by a couple and young child; the second floor is occupied by a couple both employed; and, the top apartment is occupied by the sister-in-law of the owner. It is understood from a neighborhood source that the two lower apartments rent for about $110 to $120 per month.

The other building is at 38 West Lincoln Avenue and is now vacant. No renovation is evident.

In the vicinity of these dwellings to be acquired there are several occupied apartment houses and several under construction and nearing completion, all within six city blocks of the station site.

There is a garden apartment complex on Colfax Avenue known as Colfax Manor. Apartments range from 3½ to 5½ rooms with rents starting at $110 per month (garage accommodations are $20.per month extra). This complex is located 5 city blocks from W. Lincoln Avenue. Additional apartment buildings are planned for the vicinity and the activity in multiple dwelling construction appears to be the result of the Aldene Plan.

Local and interstate bus service operates via Chestnut Street; one local service is offered by Trackless Transit between Roselle Park and Irvington via Maplewood and another by Public Service Coordinated Transport between Roselle Park and Elizabeth. Express service is provided by Somerset Bus between Somerville, Plainfield and the Port Authority Bus Terminal, New York City.

The agreements to purchase the residences will provide reimbursement of relocation costs in accordance with the following schedule:

1 room	- all	furnishings	and	property		$ 50.00
2 rooms	"	"	"	"		90.00
3 "	"	"	"	"		127.50
4 "	"	"	"	"		160.00
5 "	"	"	"	"		187.50
Over 5 "	"	"	"	"		200.00

(Bathrooms, halls and closets excluded)

Relocation expenses of individuals or families not owning furniture will be limited to $5 and $10, respectively.

The elimination of the Long Avenue grade crossing in the Township of Hillside requires the extension of Central Avenue, the construction of an overpass viaduct and a connection from the viaduct to North Broad Street. This extension requires the acquisition of a real estate office, and to provide satisfactorily functioning of a "drive-in" banking window, the small separate "drive-in" structure should be relocated. There is also an engineer's office established in a small commercial building that may require relocation depending on the profile and width of the extension adopted. Accordingly, there has been included an item for relocation of three businesses estimated to cost a maximum of $3,000 each. The agreements to purchase these properties will include relocation costs on a reimbursable basis provided

each owner or occupant obtains bids from at least three reputable concerns primarily engaged in the moving business. The reimbursement would be on the basis of the lowest bid. Sufficient property will remain on other lands not being required for the project on which the small businesses can relocate.

There is included in this application, therefore, request for funds to cover relocation costs as follows:

Relocation of 3 families at $200 (maximum)	$ 600
Relocation of 3 small houses at $3,000 (maximum)	9,000
TOTAL	$9,600

THUR J. SILLS
Attorney General
LIAM J. McCORMACK
SEPH LIPKIN
LIP A. DONNELLY
HN F. CANNON
Deputy Attorneys General

State of New Jersey

DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF LAW
STATE HIGHWAY DEPARTMENT
1035 PARKWAY AVENUE
TRENTON

Housing and Home Financing Agency

n Re Application of IGHT R. G. PALMER, tate Highway Commissioner r Assistance Under The rban Mass Transportation ct of 1964	))))))	State Highway Commissioner's Authority To Act On Behalf Of The State Of New Jersey

The Legislature of the State of New Jersey enacted a statute reating the office of State Highway Commissioner. Approved by the overnor on April 29, 1935, the Act became Chapter 178, Laws of 1935 N.J.S.A. 27:1-1 et seq). By the provisions of the law the "Said ommissioner shall succeed to and exercise all the powers and perform ll the duties now exercised or performed by the State Highway Department nd the State Highway Commission, or either of them."

Subsequently, the Governor of New Jersey appointed Dwight G. Palmer as State Highway Commissioner. With the advice and consent f the Senate Mr. Palmer was confirmed and commissioned on April 12, 1954, s such State Highway Commissioner. The Commissioner has been carrying ut the duties of the office since that time.

Chapter 14, Laws of 1959 (N.J.S.A. 27:24-2) created and stablished in the State Highway Department a Division of Railroad ransportation under the direction and supervision of the State

Highway Commissioner. The said Division has been functioning since March 12, 1959.

On May 29, 1964, The Governor of New Jersey approved Chapter 88, Laws of 1964, (N.J.S.A. 48:12A-16.1 et seq.) to become effective July 1, 1964. A Statement appended to the Legislative bill which became Chapter 88 aforesaid, contained the paragraph following:

> "An efficient and healthy transportation system is necessary for the growth of New Jersey's economy and the well-being of its citizens. Commuter rail service is a vital part of that system and New Jersey has already responded to the need for its preservation. The public interest now requires that additional steps be taken to assure the continuation and improvement of essential rail passenger service. The flexibility of action permitted by this legislation, if supported by adequate appropriations, should achieve that goal."

N.J.S.A. 48:12-16.11 provides that in addition to other powers the Commissioner, in order to carry out the objectives of Chapter 88, Laws of 1964, may:

> * * *
>
> "(d) Have the power to receive and expend money from any federal or state agency or instrumentality and from any private sources, in addition to the money appropriated by the legislature; and as may be necessary for that purpose to enter into agreements with any person whatever, including but not limited to railroads, ferry companies, governmental agencies or political entities;"
>
> * * *

The New Jersey statutes cited above, in the opinion of the undersigned, give the State Highway Commissioner of the State of New Jersey full power and authority to participate in the program contemplated by the Urban Mass Transportation Act of 1964, and to enter into agreements with the Federal Agency or Agencies in charge thereof.

Philip A. Donnelly
Deputy Attorney General

(Note: Title 27, Highways is one of the 58 titles of Revised Statutes enacted into law by the Legislature of the State of New Jersey by virtue of the Laws of 1937, Chapter 188. Approved December 20, 1937.

The Title of the Act is:

"An Act to establish all the public statute law of a general nature of the State of New Jersey in the form of a revision, consolidation and compilation to be known as the Revised Statutes."

Analyses, tables and schedules indicating changes made in the statute law since the enactment of the Revised Statutes are printed as part of succeeding pamphlet laws.

Also, see New Jersey Statutes Annotated.)

SILLS
General
McCORMACK
PKIN
DONNELLY
ANNON
torneys General

State of New Jersey
DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF LAW
STATE HIGHWAY DEPARTMENT
1035 PARKWAY AVENUE
TRENTON

April 9, 1965

Housing and Home Financing Agency
Office of the Administrator
Washington, D. C.

Attention: William B. Hurd
Deputy Assistant Administrator -
Transportation

Dear Sirs: Re Application of Dwight R. G. Palmer, State Highway Commissioner for Assistance Under The Urban Mass Transportation Act of 1964

There are no legal actions pending against the project included in the above captioned application, except:

1) An action instituted in the Superior Court of New Jersey, Chancery Division: Hudson County, Docket No. C-3136-63, wherein CITY OF BAYONNE, a municipal corporation of New Jersey, and MICHAEL F. BONNER, are Plaintiffs, and

> DWIGHT R. G. PALMER, COMMISSIONER of the STATE HIGHWAY DEPARTMENT OF NEW JERSEY; CENTRAL RAILROAD COMPANY OF NEW JERSEY, a corporation of New Jersey; LEHIGH VALLEY RAILROAD, a corporation of Pennsylvania; PENNSYLVANIA RAILROAD COMPANY, a corporation of Pennsylvania; JOHN A. KERVICK, TREASURER of the STATE OF NEW JERSEY: BOARD OF PUBLIC UTILITY COMMISSIONERS of the STATE OF NEW JERSEY, an agency of the STATE OF NEW JERSEY: and ARTHUR J. SILLS, ATTORNEY GENERAL of the STATE OF NEW JERSEY,

are Defendants.

The Plaintiffs sought a temporary restraint against the State from proceeding with the project pending final hearing which was denied, after a hearing, by the Court. Answers were filed by the various defendants and the case is awaiting a Pre-Trial Conference before the Court.

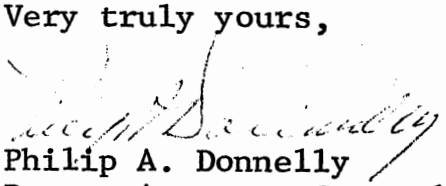
2) An action instituted in the Superior Court of New Jersey, Chancery Division: Union County, Docket No. C-313-64, wherein TOWNSHIP OF HILLSIDE, in the County of Union, a municipal corporation, ANTHONY TITTEL, ROSEMARY TITTEL, SIDNEY KLEIMAN and LENA KLEIMAN, are Plaintiffs, and

> JOHN A. KERVICK, TREASURER of the STATE OF NEW JERSEY: DWIGHT R.G. PALMER, COMMISSIONER of the STATE HIGHWAY DEPARTMENT; CENTRAL RAILROAD COMPANY OF NEW JERSEY, a New Jersey corporation; LEHIGH VALLEY RAILROAD, a Pennsylvania corporation; PENNSYLVANIA RAILROAD COMPANY, a corporation of Pennsylvania,

are Defendants.

Plaintiffs did not press for a temporary restraint probably because of its denial in the Bayonne Action. Both matters have been combined into one proceeding, briefs filed by the parties and orally argued on March 25, 1965. A decision is expected shortly.

Very truly yours,



Philip A. Donnelly
Deputy Attorney General

EXHIBIT 1	Letter, Public Service Coordinated Transport to Commissioner Dwight R. G. Palmer, March 5, 1965
EXHIBIT 2	Letter, Somerset Bus Company, February 12, 1965
EXHIBIT 3	Letter, Tri-State Transportation Committee to Mr. Kohl dated March 1, 1965
EXHIBIT 4	Letter, City of Newark
EXHIBIT 5	Letter, Somerset County
EXHIBIT 6	Letter, Citizens Highway Committee
EXHIBIT 7	Agreement - Jersey Central and Transport Workers Union of America
EXHIBIT 8	Agreement - Jersey Central and Marine Engineers Beneficial Association
EXHIBIT 9	Letter, Pennsylvania Railroad to Commissioner Dwight R. G. Palmer
EXHIBIT 10	Letter, Pennsylvania Railroad to Division of Railroad Transportation
EXHIBIT 11	Chapter 89 of the New Jersey Laws of 1964.

EXHIBIT 1

Public Service Coordinated Transport

180 Boyden Avenue

Maplewood, New Jersey

Herbert E. Harper
President

March 5, 1965

Hon. Dwight R. G. Palmer
Commissioner
State Highway Department
1035 Parkway Avenue
Trenton 25, New Jersey

Dear Commissioner:

I am familiar with the Aldene Plan, originally announced in 1960, which will permit the rerouting of Central Railroad of New Jersey trains via the right-of-way of the Lehigh Valley to Newark. I understand that applications have been made to the Housing and Home Finance Agency for a grant under provisions of the Urban Mass Transportation Act of 1964 to accomplish certain phases of the Aldene Plan.

This Company, through the Division of Railroad Transportation in your Department, has been supplied with data of a survey of the Central Railroad's main line patrons based on a questionnaire returned by some 60% of the passengers using that service on November 7, 1964. I have studied that data and have concluded that while there may be some diversion of bus patrons to the proposed improved train service, there also will be some diversion from the trains to the buses.

It is my considered judgment that no measurable adverse effect on this Company or its employes will result from the effectuation of the Aldene Plan.

Sincerely yours,

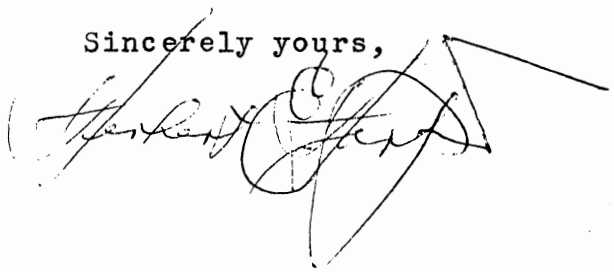


EXHIBIT 2

SOMERSET BUS CO., INC.

BRISTOL ROAD.
MOUNTAINSIDE, N. J.

February 12, 1965

INAL — 1062 U. S. HIGHWAY 22
TELEPHONE: ADAMS 2-2030

MAILING ADDRESS
P. O. BOX 659, WESTFIELD, N. J.

Honorable Dwight R. G. Palmer
Commissioner
New Jersey State Highway Department
1035 Parkway Avenue
Trenton, New Jersey

Dear Commissioner Palmer:

We have followed the development of the Aldene Plan since it was first announced in 1960 and understand that construction necessary to route the Central Railroad Company of New Jersey trains to Newark over the Lehigh Valley right-of-way has been initiated. We also understand that applications have been made to the Housing and Home Finance Agency for a grant under provisions of the Urban Transportation Act of 1964 to carry out certain phases of the Aldene Plan.

The Division of Railroad Transportation in your Department has provided this company with a summary of the survey made of the Railroad's main line patrons and the answers to questionnaires returned by over 60% of the passengers included statements by 160 boarding stations between Raritan and Roselle that they would change to motorbus transportation when the rerouting went into effect. It is apparent from this that we will gain some patronage. On the other hand, a few of our present bus passengers may be diverted to the trains.

With the facts before us, it would not appear that putting into effect the rerouting of the Central Railroad Company of New Jersey's main line service to Newark would have any measurable adverse effect on Somerset Bus Company or its employees.

Very truly yours,

SOMERSET BUS CO., Inc.,

F. J. Noll

F. J. Noll - President

FJN:eu

EXHIBIT 3

TRI-STATE TRANSPORTATION COMMITTEE

CONNECTICUT • NEW JERSEY • NEW YORK

100 CHURCH STREET, NEW YORK 7, N. Y.

TELEPHONE WO 4-2002

March 1, 1965

Dear Mr. Kohl:

It is understood that in connection with an application that the Highway Department, State of New Jersey, has filed for a Federal grant under the Urban Transportation Act of 1964 to carry out its Aldene Plan, the views of the Tri-State Transportation Committee on this project are requested.

The Tri-State Committee has followed the development of the Aldene Plan and has studied alternatives to it. We recognize that it is a key to rail consolidation in sectors of New Jersey served by the Central Railroad Company and the Pennsylvania Railroad, and not only will the great majority of Jersey Central rail patrons have more flexibility in rail travel, but the economics of the suburban service provided by the Pennsylvania, the Jersey Central and PATH should be improved.

The work of the Tri-State Transportation Committee to date encourages us to support the Aldene Plan. We have incorporated this in our tentative proposals for Region-wide rail passenger transportation improvements. This improvement must be timed so that the increased capability of PATH services from Newark can serve the additional passengers expected, and we are assured that the Port of New York Authority will be prepared to meet this problem by the end of this year.

Sincerely,

William J. Ronan
Chairman

The Honorable John Kohl
Assistant Administrator
Housing and Home Finance Agency
1500 Massachusetts Avenue
Washington, D. C. 20005

cc: Dr. J. Douglas Carroll, Jr., Tri-State Transportation Comm.

EXHIBIT 4

CITY OF NEWARK, NEW JERSEY
HUGH J. ADDONIZIO, MAYOR

RTMENT OF ADMINISTRATION
FERDINAND J. BIUNNO
BUSINESS ADMINISTRATOR

DIVISION OF CITY PLANNING
GEORGE H. F. OBERLANDER
PLANNING OFFICER

February 19, 1965

Mr. Herbert A. Thomas, Jr.
Director
Division of Railroad Transportation
New Jersey State Highway Department
1035 Parkway Avenue
Trenton, New Jersey

Dear Mr. Thomas:

In reference to our recent conversation, I am pleased to advise you that the City of Newark whole-heartedly supports your department's Jersey Central Railroad Improvements as expressed in the Aldene Plan.

The report on the proposed Master Plan currently before the Newark Central Planning Board states on page 32 that, "if this proposal [The Aldene Plan] becomes a reality, the present Central of New Jersey railroad tracks and the Broad Street station could be abandoned, thus opening up certain areas in the downtown area for new development". By rerouting the Jersey Central main line passenger service through Newark, such an improvement would provide faster and direct service to Newark from the Westfield, Plainfield, and Somerville areas. In addition, faster and more convenient service to New York can be provided through the transfer in Newark to Pennsylvania Railroad Trains traveling directly into Pennsylvania Station in Manhattan.

The fulfillment of the Aldene Plan would afford considerable improvement of service for passengers to and from Newark, an improvement which is very much needed in our total rail operation.

The Aldene Plan, therefore, is directly in conformity with the current Master Plan of the City of Newark, and the City hopes that the fulfillment of this plan can be realized in the very near future.

Sincerely yours,

George H.F. Oberlander

George H.F. Oberlander, A.I.P.
City Planning Officer

CC: Mr. George Haney, Chairman
Mayor's Transit Advisory Committee

M 211, CITY HALL, NEWARK, NEW JERSEY 07102 · · · (AREA CODE 201) MITCHELL 3-6300, EXT. 406

EXHIBIT 5

SOMERSET COUNTY PLANNING BOARD
COUNTY ADMINISTRATION BUILDING
SOMERVILLE, N. J.

AREA CODE 201
RA 5-4700

ROBERT G. CLARKSON, CHAIRMAN
JOHN J. SENESY, VICE CHAIRMAN
RICHARD LOTHIAN, SECRETARY
EUGENE F. HAMPSON
W. RUSSELL LAIRD
JOHN H. McMURRAY
HENRY L. FETHERSTON, FREEHOLDER
WILLIAM W. LANIGAN, FREEHOLDER
DONALD H. STIRES, CO. ENGINEER
WILLIAM E. ROACH, JR., PLANNING DIRECTOR

February 23, 1965

The Honorable Dwight R. G. Palmer
Commissioner, New Jersey State Highway Dept.
1035 Parkway Avenue
Trenton, New Jersey

Dear Commissioner Palmer:

The following statement regarding New Jersey's application for a Federal Mass Transportation Grant in conjunction with the Aldene Plan has been reviewed and approved by the Chairman of the County Planning Board's Transportation Committee, Mr. John J. Senesy.

"The County Planning Board has authorized its Transportation Committee to investigate the possibilities of stimulating improved rail service in the County, particularly in view of the provisions in the 'Urban Mass Transportation Act of 1964'. Our interests include the Erie-Lackawanna, Pennsylvania, Reading, and the Jersey Central Railroads. Of immediate concern is the need to enact a program including additional trains, faster schedules, lower fares, and improved station facilities in conjunction with the completion of the Aldene Plan.

Of great importance is the fact that Route 22, serving the same commuter-shed as the Jersey Central, has been congested to capacity at the peak commutation hours for years. With the alignment of 'new Route 22' (I-78) still unresolved through the City of Newark, there is little likelihood this arterial will be available before 1970. And then, if State Highway Department traffic projections are realized, I-78 will be at capacity in 1975."

We realize that the Aldene Plan is a first and absolutely necessary step to an overall program for improvement of service on the New Jersey Central Railroad. We firmly endorse this first

Commissioner Dwight R. G. Palmer February 23, 1965

step and call upon the State to develop a program for improved rail service to coincide with the completion of the Aldene project. We would be most interested in cooperating in planning for station improvements, which we understand the State is now considering. In the course of studies for a County Transportation Plan we have given this matter considerable attention.

Very truly yours,

William E. Roach, Jr.

William E. Roach, Jr.
Planning Director

WER/ss

EXHIBIT 6

February 22, 1965

Hon. Dwight R. G. Palmer, Commissioner
New Jersey State Highway Department
West Trenton, New Jersey

Dear Commissioner:

Now that Federal transit grants are beginning to be made, we are hopeful that the New Jersey projects for which your Railroad Transportation Division has made application will receive early approval.

As you know, the New Jersey Citizens Highway Committee supported the Urban Mass Transportation legislation because we believed it to be absolutely essential to the achievement of balanced commuter transportation in the New York-Northern New Jersey and Philadelphia-Southern New Jersey areas.

Rush hour highway traffic on those metropolitan arteries is now so congested that a further shift from rail to rubber would invite absolute traffic chaos with devastating economic consequences to New Jersey.

Sincerely yours,

J. Anton Hagios

J. Anton Hagios
Executive Director

EXHIBIT 7

AGREEMENT
Between
THE CENTRAL RAILROAD COMPANY OF NEW JERSEY
and
TRANSPORT WORKERS UNION OF AMERICA
RAILROAD DIVISION, LOCAL 1463

In settlement and disposition of request of May 20, 1963 by Transport Workers Union of America, Railroad Division, Local 1463, to "negotiate a severance pay agreement for the employes we represent in the Ferry Service". IT IS AGREED:

1. On the effective date of the abandonment of said ferry service between Jersey City, New Jersey and New York, New York, because of the passenger train service of the Central Railroad Company of New Jersey being rerouted in accordance with the Aldene Plan, ferry service employes retaining an active employe relationship under the scope of the I.W.U. agreement with the Carrier, whose names appear on the rosters, will resign and in lieu of any and all other benefits, except as provided in Paragraph 6 hereof, and as a complete and final settlement, accept in a lump sum a separation allowance earned in accordance with the following schedule:

Length of Service	Separation Allowance
1 year and less than 2 years	3 months' pay
2 years and less than 3 years	6 months' pay
3 years and less than 5 years	9 months' pay
5 years and over	12 months' pay
Less than 1 year	5 days' pay, at rate of position last occupied, for each month in which they performed ferry service.

The lump sum separation allowance payments will be made in three equal installments. The first installment will be paid within 30 days of the effective date of abandonment. Each subsequent installment will be made at successive six-month intervals thereafter unless the Carrier's financial structure is such that earlier payments can be made, in which event the Carrier will have the right to do so.

2. (a) If there are any reductions in the number of ferry crews prior to the date of abandonment of the ferry service, resulting from the rerouting of passenger train service of The Central Railroad Company of New Jersey in accordance with the Aldene Plan, the active ferry service employes who are at that time adversely affected will have the option of exercising their seniority to other positions in the Carrier's ferry service in compliance with effective agreement, or will resign within ten days of the date adversely affected and receive a lump sum separation allowance as provided in Paragraph 1 hereof. Employes resigning in accordance with this paragraph will be subject to all of the provisions of this agreement that are applicable to employes that resign to accept a lump sum separation allowance.

(b) Adversely affected employes as contemplated in Paraaph 2 (a) who exercise their seniority to other positions in the Carrier's erry service and who after the exercise of their seniority rights to the ighest compensation position they can hold based on their seniority, and o receive less compensation than the compensation received in the poition from which displaced, will be paid a monthly displacement allowance qual to the difference between the monthly compensation received in the osition in which retained and the monthly compensation received in the osition from which displaced; the latter compensation to be determined n the following manner:

Compute the total compensation received by the employe in ferry service during the last twelve months in which he performs service immediately preceding the date he becomes adversely affected and divide by 12.

(c) The period during which the protection outlined in aragraph 2 (b) is to be given shall extend from the date on which the mploye is first adversely affected to the expiration of four years, proided further that such protection shall not continue for a longer period han the period during which such employe has been in the employ of the arrier in its ferry service prior to the effective date of his first eing adversely affected in ferry service.

(d) The provisions of Paragraphs 2 (b) and 2 (c) will not pply to employes:

I - Leaving the service of the Carrier due to resignation, retirement, death, or dismissal for justifiable cause;
II - To the extent of time lost because of voluntary absence;
III - After reaching their 65th birthday.

(e) The displacement allowance compensation received in the pplication of Paragraphs 2 (b) and 2 (c) will be deducted from the lump um separation allowance provided in Paragraph 1 when ferry service is bandoned.

3. In the application of Paragraphs 1 and 2 (a), employes who are t that time 64 years of age or over shall receive a separation allowance s provided therein, with the exception that no such employe shall receive n allowance in excess of the months to his 65th birthday.

4. In the computation of "length of service" of each employe for he purposes of this agreement service credit will commence with the date he individual re-entered The Central Railroad Company of New Jersey ferry ervice in those cases where there has been a break in the continuity of n employe's service by reason of dismissal, resignation, or any other eason. Service credit will be allowed for any calendar month in which he employe performed compensated service, whether for one day or more han one day, and twelve such calendar months will be counted as one year. f an employe did not perform any service during a calendar month, and as not on the payroll for at least one day in a calendar month, such alendar month will not be counted.

5. In the computation of "separation allowance", as provided in Paragraph 1, a "month's pay" shall be computed by multiplying by thirty the daily rate of pay received by the employe in the position last occupied in ferry service immediately preceding the date he is entitled to such separation allowance as provided in Paragraphs 1 and 2 (a).

6. Employes who resign under the provisions of Paragraphs 1 and 2 (a) shall be granted full vacation pay earned up to the time they leave the service including pay for vacation earned in the preceding year and not yet granted, and the vacation for the succeeding year if the employe has qualified therefore under the effective vacation agreement.

7. In the event any employe covered by this agreement should die following the effective date of his resignation as contemplated in Paragraphs 1 and 2 (a) and prior to receiving his lump sum separation allowance as provided in Paragraphs 1 and 2 (a) such allowance will only be paid to the deceased employe's surviving widow or dependent minor child or children, if any.

8. Any dispute as to the application or interpretation of this agreement shall be subject to the provisions of Article 23 of agreement effective January 1, 1956.

TRANSPORTATION WORKERS UNION OF AMERICA,
RAILROAD DIVISION, LOCAL 1463, AFL-CIO:

S/ T. V. Flynn
Int'l. Rep.

S/ Henry Hengartner
Executive Secretary

S/ A. Markowitz
Committeeman

S/ V. Lightfoot
Committeeman

THE CENTRAL RAILROAD COMPANY
OF NEW JERSEY:

S/ J. A. Craddock
Vice President & General Manager

Signed at Jersey City, N. J.
this 6th day of April, 1964

EXHIBIT 8

AGREEMENT
Between
THE CENTRAL RAILROAD COMPANY OF NEW JERSEY
and
MARINE ENGINEERS' BENEFICIAL ASSOCIATION
DISTRICT 1, RAILWAY DIVISION

In settlement and disposition of request of March 16, 1964, by MEBA, District 1, Railway Division, to negotiate a "severance pay agreement for the employes we represent in Ferry Service", IT IS AGREED:

1. On the effective date of the abandonment of said ferry service between Jersey City, New Jersey and New York, New York, because of the passenger train service of The Central Railroad Company of New Jersey being rerouted in accordance with the Aldene Plan, ferry service engineers retaining an active employe relationship under the scope of the MEBA agreement with the Carrier, whose names appear on the rosters, will resign and in lieu of any and all other benefits, except as provided in Paragraph 6 hereof, and as a complete and final settlement, accept in a lump sum a separation allowance earned in accordance with the following schedule:

Length of Service	Separation Allowance
1 year and less than 2 years	3 months' pay
2 years and less than 3 years	6 months' pay
3 years and less than 5 years	9 months' pay
5 years and over	12 months' pay
Less than 1 year	5 days' pay, at rate of position last occupied, for each month in which they performed ferry service.

The lump sum separation allowance payments will be made in three equal installments. The first installment will be paid within 30 days of the effective date of abandonment. Each subsequent installment will be made at successive six-month intervals thereafter unless the Carrier's financial structure is such that earlier payments can be made, in which event the Carrier will have the right to do so.

2. (a) If there are any reductions in the number of ferry crews prior to the date of abandonment of the ferry service, resulting from the rerouting of passenger train service of the Central Railroad Company of New Jersey in accordance with the Aldene Plan, the active ferry service engineers who are at that time adversely affected will have the option of exercising their seniority to other positions in the Carrier's ferry service in compliance with effective agreement, or will resign within ten days of the date adversely affected and receive a lump sum separation allowance as provided in Paragraph 1 hereof. Engineers resigning in accordance with this paragraph will be subject to all of the provisions of this agreement that are applicable to engineers that resign to accept a lump sum separation allowance.

(b) Adversely affected employes as contemplated in Paraaph 2 (a) who exercise their seniority to other positions in the Carrier's erry service and who after the exercise of their seniority rights to the ighest compensation position they can hold based on their seniority, and ho receive less compensation than the compensation received in the poition from which displaced, will be paid a monthly displacement allowance qual to the difference between the monthly compensation received in the osition in which retained and the monthly compensation received in the osition from which displaced; the latter compensation to be determined n the following manner:

Compute the total compensation received by the employe in ferry service during the last twelve months in which he performed service immediately preceding the date he becomes adversely affected and divide by 12.

(c) The period during which the protection outlined in aragraph 2 (b) is to be given shall extend from the date on which the ngineer is first adversely affected to the expiration of four years, rovided further that such protection shall not continue for a longer eriod than the period during which such employe has been in the employ f the Carrier in its ferry service prior to the effective date of his irst being adversely affected in ferry service.

(d) The provisions of Paragraphs 2 (b) and 2(c) will not pply to engineers:

I - Leaving the service of the Carrier due to resignation, retirement, death, or dismissal for justifiable cause;
II - To the extent of time lost because of voluntary absence;
III - After reaching their 65th birthday.

(e) The displacement allowance compensation received in the pplication of Paragraphs 2 (b) and 2 (c) will be deducted from the lump um separation allowance provided in Paragraph 1 when ferry service is bandoned.

3. In the application of Paragraphs 1 and 2 (a), engineers ho are at that time 64 years of age or over shall receive a separation llowance as provided therein, with the exception that no such engineer hall receive an allowance in excess of the months to his 65th birthday.

4. In the computation of "length of service" of each employe for he purposes of this agreement service credit will commence with the date he individual re-entered The Central Railroad Company of New Jersey ferry ervice in those cases where there has been a break in the continuity of n employe's service by reason of dismissal, resignation, or any other eason. Service credit will be allowed for any calendar month in which the mploye performed compensated service, whether for one day or more than one ay, and twelve such calendar months will be counted as one year. If an mploye did not perform any service during a calendar month, and was not n the payroll for at least one day in a calendar month, such calendar onth will not be counted.

5. In the computation of "separation allowance", as provided n Paragraph 1, a "month's pay" shall be computed by multiplying by hirty the daily rate of pay earned by the employe in the position last ccupied in ferry service immediately preceding the date he is entitled o such separation allowance as provided in Paragraphs 1 and 2 (a).

6. Employes who resign under the provisions of Paragraphs 1 and (a) shall be granted full vacationpay earned up to the time they leave he service, including pay for vacation earned in the preceding year and ot yet granted, and the vacation for the succeeding year if the employe as qualified therefore under the effective vacation agreement.

7. In the event any employe covered by this agreement should die ollowing the effective date of his resignation as contemplated in Para- raphs 1 and 2 (a) and prior to receiving his lump sum separation allow- nce as provided in Paragraphs 1 and 2 (a) such allowance will only be paid to he deceased employe's surviving widow or dependent minor child or children, f any.

8. Any dispute as to the application or interpretation of this greement shall be subject to the provisions of the grievance procedure n the applicable Agreement between the M. E. B. A. Dist. #1 and the arrier.

ARINE ENGINEERS" BENEFICIAL ASSOCIATION
DISTRICT 1, RAILWAY DIVISION:

/ David J. Lytle
General Chairman

THE CENTRAL RAILROAD COMPANY
OF NEW JERSEY:

S/ J. A. Craddock
Vice President & General Manager

EXHIBIT 9

THE PENNSYLVANIA RAILROAD COMPANY

SPECIAL SERVICES DEPARTMENT

March 3, 1965

J. D. MORRIS
DIRECTOR
PHILADELPHIA 4, PA.

REPLY TO

Six Penn Center Plaza

Mr. Dwight R. G. Palmer, Commissioner
New Jersey State Highway Department
1035 Parkway Avenue
Trenton 25, New Jersey

Dear Commissioner:

Although the Pennsylvania Railroad does not consider that any portion of the "Aldene Plan" involves a "coordination" as that term is defined in the Washington Agreement and that, therefore, the Washington Agreement is not applicable, we are nevertheless willing to provide job protection benefits as provided in Sections 6 through 9 of the Washington Agreement to any of the employees of the Pennsylvania Railroad who might be adversely affected by the "Aldene Plan."

Very truly yours,

J. D. Morris

EXHIBIT 10

THE PENNSYLVANIA RAILROAD COMPANY

SPECIAL SERVICES DEPARTMENT

March 11, 1965

J. D. MORRIS
DIRECTOR
PHILADELPHIA 4, PA.

REPLY TO

Six Penn Center Plaza

Mr. Herbert A. Thomas, Jr., Director
Division of Railroad Transportation
New Jersey State Highway Department
1035 Parkway Avenue
Trenton 25, N. J.

Dear Mr. Thomas:

In accordance with the request by the Department of Labor at the January 22 meeting, concerning the number of employees who might be adversely affected by the granting of trackage rights to the Jersey Central for operations in connection with the "Aldene Plan", it is contemplated that train and engine crews would be the only personnel adversely affected, with the following probable reductions:

Position	DESat & Sun	Saturday	Sunday
Conductors	3	3	2
Trainmen	6	6	4
Enginemen			
Electric loco	1	3	2
Diesel loco	3	3	2
Enginemen Helper			
Electric loco	1	3	2
Diesel loco	3	3	2

Cordially,

JDMorris

Chapter 89, L. 1964

AN ACT concerning railroad capital facilities, supplementing "An act to supplement 'An act concerning passenger railroad and ferry service required for the convenience and necessity of the people of New Jersey, and providing for the continuation and improvement of passenger service on a contractual basis and for the cost and expense thereof,' approved June 22, 1960 (P. L. 1960, c. 66), as said title was amended by chapter 1, P. L. 1962, and making an appropriation therefor," approved December 10, 1962 (P. L. 1962, c. 191), and making an appropriation therefor.

1 BE IT ENACTED *by the Senate and General Assembly of the State of New*
2 *Jersey:*

1 1. (a) In connection with the improvement to capital facilities authorized
2 by chapter 191, P. L. 1962 to be undertaken by the Division of Railroad
3 Transportation in the State Highway Department, the State Highway De-
4 partment is hereby authorized to undertake, directly or by contract, the en-
5 tire expense of eliminating or relocating such highway and railroad cross-
6 ings at grade as shall be necessary or desirable to carry out the purposes of
7 said chapter 191.

8 (b) To carry out the purpose of this act, the State Highway Department
9 may expend such funds as are appropriated herein or otherwise provided for
10 this purpose by law which funds shall be in addition to any funds heretofore
11 authorized and appropriated to meet the public share of the cost of the im-
12 provements to capital facilities by chapter 191, P. L. 1962.

1 2. There is hereby appropriated from the sum previously appropriated
2 to the State Highway Department in its capital construction account for
3 grade crossing elimination, notwithstanding any existing allocation of such
4 sums, so much as shall be required to carry out the provisions of this act.

1 3. This act shall take effect immediately.