

**A STUDY**  
**of the**  
**PHYSICAL FEASIBILITY**  
**and**  
**ECONOMICS**  
**of handling**  
**JERSEY CENTRAL PASSENGER TRAINS**  
**via**  
**THE PENNSYLVANIA RAILROAD**

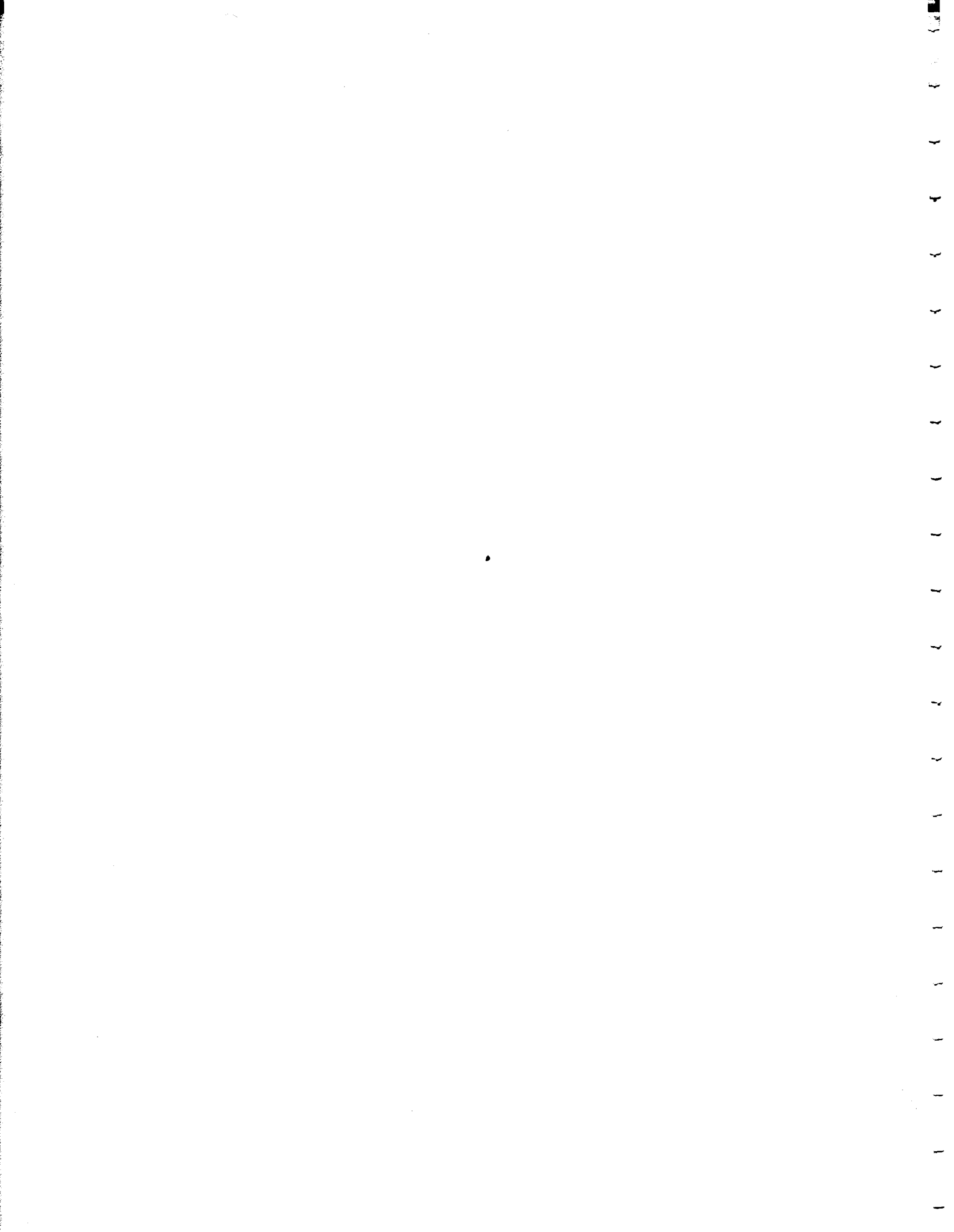
**Conducted by**  
**The New York Region**  
**THE PENNSYLVANIA RAILROAD**

**New York, N. Y.**

**July 15, 1959**

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1944

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SUMMARY

Economics on PRR

<u>Item</u> (1)	<u>Scheme A</u> (2)	<u>Scheme B</u> (3)	<u>Scheme C</u> (4)	<u>Scheme D</u> (5)	<u>Scheme E</u> (6)
<b>I. <u>Road and Equipment Expenditures</u></b>					
A. Road - PRR	\$ 476,000	\$ 592,000	\$ 597,000	\$ 792,000	\$ 622,000
B. Road - NY&LB	923,000	923,000	-	-	(c) -
C. Equipment - PRR(a)	1,000,000	1,000,000	-	-	(c)
D. Equipment - H&M-PRR joint	3,230,000	6,460,000	-	6,460,000	6,460,000
- H&M only	<u>3,040,000</u>	-	<u>4,560,000</u>	-	-
E. Total R&E Expenditures	<u>\$8,669,000</u>	<u>\$8,975,000</u>	<u>\$5,157,000</u>	<u>\$7,252,000</u>	<u>\$7,082,000</u> (c)
<b>II. <u>Effect Upon PRR Annual Operating Results(b)</u></b>					
A. Increased Gross Income to PRR					
1. From Jersey Central	\$ 839,000	\$ 707,000	\$1,612,000	\$1,412,000	\$2,817,000
2. From Passenger Service Revenue	<u>1,458,000</u>	<u>1,458,000</u>	-	-	-
3. Total Increased Gross Income - PRR	\$2,297,000	\$2,165,000	\$1,612,000	\$1,412,000	\$2,817,000
B. Increased Expenses to PRR	<u>1,977,000</u>	<u>1,897,000</u>	<u>900,000</u>	<u>862,000</u>	<u>862,000</u>
C. Increased Net Result to PRR	\$ 320,000	\$ 268,000	\$ 712,000	\$ 550,000	\$1,955,000

Notes: (a) Does not include cost of additional equipment required, which possibly is available from other services in existing fleets. Refer to notes under detailed economics of each scheme.

(b) Estimated on basis of 1959 Revenues and Expenses. Does not include freight or H&M operations.

(c) Total costs are incomplete, since the extent of Jersey Central needs is not known.

New York Region  
July 15, 1959

## SUMMARY

(Numbers in Brackets Refer to Pages in Report)

### The Problem

The State of New Jersey is seeking solutions to its critical commuter transportation problems, one of which involves the Central Railroad of New Jersey. Ferry operations, high taxes, and the peak-load nature of suburban train operations were among the factors contributing to the Jersey Central's 1958 passenger deficit of \$7,798,407 and net deficit of \$1,905,000(7). Operation of Jersey Central trains over The Pennsylvania Railroad tracks to Newark or Exchange Place (Jersey City) would eliminate some of these factors. Passenger trains from the Jersey Central main line (including Reading Company trains) would be operated over a new connection between the Jersey Central and Lehigh Valley at "ALDENE" (East of Cranford), thence via the Lehigh Valley to "HUNTER" (South of Newark) on the PRR main line(9). Jersey Coast passenger trains of the Jersey Central would operate over the Pennsylvania via Perth Amboy, "UNION" (Rahway) and Newark(9). There would be no PRR passenger service into Jersey City.

Some facility changes and additions would be required at Jersey City, Meadows, "HUDSON", Newark Station, and Bay Head, depending upon the operating scheme. Some modifications to Jersey Central and Reading equipment would be necessary(20). Additional equipment will be required on the Hudson and Manhattan, to accommodate the new loads placed upon its trains in the peak hours at Newark or Exchange Place(14).

The Jersey Central is not the only railroad with economic problems. The Pennsylvania's Bay Head service results in a deficit of \$1,558,500 annually(17). A definite trend indicates this deficit will increase under present conditions(19). Revenue-producing Saturday and Sunday traffic dropped over 50% in the last ten years. Weekday other-than-commutation passengers decreased 39%. Yet, peak hour volumes or the major expense factor in any suburban operation, increased 13.7% in ten years; 22.6% in the last five(52). With the rapid residential development on the North Jersey Coast, this increase in peak hour volume may continue.

It is apparent that the Pennsylvania's Bay Head passenger service will suffer increasing losses unless some form of public financial assistance is provided. Taxes, alone, represent \$321,000 of the expenses of this service.

### Possible Solutions

Five schemes for operation of Jersey Central trains over the Pennsylvania have been studied. All are physically feasible. The economics of each, exclusive of freight and Hudson and Manhattan results, are shown on the opposite page. Briefly, the schemes are:

Scheme A - CNJ Main Line Trains via PRR to Exchange Place  
(25) PRR Operates all Bay Head Passenger Service

Scheme B - CNJ Main Line Trains via PRR to Newark  
(33) PRR Operates all Bay Head Passenger Service

Scheme C - CNJ Main Line and Bay Head Trains via PRR to Exchange Place  
(37) PRR Bay Head Trains to New York

Scheme D - CNJ Main Line and Bay Head Trains via PRR to Newark  
(43) PRR Bay Head Trains to New York

Scheme E - CNJ Main Line Trains via PRR to Newark  
(47) CNJ Operates all Bay Head Passenger Service

### Conclusions

The Pennsylvania can handle all of the proposed Jersey Central trains without delay to its own operations as presently scheduled, but cannot risk funds to provide the necessary equipment and terminal facilities to do the job. Both railroads need relief from the financial burden of operating these services. The Pennsylvania loses more in its Bay Head service than the Jersey Central and would not benefit by taking on the Jersey Central's passenger load(5). Under no scheme are revenues sufficient to finance the additional equipment and facility requirements of the railroad, much less the equipment needs of the Hudson and Manhattan.

Under present conditions, financial results of these services will not improve. Actions of state and local governments are economically ruining the railroads providing the important service of carrying peak hour loads, which would otherwise have to be hauled by highway and which would require additional expenditures by the state's taxpayers for the new facilities required. The tax problem is just one of the railroads' many problems. The tax-free Garden State Parkway and Turnpike, built by the public and paralleling much of New York-Bay Head route caused the severe decline in off-peak patronage of Pennsylvania trains(52). Private enterprise should not risk capital and continue to lose money in operating suburban rail services for the benefit of the public, when the public continues to invest in duplicate transportation facilities which cause economic chaos for the railroads. Yet, if it is going to save money in handling peak commuter loads, the public needs the railroads.

Even the granting of certain conditions(53), such as tax exemption, fare adjustments, station consolidations, crossing elimination, and electrification, would produce only a marginal operation today. The future economics are less promising to private enterprise.

### Recommendations

The Pennsylvania should contract for the handling of the Jersey Central's main line trains over its tracks from "HUNTER" to Newark or Jersey City, as may be decided by public policy or the Jersey Central. The Pennsylvania would operate no passenger service into Jersey City.

The Pennsylvania should not assume the additional liabilities incurred by operation of the Jersey Central's North Jersey Coast service. Only one railroad should operate passenger service on the North Jersey Coast. Since the New York and Long Branch is so essential to the total Jersey Central operation, the Jersey Central should operate all passenger and freight service there. The Pennsylvania could turn over to the Jersey Central all of its Bay Head business, as well as its ownership in the New York and Long Branch. This operation, proposed as Scheme "E", would be the most favorable of any for the Pennsylvania.

As an alternative some public agency could contract for any of these schemes, specifying fares and services and reimbursing the railroads on a fully compensatory basis. In the interim, the Pennsylvania could operate under Schemes "A", "B", "C", or "D", provided certain conditions were met(53).

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In addition to the New York Region Staff, the following were members of the committee which prepared this report:

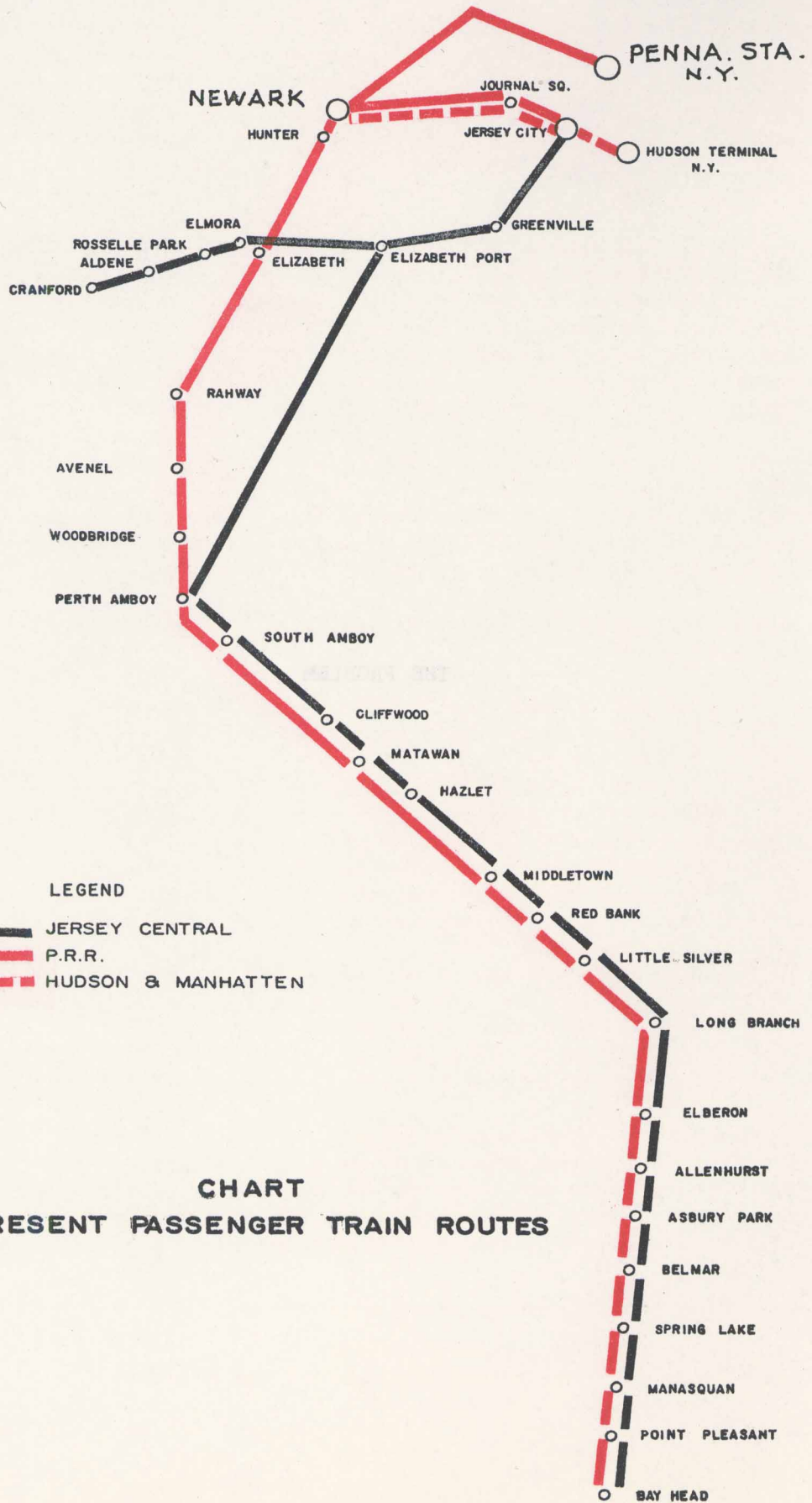
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**THE PROBLEM**



THE PROBLEM

The State of New Jersey is seeking solutions to its critical commuter transportation problem(a), because it is dependent upon its suburban railroads to carry at least 75,000 of the 125,000 total commuters(b) moving every weekday from the suburbs into New York City. New Jersey's railroads, already financially weakened by the state's inequitable taxing policies and by the inroads of publicly-aided competitive transportation, have sustained large deficits in operating their suburban trains.

The Central Railroad of New Jersey is also seeking a solution to its problems. It was faced with a passenger deficit of \$7,798,407 and a net deficit of \$1,905,000 in 1958. Its estimated current loss from passenger rail-haul operation is \$3,005,499(c). This amount does not include the loss from the Jersey Central ferry operations. This loss exceeded \$1,000,000 annually, until certain service reductions were permitted and a substantial increase in ferry rates was granted, reducing the annual deficit to an estimated \$200,000(d).

The Pennsylvania Railroad has been asked by the State of New Jersey, through State Highway Commissioner Dwight R. G. Palmer and Director of the State Division of Railroad Transportation Herbert Thomas to make this study to determine how the facilities of The Pennsylvania Railroad might be used to solve the suburban service portion of the Jersey Central's financial problems.

Foremost among the factors contributing to the Jersey Central's unfavorable financial results are:

1. The ferry operation between Jersey City and Liberty Street, New York.
2. Extensive Jersey City passenger terminal facilities in high tax Hudson County.
3. Four-track mail line and supporting facilities, including the mile-long Newark Bay trestle with four lift bridges, required primarily to carry rush hour passenger trains.
4. Newark passenger station and Newark branch facilities used primarily for rush hour passenger trains.
5. Duplication of passenger service with PRR between North Jersey Coast points and New York.
6. High property tax situation in New Jersey.
7. Inroads into the off-peak and weekend rail travel made by publicly-aided competitive transportation.
8. Vast amount of equipment and facilities which are required to handle peak loads but which are used only 20 hours a week.

The answer to the passenger portion of the Jersey Central's problem, therefore, must be found in the elimination of as many as possible of these factors. Several solutions to the problem are discussed on the following pages. Others, including use of the Jersey Central's Newark Branch with a ramp transfer of passengers to the Pennsylvania's Newark station, were considered in previous studies made for the State.

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Notes: (a) New York Times, June 17, 1959.  
 (b) Report of the Project Director of the Metropolitan Rapid Transit Commission.  
 (c) Verified statement of R. Frederickson, Assistant to the President, Jersey Central Lines, ICC Docket No. 32942.  
 (d) Estimates furnished by Jersey Central Lines.

This study is concerned primarily with the physical feasibility of handling Jersey Central trains on the existing facilities of The Pennsylvania Railroad and the economics in connection therewith as they affect the Pennsylvania.

ANALYSIS OF THE PROBLEM

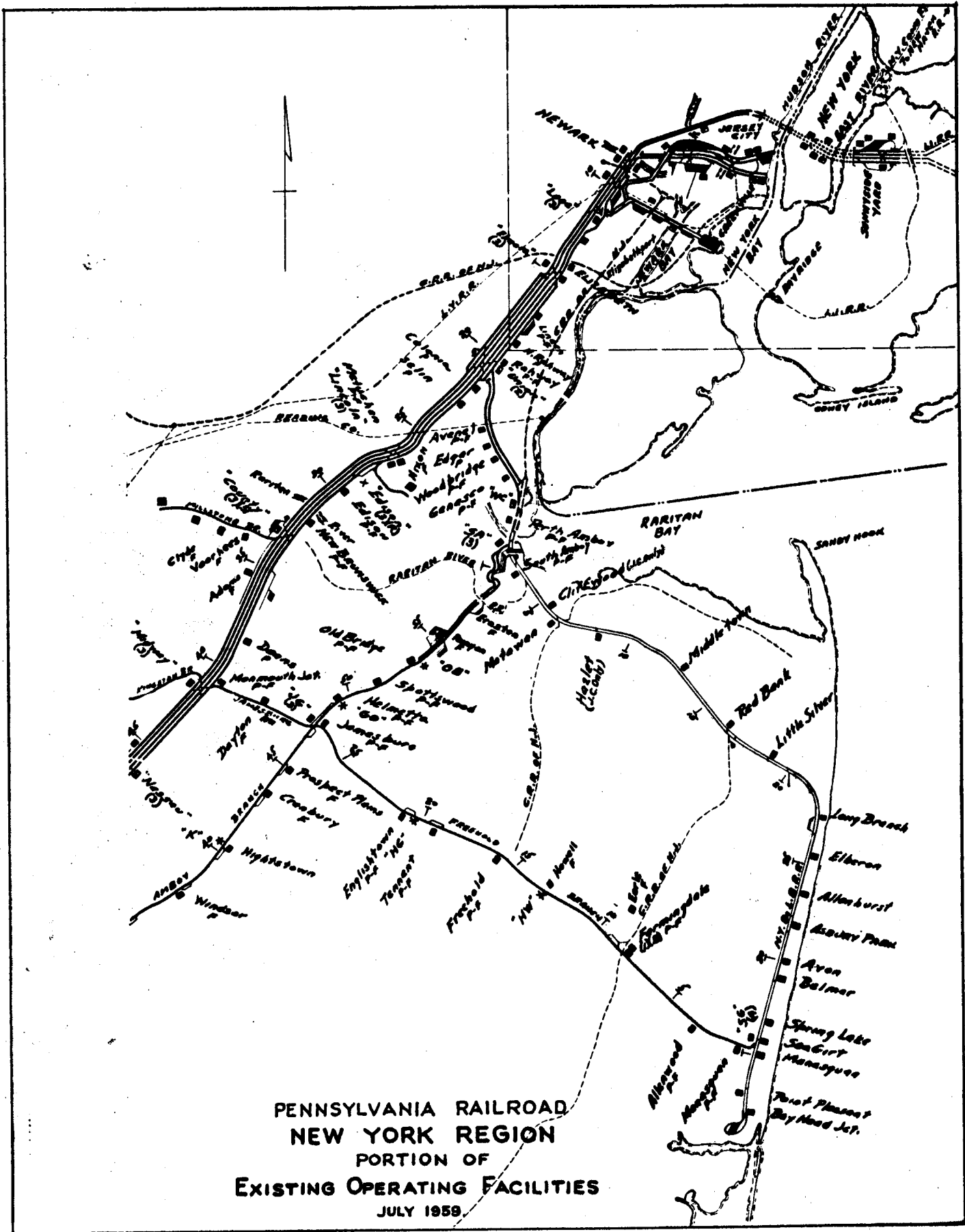
Some conditions are common to each possible solution. Based upon information provided by the State of New Jersey and the Jersey Central Lines, certain assumptions can also be made. Included in these conditions and assumptions are the following:

1. Insofar as the Pennsylvania is concerned, fifty Jersey Central main line suburban trains will be routed over a proposed \$1,000,000 new connection between the Jersey Central and Lehigh Valley at "ALDENE," thence via the Lehigh Valley Main line to "HUNTER" on the PRR Main Line, where trains would be routed over PRR main tracks to Newark.
2. Two Reading Company trains in each direction between Philadelphia and New York would also be routed via the Pennsylvania in the manner outlined in paragraph 1.
3. Schedules and consists of the proposed Jersey Central main line suburban and Reading Company passenger trains would be as outlined in Exhibits 1 and 2.
4. If operation of Jersey Central passenger trains to Bay Head Junction were continued, they would be on the basis of the service as it exists today, which is also described in Exhibits 1 and 2. These trains would be routed via the Pennsylvania between "WC" (Perth Amboy) and Newark or Jersey City.
5. In order to eliminate interference and to accommodate Jersey Central trains at Exchange Place, there would be no passenger service operated into Exchange Place, Jersey City, by the PRR.
6. To make room for Jersey Central equipment, Pennsylvania MU suburban trains which could not be accommodated uptown New York would be serviced and yarded at a facility to be provided in the old westbound yard at Meadows (See Map No. 1).
7. No special provision has been made in this study for transfer of passengers between the Jersey Central and Pennsylvania at Elizabeth, whether or not the Jersey Central continues to operate suburban trains over Jersey Central tracks east of Cranford.

The primary purposes for routing Jersey Central trains via the Pennsylvania are to permit the Jersey Central to discontinue its ferry operation, remove its passenger facilities from Hudson County's high taxes, and reduce the amount of tracks and supporting facilities which are needed in the present passenger service. Suburban communities served by the Jersey Central would be assured of continued passenger rail service. In some cases, overall travel time for many Jersey Central commuters would be improved. In addition, the Jersey Central main line suburbs would be given direct access to Newark on all trains and would have a choice of destination via transfer at Newark to Journal Square, Jersey City, Hoboken, and uptown New York in addition to downtown New York. The Hudson Terminal destination via the proposed route is a few short blocks closer to the main district of downtown New York than the present Jersey Central Liberty Street ferry terminal. It is located directly on the New York transit system's 7th Avenue subway and close to the Independent and BMT lines.

After eliminating the ferry service, routing trains via the Pennsylvania and making certain service consolidations and curtailments, the Jersey Central

NO RED BANK  
PHILLIPBURG



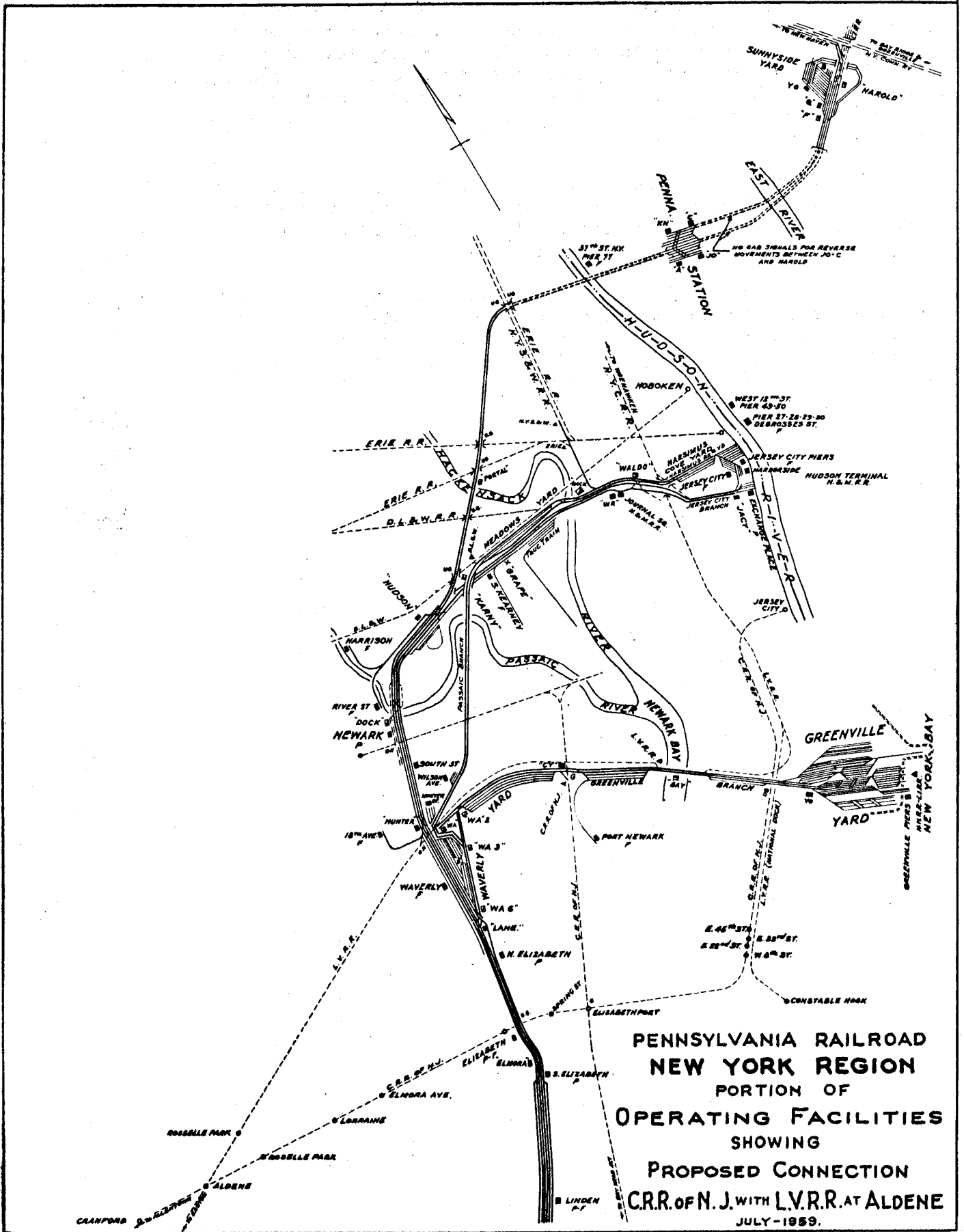
**PENNSYLVANIA RAILROAD  
 NEW YORK REGION  
 PORTION OF  
 EXISTING OPERATING FACILITIES  
 JULY 1959.**

has estimated that its passenger deficit would be about \$1,500,000 a year. This represents net savings amounting to \$1,500,000 to \$2,500,000 a year. No analysis is to be made in this study of the benefits to be obtained by Jersey Central service curtailments. In estimating its future passenger deficit, the Jersey Central assumed that it would not be operating any service to Bay Head Junction. Since that assumption affects the Pennsylvania, the operation of the North Jersey Coast passenger service by either or both railroads has been studied.

The question of the physical feasibility of operating Jersey Central trains over the Pennsylvania is primarily concerned with whether or not this can be done without delay to present PRR freight and passenger service and to what extent it can be done with existing facilities.

Once the physical feasibility has been determined, the economics of each solution especially as they affect the Pennsylvania, are the governing factors. This study does not embrace all the variations possible in effectuating an operating agreement, but is intended to present the facts from which decisions can be made and negotiations conducted.





## DISCUSSION OF THE PROBLEM

### Physical Feasibility

Operating under any of the schemes discussed on the following pages, it has been determined that it is physically feasible to handle the trains of the Jersey Central Lines and the Reading Company (shown in Exhibits 1 and 2) over the Pennsylvania Railroad in addition to present PRR trains. Barring operating contingencies, this could be accomplished without delay to PRR operations as presently scheduled(a).

### Main Line Movement

The greatest traffic density on the New York Region main line occurs during the morning rush hour (6:00 AM to 9:30 AM, prevailing public time), when there is a concentrated eastward movement of suburban passenger trains, "Blue Ribbon" passenger trains from the west, Washington-Philadelphia-New York passenger trains and five through freight trains. As shown by the track occupancy charts (Exhibits 3 and 4) all of the Jersey Central's present North Jersey Coast trains could be accommodated between "UNION" (Rahway) and "HUNTER" (South of Newark) in the weekday morning rush period. Only two passenger trains, PRR No. 60 and JCL No. 3304 would move eastward on No. 3 track, which is signalled for movement in both directions. They would not interfere with normal westward movement. Since through freight trains do not normally operate north of "LANE" (just west of "HUNTER"), the proposed operation of Jersey Central main line suburban trains can be accommodated on the PRR main line east of "HUNTER". Exhibit 4 shows the morning rush hour movement passing "HUNTER". Traffic density will reach two peaks after 7:30 AM (prevailing public time) when 8 eastward trains are scheduled to pass "HUNTER" in one 17-minute period and 12 eastward trains pass in a subsequent 25-minute period.

### Newark Station

To permit the handling of both seashore and suburban main line trains of the Jersey Central at Newark station requires that PRR No. 60, eight of the main line suburban trains and one Reading train be moved on No. 3 track between "HUNTER" and Newark Station during the morning rush hours. Passengers on these trains desiring to transfer to the H&M for downtown New York or to other PRR trains for uptown New York must descend the stairs to the concourse level and use the escalators to the platforms for eastward tracks 1 and 2. Passengers on other eastward trains operated on tracks 1 and 2 at Newark Station will be able to make an across-the-platform transfer.

### Additional Facilities

Operation of the Jersey Central trains will require no additional facilities at Newark Station or at main line interlocks other than cab signal test loops on No. 5 tracks at "HUDSON," and Newark Station. Trains with RDC equipment would turn on No. 5 track at Newark Station, while other Jersey Central

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(a) It should be noted that wherever traffic density is increased, under given conditions the chance of delays due to operating contingencies is also increased. This is especially true in the winter when through passenger trains from the west and south are subject to delays and interfere with service as closely scheduled as that proposed here. Under such conditions, there is some likelihood of delays to scheduled freight trains.

in the off-peak hours would be terminated at "HUDSON" for immediate return service to outlying points (See Map No. 1). Necessary terminal facilities will be discussed in analyses of the various schemes.

### Jersey City

With removal of Pennsylvania Railroad passenger service from Exchange Place, Jersey City, it would be possible to accommodate all of the Jersey Central and Reading rush hour trains at Exchange Place. This involves ten eastward trains (3 from the North Jersey Coast; 5 from the suburbs; and two Reading trains). All other Jersey Central trains, including all trains operated with RDC equipment, would be turned at "HUDSON".

Since six of the proposed Jersey Central trains, if operated into Exchange Place, would be longer than the capacity of the station tracks and would foul the interlocking, it would be necessary to have an additional first track yard engine switching equipment to clear tracks upon arrival. Make-up of evening departure trains would begin after the morning rush hour and is shown, with track assignments on Exhibit 5. Trains 4317, 427, and 3331, would have to be switched to station tracks after the departure of three previous trains. Minor interlocking signal changes would be necessary to accommodate the long trains on station tracks. No extension of station platforms is possible without costly interlocking changes. Thus, to keep costs to a minimum passengers would be required to walk through as many as three coaches at the west end of 14-car Jersey Central trains.

Additional Maintenance of Equipment and Transportation facilities required to handle Jersey Central trains at Exchange Place include steam boilers and steam distribution lines, extension of water lines, welfare facilities for train crews and maintenance forces, battery charging equipment for two Reading trains, cab signal test loops, installation of one hand crossover, power operation of three existing switches, and minor signal changes.

If Jersey Central and Reading peak hour trains are not operated into Jersey City, some new facilities would be required in the vicinity of Meadows enginehouse to accommodate the 140 cars and sixteen locomotives proposed for storage and minor servicing after the morning rush hour. The size of the new facilities is dependent upon the scheme of operation as described in Exhibit 6. They are made necessary by track requirements not only of the proposed MU facilities but also of the seasonal mail traffic, which is classified and dispatched from the old Westbound Yard, which prevents its use for Jersey Central equipment. Eastward movement of equipment from the main line at "HUDSON" to the proposed car yard would be via the Engine Track and "KARNY" interlocking. Electro-pneumatic switches would be installed on the crossovers and switches leading to the yard (See Map No. 1). Westward movement would be via the Center Street Branch to "HUDSON", avoiding conflicting crossover movements on the main line.

### Hudson and Manhattan Railroad

Under any proposed scheme of operations, the Hudson and Manhattan will eventually get the major portion of the downtown New York load carried either on Pennsylvania trains or Jersey Central trains operated over the Pennsylvania route.

If peak hour Jersey Central trains were operated into Exchange Place, the transfer to the H&M could be made, as at present, via the passenger elevators and would permit Jersey Central passengers a selection of routes to downtown or uptown New York, with an additional change at Erie Station on the latter route. The additional load thrown upon the H&M at Exchange Place would require additional H&M cars. Since this service is outside the limits of the joint service operation, the PRR would not be involved in the acquisition of this equipment.

If the load of the Jersey Central rush hour trains is transferred to the H&M at Newark, in addition to the load from the Pennsylvania trains, the joint service operation of the PRR and H&M between Newark and Hudson Terminal, New York, will also require additional cars. As shown by Exhibit 7, the load on the H&M would reach a peak between 7:40 AM and 8:45 AM in the morning rush period when an estimated 11,500 passengers would be handled by the H&M east-bound from Newark. Using additional trains, consisting of cars similar to the present 44-seat cars, the H&M trains between Newark and Journal Square would have a 56% standee load. Recognition must be given to the fact that the bulk of the passengers transferring to the H&M who formerly travelled on Pennsylvania or Jersey Central trains to Jersey City were accustomed to being seated except for a seven-minute ferry ride on the Jersey Central route and will not be favorably disposed to standing for the 20-minute ride between Newark and Hudson Terminal. Therefore, these figures recognize that a reasonable effort must be made to provide as much seating as possible. If all of the passengers are transferred at Newark, the additional cars obtained for the H&M operation would involve the PRR-H&M joint service.

There is no question that with additional cars, the H&M could handle the additional load which would be placed upon it, whether at Exchange Place or Newark. Transfer of the passengers at Newark as proposed under any scheme for the off-peak and weekend travel, and under certain schemes for the proposed Jersey Central rush hour trains, would eliminate duplication of rail passenger services between Newark and Jersey City.

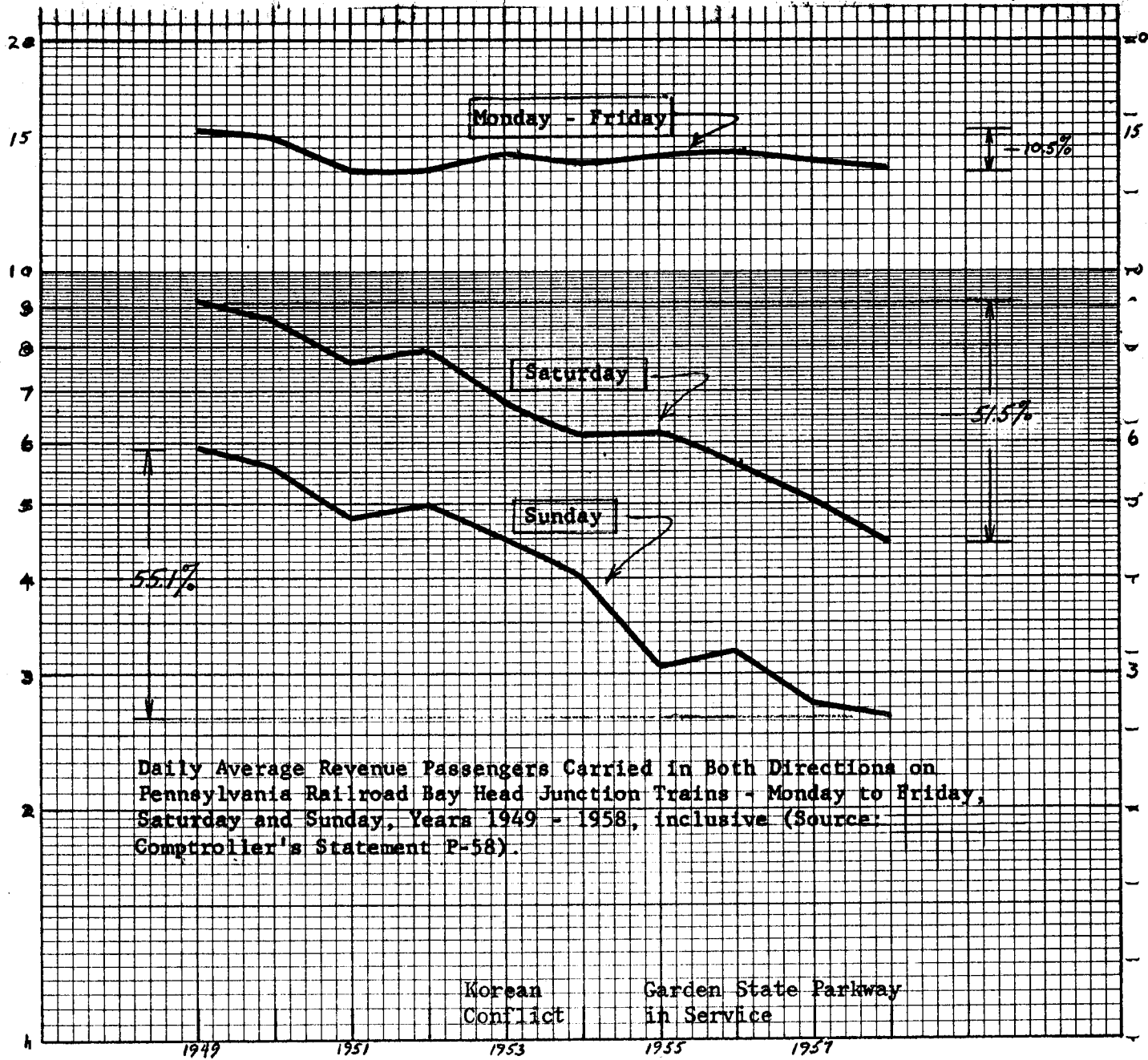
#### FL-9 Locomotives

The joint operation over the Pennsylvania Railroad route east of "WC" (Perth Amboy) of both Pennsylvania and Jersey Central trains would be facilitated by the use of a type of motive power which would permit continuous operation without engine change on Pennsylvania trains between Bay Head and Pennsylvania Station, New York. At the present time, the change between diesel and electric locomotives is made at "UNION" (Rahway) during the rush hour and consumes from 5 to 7 minutes. At other times, or when the engine change does not interfere with Jersey Central operation, it is made at South Amboy. Engine changes can still be made at "UNION" with Jersey Central trains operating over the Pennsylvania route although the spacing of trains during the rush hour is quite close. The operation is much more economical without the necessity of an engine change.

Except for complete electrification of the NY&LB Railroad to Bay Head Junction, as discussed elsewhere in this study, the only type of motive power available to permit an operation without change of locomotive is a combination of diesel-electric, third-rail locomotive, such as the EMD FL-9.

The principle of the use of this type of locomotive has been accepted for the New York - Bay Head service and an economic study is in progress at the system level, to consider the acquisition of this type of locomotive to replace the present 11 passenger GG-1 electric and 19 Class BP-20 diesel-electric locomotives used in this service.

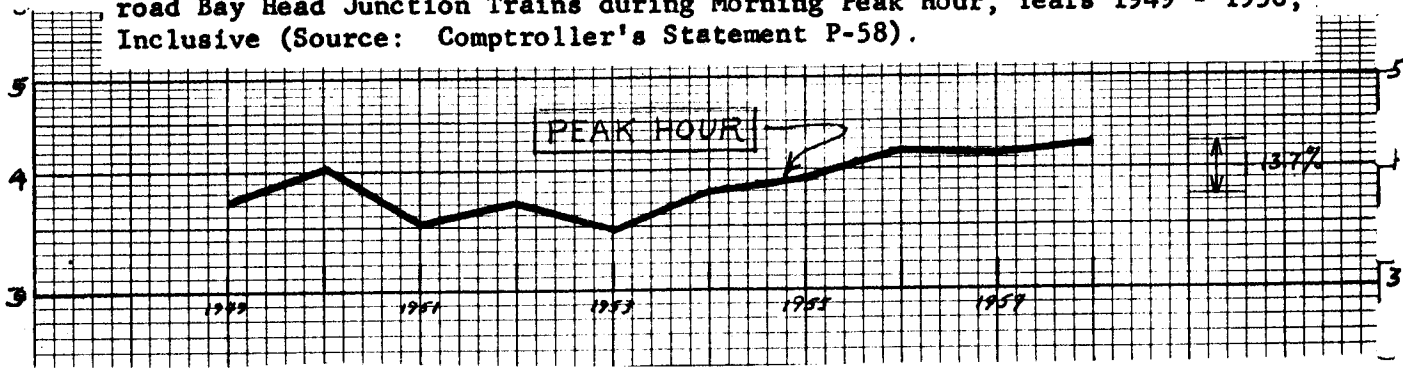
THOUSANDS OF PASSENGERS



Daily Average Revenue Passengers Carried in Both Directions on Pennsylvania Railroad Bay Head Junction Trains - Monday to Friday, Saturday and Sunday, Years 1949 - 1958, inclusive (Source: Comptroller's Statement P-58).

Daily Average Revenue Passengers Carried Eastbound on Pennsylvania Railroad Bay Head Junction Trains during Morning Peak Hour, Years 1949 - 1958, Inclusive (Source: Comptroller's Statement P-58).

THOUSANDS OF PASSENGERS



ECONOMICS

Since the Jersey Central suffered a net loss in 1958 of \$1,905,000 and lost \$1,851,000 in the first five months of 1959, it is logical that it should seek a bold approach to the elimination of its large passenger deficit. However, in agreeing to study solutions to the Jersey Central's problem, it must not be assumed that the Pennsylvania would be willing to risk an increase in its passenger losses by taking over a portion of the Jersey Central's passenger business.

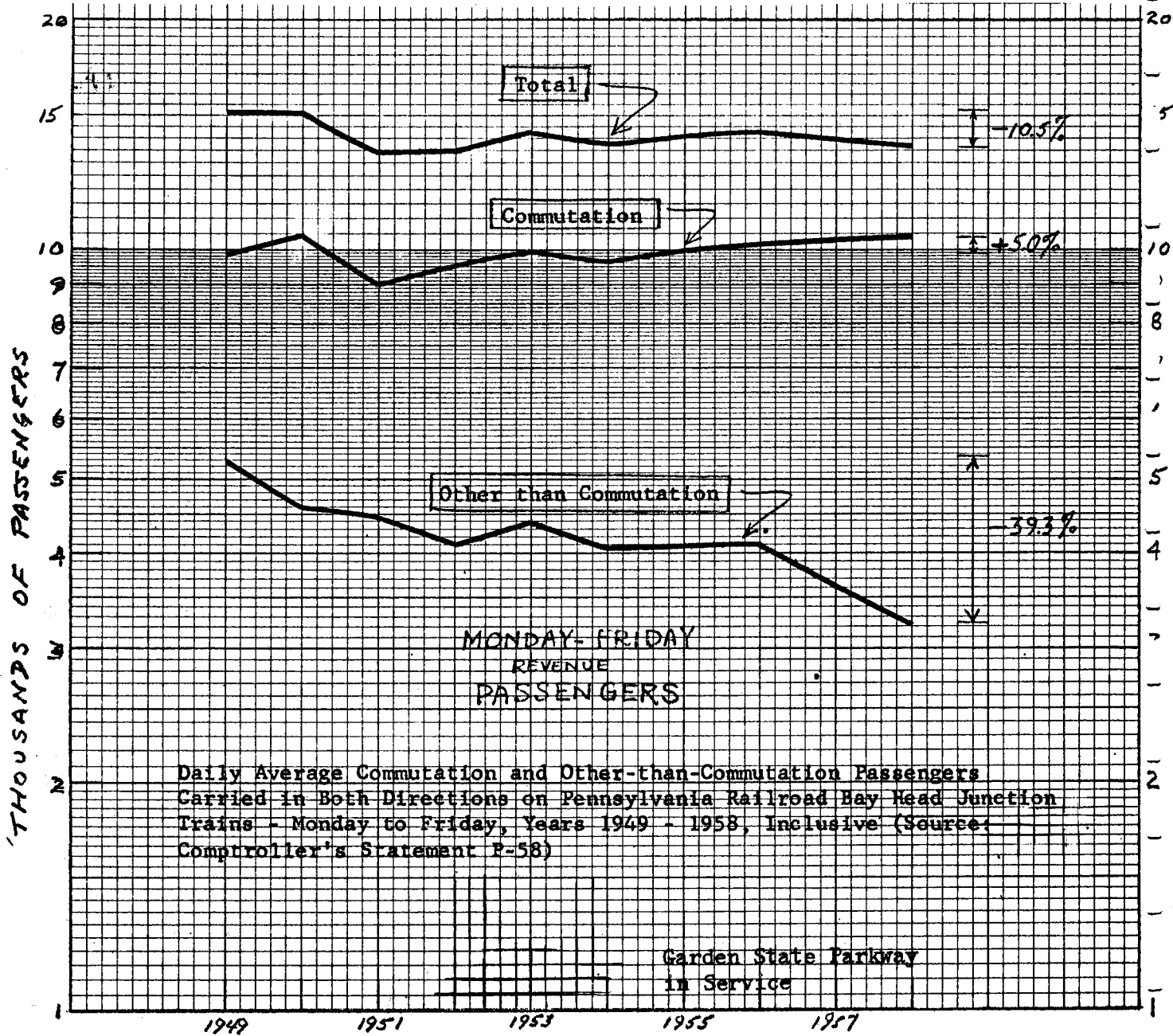
The first question in the economic consideration of this problem of what to do with the Jersey Central passenger operation is whether or not the Pennsylvania is making any money on its own Bay Head operation. Since it has been proved that it is physically possible to operate the Jersey Central's main line suburban trains over the Pennsylvania route, the finances involved in that phase of the study become primarily a joint facility matter and present no particular problem other than determining the rate of return to be charged on the investment and any deviation from the usual practices of joint facility accounting. Whether or not these services should be operated into Jersey City will be determined by the value placed by the Pennsylvania upon the property should its use be granted to another railroad, the influence of a duplicate rail facility (H&M) over the same route, and the extent to which the Jersey Central is willing to pay for the facilities made available.

If Jersey Central trains are operated over the Pennsylvania route east of "WC" (Perth Amboy), it would mean that two railroads would be competing for the same Bay Head-downtown New York traffic over the same route.

A PRR system study made in 1949 (Exhibit 8) indicated that the net revenues from the total Bay Head operation on the PRR was \$1,897,187. Of this amount, the operation on the NY&LB tracks produced a net revenue deficit of \$265,522 for both freight and passenger service on what would primarily be a fully allocated basis. On the PRR portion, there was a net revenue of \$2,162,709 for all services. This was computed on an out-of-pocket basis including only the expenses for passenger and freight train operation and trackage rights over that portion of the New Jersey Central between "WC" and the New York and Long Branch Railroad. Although this study shows the breakdown between the total passenger operation ten years ago (in 1948) was producing an estimated net revenue exceeding \$1,000,000.

Another study was made on the same basis for the year 1955 (Exhibit 9). By that time, the passenger service net revenue on an out-of-pocket basis produced only \$322,385. This amount did not include 1955 NY&LB taxes of \$50,000 chargeable against the Pennsylvania as did the 1949 study. The 1955 figure compares with a present annual out-of-pocket net revenue of \$167,000 or half the amount of four years ago. On a fully allocated basis, the Pennsylvania's North Jersey coast passenger service produces a net railway operating deficit of \$1,558,500 (Exhibit 10). Although these figures are substantiated by recent testimony presented before the Interstate Commerce Commission (I&S Docket #7046) when the Pennsylvania petitioned for increased commutation fares (Exhibit 11), it must be recognized that these estimates will be superseded by data to be produced by a detailed suburban passenger cost study now being conducted on the New York Region.

Significant, however, is the very definite trend in the economic results obtained. A passenger service out-of-pocket net revenue exceeding \$1,000,000



in 1948 had dwindled to less than \$300,000 by 1955 and by 1959 to only \$167,008. Regardless of the extent to which one desires to assign overhead costs to a particular operation (and it should be recognized that some, if not all, portions of the service should support overheads) it is apparent the Pennsylvania's Bay Head passenger service is increasingly a losing proposition, even on the so-called "out-of-pocket" basis.

The reason for this is evident. As towns along the North Jersey Coast expand and become bedroom communities for many New Yorkers, the passenger service on this line assumes the nature of a suburban passenger service, with a peak load each morning and evening only five days a week. This is best evidenced by the graphs on Page 16. The upper graph shows the average total revenue passenger load for a typical week in October over the past ten years divided between weekdays, Saturdays, and Sundays. It will be noted that the Monday to Friday load has dropped 10.5% during this ten-year period. The Saturday volume, which only ten years ago was over 60% of the total weekday volume, has declined 51.5% to less than one-third of the present weekday volume. The Sunday volume has declined 55.1%. (Supporting details are shown in Exhibit 12). Note especially the sharp decline in Saturday and Sunday volumes after the state-financed Garden State Parkway was placed in service as far south as Toms River in August 1954, practically paralleling this railroad for its entire distance.

All of this has had a serious effect upon revenues, especially when it is recognized that during this period the number of weekday commutation passengers increased 5.0% while the other than commutation passengers decreased almost 40% (See graph on Page 18). While more people are riding on tickets producing a lower revenue per passenger, fewer people are riding on tickets producing a higher revenue per passenger.

Probably more startling is the fact that in spite of a declining number of total passengers, the weekday peak hour load has actually increased 13.7%. Therefore, while total railroad passenger volume has declined, the peak hour volume, or the major expense factor in any suburban operation, has increased. This rate of increase in peak hour volume may continue. There is ever-increasing congestion at the tunnels leading into New York City. While the development of new trans-Hudson facilities may temporarily alleviate such conditions, history has shown that such new facilities eventually produce even greater congestion. Therefore, with the increasing residential growth of North Jersey Coast area, it is reasonable to assume that demands will continue to be made upon the peak hour rail services, while the off-peak services will probably continue to diminish in volume as the motorist avails himself of highway facilities when they are less crowded.

If there was ever a suburban rail service on the Pennsylvania Railroad which should be in a position to produce a net revenue, it is the North Jersey Coast service. It has the longest average haul (over 42 miles) of any suburban rail service on the system. The equipment utilization factor is higher than in any other. However, in this service as in other suburban services, the railroad is faced with a decreasing total passenger volume and resultant decreased revenues. Increasing operating expenses are caused not only by rising costs and inflationary trends, but by the increasing magnitude of the peak hour load.

Therefore, it is apparent that the railroad will be faced with operating even this service at increasing out-of-pocket losses unless some form of public assistance is provided.



Fare increases alone cannot help, since there is a point of diminishing return to which fares can be increased without producing greater total revenue. As shown by Exhibit 13, the present interstate rail fares generally exceed the present interstate bus fares for many of the North Jersey Coast stations. The PRR intrastate commutation fares should be raised 20% to be commensurate with the fares recently granted the Jersey Central on an interim basis. Even this increase would not be fully compensatory, since a fare raise producing <sup>44%</sup> increased passenger revenues would be necessary to overcome the present deficit in this operation (Exhibit 10). The disparity between rail and bus fares reflects the deceptive economic advantage held by a bus which has its facilities provided with public funds.

Taxes are a big item in any operation involving New York City or the State of New Jersey. It is estimated that the New York City taxes account for \$178,000 of the Bay Head passenger operation expense, and the New Jersey taxes add another \$143,000. Recent action by the New York legislature in granting some tax relief to railroads may reduce this amount of New York City taxes to \$133,780 by 1963. Complete elimination of these taxes in both states would be helpful in saving \$321,000 of this expense, but would not completely solve the problem.

It is in the category of transportation and maintenance of equipment expenses that the largest costs are incurred and where the highest savings could be effected. These expenses are most seriously affected by the ever-increasing peak load nature of this service. It is only if some form of public aid can be provided that the total cost of the operation, and especially of these particular expenses items, can be reduced. It should be noted (Exhibit 10) that even on out-of-pocket basis the transportation and maintenance of equipment accounts with their accompanying payroll taxes consume over 85% of the entire passenger revenue. Only as the public would provide funds for road and equipment improvements, as it does for other transportation systems, is there any practical hope of reducing these expenses through increased performance and efficiency.

#### Jersey Central Equipment

The Jersey Central engines and cars meet necessary clearance requirements for operation over the PRR routes described with the following exceptions:

1. Footboards on the locomotives must be raised and/or shortened within clearance limits.
2. Battery boxes and air conditioning equipment on Jersey Central club cars and Reading Company equipment must be modified.

At the present time, this equipment would foul the third rail east of Newark. It has been determined that sufficient modifications can be made to the footboards, battery boxes, and air-conditioning equipment by the Jersey Central and Reading to permit operation of this equipment.

It is contemplated that the only servicing to be performed on Jersey Central and Reading cars would be interior cleaning, watering, icing and providing steam heat. Standby power would be needed for air-conditioning on the eleven Reading cars. Fifteen of the Jersey Central "club" cars have ice-activated air-conditioning. No air-conditioned coaches, other than RDC equipment are in the Jersey Central suburban service.

All of the Jersey Central cars used in this service are equipped with head-end lighting, eliminating the need for servicing of batteries.

### Servicing

Some details of Jersey Central locomotives and cars are given in Exhibit 14.

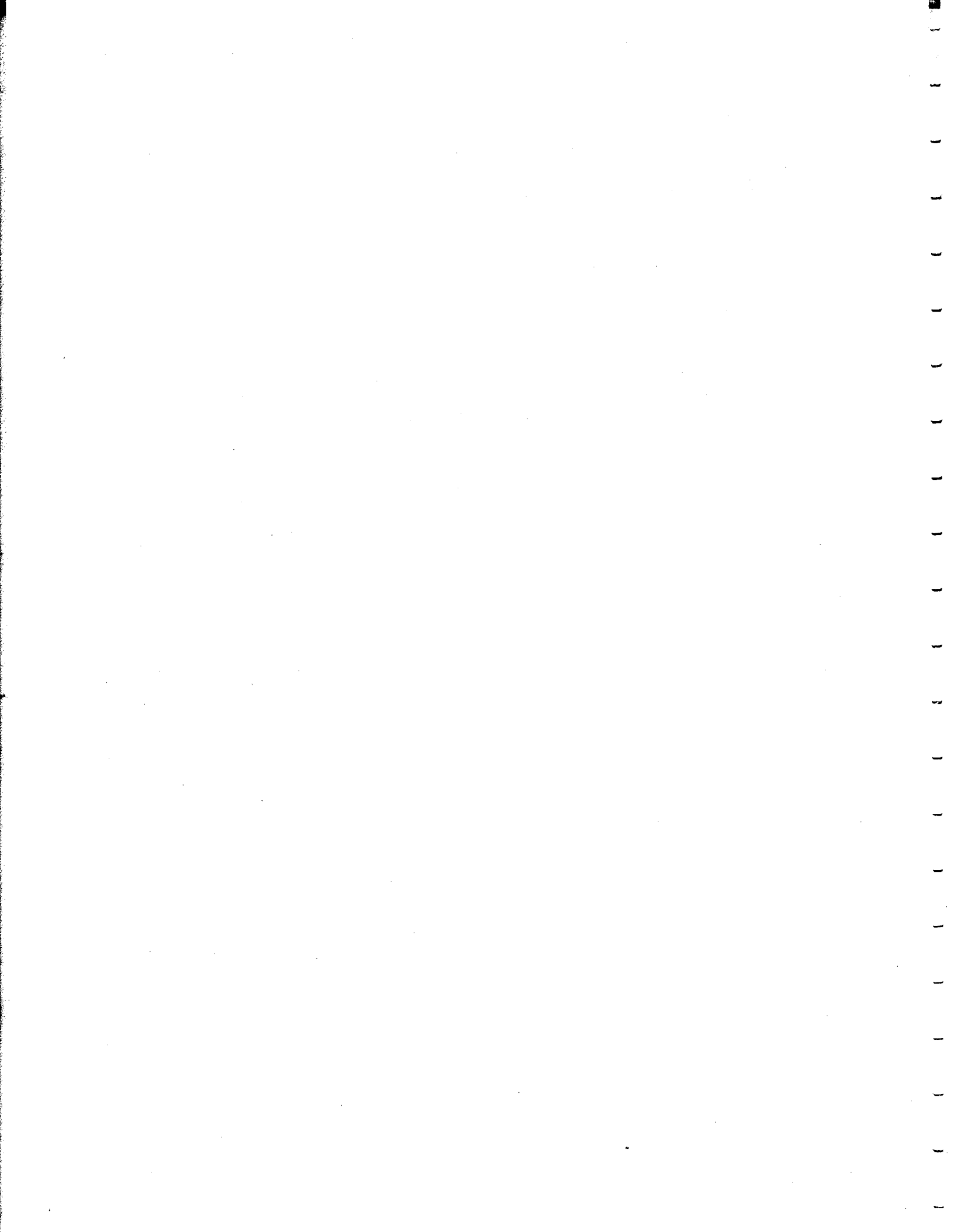
### Jersey Central Economic Problems

It is estimated that the Jersey Central's North Jersey Coast passenger operation is sustaining an annual passenger deficit between \$500,000 and \$1,000,000 on a fully allocated basis. This is about ten percent of the road's total passenger deficit.

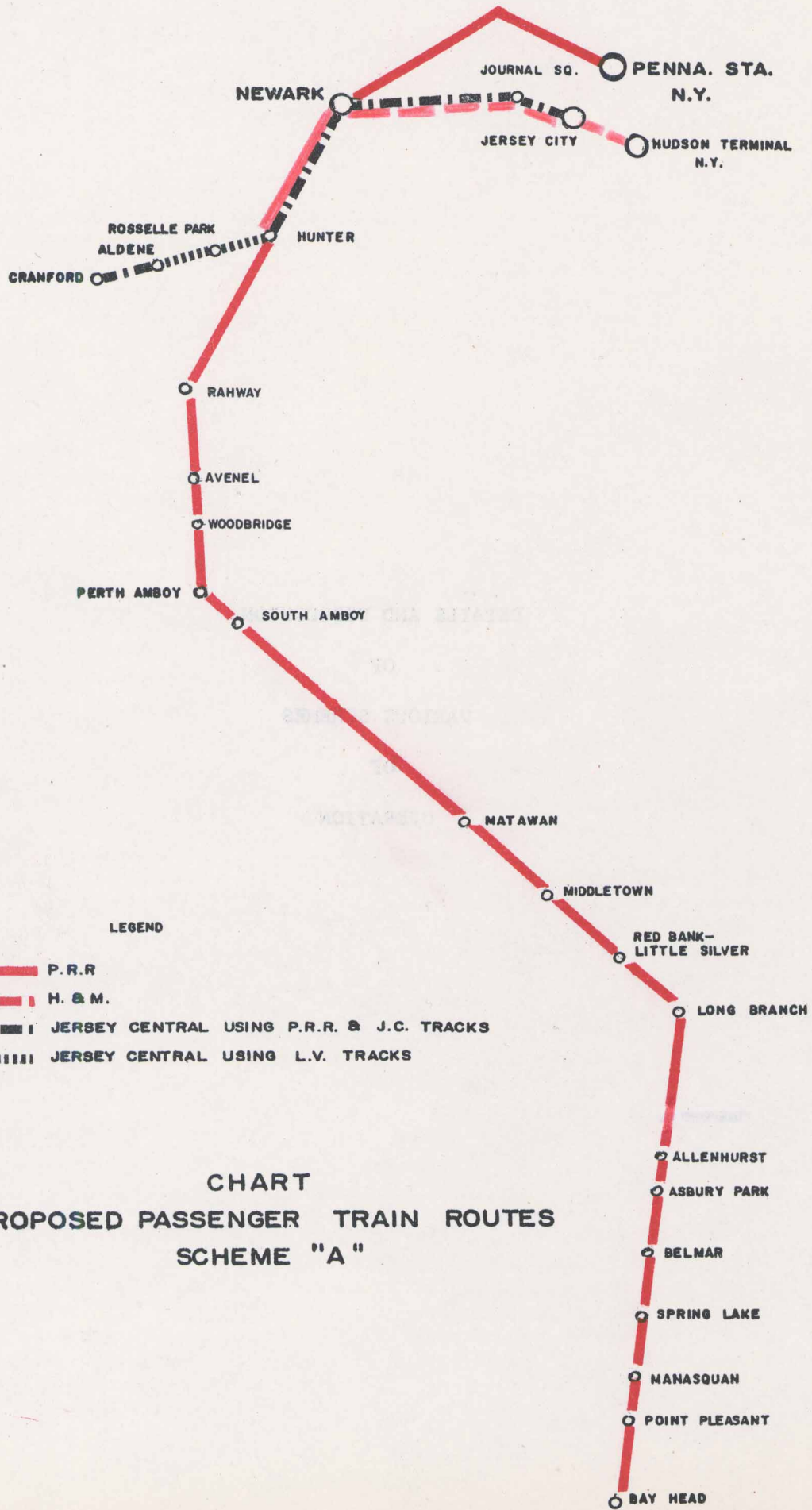
The Jersey Central estimates that \$1,360,000 of the gross passenger revenue in this service would be susceptible to diversion to the Pennsylvania, if the Jersey Central discontinued passenger service to Bay Head (Exhibit 15). This figure discounts the loss of passengers in the Jersey Central territory between Perth Amboy and Jersey City, including Bayonne.

There is no doubt that savings could be effected by the operation of passenger service between Bay Head and New York by only one railroad instead of two. Whether or not the combined operation would be a profitable venture is outlined in the economics of each scheme.

Since it has been determined that it is physically feasible to handle any or all of the trains operated or proposed to be operated by the Jersey Central over the Pennsylvania into Newark and/or Jersey City, the remainder of this study will be addressed to the economics of the various schemes involved in handling this business, what their effect will be upon the Pennsylvania's operating results and the effect that various forms of public aid would have upon these results.



**DETAILS AND DISCUSSION  
OF  
VARIOUS SCHEMES  
OF  
OPERATION**



SCHEME ACNJ Main Line Suburban Service Via PRR to Exchange Place  
PRR Operates All Bay Head Passenger Service

Under this scheme the Jersey Central main line suburban service would be operated over a new connection to the Lehigh Valley Railroad main line at "ALDENE" (East of Cranford), thence via the Lehigh Valley to "HUNTER" on the Pennsylvania main line from which point it would be operated over the Pennsylvania tracks to Newark and Exchange Place, Jersey City. The entire Bay Head - New York passenger service would be operated by the Pennsylvania over its present route to Pennsylvania Station, New York. The Jersey Central would continue to operate the service between Atlantic Highlands and Matawan either by rail or bus(a).

Jersey Central Main Line Suburban Service to Exchange Place

Peak hour trains from the Jersey Central main line and two Reading trains would be operated into Exchange Place. Other Jersey Central trains, including all trains operated with RDC equipment would be turned at Newark. To facilitate this movement, a new cab signal test loop facility would have to be installed on No. 5 tracks at "HUDSON" and at Newark. At Jersey City, the following facilities are required in addition to those already in service: new welfare facility improvements, steam boiler and oil storage facilities, water facilities, cab signal test loop on No. 7 track, dwarf signal on No. 7 track at 19 switch, relocation of 40R and 40L signals.

The use of Exchange Place via the Jersey Central is contingent upon the Pennsylvania discontinuing operation of passenger service to Jersey City, since there is insufficient room for the equipment of both railroads. Duplication of the Pennsylvania's joint passenger service with the H&M should also be avoided. The Pennsylvania, nevertheless, must continue to use a portion of these facilities for servicing of Waldo Avenue Yard and some of the Jersey City waterfront industry. Exchange Place and "JACY" interlocking could be leased outright to the Jersey Central for its own operation, provided the Pennsylvania would retain some trackage rights. The costs of those facilities used jointly would be charged as a joint facility operation.

The increased costs to the Pennsylvania for the Jersey Central's use of various facilities, including the Jersey City branch to Brunswick Street and the costs of operating that portion of the branch between Brunswick Street and Exchange Place considering that it would otherwise be abandoned by the

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(a) This scheme is proposed and preferred by the Jersey Central. It anticipates that the Jersey Central would have no part of the Bay Head passenger service, but would continue to operate three mail trains in each direction six days a week, in addition to its local freight service on the New York and Long Branch. The Jersey Central would also continue operation of its other freight trains to Freehold and Bridgeton via the New York and Long Branch as far as Matawan and Red Bank, respectively.

Pennsylvania, are shown on Page <sup>28</sup> 24. Rents and joint facility credits to be received by the Pennsylvania are also shown(a).

The Jersey Central passenger load would be transferred to the H&M primarily at Exchange Place. In the peak hour, over 3,800 people would make this transfer. Considering the fact that the Pennsylvania load will have been removed from Exchange Place, and that a choice of routes prevails at Exchange Place, only 32 additional H&M cars would be needed to disperse this load from Jersey City.

Proposed schedules for the Jersey Central main line suburban services over the Pennsylvania route, together with a comparison of the present and proposed elapsed times are shown in Exhibits 17 and 18. The elapsed times as shown are based upon present H&M services and would be reduced if the increased passenger volume should result in any reduction in headway time in H&M service.

With no liability for the financial results of this passenger service, and with payments from the Jersey Central for joint facility operation expenses and joint facility rents, the Pennsylvania would benefit as the result of the operation of Jersey Central's main line suburban trains over its tracks, provided it did not have to finance any new improvements.

#### North Jersey Coast Service

With the relatively small amount of freight and passenger business and the ever-increasing competition of highway traffic enjoying the publicly-financed facilities of the Garden State Parkway and the New Jersey Turnpike, there is little justification for two railroads operating over the New York and Long Branch route. Actually, only one railroad should be operating on the North Jersey coast and in this scheme it is proposed that the Pennsylvania be the operator.

If the Pennsylvania should take over the passenger service between Bay Head and New York, it should do so on the condition that it would be allowed to consolidate stations on the New York and Long Branch to permit faster service and greater efficiency.

The Pennsylvania is not interested in performing any mail service in this territory. It estimates that its out-of-pocket costs for handling the present

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(a) The figures shown in the economics of this scheme assume that the PRR would perform servicing and switching operations. The cost to the Jersey Central without these expenses can be obtained by subtracting the amount shown under Item II-A-1-c, Special Charges from both II-A-3 and II-B-B. The New York Region would prefer that these operations be performed by the Jersey Central, with the facilities being leased outright to the Jersey Central and the PRR retaining trackage rights.

Jersey Central mail service would amount to \$280,000 annually. The Pennsylvania's present mail service produces an annual gross revenue of only \$35,000(a).

If there is to be one operator of passenger service, the freight service could also be operated by only one railroad. The Pennsylvania's freight service carload revenues allocable to the New York and Long Branch territory amount to only \$164,000 annually compared with the Jersey Central's revenues of \$490,000 on the same basis (Exhibit 16). The freight operation on the New York and Long Branch is a break-even proposition for the Pennsylvania. Whether or not the Long Branch portion of the service were operated by the Pennsylvania, the PRR's present carload business would continue to provide approximately \$246,000 gross revenue annually to the rest of the system. It is estimated that the entire freight service on the New York and Long Branch could be operated by the Pennsylvania for an increased cost of only \$275,000, compared with a maximum possible increased freight revenue of \$490,000. However, this would be conditional upon interchange of the CNJ with the PRR at Oak Island or South Amboy rather than at Matawan or Red Bank (to which locations the CNJ would continue to operate freight trains over the New York and Long Branch to serve its branches to Freehold and Bridgeton, respectively).

While operation of the complete Bay Head passenger service by the Pennsylvania is entirely feasible, it presents many economic problems, dependent especially upon operating methods and equipment used. Assuming operation of passenger service only, PRR passenger revenues would increase \$1,360,000 as the result of taking over the present Jersey Central Bay Head passenger service. With this, however, the PRR would assume all of the Jersey Central's passenger service liabilities. The peak load problem would increase, since the Jersey Central's peak to base ratio of daily passengers carried is even greater than that of the Pennsylvania. With the traffic pattern of this service assuming more and more of that of suburban service, this becomes a major economic problem.

Because of the close headways in the rush hour service, the Pennsylvania would be faced with additional expense for engine changes in the operation of the combined service without a type of motive power which would permit continuous operation from Bay Head to Pennsylvania Station, New York. This means the purchase of 19 units of the FL-9 combination diesel-third rail electric locomotives, or some similar type, or complete electrification of the Long Branch, as discussed in the Appendix of this study.

If locomotive operation with conventional equipment were continued, twenty-two (22) additional coaches of the P70FR (Scheme 6) air conditioned type would be required. These are available but not in serviceable condition and would require about \$1,000,000 for class repairs before being placed in service. To meet motive power requirements, four additional electric locomotives and four additional road diesel-electric locomotives would be required. Since no additional PRR locomotives are available for this service, these would have to be purchased.

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(a) It is anticipated that the Jersey Central would continue operation of its mail service on the New York and Long Branch. Its revenues from this service are shown in Exhibit 15. It plans to operate 3 mail trains, each way, six days a week. Since \$84,000 station expenses on the NY&LB are directly attributable to mail handling, in addition to a portion of the agent's time where there are no mail handlers, and since the PRR would be paying 77% of station costs under this scheme, some agreement would have to be worked out with the Jersey Central regarding mail handling expenses.





## Long Term Results

Permitting the Jersey Central main line suburban service to operate over its tracks between "HUNTER" and Newark, or Jersey City, involves no risk for the Pennsylvania so long as capital expenditures are made or guaranteed by the Jersey Central, or an agency of the public. Since this operation can be handled without too much difficulty, its potential to the Pennsylvania makes the surmounting of any operating obstacles worthwhile.

There is no question that the Pennsylvania is best equipped to provide complete passenger service on the North Jersey Coast. Its present service is provided with air conditioned equipment, and it can make available, if other than company-financed funds were provided, sufficient air conditioned cars to operate a complete service. At present, the Jersey Central does not operate air conditioned coaches in this service, other than the so-called commuter "club" cars.

The Pennsylvania has the more practical route for this service, providing a choice of routes from Newark, including direct access to uptown New York. It has the capacity to handle the probable passenger volume.

Whether or not under this scheme all of the passenger service proposed to be operated by the Pennsylvania on the North Jersey Coast would be operated initially into Pennsylvania Station is a matter of detailed scheduling. Several peak hour trains would possibly require a terminus at Newark (as shown in Exhibits 19 and 20) with the equipment deadheading between Newark and Sunnyside in the off-peak hours. Eventually, all operations would probably be into Pennsylvania Station, New York.

At the best, however, this will be a marginal operation for both freight and passenger services. Today's freight service on both the Pennsylvania and Jersey Central is barely breaking even, and as the nature of the passenger service becomes more and more identical with that of a purely suburban service, its losses will increase. Even though this passenger service is essential to the well-being of the entire area and will save the public vast sums of money which it would otherwise have to spend to carry the peak passenger loads from this area via highways into New York, neither of the private railroads, separately or collectively, is in a position to withstand all of the present expenses inherent with an operation of this nature.

Therefore, it is evident that some measure of public financial assistance must be forthcoming to effectuate a plan such as this or any modification of it.

Even with such assistance, the Pennsylvania would be assuming a risk. However, if the public is sincerely interested in the preservation of this service to save money for the benefit of the public as a whole, the following conditions are necessary:

- a. The Pennsylvania should be permitted to discontinue all Jersey City passenger service, so that these facilities would be available for routing of Jersey Central trains into Meadows and/or Exchange Place.
- b. The Pennsylvania should be permitted to discontinue the unnecessary operation of trains 805-812 (Trenton - Red Bank), to permit a more economic operation of the New York and Long Branch.

c. In the operation of this service, the railroad should be indemnified against any initial expenditures or increased operating expenses which would be necessitated as the result of new laws or orders from the New Jersey Board of Public Utility Commissioners, the Interstate Commerce Commission, or any other public body.

d. Station consolidations should be permitted on the New York and Long Branch, to speed service and improve operating efficiency. (See proposed stations, Exhibit 21).

e. The railroads should be granted indemnity against future grade crossing elimination costs on the New York and Long Branch.

f. A program for the elimination of the 105 grade crossings on the New York and Long Branch should be started in the immediate future, to permit a safer and more efficient operation. The state should finance grade crossing protection on the New York and Long Branch (now costing the railroads \$527,000 annually), since this is now primarily highway traffic control.

g. The state or some public authority should provide the additional Hudson and Manhattan railroad equipment needed to carry the Jersey Central load into downtown New York.

h. The state or some public authority should use its funds to electrify the New York and Long Branch Railroad and to equip the service with new, air-conditioned multiple-unit electric cars, permitting more efficient operation and providing a reduction in overall travel time by as much as 20 minutes under present schedules.

i. The state or some public authority should pay for the improvement and relocation of stations, and the provision of parking at these stations (see parking requirements outlined in Exhibit 22). The railroad should be indemnified from financing future station changes or improvements, especially those needed to avoid the present problems of single-side passenger platforms, such as pedestrian subways and intertrack fences.

j. Tax exemption should be granted on all property and equipment used in passenger service with no offsetting increase in freight facility assessments.

k. Future expansion of bus service to North Jersey Coast points should be restricted.

l. The state or some public authority should assume the responsibility for drawbridge operation on the New York and Long Branch, presently costing the railroads \$118,000 annually.

m. The Pennsylvania should be permitted to adjust fares, so that it could operate "in the black". If any limitations would be placed upon fares, or any demands for increased services enforced, the Pennsylvania would be fully compensated by the state or some public authority for all losses incurred.

Since this scheme would relieve the Jersey Central of its passenger service responsibility on the New York and Long Branch, and permit it to retire a vast amount of facilities and to eliminate a deficit estimated to exceed \$500,000 annually in this operation alone, it is proper that certain conditions also be required of the Jersey Central before the Pennsylvania would even consider taking over this service. Among these are:

a. The Pennsylvania should have control of the operation of the New York and Long Branch Railroad.

b. The Jersey Central should get out of all Long Branch road freight service, except for the routing of its through freight trains to Freehold and Bridgeton via Matawan and Red Bank respectively. Interchange to PRR should be made at Oak Island or South Amboy, for all carload freight.

c. The Jersey Central should share joint facility costs for the New York and Long Branch territory over which it would continue to operate the through freight trains and mail trains.

d. The Jersey Central should continue to absorb 50% of the corporate costs of the New York and Long Branch so long as it uses any portion of these facilities. (If the Jersey Central would ever desire to discontinue operating service on the New York and Long Branch, it should agree to assign without cost to the Pennsylvania all of its present 50% ownership in the New York and Long Branch, including the bonds which it holds).

e. The Jersey Central should waive joint facility rental charges (now amounting to over \$76,000 a year) against the Pennsylvania for that portion of the New York - Bay Head route between "WC" and the north end of the New York and Long Branch at Perth Amboy.

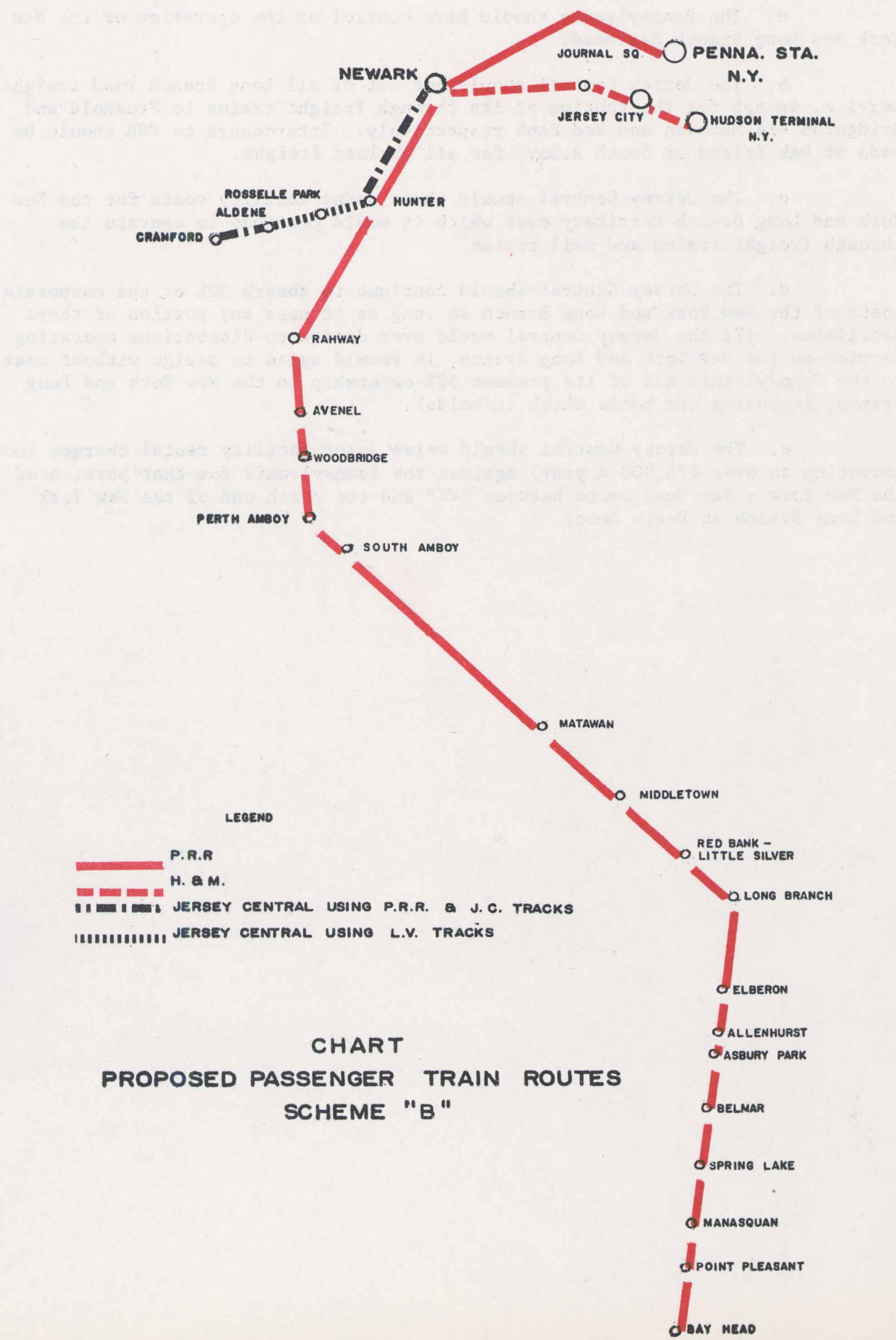


CHART  
 PROPOSED PASSENGER TRAIN ROUTES  
 SCHEME "B"

- LEGEND
- P. R. R.
  - - - H. & M.
  - ||||| JERSEY CENTRAL USING P. R. R. & J. C. TRACKS
  - ||||| JERSEY CENTRAL USING L. V. TRACKS

SCHEME BCNJ Main Line Suburban Service Via the PRR to Newark  
PRR Operates All Bay Head Passenger Service

This plan of operation is the same as Scheme "A", except that the CNJ main line suburban service trains and the Reading trains would not operate into Jersey City, but would terminate at Newark, with the equipment for the peak hour trains being yarded at Meadows. Other off-peak hour trains and all trains with RDC equipment would terminate at Newark for a return trip.

The Pennsylvania would operate all of the New York - Bay Head passenger service with all of these trains operating into Pennsylvania Station, New York. An exception would be two rush hour trains, which would unload at Newark and be deadheaded to Sunnyside as soon as the rush hour was over (Exhibits 19 and 20).

Under this scheme the facilities would be the same as those required for Scheme "A", except that no facilities would be required at Jersey City. Instead, new tracks near the Meadows enginehouse would have to be built and equipped for servicing of the peak hour Jersey Central and Reading trains. This new yard would be equipped for interior cleaning, watering, icing, and other necessary servicing of 75 cars and 9 locomotives.

The other significant difference in this scheme, compared with Scheme "A", is that duplication of the H&M railroad facilities between Newark and Jersey City is eliminated by termination of all Jersey Central trains at Newark and previous elimination of the Pennsylvania service to Jersey City. The Jersey Central passenger load would be transferred to the H&M at Newark. In the peak hour, over 6,400 people would make the transfer from Jersey Central trains (Exhibit 7). The PRR-H&M joint service operation between Newark and Hudson Terminal would need 70 additional cars. The Pennsylvania, however, is not in a position to finance the additional new equipment required for this service.

Proposed schedules for the Jersey Central main line suburban services over the Pennsylvania route, together with a comparison of the present and proposed elapsed time are shown in Exhibits 17 and 18. The elapsed times as shown are based upon present H&M services and would be reduced if the increased passenger volume, as anticipated, would result in any reduction in headway time in peak hour H&M service.

Compared with Scheme "A", the Pennsylvania's joint facility rents and joint facility operating expense credits will be reduced somewhat under this scheme, since the Jersey Central will be using less of the Pennsylvania's facilities. However, the Pennsylvania would be free to dispose of its Exchange Place property and would also benefit by reason of a greater passenger volume being handled by the joint PRR-H&M service, provided someone other than the railroad furnished the equipment.

The Pennsylvania's operation of the total North Jersey Coast service would be no different from that proposed in Scheme "A". Neither would there be any change in economics of this operation, as shown by the data on page 34.

SCHEME B  
Economics on PRR

<u>Description</u>	<u>CNJ</u> <u>Operation</u>	<u>Operation</u>	<u>Total</u>
(1)	(2)	(3)	(4)
<b>I. <u>Road and Equipment Expenditures</u></b>			
<b>A. Road - PRR</b>			
1. Facilities at "HUDSON" and Newark	\$ 10,000		
2. Facilities at Meadows	582,000		
3. Facilities at Jersey City	-		
4. Facilities at Sunnyside	-		
5. Total - PRR	<u>\$592,000</u>		\$592,000
<b>B. Road - NY&amp;LB</b>			
1. Station Consolidations		\$337,000	
2. Facilities at Bay Head		<u>586,000</u>	
3. Total - NY&LB		\$923,000	\$923,000
<b>C. Equipment - PRR</b>			
1. Coaches - Class repairs to 20 additional P70-fr coaches		\$1,000,000	
2. Locomotives			
a. Present operating methods			
1. Electric - 4 additional GG-1's or equivalent		(g)	
2. Diesel - 4 additional 2400 hp road-switchers		(h)	
3. Total			\$1,000,000
<b>D. Equipment - H&amp;M</b>			
1. Cars - 68 joint PRR-H&M service			<u>6,460,000</u>
<b>E. Total Expenditures</b>			<b>\$8,975,000</b>
<b>II. <u>Effect Upon PRR Annual Operating Results(a)</u></b>			
<b>A. Increased Gross Income to PRR</b>			
1. From Jersey Central			
a. Joint facility charges(b)	\$172,000		
b. Rents(c)	192,000		
c. Special charges(d)	343,000		
d. Total	<u>\$707,000</u>		
2. From Increased Revenue			
a. Passenger		\$1,360,000	
b. Mail, Express, etc.		-	
c. Ancillary Passenger(e)		<u>98,000</u>	
d. Total		<u>\$1,458,000</u>	
3. Total Increased PRR Gross Income			<b>\$2,165,000</b>
<b>B. Increased Expenses to PRR(f)</b>			
1. Maintenance of Way	\$ 10,000	10,000	
2. Maintenance of Equipment	289,000	345,000	
3. Transportation	54,000	670,000	
4. Other Operating Expenses	<u>25,000(j)</u>	<u>30,000</u>	
5. Sub-total	\$378,000	\$1,055,000	
6. Payroll taxes	18,000	51,000	
7. Other expenses	-	<u>395,000(i)</u>	
8. Total Increased expenses	<u>\$396,000</u>	<u>\$1,501,000</u>	<u>\$1,897,000</u>
<b>C. Net Result (loss)</b>			
	\$311,000	(\$43,000)	<b>\$ 268,000</b>
<b>Notes: (a) Estimated on basis of 1959 Revenues and Expenses. Does not include freight or H&amp;M operations.</b>			
<b>(b) For use of PRR facilities: CNJ share of operating expenses.</b>			
<b>(c) Based upon rate of 4% of one-half of total valuation; except one-third where LVRR also shares facilities.</b>			
<b>(d) Exclusive to Jersey Central and/or furnished specifically for Jersey Central use.</b>			
<b>(e) Concessions, advertising, etc.</b>			
<b>(f) Assuming no increase in property or franchise taxes, excluding interest and depreciation.</b>			
<b>(g) Could be shifted from system motive power pool, if diesels were available for freight service.</b>			
<b>(h) Jersey Central may be able to make diesels available, or 4 new diesels could be purchased or leased.</b>			
<b>(i) Increased amount of joint facility charges by NY&amp;LB and CNJ.</b>			
<b>(j) Increased insurance and claim costs.</b>			

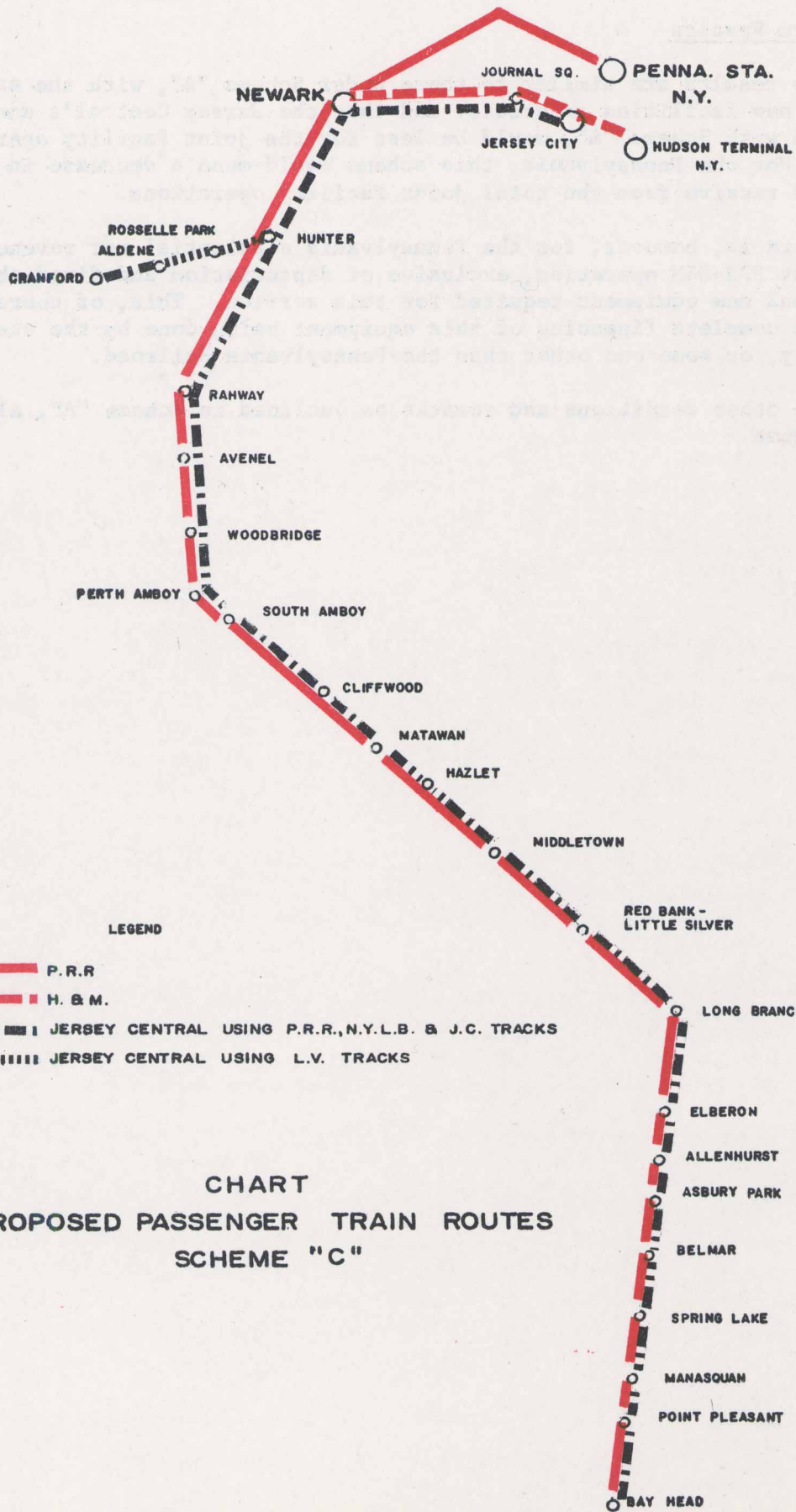
### Long Term Results

The results are similar to those under Scheme "A", with the exception that the cost of new facilities is greater and that the Jersey Central's annual expenses, compared with Scheme "A", would be less for the joint facility operating costs and rents. For the Pennsylvania, this scheme would mean a decrease in the net payments it would receive from the total joint facility operations.

There is, however, for the Pennsylvania a potential net revenue increase from the joint PRR-H&M operation, exclusive of depreciation and fixed charges on the additional new equipment required for this service. This, of course, is contingent upon the complete financing of this equipment being done by the state, a public authority, or some one other than the Pennsylvania Railroad.

The other conditions and remarks as outlined in Scheme "A", also apply to this scheme.





LEGEND

- P. R. R
- H. & M.
- JERSEY CENTRAL USING P. R. R., N. Y. L. B. & J. C. TRACKS
- JERSEY CENTRAL USING L. V. TRACKS

CHART  
 PROPOSED PASSENGER TRAIN ROUTES  
 SCHEME "C"

SCHEME CCNJ Main Line Suburban Service and Present CNJ Bay Head Service Via PRR to Exchange Place  
PRR Operates Present Bay Head Passenger Service

Under this scheme, the Jersey Central main line suburban service would be operated over a new connection to the Lehigh Valley Railroad main line at "ALDENE" and (East of Cranford), thence via the Lehigh Valley to "HUNTER" on the Pennsylvania main line, from which point it would be operated over the Pennsylvania tracks to Newark and Exchange Place, Jersey City.

The operations of the North Jersey Coast passenger service would continue as they are today, with each railroad operating such present train service. The Jersey Central would continue to operate the service between Atlantic Highlands and Matawan either by rail or by bus. However, Jersey Central trains operating between New York and Bay Head would use the Pennsylvania tracks from "WC" (Perth Amboy) via Newark to Exchange Place, Jersey City. In other words, the North Jersey Coast trains of both railroads would be operating over the same route between Bay Head and Newark, with Pennsylvania trains proceeding to Pennsylvania Station, New York, and Jersey Central peak hour trains operating to Exchange Place, Jersey City. Other Jersey Central trains and all trains with RDC equipment would be turned at Newark for immediate return trip (Exhibits 23 and 24).

Operation of the Jersey Central's main line suburban service is no different under this scheme than that proposed under Scheme "A", with peak hour trains, including the Reading trains, operating to and from Exchange Place and all other trains terminating at Newark. New cab signal test loop facilities would be required on No. 5 tracks at "HUDSON" and "NEWARK" Station. At Jersey City, the following facilities are required in addition to those already in service: new welfare facility improvements for train crews and maintenance of equipment personnel; steam boiler and oil storage facilities; steam heat facilities for tracks 1 to 12, the east end of the track spur and the runaround track, water facilities extended for most of the tracks, cab signal test loop on #7 track, dwarf signal on #7 track at 19 switch, the relocation of 40R and 40L signals and a hand crossover from #10 track to #12 tracks, together with restoration of power switches 51, 53, and 55, with their accompanying signals in "JACY" interlocking. By making these improvements, it will be possible to handle all of the trains proposed for operation into and from Jersey City with a minimum of expense in capital expenditures.

This proposed use of Exchange Place by the Jersey Central is contingent upon the Pennsylvania discontinuing operation of passenger service to Jersey City, since there is insufficient room for the equipment of both railroads. Provision would have to be made in the old westbound storage yard to service MU equipment formerly handled at Jersey City. The Pennsylvania would continue to use a portion of these facilities for servicing of Waldo Avenue Yard and some of the Jersey City waterfront industry. Exchange Place and "JACY" interlocking could be leased outright to the Jersey Central for its own operation, provided the Pennsylvania would retain some trackage rights(a).

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(a) The figures shown in the economics of this scheme assume. . .(Same as note (a), Page 26.

SCHEME C  
Economics of PRR

<u>Description</u> (1)	<u>CNJ</u> <u>Operation</u> (2)	<u>PRR</u> <u>Operation</u> (3)	<u>Total</u> (4)
<b>I. <u>Road and Equipment Expenditures</u></b>			
<b>A. Road - PRR</b>			
1. Facilities at "HUDSON" and Newark	\$ 10,000		
2. Facilities at Meadows(f)	247,000		
3. Facilities at Jersey City	340,000		
4. Facilities at Sunnyside	-		
5. Total - PRR	<u>\$597,000</u>		\$597,000-
<b>B. Road - NY&amp;LB</b>	-	-	-
<b>C. Equipment - PRR</b>	-	-	-
<b>D. Equipment - H&amp;M</b>			
1. 48 H&M Cars			<u>\$4,560,000</u>
<b>E. Total Expenditures</b>			\$5,157,000-
<b>II. <u>Effect Upon PRR Annual Operating Results(a)</u></b>			
<b>A. Increased Gross Income to PRR</b>			
1. From Jersey Central			
a. Joint facility charges(b)	\$547,000		
b. Rents(c)	459,000		
c. Special charges(d)	606,000		
d. Total	<u>\$1,612,000</u>		\$1,612,000-
<b>B. Increased Expenses to PRR(e)</b>			
1. Maintenance of Way	\$189,000		
2. Maintenance of Equipment	519,000		
3. Transportation	121,000		
4. Other Operating Expenses	30,000(g)		
5. Sub-Total	<u>859,000</u>		
6. Payroll taxes	41,000		
7. Other expenses	-		
8. Total Increased expenses	<u>\$900,000</u>		<u>900,000</u>
<b>C. Net Result</b>	\$712,000		\$ 712,000-

Notes: (a) Estimated on basis of 1959 Revenues and Expense. Does not include freight or H&M operation.

(b) For use of PRR facilities: CNJ share of operating expenses.

(c) Based upon rate of 4% of one-half of total valuation; except one-third where LVRR also shares facilities.

(d) Exclusive to Jersey Central and/or furnished specifically for Jersey Central use.

(e) Assuming no increase in property or franchise taxes, excluding interest and depreciation.

(f) To provide new MU car yard, to permit room for CNJ equipment at Jersey City.

(g) Increased insurance and claim costs.

The Jersey Central passenger load would be transferred to the H&M primarily at Exchange Place. In the peak hour over 6,400 people would make this transfer. To handle this load, 48 additional H&M cars would be required (Exhibit 7). These would not be in joint service and would be an H&M responsibility. The joint PRR-H&M service results would see the greatest net improvement under this scheme, with transfer of the entire Jersey Central off-peak loads to the H&M at Newark with increased revenues but little, if any, increased operating expenses.

Proposed schedules for the Jersey Central main line suburban services over the Pennsylvania route together with a comparison of the present and proposed elapsed time are shown in Exhibit 17 and 18. Schedules for the Pennsylvania's and Jersey Central's North Jersey Coast services, operating over the same route, are based upon present schedules and are shown in Exhibits 25 and 26. The elapsed times as shown at present are based upon H&M service and would be reduced if the increased passenger volume would result in any reduction of headway time in this service.

Under this scheme, there would be no change in the operation of the New York and Long Branch or in any of the service between Bay Head and New York, except that north of Perth Amboy, Jersey Central trains would be routed on the Pennsylvania tracks via Rahway and Newark, following the same route as Pennsylvania trains. However, Jersey Central trains would make no stops between Perth Amboy and Newark. The Jersey Central would continue to operate its mail and freight services via the present Jersey Central routes.

Because of the close headways on the same route in the rush hour service, the Pennsylvania would be faced with additional expenses for engine changes. These would have to be made in the face of Jersey Central trains at "UNION", unless a type of motive power were used which would permit continuous operation between Bay Head and New York. To avoid the engine change requires the use of 13 units FL-9, or similar type combination diesel-third-rail electric locomotives, or complete electrification of the New York and Long Branch as discussed in the Appendix of this study.

#### Long Term Results

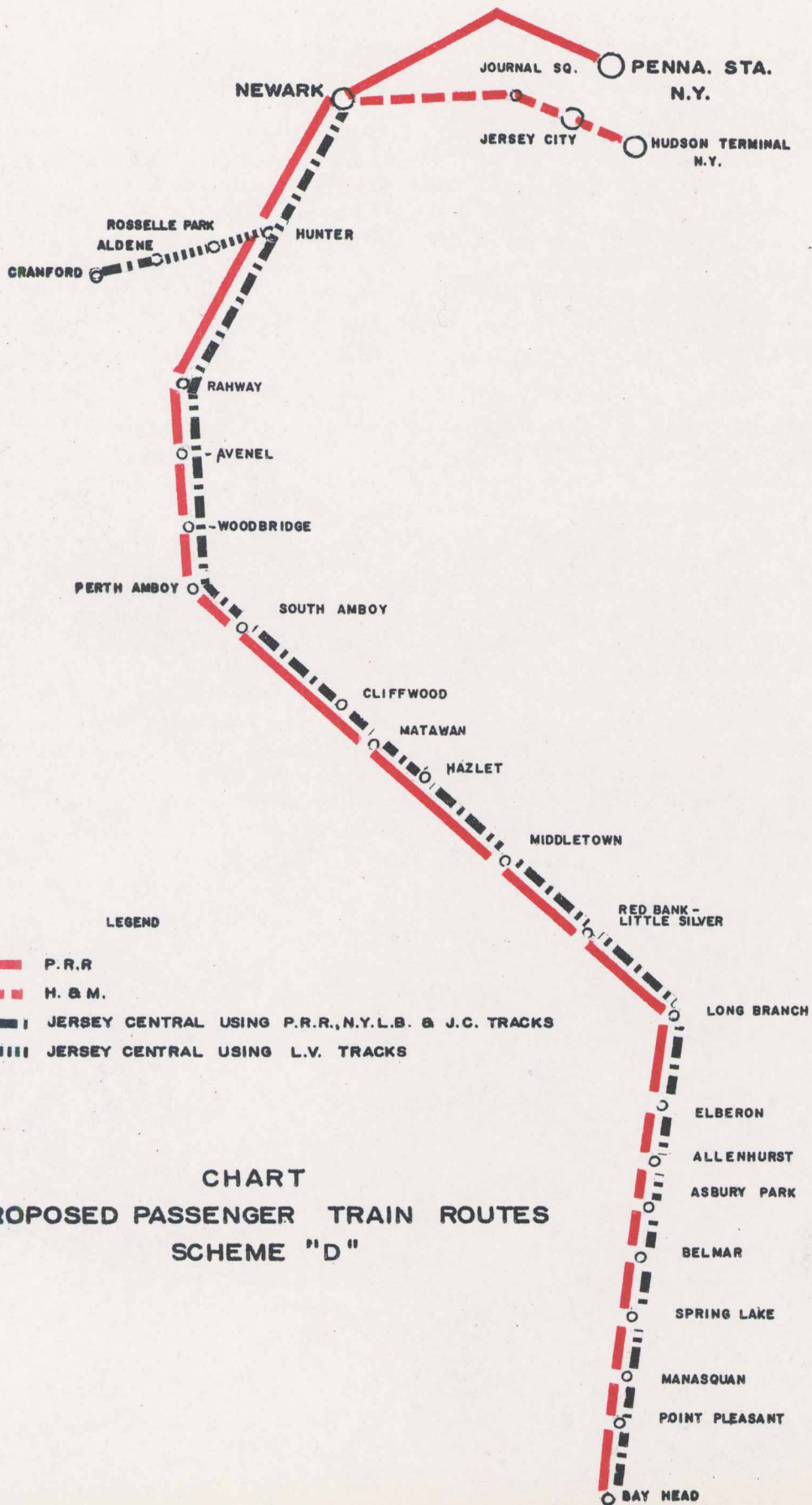
The payments by the Jersey Central to the Pennsylvania for joint facility operating expenses and joint facility rents, as the result of the operation of Jersey Central trains over this route would be greater than in Schemes "A" or "B". In that respect, this scheme is more favorable to the Pennsylvania.

However, unless public financial assistance would be forthcoming, the Pennsylvania would continue to be faced with deficits in the operation of its Bay Head service. As previously mentioned, these deficits would probably increase in future years.

Duplicate service over the same route for the greater portion of the trip between Bay Head and New York would soon result in the Pennsylvania taking over all of the load, unless new or identical equipment were used by both railroads. Today, the Pennsylvania endeavors to operate completely air conditioned trains, while the only air conditioned equipment on Jersey Central trains are the "club" cars, of which there are eight in the North Jersey Coast service, and for which club members pay a special fee to the Jersey Central. Thus, with operation of trains over the same route, all Pennsylvania passengers would be receiving service almost equivalent to the Jersey Central's club car service for no extra

charge. It would not be long until most, if not all, of the entire passenger load had been shifted to the Pennsylvania. Unless the Jersey Central were bound by an agreement to provide service and pay the joint costs and rents for its operation over the Pennsylvania, the Jersey Central would soon be petitioning for release from the responsibility of operating its North Jersey Coast service and the Pennsylvania would be left with the entire burden.

Therefore, the conditions outlined under Scheme "A" should also be applied before the Pennsylvania should agree to any scheme such as this, in which it might be saddled eventually with the entire passenger load. This plan, or some modification of it, could possibly serve as an interim measure.



LEGEND

- P. R. R
- H. & M.
- JERSEY CENTRAL USING P. R. R., N. Y. L. B. & J. C. TRACKS
- JERSEY CENTRAL USING L. V. TRACKS

CHART  
PROPOSED PASSENGER TRAIN ROUTES  
SCHEME "D"

SCHEME DCNJ Main Line Suburban Service - North Jersey Coast Services Via PRR to Newark  
All PRR Bay Head Service to Pennsylvania Station, New York

The plan of operation under this scheme is the same as that under Scheme "C" with the exception that all Jersey Central and Reading trains would be terminated at Newark (Exhibits 1 and 2), with the equipment of the peak hour trains being serviced during the day in a new car yard near the Meadows enginehouse. All Jersey Central trains operating outside of the peak hours would be unloaded at Newark and turned on No. 5 track at "HUDSON" for immediate return trips, with the exception of those operated with RDC equipment, which would turn on #5 track at Newark Station. (This track is available since it is presently used only for evening rush hour trains).

In addition to the items discussed under the other schemes, this plan of operation presents a problem in the storage of Jersey Central equipment. A location between Meadows enginehouse and the storage yard could be equipped at the least cost to handle the servicing of this equipment. Larger car yard facilities than necessary in Scheme "C" would be required.

Proposed schedules for the Jersey Central services over the Pennsylvania route together with a comparison of the present and proposed elapsed times are shown in Exhibits 27 and 28. The elapsed times as shown are based upon present H&M services and would be reduced if the increased passenger volume should result in any reduction in headway time in H&M service.

The Jersey Central passenger load would be transferred to the H&M at Newark. In the peak hour, over 6,400 people would make this transfer from Jersey Central trains. This would require 70 additional PRR-H&M joint service cars (Exhibit 7). The net results to the Pennsylvania would be the same as those obtained under Scheme "B" in the PRR-H&M joint service operation, recognizing that no charges have been shown for depreciation or financing of new equipment.

Long Term Results

The results under this plan are the same as those outlined under Scheme "C" with the exception that the Pennsylvania would not receive as much in joint facility rents and operating expense credits because of the use of fewer Pennsylvania facilities. Handling of all Jersey Central equipment at Meadows Yard would cause greater interference with enginehouse and freight movements than in Schemes "A", "B", or "C". The economics of this scheme are shown on Page 44.

SCHEME D  
Economics on PRR

<u>Description</u> (1)	<u>CNJ</u> <u>Operation</u> (2)	<u>PRR</u> <u>Operation</u> (3)	<u>Total</u> (4)
<b>I. <u>Road and Equipment Expenditures</u></b>			
A. Road - PRR			
1. Facilities at "HUDSON" and Newark	\$ 10,000		
2. Facilities at Meadows	782,000		
3. Facilities at Jersey City	-		
4. Facilities at Sunnyside	-		
5. Total - PRR	<u>\$792,000</u>		\$792,000
B. Road - NY&LB	-	-	-
C. Equipment - PRR	-	-	-
D. Equipment - H&M			
1. Cars - 68 PRR-H&M joint service cars			<u>\$6,460,000</u>
E. Total Expenditures			\$7,252,000
<b>II. <u>Effect Upon PRR Annual Operating Results(a)</u></b>			
A. Increased Gross Income to PRR			
1. From Jersey Central			
a. Joint facility charges(b)	\$385,000		
b. Rents(c)	399,000		
c. Special charges(d)	<u>638,000</u>		
d. Total	\$1,412,000		\$1,412,000
B. Increased Expenses to PRR(e)			
1. Maintenance of Way	\$116,000		
2. Maintenance of Equipment	543,000		
3. Transportation	129,000		
4. Other operating expenses	<u>35,000(f)</u>		
5. Sub-total	\$823,000		
6. Payroll taxes	39,000		
7. Other expenses	-		
8. Total Increased Expenses	<u>\$862,000</u>		<u>\$ 862,000</u>
C. Net Result	\$550,000		\$ 550,000

Notes: (a) Estimated on basis of 1959 Revenues and Expense. Does not include freight or H&M operations.

(b) For use of PRR facilities: CNJ share of operating expenses.

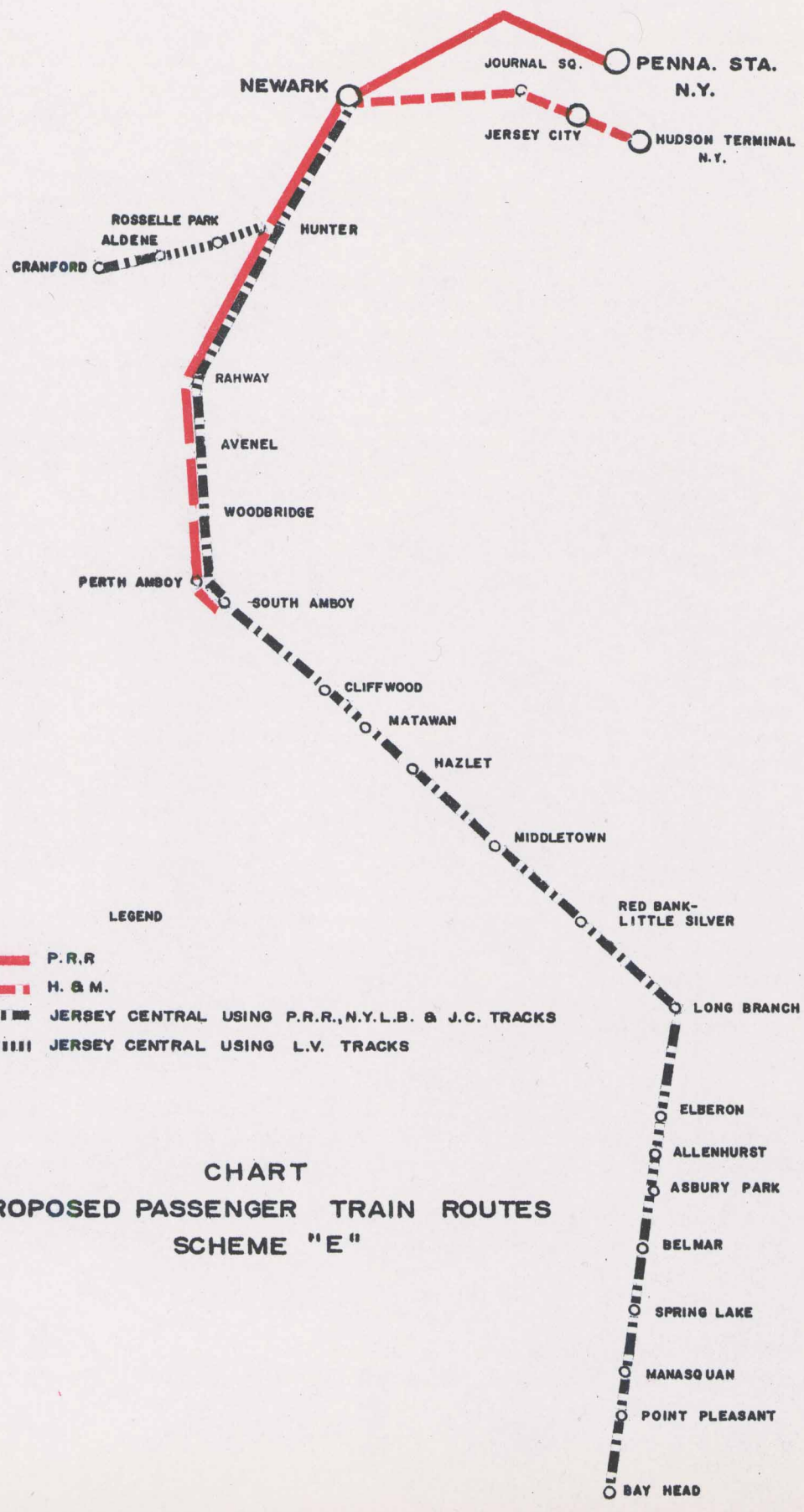
(c) Based upon rate of 4% of one-half of total valuation; except one-third where LVRR also shares facilities.

(d) Exclusive to Jersey Central and/or furnished specifically for Jersey Central use.

(e) Assuming no increase in property or franchise taxes, excluding interest and depreciation.

(f) Increased insurance and claim costs.





**CHART**  
**PROPOSED PASSENGER TRAIN ROUTES**  
**SCHEME "E"**

SCHEME E

Under this scheme, the Jersey Central main line suburban service would be operated, as in other schemes, via the Lehigh Valley between "ALDENE" and "HUNTER," thence over Pennsylvania tracks to Newark. The entire Bay Head passenger service would be operated by the Jersey Central over the route of the Pennsylvania's present North Jersey Coast trains via Rahway to Newark.

Rush hour Jersey Central main line trains, including the Reading trains, would be serviced and stored during the day in Meadows Yard. North Jersey Coast trains would be operated to and from Pennsylvania Station, New York, with the equipment being serviced at Sunnyside. All other Jersey Central trains, including those with RDC equipment, would be turned at Newark for immediate return trips. Cab signal test track loops would be installed on No. 5 tracks at Newark Station and at "HUDSON" to permit the turning of equipment.

This scheme adherest to the principle that there should be only one railroad operating on the North Jersey Coast. In this plan, it would be the Jersey Central. Aside from the large proportion of the passenger traffic now handled by the Pennsylvania, the major part of the operation is Jersey Central. Jersey Central freight service to Freehold and Bridgeton is routed over the New York and Long Branch via Matawan and Red Bank respectively. Most of the freight and mail business is handled by the Jersey Central (Exhibits 15 and 16).

At one time, the Jersey Central owned or controlled the railroads making up the present New York and Long Branch Railroad and later owned all of the latter company. It was not until 1930, when the Jersey Central was apparently in need of cash, that it sold \$2,000,000 worth of New York and Long Branch stock to the Pennsylvania. Also, at that time, the Pennsylvania assumed its share of New York and Long Branch debt (Exhibit 30). Until 1930, the Pennsylvania was paying to the Jersey Central an annual rental of \$247,920 for use of the NY&LB in addition to 44% of the joint facility charges. (Today, the Pennsylvania assumes 50% of all corporate expenses, amounting to \$189,147 paid by the PRR in 1958, and pays 57% of the joint facility operating expenses (Exhibit 29).

Initially, the primary business of the Pennsylvania on the North Jersey Coast was the operation of passenger trains between Philadelphia (and Trenton) and Manasquan. Later, when operating agreements were made with the Jersey Central for the privilege to operate over the NY&LB, this service was extended to Red Bank. Nevertheless, train service on the North Jersey Coast has historically been a Jersey Central responsibility.

Such a plan would relieve the Pennsylvania of the liability of operating passenger service to the North Jersey Coast and would help to eliminate a large portion of the annual deficit being incurred in this operation (Exhibit 10).

At the same time, by operating the Jersey Central trains over its north Jersey Coast route, the Pennsylvania would benefit to a greater extent than in any of the previous schemes by the larger rents and joint facility payments received.

Results and requirements for the Jersey Central main line suburban service under this schemes would be no different than under Schemes "B" or "D".

**SCHEME E**  
Economics on PRR

<u>Description</u> (1)	<u>CNJ</u> <u>Operation</u> (2)	<u>PRR</u> <u>Operation</u> (3)	<u>Total</u> (4)
<b>I. <u>Road and Equipment Expenditures</u></b>			
<b>A. Road - PRR(f)</b>			
1. Facilities at "HUDSON" and Newark	\$ 10,000		
2. Facilities at Meadows	582,000		
3. Facilities at Jersey City	-		
4. Facilities at Sunnyside	<u>30,000</u>		
5. Total - PRR	<u>\$622,000</u>		\$622,000
<b>B. Road - NY&amp;LB</b>	(g)		(g)
<b>C. Equipment - PRR</b>	(g)		(g)
<b>D. Equipment - H&amp;M</b>			
1. Cars - 68 PRR-H&M joint service cars			<u>\$6,460,000</u>
<b>E. Total Expenditures</b>			\$7,082,000 (h)
<b>II. <u>Effect Upon PRR Annual Operating Results(a)</u></b>			
<b>A. Increased Gross Income to PRR</b>			
1. From Jersey Central			
a. Joint facility charges(b)	\$932,000		
b. Rents(c)	1,147,000		
c. Special charges(d)	<u>738,000</u>		
d. Total	<u>\$2,817,000</u>		\$2,817,000
<b>B. Increased Expenses to PRR(e)</b>			
1. Maintenance of Way	\$ 116,000		
2. Maintenance of Equipment	543,000		
3. Transportation	129,000		
4. Other Operating Expenses	<u>35,000</u>		
5. Sub-total	\$ 823,000		
6. Payroll taxes	39,000		
7. Other expenses	-		
8. Total Increased Expenses	<u>\$ 862,000</u>		<u>\$ 862,000</u>
<b>C. Net Result</b>	\$1,955,000		\$1,955,000

- Notes: (a) Estimated on basis of 1959 Revenues and Expense. Does not include freight or H&M operation.
- (b) For use of PRR facilities: CNJ share of operating expenses.
- (c) Based upon rate of 4% of one-half of total valuation; except one-third where LVRR also shares facilities.
- (d) Exclusive to Jersey Central and/or furnished specifically for Jersey Central use.
- (e) Assuming no increase in property or franchise taxes, excluding interest and depreciation.
- (f) Does not include costs of providing for electric or combination electric-diesel locomotives to permit operation of Jersey Central trains into Pennsylvania Station, New York. These costs are treated separately in discussions of electrification of the New York and Long Branch and operation of FL-9 locomotives.
- (g) Total costs are incomplete, since the extent of Jersey Central needs is not known.
- New York Region - July 6, 1959

New equipment would have to be purchased for the entire Jersey Central Coast service as proposed, since the Jersey Central does not have sufficient equipment available to handle all of its service and that of the Pennsylvania in addition. It would, therefore, be possible to acquire equipment which would permit operation of the Jersey Central Bay Head trains into Pennsylvania Station, New York, just as planned for Pennsylvania trains under Schemes "A" or "B".

This scheme is the most favorable under which the Pennsylvania could handle services for which the Jersey Central is responsible, without requiring special conditions from the state or some public authority for doing so. Without these conditions, as set forth in Scheme "A", the Pennsylvania has as much right as the Jersey Central to be relieved of a deficit operation.

Advantages to the Pennsylvania under this scheme are:

- a. No passenger liability in operation of North Jersey Coast service.
- b. Retention of road haul freight revenues with switching service performed on NY&LB territory after interchange.
- c. Maximum joint facility rents received.
- d. Maximum joint facility operating expense payments received.
- e. Receipt of badly needed cash or notes for:
  1. PRR share of ownership of NY&LB
  2. NY&LB bonds held by PRR
  3. PRR cash advances to NY&LB
- f. PRR equipment used in this service could be released for use elsewhere, saving class repair costs on replaced equipment.

CONCLUSIONS

Operating under any of the schemes discussed, the Pennsylvania would be able to handle all of the fifty-four trains which the Jersey Central proposes to operate from its main line via the Lehigh Valley and the Pennsylvania to either Newark or Jersey City. This includes the two Reading trains in each direction. Insofar as the Pennsylvania is concerned, there are no insurmountable problems, either from an operating or economic standpoint, in the handling of this traffic, as long as the Pennsylvania is not required to finance the new facilities and Hudson and Manhattan equipment requirements, or is otherwise reimbursed for their financing.

The operation of all of the North Jersey Coast passenger service over the Pennsylvania tracks via "UNION" (Rahway) to Newark by either or both of the railroads presents both operating and economic problems. The operating problems are relatively simple and can be overcome, although the Pennsylvania would be subject to increased operating expenses for items such as the increased number of engine changes at "UNION" in the face of close headways, increased interference with Pennsylvania main line freight and passenger movements between "UNION" and "HUDSON" (Newark), and increased interference at Meadows with engine and freight movements, in any scheme using Meadows enginehouse for storage of Jersey Central cars and engines. The increased volume of North Jersey Coast trains can be handled over the proposed route, however, and with changes to be made at either Jersey City or Meadows, as discussed under each scheme, the Jersey Central and Reading equipment could be stored and serviced during the day. Should the Jersey Central choose to operate into Exchange Place, facilities would have to be provided at Meadows for the MU passenger equipment presently serviced by the Pennsylvania at Jersey City. Again, the Pennsylvania cannot risk funds to provide facilities for Jersey Central equipment, so that financing must be provided from some source other than the Pennsylvania.

The question is: Who should operate the service? Both railroads are sustaining deficits in their passenger operations between New York and Bay Head. The Jersey Central, which is seeking relief from the financial burden of this operation, receives annual passenger revenues of about \$1,500,000 in this service and sustains a deficit estimated between \$500,000 and \$1,000,000 annually on a fully allocated basis. On the other hand, the Pennsylvania's passenger operation between New York and Bay Head will obtain about \$3,570,000 in passenger revenues this year but will result in a deficit of \$1,558,500. Although the Pennsylvania's operating ratio is better than that of the Jersey Central, its losses are greater.

Thus, both railroads, and not just the Jersey Central, need relief from this financial burden. Operation of all of the service by the Pennsylvania would not improve its financial results. The additional out-of-pocket expenses incurred in handling the additional traffic would equal or exceed the added gross revenues(a). Therefore, the revenue would not begin to finance the additional equipment and facility requirements of the railroad operation, much less the equipment needs of the Hudson and Manhattan.

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(a) Even these results are conditioned upon certain train service revisions, with schedules as shown in Exhibits 19 and 20, and upon station consolidations in the New York and Long Branch territory, to speed service and improve operating efficiency (Exhibit 21).

Under present conditions, there are no indications that the financial results to be obtained in this service will improve. The indicated trend is a decreasing net railway operating income, to a loss, even on the so-called "out-of-pocket" basis.

During the past ten years, total PRR weekday passenger volume in the North Jersey Coast service has decreased 10.5% with Saturday volume off 51.5%, and Sunday volume off 55.1%. Revenues have been further affected, as the number of passengers traveling on the higher rate-per-trip other-than-commutation tickets have declined 39.3%, while the lower rate-per-trip commutation ticket passengers have increased 5.0%.

While this decline in passenger volume has seriously affected revenues, expenses have been increasing, not only as the result of inflationary trends but also because the peak hour load in this service has actually increased 13.7% during the past ten years (22.6% in the last five years).

This trend of increasing peak hour rail passengers may continue as residential development of the North Jersey Coast increases. It emphasizes the part being played by the suburban railroads in carrying the peak hour loads which would otherwise have to be handled by highway and which would require additional expenditures by the state's taxpayers for the facilities required.

Yet, actions of the state, and local governments, are economically ruining the railroads providing these services. The tax problem is just one of the railroads' many problems. The most important cause for the severe decline in off-peak hour patronage of the Pennsylvania's North Jersey Coast service and its resultant effect upon revenues has been the publicly-financed Garden State Parkway, which opened south to Toms River in August 1954, and which parallels the railroad for most of its route.

It is, therefore, unreasonable that private enterprise, in the form of the railroads, should continue to lose money and risk further capital investments in endeavoring to operate these suburban rail services for the benefit of the public, when the public continues to invest in duplicate transportation facilities which cause economic chaos for the railroads.

If it is going to save money, now and in the future, in the handling of peak hour loads in the metropolitan area, the public needs the suburban railroads. Only as an extensive amount of public financial assistance is given them, however, can the railroads be expected to continue operation of these services. Yet, whatever is spent would only be a fraction of what is being spent in public funds for other forms of transportation or what would have to be spent to carry the peak hour loads to be carried by the railroads, both now and in the future.

If public financing of improvements and the granting of certain conditions which are listed below were possible, the Pennsylvania would stand a chance of just breaking even today on a fully allocated basis in the operation of all of the North Jersey Coast service. The future economic situation would be even less promising.

If a public authority were to contract for the operation of these services, paying the railroad for expenses incurred in providing the services specified,

the Pennsylvania would be the logical operator of the complete Bay Head passenger service. It has the facilities and most of the equipment necessary to do the job immediately.

Certain conditions need to be met before the Pennsylvania should consider assuming responsibility for operation of the North Jersey Coast passenger service, even for an interim period until a public authority could be established to contract for these services. Included among these conditions should be:

- a. The Pennsylvania should be permitted to discontinue all Jersey City passenger service, so that these facilities would be available for routing of Jersey Central trains into Meadows and/or Exchange Place.
- b. The Pennsylvania should be permitted to discontinue the unnecessary operation of trains 805 and 812 (Trenton - Red Bank), to permit a more economic operation of the New York and Long Branch.
- c. The Pennsylvania should be permitted to adjust fares, so that it could operate "in the black". If any limitations would be placed upon fares or any demands for increased services enforced, the Pennsylvania would be fully compensated by the state or some public authority for all losses incurred.
- d. Station consolidations should be permitted on the New York and Long Branch, to speed service and improve operating efficiency. (See proposed stations, Exhibit 21).
- e. The railroads should be granted indemnity against future grade crossing elimination costs on the New York and Long Branch.
- f. A program for the elimination of the 105 grade crossings on the New York and Long Branch should be started in the immediate future, to permit a safer and more efficient operation. The state should finance grade crossing protection on the New York and Long Branch (now costing the railroads \$527,000 annually), since this is now primarily highway traffic control.
- g. The state or some public authority should provide the additional Hudson and Manhattan railroad equipment needed to carry the Jersey Central load into downtown New York.
- h. The state or some public authority should use its funds to electrify the New York and Long Branch Railroad and to equip the service with new, air-conditioned multiple-unit electric cars, permitting more efficient operation and providing a reduction in overall travel time by as much as 20 minutes under present schedules.
- i. The state or some public authority should pay for the improvement and relocation of stations, and the provision of parking at these stations (see parking requirements outlined in Exhibit 22). The railroad should be indemnified from financing future station changes or improvements, especially those needed to avoid the present problems of single-side passenger platforms, such as pedestrian subways and intertrack fences.
- j. Tax exemption should be granted on all property and equipment used in passenger service with no offsetting increase in freight facility assessments.

THE PENNSYLVANIA RAILROAD  
New York - Bay Head  
 Annual Passenger Service Savings (a)  
 Possible Under Certain Conditions

<u>Conditional Items</u> (1)	<u>Based Upon</u> <u>Condition</u> (2)	<u>With Present</u> <u>PRR Operation</u> (3)	<u>Operation Under</u> <u>Schemes A or B</u> (4)
1. Intrastate Commutation Fare Increases		\$ 73,000	\$ 97,000
2. Tax Relief - New Jersey	c.	140,000	140,000
3. Crossing Protection Expenses	k.	270,000	475,000
4. Drawbridge Operation	f.	50,000	100,000
5. Other Crossing Elimination Savings	m.		
a. Crossing accident claims eliminated	f.	10,000	20,000
b. Crossing maintenance		50,000	85,000
c. Crossing signal maintenance		10,000	18,000
6. Station Consolidation Savings	d.		
a. Maintenance savings		6,000	10,000
b. Wages and Supplies		17,000	30,000
7. Elimination of CNJ Rents on Facilities between "WC" and "SA"	e.	45,000	45,000
8. Electrification - Operation of New MU Cars	h.		
a. Wages and fuel		150,000(b)	260,000(c)
b. Repairs to Equipment, Engine supplies and expenses		-	410,000(c)
c. Catenary Maintenance (Increased Expense)		<u>(70,000)</u>	<u>(70,000)</u>
9. Estimated Total Passenger Service Savings if Conditions Are Met		\$883,000	\$1,800,000

Notes: (a) Showing that portion of total costs allocable to the Pennsylvania's North Jersey Coast passenger service to Bay Head.

(b) Savings possible with electric locomotive operation and coaches used in present service.

(c) Savings possible in service completely operated with new MU equipment.



k. Future expansion of bus service to North Jersey Coast points should be restricted.

l. The state or some public authority should assume the responsibility for drawbridge operation on the New York and Long Branch, presently costing the railroads \$118,000 annually.

As shown on Page 54, granting of these conditions would permit savings of \$1,800,000 annually in the operation of New York-Bay Head trains under Schemes "A" or "B", provided no depreciation or financing charges are assessed against new facilities and equipment. Considering the Pennsylvania's present annual loss of \$1,558,500 in the Bay Head service, and the additional loss which would be sustained by taking over the Jersey Central's Bay Head passenger traffic, even the \$1,800,000 which might be saved by the granting of all of these conditions would barely put the operation "in the black" today. Judging from past experience and trends, future expenses will continue to increase and result in ever-increasing losses, unless condition "c" is fully met, or some public authority contracts for the operation of these services by the railroad and pays for all expenses incurred.

Since this scheme would relieve the Jersey Central of its passenger service responsibility on the New York and Long Branch, and permit it to retire a vast amount of facilities and to eliminate a deficit estimated to exceed \$500,000 annually in this operation alone, it is proper that certain conditions also be required of the Jersey Central before the Pennsylvania would even consider taking over this service. Among these are:

a. The Pennsylvania should have control of the operation of the New York and Long Branch Railroad.

b. The Jersey Central should get out of all Long Branch road freight service, except for the routing of its through freight trains to Freehold and Bridgeton via Matawan and Red Bank respectively. Freight interchange to PRR should be made at Oak Island or South Amboy.

c. The Jersey Central should share joint facility costs for the New York and Long Branch territory over which it would continue to operate the through freight trains and mail trains.

d. The Jersey Central should continue to absorb 50% of the corporate costs of the New York and Long Branch so long as it uses any portion of these facilities. (If the Jersey Central would every discontinue operating service on the New York and Long Branch, it should agree to assign without cost to the Pennsylvania all of its present 50% ownership in the New York and Long Branch, including the bonds which it holds.)

e. The Jersey Central should waive joint facility rental charges (now amounting to over \$76,000 a year) against the Pennsylvania for that portion of the New York - Bay Head route between "WC" and the north end of the New York and Long Branch at Perth Amboy.



## RECOMMENDATIONS

The Pennsylvania should contract for handling of the Jersey Central's main line trains over the Pennsylvania tracks from "HUNTER" to either Jersey City or Meadows on a joint facility basis, so long as it is not required to finance improvements or the additional Hudson and Manhattan equipment required, or is otherwise reimbursed for such financing. Determination as to whether the Jersey Central's peak hour trains should operate into Meadows or Exchange Place is a matter for public policy and decision by the Jersey Central. Operation of the Jersey Central trains into Exchange Place would force the present PRR operation out of Jersey City and place the cost of operating Exchange Place upon the Jersey Central. Abandonment of the Exchange Place passenger facilities at Jersey City and rehabilitation of this neighborhood has been recommended by public officials several times in the past.

However, the Pennsylvania should not assume the additional liabilities incurred by the Jersey Central's North Jersey Coast service, because it is already sustaining losses in its own service and is faced with ever-increasing deficits in the future.

It is recognized that only one railroad should be operating passenger service in the North Jersey Coast territory. Actually, the best proposition for the Pennsylvania would be to have the Jersey Central operate all of the North Jersey Coast passenger service under the present PRR route into Pennsylvania Station, New York, on the joint facility basis, as proposed in Scheme "E". This is especially true since the Jersey Central desires to retain its mail and freight service on the New York and Long Branch Railroad and needs this access to its Freehold Branch and Southern Division main line. (Of course, the rights of Pennsylvania employees would have to be protected by sharing in the operation of this service by the Jersey Central). To facilitate this Jersey Central operation, the Pennsylvania could also turn over to the Jersey Central all of its present mail and freight business in the New York and Long Branch territory and even give its ownership in the New York and Long Branch Railroad to the Jersey Central.

Since new equipment would have to be acquired to overcome deficiencies in the Jersey Central fleet, it would be practical to provide equipment which would permit operation of Jersey Central North Jersey Coast trains into Pennsylvania Station, New York, in lieu of the present Pennsylvania trains in this service. Provision of funds by the state or some public authority for electrification of the New York and Long Branch and the use of new multiple-unit electric coaches in this service would probably be necessary.

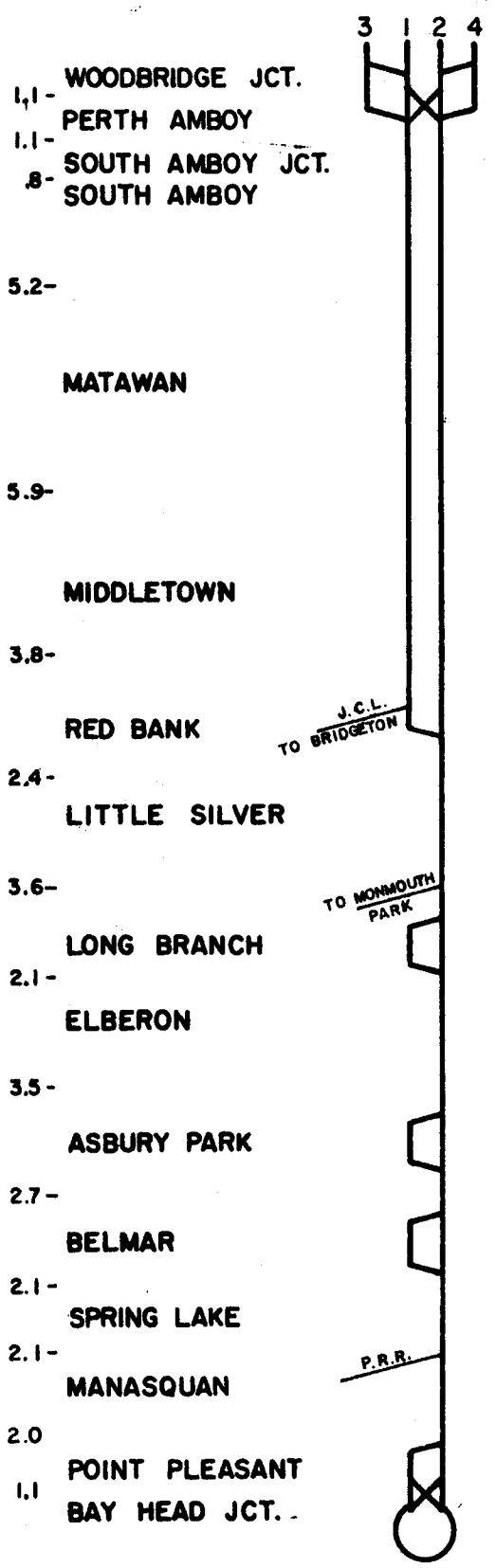
As an alternative, if the Jersey Central would not assume the total North Jersey Coast passenger operation as proposed under Scheme "E", the Pennsylvania could assume this responsibility only if the conditions outlined in the conclusions (Pages 53 and 55) are met. This would only be on an interim basis until a public authority could be established to contract with the railroad for the operation of specified services on a fully compensatory basis.

As another alternative, the state or some public authority could contract with the railroads for operation of any or all suburban rail services under any of these schemes, reimbursing the railroads for their expenses on a fully allocated basis including a return on the private investment utilized, and specifying the fares to be charged and services provided.



**APPENDIX**

# PROPOSED C.T.C.



DOUBLE TRACK : WC - RG  
 SINGLE TRACK : RG - PT. PLEASANT

PASSING SIDINGS:  
 LONG BRANCH  
 ASBURY PARK  
 BELMAR  
 PT. PLEASANT

MILEAGE :

DOUBLE TRACK	17.3
SINGLE TRACK	20.3
TOTAL	<u>37.6</u>

CENTRALIZED TRAFFIC CONTROL  
ON THE  
NEW YORK AND LONG BRANCH

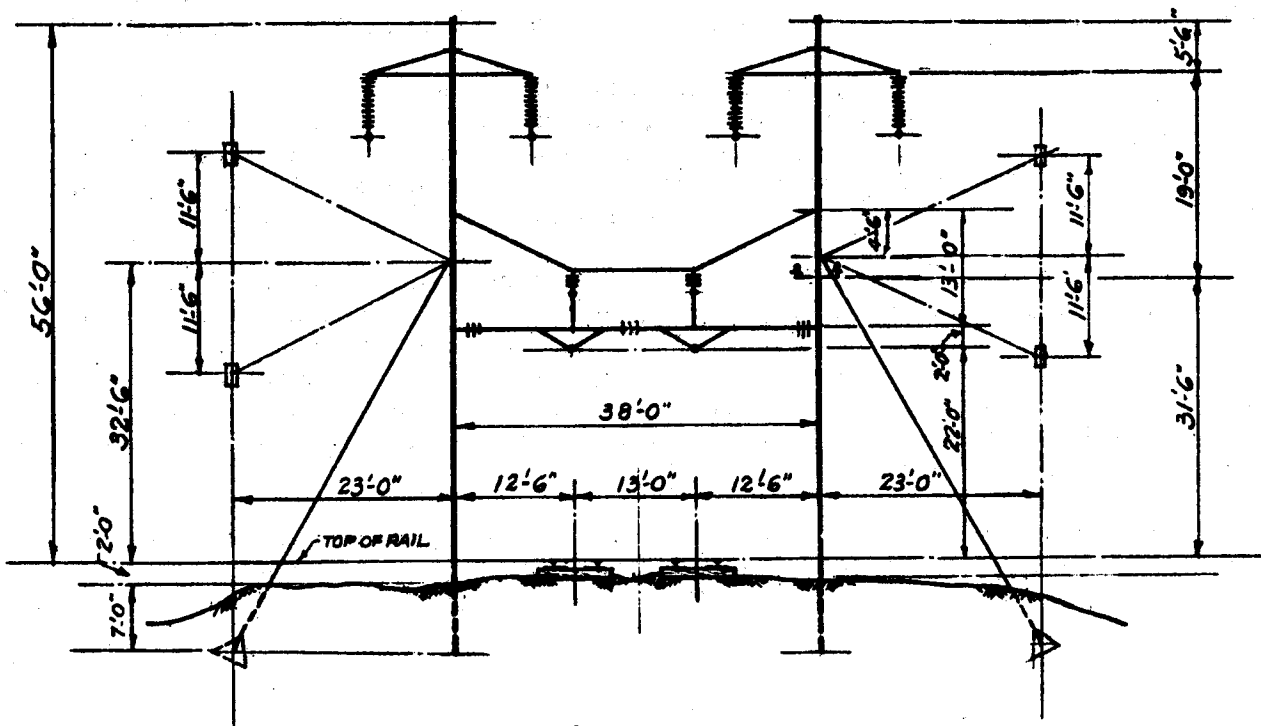
In connection with the possible operation of Bay Head passenger service by only one carrier (as outlined under Schemes "A", "B", and "E"), a study was made of the possible use of centralized traffic control on the New York and Long Branch. Proposed schedules (Exhibits 19 and 20) were designed to be used with either single tract CTC or double track facilities.

The nature of the freight traffic between Red Bank and Perth Amboy prevented use of a single track railroad on that end of the railroad, although the distances between stations were well suited to a CTC-type operation with a minimum of passing sidings. It should be noted that the Jersey Central's Freehold and Atlantic Highlands Branches join this line at Matawan; and the Southern Division, at Red Bank.

It would cost over \$500,000 to equip the New York and Long Branch Railroad with CTC from Red Bank to Point Pleasant, exclusive of the costs of removing one of the two tracks and upgrading the remaining track. Three passing sidings are needed in this distance to accommodate movements around the many station stops, particularly during the morning and evening rush hours.

Since there is already an existing double track system equipped with automatic signals, the maintenance savings to be gained by single-tracking this portion of the railroad were too small to justify the expense of a CTC installation. A study was made of savings to be effectuated by the use of CTC in connection with electrification of the line. Again, however, the cost of the CTC exceeded the slight savings possible through the electrification of only one track instead of two for a portion of the distance.

The operating mileage would consist of 17.3 miles of double track and 20.3 miles of single track with approximately six miles of passing sidings.



TYPICAL  
2-TRACK TANGENT - X-CAT.  
WOOD POLES

THE PENNSYLVANIA RAILROAD CO.  
PROPOSED ELECTRIFICATION  
NEW YORK AND LONG BRANCH RAILROAD

New York Region  
July 6, 1959



ELECTRIFICATION  
OF THE  
NEW YORK AND LONG BRANCH

Electrified operation of passenger trains on the New York and Long Branch will probably produce increasingly greater operating savings as this service becomes even more a suburban operation.

At the present time, the route of Pennsylvania trains from New York to Bay Head beyond Pennsylvania ownership is electrified from Woodbridge Junction ("WC") to South Amboy, a distance of 1.8 miles. Diesel power is used between South Amboy and Bay Head. Electric locomotives are operated on all trains into Pennsylvania Station, New York, necessitating a change of motive power on all Bay Head - New York trains. Because of possible interference with closely scheduled Jersey Central trains some engine changes are made at "UNION" (Rahway). All others are made at South Amboy.

Cost of electrification of the NY&LB is estimated as follows:

a. Substations - structures	\$ 89,700	
- apparatus	<u>807,300</u>	
	897,000	
b. Transmission and catenary	5,463,000	
c. Signals and interlockings	3,357,805	
d. Communications	1,868,161	
e. Bonding and grounding	<u>165,670</u>	
f. Total		\$11,751,670

Typical cross-catenary design and layout of the transmission circuits are shown in the accompanying sketches.

Greatest operating savings would be obtained by using multiple-unit passenger cars, especially since one or two new high-capacity cars would be adequate for most off-peak trains. Budd Pioneer III type cars could be utilized. Low clearances in the Pennsylvania's North River tubes prevent the use of double deck cars.

MU operation would reduce by \$500,000 the expenditures required at Bay Head Junction for new diesel operation facilities and would produce estimated annual net savings of at least \$600,000 in crew wages, repair costs, power (fuel), and other operating expenses, exclusive of depreciation expenses and financing.

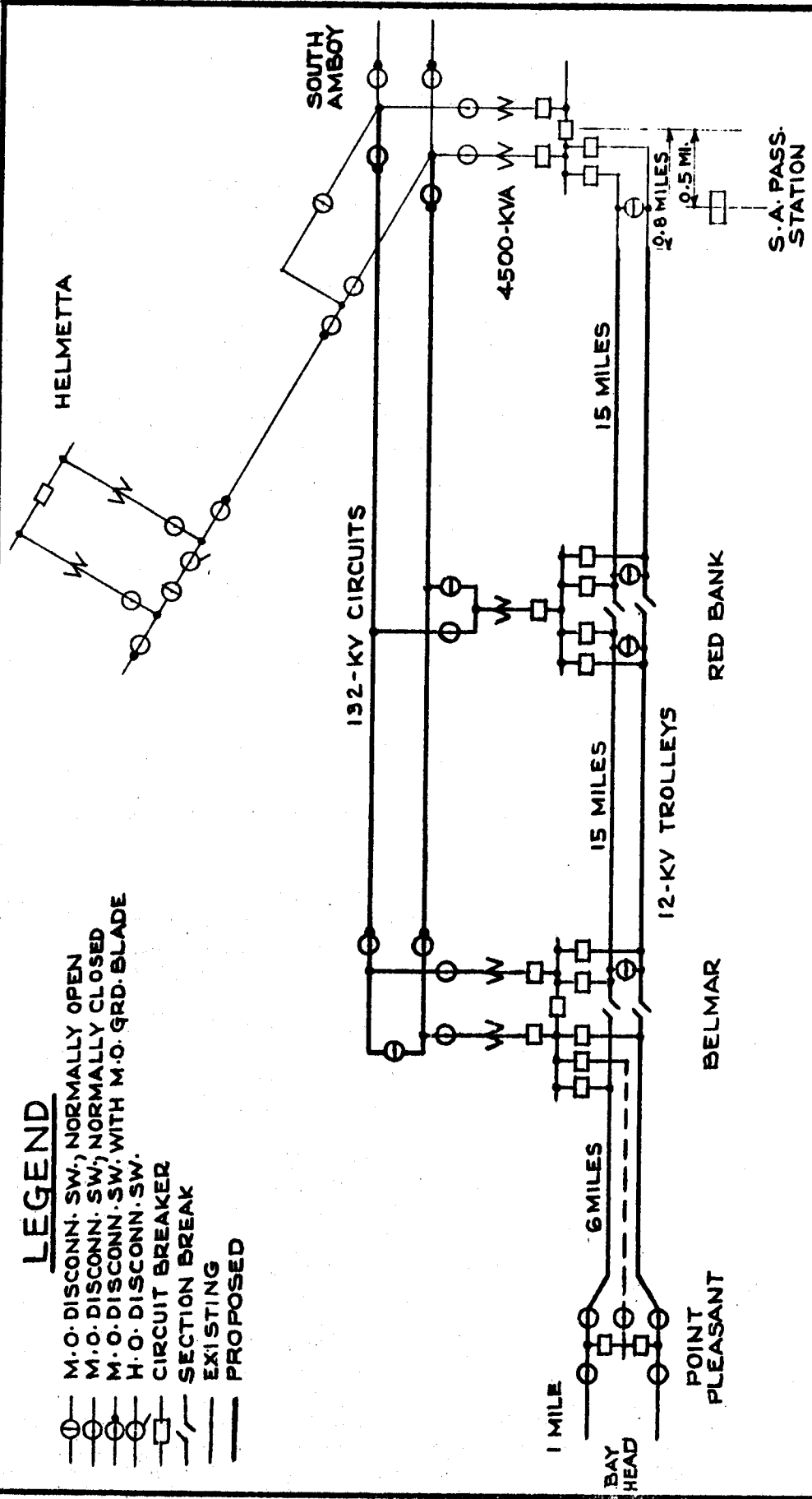
However, 89 MU passenger coaches with 102 seats would be required for the Bay Head service. These would cost approximately \$18,690,000. Thus, electrification and MU cars alone would cost \$30,440,000. New equipment for electric locomotive operation with new cars would cost approximately \$8,000,000 for the locomotives and \$9,968,000 for the cars, or only \$722,000 less, but would cost \$100,000 more annually for crews.

The railroad cannot afford an outlay of this magnitude when the results, at best, would produce only 2% before depreciation and fixed charges.

Nevertheless, electrification of this remaining portion of the New York - Bay Head run is essential for faster and more economical operation. Upwards of 21 minutes can be saved by MU operation, as contrasted with comparable trains today (Exhibit 46). Thus, it would be in the public interest to electrify this railroad with public funds.

**LEGEND**

- ⊖ M.O. DISCONN. SW., NORMALLY OPEN
- ⊖ M.O. DISCONN. SW., NORMALLY CLOSED
- ⊖ M.O. DISCONN. SW. WITH M.O. GRD. BLADE
- ⊖ H.O. DISCONN. SW.
- ⊖ CIRCUIT BREAKER
- ⊖ SECTION BREAK
- ⊖ EXISTING
- ⊖ PROPOSED



**THE PENNSYLVANIA RAILROAD Co.**  
**N.Y. & L.B. R.R.**  
**ELECTRIFICATION STUDY**  
**TO BAY HEAD**

New York Region  
 July 6, 1959  
 4

OPERATION OF FL-9 OR SIMILAR TYPE  
COMBINATION ELECTRIC - DIESEL LOCOMOTIVES

Today's North Jersey Coast passenger service on the Pennsylvania is handled by electric locomotives between New York and "UNION", or South Amboy, and by diesel-electric locomotives between those points and Bay Head Junction, requiring a change of power enroute. Locomotives which could operate on electricity supplied either by the diesel engine-generator or from an outside source would eliminate the necessity of this change of power, and should produce other economies, such as a complete or partial closing of South Amboy Enginehouse. The only such locomotive which has been built in quantity is the EMD Type FL-9, thirty of which have been supplied to the New York, New Haven and Hartford Railroad. This locomotive can operate either from the diesel engine-generator or from the 600-volt third-rail.

Elimination of the engine change not only reduces operating expenses but also permits a savings in elapsed travel time of at least five minutes. This time savings is also important, since it eliminates the possibility of train interference during rush hours.

In order to utilize the FL-9 locomotives, it will be necessary to install a direct current power supply at the west end of the Hudson River Tunnels. It will also be necessary to extend the third-rail 3,500 feet westward from Homestead Portal on the westward track. Use of electric or this type of motive power will permit the partial closing of South Amboy Enginehouse with attendant savings. In order to provide for monthly inspection and heavy repairs to these units at Sunnyside Yard, sanding facilities, inspection platforms, power tools, meters, filter cleaners, etc., would be needed at an estimated capital expenditure of \$38,450.

The total new capital expenditure is estimated as:

14 FL-9 locomotive units @\$280,000	\$3,920,000
Third-rail extension - 3,500' @ \$6.73/ft.	23,550
Power units installed near Homestead Portal	495,000
New facilities at Sunnyside Yard	<u>38,450</u>
Total	\$4,477,000

Public policy, financing, and negotiations will determine whether FL-9 or complete electric operation is to be used. Both present opportunities for operating savings, although the complete electric operation with MU equipment produces the best performance for the public and results in greater savings, as discussed on page 63. The railroad, however, cannot afford the capital expenditures required.

ADDITIONAL ANNUAL PRR REVENUE AND EXPENSE  
IN H&M JOINT SERVICE

<u>Item</u> (1)	<u>Scheme</u> <u>A</u> (2)	<u>Scheme</u> <u>B</u> (3)	<u>Scheme</u> <u>C</u> (4)	<u>Scheme</u> <u>D</u> (5)	<u>Scheme</u> <u>E</u> (6)
<b>I. <u>Increased Passenger Volume</u></b>					
A. H&M Passengers	2,311,000	4,294,000	2,027,000	4,294,000	4,294,000
<b>II. <u>Estimated Change in Results</u></b>					
A. Increased Revenue	\$541,000	\$1,005,000	\$475,000	\$1,005,000	\$1,005,000
B. Increased PRR Expense					
1. Car Costs	\$193,000	\$356,000	-	\$ 356,000	\$ 356,000
2. Crew Wages	119,000	165,000	-	165,000	165,000
3. Payroll Taxes, etc.	<u>25,000</u>	<u>38,000</u>	-	<u>38,000</u>	<u>38,000</u>
4. Total Increased Expenses	\$337,000	\$559,000	-	\$ 559,000	\$ 559,000
C. Net Gain	\$204,000	\$446,000	\$475,000	\$ 446,000	\$ 446,000

New York Region  
July 6, 1959

EFFECTS OF VARIOUS SCHEMES  
UPON THE  
PENNSYLVANIA RAILROAD - HUDSON AND MANHATTAN RAILROAD  
JOINT SERVICE

Operation of Jersey Central trains over the Pennsylvania will place the major portion of the Jersey Central passengers on the Hudson and Manhattan Railroad trains at either Newark or Jersey City, depending upon the scheme used. The Hudson and Manhattan operates the Newark - Hudson Terminal service as a joint operation, with the Pennsylvania assuming 60% of the operating expenses.

In Schemes "A" and "C", rush hour Jersey Central trains operate into Jersey City. In all other instances, Jersey Central passengers for downtown New York would transfer to the Hudson and Manhattan trains at Newark, as described on Pages 13, 14, and 15 of this report.

The increased rush hour load requires a larger car fleet, as discussed under each scheme and results in increased operating expenses. Most of the anticipated off-peak load can be handled on the present trains without the necessity for increasing train consists or frequency. The additional cars required and proposed rush hour train consists and frequencies are shown in Exhibit 7.

The figures on Page 66 show the increased operating expenses to the Pennsylvania as the result of the additional joint service traffic produced under each scheme. The largest revenues, of course, result when the entire downtown rush hour New York load of the Jersey Central is placed upon the H&M at Newark (Schemes "B", "D", and "E").

The most favorable situation for the Pennsylvania in this traffic is under Scheme "C", in which the entire off-peak traffic can be handled without any appreciable increase in operating expenses. In this scheme, the peak hour load would be placed upon the Hudson and Manhattan at Exchange Place and be its sole responsibility, this being outside of the joint service territory.

Depreciation expenses and financing costs for the additional equipment are not included in these figures. The railroad is in no position to finance the cars required nor could it afford to assume the increased annual costs, which would exceed even the best possible increased net results shown here.

FREIGHT SERVICE  
ON THE  
NEW YORK AND LONG BRANCH

Freight service is rather a marginal operation for both railroads operating on the New York and Long Branch. In addition to freight trains operated over the NY&LB to its Freehold Branch and Southern Division, the Jersey Central operates one freight train every weekday in both directions. The Pennsylvania operates one freight train (CNJ - 1 and 2) three days a week in each direction. Two NY&LB crews perform switching service for these freight trains. Expenses of the switching operation are shared by the owner roads, the Pennsylvania presently paying 57% of the total operating expenses.

It is estimated that the Jersey Central carload freight revenue allocable to the New York and Long Branch territory does not exceed \$490,000 per year (Exhibit 16). The Pennsylvania's comparable revenue is only \$164,322. In rendering its present freight service, the Pennsylvania is just about breaking even on the New York and Long Branch, plus whatever contributory revenue it may have to the rest of the system. To assume the Jersey Central's freight traffic on the New York and Long Branch would cost the Pennsylvania at least \$273,500 more than its present operation.

Thus, there is a possibility that complete operation of the freight service by one railroad or the other would make it possible for either to do a little better than break even. This is contingent upon interchange of traffic being made at South Amboy or Oak Island. The increasing residential growth of this area precludes its development for industrial purposes and presents no prospects for increased freight traffic in the future. Therefore, neither railroad would lose much by turning over its New York and Long Branch freight business to the other.

**EXHIBITS**

Proposed Jersey Central Service - Monday to Friday - Via Newark and Hudson and Manhattan Railroad - Eastward (a)

Train (1)	CtJ Main Line Service			North Jersey Coast			Arrival Time		Cars (11)	Pgms. Arr. (b) (12)	Elapsed Time Origin to Hudson Terminal	
	Lve. Raritan (2)	Pass Aldene (3)	Pass Hunter (4)	Lve. Bay Head Jct. (5)	Pass MC (6)	Pass Union (7)	Newark (8)	Hudson Terminal (10)			Main Line Service (13)	Jersey Coast Service (14)
400	4:20 A	4:56 A	5:06 A	-	-	-	5:10 A	5:50 A	2 RDC	16	1:30	-
402	5:20	5:56	6:06	-	-	-	6:10	6:31	2 RDC	58	1:11	-
3300	-	-	-	4:27 A	5:40 A	5:50 A	6:05	6:31	5	180	-	2:04
404	5:50	6:26	6:36	5:08	6:28	6:36	6:48	7:01	10	100	1:11	-
3302	-	-	-	Matawan 6:34	6:51	7:00	7:15	7:11	9	550	-	2:03
4304	-	-	-	-	6:51	7:00	7:15	7:41	6	320	-	1:07
900	Plainfield 6:40	7:04	7:14	-	-	-	7:17	7:41	10	700	1:01	-
406	6:40	7:26	7:36	-	-	-	7:40	8:01	14	1000	1:21	-
4000	-	-	-	Matawan 7:06	7:22	7:31	7:45	8:09	9	550	-	1:03
3304	-	-	-	6:08	7:27	7:36	7:50	8:17	11	650	-	2:09
902	Plainfield 7:15	7:41	7:51	-	-	-	7:55	8:17	13	1000	1:02	-
408	7:10	7:54	8:04	-	-	-	8:08	8:33	14	1000	1:23	-
904	7:35	8:02	8:12	-	-	-	8:17	8:41	13	1000	1:06	-
3306	-	-	-	6:45	8:05	8:14	8:28	8:57	15	900	-	2:12
600	7:40	8:16	8:26	-	-	-	8:31	8:57	5	250	0:41	-
202	-	8:32	8:42	7:30	8:43	8:52	9:05	9:13	7	600	1:33	-
3308	-	-	-	-	-	-	9:10	9:29	8	270	-	1:59
Reading	-	-	-	-	-	-	9:10	9:27	6	200	0:41	-
602	9:00	8:56	9:06	-	-	-	9:45	10:14	2 RDC	140	1:14	-
410	9:00	9:32	9:42	8:28	9:44	9:52	10:05	10:26	3	90	-	1:58
3314	-	-	-	-	-	-	10:45	11:14	2 RDC	75	1:14	-
412	10:00	10:32	10:42	-	-	-	12:45	12:14 P	2 RDC	150	1:14	-
414	11:00	11:32	11:42	10:51	12:12 P	12:20 P	12:33 P	1:02	4	70	-	2:05
3316	-	-	-	-	-	-	12:45	1:21	2 RDC	45	1:14	-
416	12:00 Noon	12:32 P	12:42 P	-	-	-	1:45	2:14	2 RDC	70	1:14	-
418	1:00 P	1:32	1:42	-	-	-	2:45	3:14	2 RDC	140	1:14	-
420	2:00	2:32	2:42	-	-	-	3:45	4:11	2 RDC	85	1:11	-
422	3:00	3:32	3:42	-	-	-	4:45	5:09	2 RDC	75	1:09	-
424	4:00	4:32	4:42	-	-	-	5:40	6:05	6	70	1:35	-
426	4:30	5:26	5:36	4:10 P	5:31	5:43	6:05	6:31	3	55	-	2:21
3322	-	-	-	-	-	-	6:30	6:51	2 RDC	30	1:36	-
428	5:15	6:16	6:26	-	-	-	6:45	7:11	2 RDC	22	1:11	-
430	6:00	6:32	6:42	-	-	-	7:45	8:09	2 RDC	15	1:09	-
432	7:00	7:32	7:42	-	-	-	8:45	9:20	2 RDC	25	1:20	-
434	8:00	8:32	8:42	-	-	-	9:45	10:20	2 RDC	28	1:20	-
436	9:00	9:32	9:42	-	-	-	10:45	11:20	2 RDC	25	1:20	-
438	10:00	10:32	10:42	-	-	-	11:45	12:10	2 RDC	15	1:10	-
440	11:00	11:32	11:42	-	-	-	-	-	-	-	-	-

NOTES: (a) Time shown is prevailing public time. CNJ main line suburban schedules based upon number of trains CNJ proposes to operate.

(b) Passengers shown do not include number presently handled on main line trains east of Roselle and North Jersey Coast east of Woodbridge Junction, since Jersey Central contemplates withdrawal of train service in that area.



Proposed Jersey Central Service - Via H&N RR and Newark - Monday to Friday - Westward (a)

Train (1)	Cars (2)	Leave Hudson Terminal (3)	Leave Newark (4)	Main Line Service			North Jersey Coast		Elapsed Time		Passengers Leaving Newark (b) (13)
				Pass Hunter (5)	Pass Aidene (6)	Arrive Raritan (7)	Pass Union (8)	Pass WC (9)	Arrive Bay Head (10)	Hudson Terminal to Raritan (11)	
401	2 BDC	4:50 A	5:20 A	5:23 A	5:33 A	6:00 A	-	-	-	-	25
403	2 BDC	5:40	6:20	6:23	6:33	7:10	-	-	-	-	90
405	6	6:40	7:10	7:15	7:25	8:10	-	-	-	-	250
407	2 BDC	7:40	8:02	8:05	8:15	8:45	-	-	-	-	50
3905	4	8:32	8:56	-	-	-	9:10 A	9:20 A	10:40 A	-	105
409	2 BDC	9:32	9:00	9:03	9:13	9:45	-	-	-	-	25
411	2 BDC	9:30	10:00	10:03	10:13	10:45	-	-	-	-	25
413	2 BDC	10:36	11:00	11:03	11:13	11:45	-	-	-	-	25
415	2 BDC	11:36	12:00	12:03 P	12:13 P	12:45 P	-	-	-	-	25
3907	3	11:48	12:20 P	-	-	-	12:34 P	12:43 P	1:56 P	-	75
417	2 BDC	12:36 P	1:00	1:03	1:13	1:45	-	-	-	-	25
419	2 BDC	1:36	2:00	2:03	2:13	2:45	-	-	-	-	25
421	2 BDC	2:36	3:00	3:03	3:13	3:45	-	-	-	-	100
423	2 BDC	3:36	4:00	4:03	4:13	4:45	-	-	-	-	150
4101	5	3:48	4:18	-	-	-	4:32	4:41	Matawan 4:56	-	210
901	13	4:00	4:30	4:33	4:43	5:10	-	-	6:09	1:10	450
3919	7	4:10	4:35	-	-	-	4:51	5:00	-	-	950
3923	10	4:30	4:55	5:04	5:14	5:55	5:10	5:19	6:37	1:25	325
425	14	4:30	5:00	5:04	5:14	5:55	-	-	-	-	650
Reading 619	5	4:40	5:05	5:08	5:18	5:55	-	-	-	0:38	150
903	13	4:40	5:11	5:15	5:25	5:50	-	-	-	1:10	800
4317	6	4:50	5:14	5:27	5:37	6:10	5:27	5:36	Matawan 5:51	1:10	220
205	7 BDC	5:00	5:23	5:27	5:37	6:10	5:55	6:04	Matawan 6:22	1:10	600
3925	15	5:00	5:27	-	-	-	5:42	5:51	7:11	-	830
4015	4	5:16	5:40	5:51	6:01	6:45	-	-	Matawan 7:39	-	210
427	14	5:24	5:47	5:51	6:01	6:45	-	-	-	1:21	1000
Reading 621	6	5:24	5:51	5:55	6:05	-	6:09	6:18	-	0:41	250
3927	10	5:32	5:55	-	-	-	-	-	7:39	-	570
905	10	5:40	6:03	6:06	6:16	6:40	-	-	-	1:00	950
429	10	5:48	6:14	6:18	6:28	7:15	-	-	-	1:27	700
3931	6	6:30	6:55	7:03	7:13	7:45	7:10	7:19	8:34	2:04	230
431	2 BDC	6:30	7:00	7:03	7:13	7:45	-	-	-	-	150
433	2 BDC	7:30	8:00	8:03	8:13	8:45	-	-	-	-	150
435	2 BDC	8:30	9:00	9:03	9:13	9:45	-	-	-	-	150
437	2 BDC	9:30	10:00	10:03	10:13	10:45	-	-	-	-	100
3933	9	9:30	10:05	10:03	10:13	10:45	10:19	10:28	11:44	2:14	180
439	2 BDC	10:30	11:00	11:03	11:13	11:45	-	-	-	-	50
441	2 BDC	11:30	12:00	12:03	12:13	12:45	-	-	-	-	50
443	2 BDC	12:50 A	1:15	1:18	1:28	2:00	-	-	-	-	25

NOTES: (a) Time shown is prevailing public time.  
(b) Anticipated traffic (estimated by G.N.J. except for Matawan and Bay Head trains, based on loss of Bayonne traffic plus 5% diversion)

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THEORETICAL TRACK OCCUPANCY - Eastward(a)  
 County to Hunter - 6:00 AM to 9:30 AM - Monday to Friday

PASS COUNTY				PASS UNION(b)									
No. 1 Train	No. 1 Track	No. 2 Train	No. 2 Track	No. 3 Train	No. 3 Track	No. 1 Train	No. 1 Track	No. 2 Train	No. 2 Track	No. 3 Train	No. 3 Track		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
3812	6:07 a					3704	5:59 a	3812	6:22 a				
3706	6:13 a									3302	6:36 a		
108	6:33 a					3706	6:34 a	108	6:47 a	4304	7:00 a	60	7:18 a
190	6:48 a					3606	6:57 a	190	6:59 a	4000	7:31 a	3304	7:36 a
3710	7:01 a	60	7:05 a					702	7:10 a				
3712	7:16 a					3710	7:24 a						
252	7:18 a	22	7:26 a			3608	7:28 a						
						3712	7:35 a						
254	7:45 a					252	7:43 a						
3716	7:47 a					3610	7:47 a						
3720	7:58 a	200	8:04 a			3904	7:50 a						
								704	7:59 a	734	7:55 a		
3818	8:18 a					200	8:18 a	3716	8:04 a	254	8:02 a		
4	8:27 a					3618	8:20 a	706	8:11 a	3306	8:14 a		
						3720	8:22 a						
28	8:52 a					3818	8:35 a	708	8:33 a	4	8:41 a		
202	8:56 a												
256	9:08 a							28	9:03 a	3308	8:52 a		
								202	9:07 a				
								712	9:11 a				
								256	9:24 a				

Through freight trains scheduled at time of peak movement of  
 CNJ Service via Woodbridge Jct.

Train	Pass Holmes	Pass Union	Pass Lane
TT-4	3:35 a	5:05 a	5:20 a
CG-8	5:15 a	6:15 a	6:30 a
CIN-2	5:30 a	7:00 a	8:30 a
A-6	4:30 a	5:30 a	6:00 a
MD-16	5:15 a	7:15 a	7:30 a

Notes: (a) Time shown is prevailing public time.  
 (b) Proposed Jersey Central trains to be operated over PRR tracks shown in red.

THEORETICAL TRACK OCCUPANCY - Eastward(a)  
County to Hunter - 6:00 AM to 9:30 AM - Monday to Friday

PASS ELMORA(b)			PASS HUNTER(b)								
No. 1 Track Train (1)	Time (2)	No. 2 Track Train (3)	Time (4)	No. 3 Track Train (5)	Time (6)	No. 1 Track Train (7)	Time (8)	No. 2 Track Train (9)	Time (10)	No. 3 Track Train (11)	Time (12)
3704	6:09 a					3704	6:17 a			402	6:06 a
3812	6:27 a					3812	6:32 a	3302	6:45 a	404	6:36 a
3706	6:44 a	3302	6:42 a			3706	6:52 a				
108	6:52 a					108	6:57 a				
190	7:03 a					190	7:07 a	4304	7:11 a		
3606	7:08 a	4304	7:06 a			3606	7:17 a			900	7:14 a
702	7:17 a					702	7:22 a			60	7:26 a
				60	7:22 a					406	7:36 a
3710	7:34 a					3710	7:41 a	4000	7:42 a		
3608	7:38 a	4000	7:37 a			3608	7:46 a	22	7:47 a	3304	7:46 a
3712	7:45 a	22	7:43 a			3712	7:53 a			902	7:51 a
252	7:53 a			3304	7:42 a	252	8:01 a				
3610	7:57 a					3610	8:05 a				
704	8:05 a	734	8:02 a			704	8:10 a	734	8:06 a	408	8:04 a
3716	8:09 a	254	8:06 a			3716	8:14 a	254	8:10 a	904	8:12 a
3904	8:11 a					3904	8:19 a	3306	8:24 a		
706	8:18 a	3306	8:20 a			706	8:26 a				
200	8:26 a					200	8:31 a			600	8:24 a
3720	8:34 a					3720	8:42 a				
708	8:39 a	4	8:45 a			708	8:46 a			202	8:42 a
3818	8:43 a	3308	8:58 a			3818	8:51 a	4	8:49 a		
								3308	9:02 a		
28	9:07 a					28	9:11 a	602	9:06 a		
202	9:11 a					202	9:15 a				
712	9:17 a					712	9:22 a				

Notes: (a) Time shown is prevailing public time.  
(b) Proposed Jersey Central trains to be operated over PRR tracks shown in red.

Exhibit 5

MANIPULATION OF JERSEY CENTRAL TRAINS  
DEPARTING FROM EXCHANGE PLACE, JERSEY CITY(a)

<u>Track</u>	<u>Train</u>	<u>Cars</u>	<u>Time</u>	
1	3323	10	4:40 p	
	4317	6	5:01 p	Place on #1 after 3323 departs
2	901	13	4:15 p	
	427	14	5:32 p	Place on #2 after 4317 departs from #1
3	903	13	4:58 p	
	3331	6	6:40 p	Equipment off 3322 at 6:05 p
4	4015	4	5:25 p	
5	Rd 619	5	4:50 p	
	Rd 621	6	5:37 p	
6	3327	10	5:40 p	
7	425	14	4:45 p	
8	3325	15	5:14 p	
9	905	10	5:48 p	
10	3305	4	8:00 a	Light to Newark
	3307	3	12:00 noon	Light to Newark
	4101	5	3:30 p	Hold at Hudson
	3319	7	4:00 p	Light to Newark - Hold at Hudson

Notes: (a) Time shown is prevailing public time.

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THE PENNSYLVANIA RAILROAD

## Proposed New Facilities to Accommodate Jersey Central Equipment

- I. Jersey City (Exchange Place) - (Applicable partially or entirely in Schemes "A" and "C")
  - A. Restore switches 51, 53, 55 ("JACY") with power operation.
  - B. Restore signals 28R, 28LA 28LB, 30R, 32LA, 32LB ("JACY").
  - C. Install cab signal test loop on No. 7 track.
  - D. Extension of steam and water lines on all tracks.
  - E. New steam boilers and oil storage facilities for steam heating of cars.
  - F. Welfare and locker facilities for crews and maintenance forces.
  - G. Battery charging equipment for Reading Company cars.
  - H. AC standby facilities for Reading Company cars.
  
- II. Meadows (Near Enginehouse) - (Schemes "B", "D", and "E", except as noted)
  - A. Facilities in storage yard for servicing MU equipment formerly handled at Jersey City (Schemes "A" and "C").
  - B. Electrify Center Street branch for MU equipment (Schemes "A" and "C").
  - C. Rehabilitate Center Street Branch and Engine Track.
  - D. Electro-pneumatic operation of crossovers and ladder switches ("KARNY") leading to yard for servicing equipment, with necessary signal and interlocking changes.
  - E. New steam boilers and oil storage facilities for steam heating of cars.
  - F. Additional welfare and locker facilities for maintenance forces.
  - G. Water and steam heat lines for all tracks.
  - H. Grading, shifting, and installation of tracks and platforms to service equipment.
  - I. AC standby facilities for Reading Company cars.
  
- III. "HUDSON" Interlocking (All schemes)
  - A. Cab signal test loop on No. 5 track.
  
- IV. "DOCK" Interlocking (All schemes)
  - A. Cab signal test loop on No. 5 track at Newark Station.
  
- V. Bay Head Junction (Schemes "A" and "B")
  - A. Steam boiler and oil storage for steam heating of cars.
  - B. Emergency diesel fueling facilities.
  - C. Water and steam lines for all tracks.
  - D. Shifting of tracks and installation of platforms to permit efficient servicing of equipment in yard.
  - E. Welfare and locker facilities for crews and maintenance forces.
  - F. Battery charging equipment.
  - G. AC standby equipment.

**HUDSON AND MANHATTAN RAILROAD**  
**Passenger Volume and Equipment and Headway Requirements**

Operation (1)	Passengers on Eastward H&M Trains At Newark			Additional at Exchange Place (5)	Additional Cars Required(d) (7)		Frequency of Service from Newark Cars (8)		Headway (9)
	Present(a) (2)	Additional (3)	Total (4)		Joint (6)	H&M Only (7)	Cars (8)	Headway (9)	
I. Morning Rush Hour Period (6.40 AM - 9.10 AM) (b)									
A. Present	6,000	-	6,000						
B. Proposed									
1. Scheme A	6,000	3,900	9,900	4,600					
2. Scheme B	6,000	8,500	14,500	-					
3. Scheme C	6,000	-	6,000	8,500					
4. Scheme D	6,000	8,500	14,500	-					
5. Scheme E	6,000	8,500	14,500	-					
II. Morning Peak Hour (7.40 AM - 8.45 AM) (b)									
A. Present	5,100	-	5,100	(c)			6	8"	
B. Proposed									
1. Scheme A	5,100	2,600	7,700	3,800	34	32	8	6"	
2. Scheme B	5,100	6,400	11,500	-	68	-	8	4"	
3. Scheme C	5,100	-	5,100	6,400	-	48	6	8"	
4. Scheme D	5,100	6,400	11,500	-	68	-	8	4"	
5. Scheme E	5,100	6,400	11,500	-	68	-	8	4"	

Notes: (a) Assuming no PRR operation to Jersey City at present.  
 (b) Prevailing public time.  
 (c) Present H&M volume by trains from Exchange Place not available; figures shown for additional passengers from Exchange Place.  
 (d) To handle load placed on H&M at either Newark or Exchange Place as result of Jersey Central operation via Newark (PRR route). Does not include additional cars, if any, required as result of PRR service being withdrawn from Exchange Place.

**REVENUES  
AND OUT-OF-POCKET EXPENSES(a)  
PRR NORTH JERSEY COAST SERVICE**  
(Based upon 1947 Volume of Traffic Adjusted to 1948 Rates and Costs)

**PRESENT PENNSYLVANIA RAILROAD OPERATION  
No Improvements in Service  
or Equipment**

	<u>N.Y. &amp; L.B.</u> <u>Tracks</u>	<u>PRR</u> <u>Tracks</u> (Out-of-pocket)	<u>Total</u>
<b><u>NEW CAPITAL INVESTMENT</u></b>			
Roadway	---	---	---
Equipment - Motive Power	---	---	---
Equipment - Modernizing Cars	---	---	---
<b>TOTAL CAPITAL INVESTMENT</b>	---	---	---
<b><u>REVENUES</u></b>			
Passenger	\$2,158,351	\$2,901,423	\$5,059,774
Freight	28,129	623,608	651,737
Miscellaneous	37,654	---	37,654
<b>TOTAL REVENUE</b>	<u>\$2,224,134</u>	<u>\$3,525,031</u>	<u>\$5,749,165</u>
<b><u>EXPENSES</u></b>			
Passenger Train Expense	\$1,121,948	\$ 905,045	\$2,026,993
Freight Train Expense	42,643	311,804	354,447
M.W. & S., Transportation, etc.	1,110,153	---	1,110,153
N.Y. & L.B. Fixed Charges & Taxes	214,912	---	214,912
Trackage Rights over C.R.R.N.J.	---	145,473	145,473
Maint. of Elect. & Diesel Facil.	---	---	---
<b>TOTAL EXPENSE</b>	<u>\$2,489,656</u>	<u>\$1,362,322</u>	<u>\$3,851,978</u>
<b>NET REVENUE</b>	<b>\$D-(265,522)</b>	<b>\$2,162,709</b>	<b>\$1,897,187</b>

Notes: (a) From Study prepared by Chief Engineer's Office (by F. Wilkinson)  
January 19, 1949, Revised February 23, 1949.

New York Region  
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Exhibit 9

PRR PASSENGER REVENUES, AND OUT-OF-POCKET EXPENSES  
 ASSIGNABLE TO NY&LB SERVICE  
 YEAR 1955

Passenger Service Revenue

Passenger Revenue:

Commutation	\$1,745,053	
Other	1,616,684	
Mail, Express, etc.	<u>41,717</u>	
Total		\$4,403,454

Out-of-Pocket Passenger Expenses

	<u>Expenses of NY&amp;LB Opera- tion (Fully Allocated)</u>	<u>Proportion of New York Region Out-of-pocket Costs</u>	<u>Total</u>
M W & S	\$ 453,498	-	\$ 453,498
M of E	21	\$ 811,064	811,085
Traffic	1,813	-	1,813
Transportation	754,652	921,342	1,675,994
General	<u>27,315</u>	<u>-</u>	<u>27,315</u>
	\$ 1,237,299	\$1,732,406	\$2,969,705
Payroll Taxes	<u>46,399</u>	<u>64,965</u>	<u>111,364</u>
Total	\$ 1,283,698	\$1,797,371	\$3,081,069
Net - revenue versus costs			\$ 322,385

From Study "Recommendations for the PRR Passenger Service on the NY&LBRR," made  
 March 27, 1958.

New York Region  
 July 6, 1959-33



## THE PENNSYLVANIA RAILROAD

North Jersey Coast Passenger Service(a)  
Annual Results

	<u>General Account</u> (1)	<u>Fully Allocated</u> (2)	<u>Out-of-Pocket</u> (3)
<b>I. REVENUES</b>			
A. Passenger(b)		\$3,570,000	\$3,570,000
B. Allied to Passenger(c)		<u>405,500</u>	<u>147,000</u>
C. Total Passenger Service Revenues		\$3,975,500	\$3,717,000
<b>II. EXPENSES(d)</b>			
A. Maintenance of Way		\$ 531,265	\$ 400,000
B. Maintenance of Equipment		1,418,416	756,000
C. Transportation		2,705,422	2,136,000
D. Miscellaneous		86,755	70,000
E. Traffic		10,000	-
F. General		<u>274,319</u>	<u>-</u>
G. Sub-Total		\$5,026,177	\$3,362,000
H. Payroll Taxes		247,358	166,000
I. Real Estate Taxes			
a. New Jersey(e)		142,942	22,000(h)
b. New York City(f)		178,373	-
J. Operating Rents(g)		Cr <u>60,851</u>	<u>-</u>
K. Total Rents and Taxes		<u>507,822</u>	<u>188,000</u>
L. Total Operating Expenses		\$5,533,999	\$3,550,000
NET RAILWAY OPERATING INCOME (Deficit)		(\$1,558,499)	\$167,000

- Notes: (a) PRR passenger trains operated between Bay Head Junction and New York or Jersey City.
- (b) Estimated for 1959, based upon PRR passenger fares in effect as of July 1, 1959.
- (c) Includes mail revenue, \$35,000; newspapers, \$6,000; dining car, \$106,016; concession advertising and other miscellaneous revenues, \$258,484 (50% may be out-of-pocket - omitted for comparison).
- (d) Based upon 1958 New York Region expenses.
- (e) Portion of taxes allocable to North Jersey Coast passenger service, including taxes on joint facility operations over CNJ and NY&LB RR, normally included in operating rents.
- (f) 1959 legislation passed by the New York Legislature granting certain tax relief to railroads, may reduce this amount to \$133,780 by 1963.
- (g) Does not include taxes on joint facility operations over CNJ and NY&LB RR.
- (h) New Jersey Class III Equipment Taxes.

Pennsylvania Railroad

New York, N.Y. to Bay Head Jct., N.J.  
 Operating Revenues, Operating Expenses, Railway Taxes,  
 Operating Rents and Operating Ratio  
 Commutation Interstate Traffic  
 on  
 Annual Basis\*

	<u>Interstate Traffic</u>
Operating Revenues	
Passenger	\$1,185,972
Allied to Passenger	218,707
Total	<u>1,404,679</u>
Operating Expenses	
Maintenance of Way & Structures	357,997
Maintenance of Equipment	389,339
Transportation	884,048
Miscellaneous Operations	28,621
Traffic	45,445
General	83,131
Total	<u>1,788,581</u>
Net Revenue from Railway Operations	Def. 383,902
Operating Ratio	127%
Railway Tax Accruals	188,555
Operating Rents - Net Debit	213,720
Net Railway Operating Income	Def. 786,177

\*Based on October 1956 adjusted to October 1958  
 traffic and service and December 1, 1958 wage  
 and price levels.

Def. - Deficit.

Source: Exhibit accompanying testimony of G. S. Stewart, Cost Analyst,  
 PRR Accounting Department, ICC I&S Docket No. 7046.

New York Region  
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**PENNSYLVANIA RAILROAD**

**NORTH JERSEY COAST SERVICE**

**Daily Average Number of Revenue Passengers Carried (a)**

Ten Years 1949 - 1958, Inclusive

Period Week- days (c)	On All Trains (Both Directions)			On Peak Hour Trains (b) EASTBOUND			On Peak Hour Trains (b) WESTBOUND			
	Commu- tation (2)	Index (3)	Total (4)	Commu- tation (8)	Index (9)	Total (10)	Commu- tation (14)	Index (15)	Total (16)	
1949	9899	100.0	15219	3407	100.0	343	2930	100.0	648	3578
1950	10442	106.0	15025	3723	98.7	323	3072	98.7	670	3742
1951	8987	90.8	13461	3282	88.4	328	2877	88.4	586	3263
1952	9539	96.3	13633	3416	89.6	306	2974	89.6	631	3605
1953	9873	99.8	14261	3124	93.7	354	3173	93.7	598	3771
1954	9633	97.3	13680	3448	89.9	361	3091	89.9	689	3780
1955	10031	101.3	14135	3474	92.9	425	3044	92.9	665	3709
1956	10157	102.6	14293	3748	93.9	464	3175	93.9	673	3848
1957	10304	104.1	13915	3794	91.4	379	3447	91.4	674	4121
1958	10393	105.0	13620	3952	89.5	312	3430	89.5	621	4051
<b>Saturdays</b>										
1949	2777	100.0	9170	100.0	100.0	6393	100.0	100.0	6393	100.0
1950	3125	112.5	8700	94.9	94.9	5575	83.4	83.4	5231	76.5
1951	2420	83.4	7651	83.4	83.4	5231	79.8	79.8	4710	63.1
1952	2348	81.2	7998	87.2	87.2	5650	73.3	73.3	4667	61.5
1953	2012	73.3	6722	73.3	73.3	4067	66.5	66.5	4146	55.2
1954	2032	74.6	6099	66.5	66.5	4146	61.5	61.5	3948	53.1
1955	2139	77.8	6285	68.5	68.5	3948	55.2	55.2	3273	44.3
1956	1692	53.1	5640	61.5	61.5	3010	47.1	47.1	3010	41.1
1957	1788	55.2	5061	55.2	55.2	3273	44.3	44.3	3010	41.1
1958	1433	44.3	4443	48.5	48.5	3010	47.1	47.1	3010	41.1
<b>Sundays</b>										
1949	618	100.0	5879	100.0	100.0	5261	100.0	100.0	5261	100.0
1950	676	109.4	5598	95.2	95.2	4922	83.4	83.4	4787	72.2
1951	711	115.0	4981	84.7	84.7	4499	75.9	75.9	4465	68.1
1952	482	77.9	4005	68.1	68.1	3535	52.6	52.6	2797	41.1
1953	535	86.6	3204	54.5	54.5	2857	46.7	46.7	2396	35.2
1954	470	76.1	2748	46.7	46.7	2396	35.2	35.2	2287	34.1
1955	293	47.4	2637	44.9	44.9	2287	34.1	34.1	2287	34.1
1956	347	56.1	2637	44.9	44.9	2287	34.1	34.1	2287	34.1
1957	352	57.0	2637	44.9	44.9	2287	34.1	34.1	2287	34.1
1958	350	56.6	2637	44.9	44.9	2287	34.1	34.1	2287	34.1

Notes: (a) Source: Comptroller's P-58 Statements for typical October week of each year shown. Includes Newark-New York passengers travelling on these trains. Although separate data on this traffic is not readily available, the indications are that peak hour volume of Newark-New York passengers has probably diminished during this period because of the increasing competition of express bus services via the Turnpike and newly constructed Hudson River tunnels and that, therefore, the peak hour volume of North Jersey Coast suburban passengers has probably increased much greater than indicated.

(b) Trains arriving New York or Jersey City 7:40 AM - 8:45 AM and leaving New York or Jersey City 4:45 PM - 5:50 PM, inclusive.

(c) Monday - Friday average for week used in Comptroller's P-58 Statement.

(d) 1949 = 100

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COMPARATIVE RAIL AND BUS FARES AND TYPICAL RUNNING TIMES  
NEW YORK AND NORTH JERSEY COAST POINTS

Exhibit 13

Rail Miles	Between New York and (2)	PRR				Bus(e)				Typical Running Times	
		Restricted Ticket Monthly (3)	Price Per Ride (b) (4)	10-Trip Book (5)	Price Per Ride (6)	One-Way PRR (7)	Bus (8)	Round Trip PRR (9)	Bus (10)	PRR (d) (11)	Bus (e) (12)
30.0	South Amboy	\$36.75	\$0.88	\$8.22	\$0.82	\$1.40	\$1.10	\$2.79	\$2.00	1' 03"	1' 00"
41.2	Middletown	39.97	.95	9.50	.95	1.82	1.40	3.63	2.30	1' 10"	1' 15"
45.0	Red Bank	40.61	.97	9.50	.95	2.05	1.40	4.09	2.30	1' 15"	1' 15"
47.4	Little Silver	41.25	.98	11.21	1.12	2.17	1.55	4.33	2.70	1' 15"	1' 25"
51.0	Long Branch	41.80	1.00	11.21	1.12	2.38	1.55	4.75	2.70	1' 21"	1' 35"
53.2	Eliaberon	42.20	1.00	11.21	1.12	2.38	1.55	4.75	2.70	1' 25"	1' 41"
55.2	Allenhurst	42.40	1.01	11.21	1.12	2.48	1.55	4.95	2.70	1' 30"	1' 45"
56.7	Asbury Park	42.50	1.01	13.58	1.36	2.60	1.85	5.19	3.25	1' 36"	1' 50"
57.6	Bradley Beach	42.60	1.01	14.25	1.43	2.60	1.95	5.19	3.40	1' 38"	1' 58"
58.5	Avon	42.65	1.02	14.25	1.43	2.68	1.95	5.36	3.40	1' 42"	2' 00"
59.3	Belmar	42.75	1.02	14.25	1.43	2.68	1.95	5.36	3.40	1' 44"	2' 05"
61.4	Spring Lake	42.95	1.02	14.25	1.43	2.82	1.95	5.63	3.40	1' 47"	2' 10"
62.8	Sea Girt	43.05	1.03	15.96	1.60	2.82	2.05	5.63	3.70	1' 51"	2' 12"
63.5	Manasquan	43.10	1.03	15.96	1.60	2.92	2.05	5.83	3.70	1' 54"	2' 15"
65.5	Point Pleasant	43.30	1.03	15.96	1.60	2.92	2.05	5.83	3.70	1' 57"	2' 25"

Notes: (a) Constructed by adding the cost of Restricted Individual Calendar Month Tickets reading between stations listed and Hudson Terminal, to the cost of 42 rides on the purchase of Pennsylvania Station Supplemental Tickets at Multiple-Trip Fares.

(b) Based on 42 rides per monthly ticket.

(c) Including Federal tax.

(d) PRR trains to and from Pennsylvania Station.

(e) Asbury Park - New York Transit Corporation to and from 34th Street Greyhound Terminal.

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**JERSEY CENTRAL EQUIPMENT**

**PASSENGER TRAIN CARS  
REVENUE SERVICE**

TYPE	END	SERIES	TOTAL OWNED	HEAD-END LIGHTING	AIR CONDITIONED
Basecar & Mail	Steel	65-7A	10	8	-
Combination	Steel	251-309	38	28	2
(Air Conditioned Combination cars 301-305)					
Basecar	Steel	390-439	50	48	-
Coach	Steel	802-1154	227	184	-
"	"	1155-1168	14	1	-
"	"	1170	1	-	1
"	"	1176-1324	57	45	11
<b>TOTAL</b>			<b>299</b>	<b>230</b>	<b>12</b>
(Air-Conditioned Coaches: 1170, 1176, 1178, 1182, 1183, 1184, 1185, 1195, 1198, 1202, 1203, 1204)					
" Reclining Chair Cars: 1182, 1183 (124 New Look Coaches & Comb.)					
Observation	Steel	1169	1	1	1
"	"	1178	1	1	1
Club	Steel	1171 - Seashore	1	1	1
"	"	1172 - Tamques	1	1	1
"	"	1173 - Beach Comber	1	1	1
"	"	1174 - Echo Lake	1	1	1
"	"	1175 - Measary	1	1	1
"	"	1177 - Suburban	1	1	1
"	"	1179 - Monmouth	1	1	1
"	"	1191 - Queen City	1	1	1
"	"	1192 - Minneskaia	1	1	1
"	"	1193 - Red Bank	1	1	1
"	"	1194 - Jersey Shore	1	1	1
"	"	1196 - Westfield	1	1	1
"	"	1197 - Plainfield	1	1	1
"	"	1199 - Bay Head	1	1	1
"	"	1200 - Red Bank	1	1	1
"	"	1201 - Jersey Coast	1	1	1
<b>TOTAL</b>			<b>16</b>	<b>16</b>	<b>15</b>
Box, Express	Steel	22481-22500	20	20	-
sgtu	(100,000 lb. csw. 40'6" inside length, 7'10" side door)				
Diesel Rail Cars	Steel	551-561	11	-	11
<b>GRAND TOTAL</b>			<b>446</b>	<b>351</b>	<b>40</b>

**NON-REVENUE SERVICE**

Officer's	Steel	97, 98	2	2	2
Question Type Under Frame					
<b>GRAND TOTAL</b>			<b>2</b>	<b>2</b>	<b>2</b>

**DIESEL LOCOMOTIVE UNITS**

CLASS	Serial Number	No. of Units	Builder	Horse-Power	Control Cab	Speed Head	Steam Heat in	Total Weight	Freight Working Effort	Degree of Curvature Coupled
SD-12	1001	1	D.L.M.	275	No	No	No	70,000	17,500	11A*
SD-24	1009 to 1012	4	E.M.D.	600	No	No	No	198,015#	49,505#	57
SD-26	1005 to 1008	4	E.M.D.	600	No	No	No	205,580	51,395	83
SD-28	1020 to 1023	4	A.L.CO.	600	No	No	No	199,500	49,875	83
SD-29	1024, 1025	2	A.L.CO.	660	No	No	No	197,490	49,370	83
SD-29	1040 to 1043	4	E.M.D.	660	No	No	No	195,490	48,870	44
SD-31	1060, 1061	2	E.M.D.	1000	No	No	No	246,000	61,500	57
SD-33	1062 to 1066	5	E.L.N.	1000	No	No	No	242,000	60,500	70
SD-33	1067 to 1071	5	A.L.CO.	1000	No	No	No	230,000	57,500	79
SD-34	1053 to 1059	7	B.L.H.CO	1200	No	No	No	234,700	58,675	44
SD-34	1072 to 1074	3	E.L.N.	1000	No	No	No	237,200	59,300	44
SD-36	1080 to 1094	15	E.M.D.	1200	No	No	No	243,401#	60,850#	57
SD-39	1615	1	A.L.-GE	1600	No	No	No	360,300	90,875	21
FD-30	2000 to 2005	6	E.L.N.	2000	No	Yes	Yes	383,500#	63,910#	16
FD-42	50 to 59	10	E.M.D.	1500	No	No	No	228,900	57,225	21
FD-42	A to E	5	E.M.D.	1500	No	No	No	222,400	55,600	21
FD-43	70 to 79	10	B.L.H.	1500	No	No	No	271,500	67,875	21
FD-43	E.L.M.R.S	5	B.L.H.	1500	No	No	No	267,750	66,932	21
FFSD-32	1206 to 1209	4	B.L.H.CO	1200	No	Yes	Yes	242,800	60,700	30
FFSD-34	1200 to 1202	3	A.L.-GE	1000	No	No	No	246,900	61,725	52
FFSD-34	1203, 1204	2	A.L.-GE	1000	Yes	No	No	246,900	61,725	52
FFSD-34	1205	1	A.L.-GE	1000	Yes	No	No	246,000	61,500	52
FFSD-37	1500	1	F.M.CO	1500	No	Yes	Yes	246,600	61,700	23
FFSD-37	1501 to 1503	3	F.M.CO	1500	Yes	Yes	Yes	255,007#	63,752#	23
FFSD-37	1504 to 1513	10	F.M.CO	1500	Yes	Yes	Yes	256,424#	64,106#	23
FFSD-37	1520 to 1528	9	E.M.D.	1500	No	Yes	Yes	254,344#	63,586#	39
FFSD-37	1529 to 1532	4	E.M.D.	1500	Yes	Yes	Yes	250,375#	62,594#	39
FFSD-42	1514 to 1517	4	F.M.CO	1600	Yes	Yes	Yes	259,830#	64,957#	23
FFSD-46	1540, 1544	2	A.L.-GE	1600	No	No	No	242,020	60,505	21
FFSD-46	1541, 1542, 1543	3	A.L.-GE	1600	No	Yes	Yes	249,335#	62,334#	21
FFSD-46	1545 to 1547	3	A.L.-GE	1600	No	Yes	Yes	251,400	62,850	21
FFSD-53	1700 to 1704	5	A.L.-GE	1600	No	No	Yes	251,300	62,825	21
FFSD-53	1705 to 1708	4	A.L.-GE	1600	No	No	No	246,800	61,700	21
FFSD-67	2401 to 2407	7	F.M.CO	2400	No	Yes	Yes	388,840	97,210	27
FFSD-67	2408 to 2413	6	F.M.CO	2400	Yes	Yes	Yes	379,063#	94,764#	27
FFSD-79	1601 to 1614	14	A.L.-GE	1600	No	No	No	340,221#	90,055#	21
<b>TOTAL</b>		<b>187</b>								

# - average  
\* - Not Coupled  
x - Cab Signals Only

D.L.M. - - - - - Development Locomotive Works  
E.M.D. - - - - - Electro-Motive Division, General Motors Corp.  
A.L.CO. - - - - - American Locomotive Company  
B.L.H. - - - - - Baldwin Locomotive Works  
B.L.H.CO - - - - - Baldwin-Lima-Hamilton Company  
F.M.CO - - - - - Fairbanks-Morse Company  
A.L.-GE - - - - - American Locomotive Co., General Electric Co.

Exhibit 15

PRR AND CNJ NORTH JERSEY COAST SERVICE

Freight and Passenger Service Revenues

Estimate of Gross Annual Revenues Originating or Terminating in New Jersey and Long Branch Territory

<u>Item</u> (1)	<u>CNJ</u> (2)	<u>PRR</u> (3)	<u>Total</u> (4)
<b>I. Gross Revenues</b>			
A. Passenger	\$1,360,000(a)	\$3,570,000	\$4,930,000
B. Mail	406,080(e)	35,000	441,080
C. Express	141,000	-	141,000
D. Newspapers	19,000	6,000	25,000
E. Freight			
1. Carload	1,283,256	410,804	1,694,060
2. LCL	<u>49,615</u>	<u>154,621</u>	<u>204,236</u>
F. Total Gross Revenues	\$3,258,951	\$4,176,425	\$7,435,376
<b>II. Estimated Revenues Allocable to Operations Over New York and Long Branch Territory Only(b)</b>			
A. Passenger	\$453,000	\$1,190,000	\$1,643,000
B. Mail	50,000	12,000	62,000
C. Express	47,000	-	47,000
D. Newspapers	6,000	2,000	8,000
E. Freight-Carload	<u>650,000</u>	<u>164,000</u>	<u>814,000</u>
F. Total	\$1,206,000	\$1,368,000	\$2,574,000
<b>III. Estimate of Revenues Allocable to New York and Long Branch Territory if CNJ Operated Only Freight Service</b>			
A. Passenger	-	\$1,643,000	\$1,643,000
B. Allied Passenger	-	14,000(d)	14,000(d)
C. Freight	\$544,000(c)	<u>164,000</u>	<u>708,000</u>
D. Total	\$544,000	\$1,821,000	\$2,365,000

- NOTES: (a) Total CNJ revenue susceptible to diversion to PRR estimated by CNJ to be \$1,415,000, which amount includes Bayonne traffic. Figure shown excludes Bayonne traffic.  
 (b) Estimate based upon one-third of total haul being operated over NY&LB territory.  
 (c) CNJ estimates its freight revenues allocable to NY&LB territory would be 23% of total revenue of both railroads allocable to NY&LB territory. Therefore, total PRR revenue thus allocated would represent 77% of total revenue of both railroads. Knowing PRR revenues, freight revenue of CNJ can be estimated.  
 (d) Does not include CNJ Mail, Express or Newspapers.  
 (e) Includes \$256,958 Terminal Mail Revenue.

New York Region  
 July 6, 1959  
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FREIGHT TRAFFIC  
ON  
NEW YORK AND LONG BRANCH RAILROAD  
FOR YEAR 1958

Handled By (1)	Carload Traffic			Carload Revenues	
	Inbound Cars (2)	Outbound Cars (3)	Total (4)	Total (a) (5)	Allocable to NY&LB Territory (6)
P.R.R.	956	26	982	\$ 410,804	\$164,322 (b)
C.N.J.	4,415	159	4,574	1,283,256	490,000 (c)
Total	5,371	185	5,556	1,694,060	654,322

Handled By (1)	L. C. L. Traffic			L. C. L. Revenue	
	Tons Inbound (2)	Tons Outbound (3)	Total (4)	Total (a) (5)	Allocable to NY&LB Territory (6)
P.R.R.	1,769	1,343	3,112	\$154,621	\$61,848 (b)
C.N.J.	856	134	990	49,615	25,000 (c)
Total	2,625	1,477	4,102	204,236	86,848

	Total Freight Revenue	
	Total (a) (5)	Allocable to NY&LB Territory (6)
P.R.R.	\$ 565,425	\$226,170
C.N.J.	1,332,871	515,000
Total	1,898,296	741,170

- NOTES: (a) Gross Revenue to P.R.R. or C.N.J. of all freight traffic originating or terminating at NY&LB stations.
- (b) 40% of P.R.R. gross allotted to NY&LB.
- (c) Jersey Central freight revenue estimated by P.R.R. on basis of contributory revenue percentage estimate furnished by Jersey Central.

Westward  
CNJ Suburban  
Exchange Place-Newark

JERSEY CENTRAL  
MAIN LINE SUBURBAN SERVICES (a)  
MONDAY TO FRIDAY  
WESTWARD

Train No. (1)	Total Pgms. (d) (2)	Downtown New York			Newark		Elapsed Time (c)		Remarks (10)
		Liberty Street Ferry Present (3)	Hudson Terminal H&M RR Proposed (4)	Exchange Place J. City Proposed (5)	Present (6)	Proposed (7)	Present (8)	Proposed (9)	
201	-	1.01 A	-	-	-	-	1:56	-	
101	-	3.00	-	-	-	-	3:13	-	
401	25	6.00	4.50 A	-	6.25 A	5.20 A	1:56	1:10	Mail & Express Train
Reading									
601	-	6.30	-	-	-	-	1:04	-	
403	50	7.00	5.40	-	-	6.20	1:41	1:10	
405	250	8.00	6.40	-	-	7.10	1:09	1:30	
407	50	9.00	7.40	-	-	8.02	1:09	1:05	
409	25	10.00	8.32	-	-	9.00	1:15	1:13	
411	25	11.00	9.30	-	-	10.00	1:09	1:15	
413	25	12.00 N	10.36	-	12.10 P	11.00	1:09	1:09	
107	-	1.00 P	-	-	1.10	-	1:16	-	Mail & Express Train
415	25	2.00	11.36	-	-	12.00 N	1:09	1:09	
417	25	3.00	12.36 P	-	3.10	1.00 P	1:22	1:09	
419	50	4.00	1.36	-	4.12	2.00	1:25	1:09	
421	100	4.30	2.36	-	4.49	3.00	1:29	1:09	
Reading									
619(b)	150	4.30	4.42	4.50 P	-	5.05	0:46	0:52	
423	150	5.09	3.36	-	-	4.00	1:07	1:09	
901(b)	450	4.50	4.05	4.15	5.11	4.30	1:21	1:05	
203	-	5.02	-	-	-	-	0:59	-	
425(b)	650	5.21	4.37	4.45	-	5.00	1:19	1:25	
903(b)	800	5.14	4.51	4.58	-	5.11	0:53	0:59	
New 205	600	-	5.00	-	-	5.23	-	1:10	
427(b)	1000	5.45	5.25	5.32	-	5.47	1:19	1:20	
905(b)	950	5.14	5.40	5.48	-	6.03	1:06	1:00	
Reading									
621(b)	250	5.30	5.29	5.37	-	5.51	0:49	0:55	
907	-	5.30	-	-	5.45	-	1:15	-	
199	-	5.37	-	-	-	-	0:51	-	Allentown
909	-	5.37	-	-	-	-	0:57	-	
429	700	6.00	5.48	-	-	-	1:22	1:27	
431	150	6.25	6.30	-	6.40	7.00	1:35	1:15	
433	150	7.00	7.30	-	-	8.00	1:18	1:15	
Reading									
627	-	8.00	-	-	-	-	1:03	-	
435	150	9.00	8.30	-	-	9.00	1:19	1:15	
205	-	10.00	-	-	9.48	-	1:17	-	
437	100	11.00	-	-	10.55	10.00	1:33	1:15	
439	50	-	10.30	-	-	11.00	-	1:15	
441	50	-	11.30	-	-	12.00 A	-	1:15	
Reading									
633	-	12.01 A	-	-	-	-	1:03	-	
443	25	-	12.50 A	-	-	1.15	-	1:10	

- NOTES: (a) Time shown is prevailing public time.  
 (b) Train originates at Exchange Place, Jersey City.  
 (c) Elapsed time between Downtown New York and Bound Brook for Reading trains, Plainfield for all No. 900 trains, and Raritan for all other trains.  
 (d) Anticipated traffic (estimated by CNJ).

New York Region  
June 30, 1959  
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Eastward  
CNJ Suburban  
Newark-Exchange Place

JERSEY CENTRAL  
MAIN LINE SUBURBAN SERVICES (a)  
MONDAY TO FRIDAY  
EASTWARD

Train No.	Total Psgs. (b)	Leave Newark		Arrive Downtown New York			Elapsed Time (d)		Remarks (11)
		Present (4)	Proposed (5)	Liberty Street Ferry Present (6)	Exchange Place J. City Proposed (7)	Hudson Terminal H&M RR Proposed (8)	Present (9)	Proposed (10)	
400	400	50	-	4.53 A	-	-	1:28	-	
402	402	100	-	6.05	-	5.30 A	1:26	1:10	
404	404	500	6.21 A	6.45	-	6.31	1:33	1:11	
406	-	-	7.07	7.22	-	7.01	1:37	1:11	
408	900(c)	600	-	-	-	-	-	-	
-	406(c)	900	7.38	7.53	7.32 A	7.39	1:35	0:59	
900	-	-	8.09	8.05	7.55	8.03	1:10	1:23	
902	902(c)	850	-	8.35	-	-	1:19	-	
410	-	-	8.09	8.15	8.10	8.17	1:22	1:02	
202	-	-	-	8.22	-	-	1:00	-	
-	408(c)	950	-	-	-	-	-	-	
904	904(c)	850	-	8.30	8.23	8.30	1:00	1:20	
412	-	-	-	8.30	8.32	8.39	1:14	1:04	
414	-	-	-	8.45	-	-	1:15	-	
204	-	-	8.44	8.50	-	-	0:58	-	
Reading	Reading	-	-	-	-	-	-	-	
600	600(c)	250	-	8.50	8.46	8.54	0:44	0:54	
-	202	600	-	8.45	-	9.13	0:52	1:33	
906	-	-	-	8.45	-	-	1:04	-	
908	-	-	8.44	8.56	-	-	1:04	-	
416	-	-	9.10	9.20	-	-	1:22	-	
Reading	Reading	-	-	-	-	-	-	-	
602	602(c)	150	-	9.30	9.25	9.32	0:45	0:52	
-	410	150	-	-	-	10.14	-	1:14	
418	-	-	10.14	10.30	-	-	1:16	-	
-	412	100	-	-	-	11.14	-	1:14	
420	-	-	-	11.30	-	-	1:16	-	
-	414	50	-	-	-	12.14 P	-	1:14	
104	-	-	-	12.30 P	-	-	1:16	-	Allentown (Mail & Express)
-	416	50	-	-	-	1.14	1:13	1:14	
422	-	-	-	1.27	-	-	1:18	1:14	
-	418	50	-	-	-	2.14	1:18	1:14	
424	-	-	2.14 P	2.32	-	-	1:16	1:14	
-	420	50	-	-	-	3.14	1:16	1:14	
192	-	-	3.39	3.30	-	-	1:16	1:14	Allentown (Mail & Express)
-	422	100	-	-	-	4.11	1:26	1:11	
426	-	-	-	4.40	-	-	1:14	-	
Reading	Reading	-	-	-	-	-	-	-	
614	-	-	-	5.07	-	-	1:16	1:09	
-	424	100	-	-	-	5.09	1:16	1:09	
428	-	-	-	5.30	-	-	1:37	1:35	
-	426	250	-	6.05	-	6.05	1:14	1:36	
430	-	-	-	6.32	-	6.51	1:14	1:11	
-	428	100	6.16	-	-	7.11	-	-	
432	-	25	-	-	-	-	-	-	
Reading	Reading	-	-	-	-	-	-	-	
620	-	-	7.15	7.27	-	-	1:04	-	
-	432	25	-	-	-	8.09	1:13	1:09	
434	434	25	-	8.27	-	9.20	1:15	1:20	
206	-	-	-	9.29	-	-	1:16	1:20	
-	436	50	-	-	-	10.20	1:16	1:20	
194	-	-	10.29	10.30	-	11.20	1:16	1:20	Allentown (Mail & Express)
-	438	50	-	-	-	-	1:14	-	
Reading	Reading	-	-	-	-	-	-	-	
628	-	-	-	11.27	-	-	1:14	-	
-	440	25	-	-	-	12.10 A	1:45	1:10	
436	-	-	-	12.55 A	-	-	-	-	

NOTES: (a) Time shown is prevailing public time.  
(b) Anticipated traffic (estimated by CNJ).  
(c) Train terminates at Exchange Place, Jersey City.  
(d) Elapsed time between Downtown New York and Bound Brook for Reading trains, Plainfield for No. 900 trains, and Raritan for all other trains.

PROPOSED EXCLUSIVE PRR OPERATION OF NORTH JERSEY COAST SERVICE  
Mondays to Fridays (a)  
WESTWARD

<u>Train</u> (1)	<u>New York</u> (2)		<u>Bay Head</u> (4)	<u>Coaches</u> (5)	<u>Estimated</u> <u>Passengers</u> (6)	<u>Elapsed</u> <u>Time</u> (7)	<u>Remarks</u> (8)
703	6.20A	7.03A	8.14A	2	160	1' 54"	No stops between Newark and Perth Amboy
711	10.15	10.51	12.01P	3	220	1' 46"	No stops between Newark and Perth Amboy
719	12.45P	1.21P	2.31	3	225	1' 46"	No stops between Newark and Perth Amboy
723	2.45	3.21	4.33	5	270	1' 48"	No stops between Newark and Perth Amboy
725	3.45	4.22	5.33	7	470	1' 48"	No stops between Newark and Perth Amboy
727	4.20	4.57	6.08	10	745	1' 48"	No stops between Newark and Perth Amboy
729	4.40	5.15	6.26	9	640	1' 46"	No stops between New York and Perth Amboy
731	4.30(b)	5.20	6.10(c)	9	730	1' 40"	No stops between Newark and Perth Amboy
733	4.55	5.33	6.45	6	455	1' 50"	No Newark stop - will stop Elizabeth
735	4.50(b)	5.37	6.49	8	625	1' 59"	No stops between Newark and Perth Amboy
737	5.18	5.55	6.57	13	1015	1' 39"	No stops between Newark and Middletown
739	5.23	6.00	7.01	7	570	1' 38"	No stops between Newark and Matawan
741	5.24(b)	6.15	7.31	10	845	2' 07"	No stops between Newark and Perth Amboy
743	5.50	6.29	7.46	7	550	1' 56"	No stops between Newark and Perth Amboy
745	6.50	7.27	8.43	4	245	1' 53"	No stops between Newark and Perth Amboy
747	7.50	8.26	9.39	6	455	1' 49"	No stops between Newark and Perth Amboy
749	9.50	10.26	11.39	4	300	1' 49"	No stops between Newark and Perth Amboy
751	11.50	12.26A	1.39A	2	125	1' 49"	No stops between Newark and Perth Amboy

Notes: (a) Times shown are prevailing public time.

(b) Hudson Terminal time; train originates at Newark.

(c) Asbury Park time; train terminates at Asbury Park

New York Region  
 July 6, 1959

PROPOSED EXCLUSIVE PRR OPERATION OF NORTH JERSEY COAST SERVICE

Mondays to Fridays (a)

EASTWARD

<u>Train</u> (1)	<u>Bay Head</u> (2)	<u>WC</u> (3)	<u>New York</u> (4)	<u>Coaches</u> (5)	<u>Estimated Passengers</u> (6)	<u>Elapsed Time</u> (7)	<u>Remarks</u> (8)
700	4.29A	5.42A	6.25A	3	180	1' 56"	No stops between Perth Amboy and Newark
702	5.27	6.38	7.15	10	770	1' 48"	No stops between Perth Amboy and Newark
706	5.55	7.03	7.40	13	1050	1' 45"	No stops between Perth Amboy and Newark
708	6.23	7.23	8.09(b)	9	665	1' 46"	No stops between Matawan and Newark
710	6.50(c)	7.38	8.15	13	1000	1' 25"	No stops between Perth Amboy and Newark
712	6.47	7.49	8.26	13	1050	1' 39"	No stops between Red Bank and Newark
714	7.20(c)	8.05	8.42	8	610	1' 22"	No stops between Middletown and Newark
716	7.09	8.17	8.55	12	975	1' 46"	Will stop Elizabeth
718	7.23	8.29	9.13(b)	6	450	1' 50"	No stops between Red Bank and Newark
720	7.29	8.35	9.10	7	500	1' 41"	No stops between Red Bank and New York
722	7.43	8.56	9.35	6	485	1' 52"	No stops between Perth Amboy and Newark
724	9.40	10.52	11.30	5	375	1' 50"	No stops between Perth Amboy and Newark
728	12.17P	1.26P	2.05P	3	215	1' 48"	No stops between Perth Amboy and Newark
730	2.10	3.21	4.00	3	195	1' 50"	No stops between Perth Amboy and Newark
732	4.14	5.23	6.00	3	215	1' 46"	No stops between Perth Amboy and Newark
734	6.44	7.53	8.30	2	100	1' 46"	No stops between Perth Amboy and Newark
736	9.39	10.50	11.30	2	95	1' 51"	Will stop Woodbridge, Rahway

Notes: (a) Times shown are prevailing public time.

(b) Hudson Terminal time; train terminates at Newark.

(c) Asbury Park time; train originates at Asbury Park.

**COMPARATIVE DISTANCES  
BETWEEN STATIONS  
PERTH AMBOY - BAY HEAD JUNCTION, INCLUSIVE  
PRESENT AND PROPOSED**

Distance from Pennsylvania Station New York (Miles)	Distances Between Present Stations (Miles)	Distances Between Proposed Stations (Miles)	Distance from Pennsylvania Station New York (Miles)
(1)	(2)	(3)	(4)
28.0	Perth Amboy 2.0	Perth Amboy 2.0	28.0
30.0	South Amboy 4.0	South Amboy	30.0
35.2	Cliffwood 1.2 Matawan 1.8	5.2 Matawan	35.2
41.2	Hazlet 4.2 Middletown 3.8	6.0 Middletown 5.0	41.2
45.0	Red Bank 2.4	Red Bank - Little Silver	46.2
47.4	Little Silver 3.6	4.8	51.0
51.0	Long Branch 2.2	Long Branch	51.0
53.2	Elberon 2.0	4.2	55.2
55.2	Allenhurst 0.8	Allenhurst	55.2
56.0	North Asbury Park 0.7	1.5	56.7
56.7	Asbury Park 0.9	Asbury Park	56.7
57.6	Bradley Beach 0.9	2.6	59.3
58.5	Avon 0.8	Belmar	59.3
59.3	Belmar 2.1	2.1	61.4
61.4	Spring Lake 1.4	Spring Lake	61.4
62.8	Sea Girt 0.7	2.1	63.5
63.5	Manasquan 2.0	Manasquan 2.0	63.5
65.5	Point Pleasant Beach 1.1	Point Pleasant Beach	65.5
66.6	Bay Head Junction		

**PARKING AT STATIONS**  
Perth Amboy - Bay Head Junction, Inclusive

Station (1)	PRESENT				PROPOSED UNDER STATION CONSOLIDATION						
	Number of Passengers (a) (2)	Percent Passengers Parking (3)	Number of Cars Parked (b) (4)	Parking Capacity (b) (5)	Number of Passengers (a) (6)	Percent Passengers Parking (7)	Number of Cars Parked (8)	Parking Capacity (b) (9)	Additional Spaces Present (10)	Additional Spaces Needed Future (11)	
Perth Amboy	400	32.8	97	350	462(c)	32.9(c)	113(c)	350(c)	-	-	
South Amboy	650	33.7	162	340	1018(d)	33.3(d)	251(d)	350(d)	-	-	
Cliffwood	25	0.0	0	15	-	-	-	-	-	-	
Matawan	1260	36.4	340	790	1435	32.7	347	790	-	-	
Hazlet	160	6.9	8	30	-	-	-	-	-	-	
Middletown	495	48.5	178	215	495	48.5	178	215	-	25	
Red Bank	2200	21.6	352	413	2735	24.1	487	-	487	600	
Little Silver	565	34.0	142	155	-	-	-	-	-	-	
Long Branch	585	19.1	83	160	750	28.5	159	160	-	50	
Elberon	290	61.4	132	225	-	-	-	-	-	-	
Allenhurst	285	44.6	94	135	445	49.7	164	135	-	60	
North Asbury Park	100	55.0	41	125	-	-	-	-	-	-	
Asbury Park	485	69.7	250	350	645	66.5	318	350	-	-	
Bradley Beach	120	56.7	50	90	-	-	-	-	-	-	
Avon	70	48.6	25	225	-	-	-	-	-	-	
Belmar	345	63.5	162	340	410	61.5	187	340	-	-	
Spring Lake	215	52.1	83	250	260	49.6	96	250	-	-	
Sea Girt	95	37.9	27	165	-	-	-	-	-	-	
Manasquan	220	42.3	69	175	265	41.5	81	175	-	-	
Point Pleasant Beach	555	28.3	116	370	690	30.9	158	370	-	-	
Bay Head Junction	140	42.1	44	115	-	-	-	-	-	-	

Notes: (a) Susceptible to use of parking facilities during peak parking period.  
 (b) Contiguous to, or within one block of, passenger station. Inventory made June 19, 1959.  
 (c) Based upon no increase in number of stops of North Jersey Coast trains at Perth Amboy.  
 (d) Based upon an increase in number of stops of North Jersey Coast trains at Perth Amboy.

Proposed Jersey Central Service - Monday to Friday - Via Exchange Place - Eastward (a)

Train (1)	CNJ Main Line Service				North Jersey Coast			Arrival Time			Cars (11)	Passes (12)	Elapsed Time Origin	
	Live. (2)	Pass (3)	Pass Hunter (4)	Pass Hunter (4)	Live. Bay Head Jct. (5)	Pass WC (6)	Pass Union (7)	Newark (8)	Jersey City (9)	Hudson Terminal (10)			Main Line Service (13)	Jersey Coast Service (14)
400	4:20 A	4:56 A	5:06 A	5:06 A	-	-	-	5:10 A	-	5:50 A	2 RDC	16	1:30	-
402	5:20	5:56	6:06	6:06	4:27 A	5:40 A	5:50 A	6:10	-	6:31	2 RDC	58	1:11	-
3300	-	-	-	-	-	-	-	6:05	-	6:31	5	180	1:11	2:04
404	5:50	6:26	6:36	6:36	5:08	6:28	6:36	6:40	-	7:01	10	100	1:11	-
3302	-	-	-	-	Paterson	-	-	6:48	-	7:11	9	550	-	2:03
4304	-	-	-	-	6:34	6:51	7:00	7:15	-	7:41	6	320	-	1:07
900	Plainfield	7:04	7:14	7:14	-	-	-	7:17	7:32 A	7:39	10	700	0:59	-
406	6:40	7:26	7:36	7:36	-	-	-	7:40	7:55	8:03	14	1000	1:23	-
3304	-	-	-	-	6:08	7:27	7:36	7:50	8:05	8:13	11	650	-	2:05
902	Plainfield	7:41	7:51	7:51	-	-	-	7:55	8:10	8:17	13	1000	1:02	-
408	7:10	7:56	8:04	8:04	-	-	-	8:08	8:23	8:30	14	1000	1:20	-
904	7:35	8:02	8:12	8:12	-	-	-	8:17	8:32	8:39	13	1000	1:04	-
3306	-	-	-	-	6:45	8:05	8:14	8:28	8:43	8:50	15	900	-	2:05
Reading 600	-	8:16	8:26	8:26	-	-	-	8:31	8:47	8:51	6	250	0:35	-
3308	-	-	-	-	7:30	8:43	8:52	9:05	9:20	9:28	8	270	-	1:58
Reading 602	-	8:56	9:06	9:06	-	-	-	9:10	9:25	9:32	5	200	0:36	-
410	9:00	9:32	9:42	9:42	-	-	-	9:45	9:25	10:14	2 RDC	140	1:14	-
3314	10:00	10:32	10:42	10:42	8:28	9:44	9:52	10:05	-	10:26	3 RDC	90	-	1:58
412	11:00	11:32	11:42	11:42	-	-	-	10:45	-	11:14	2 RDC	75	1:14	-
414	-	-	-	-	-	-	-	11:45	-	12:14 P	2 RDC	150	1:14	-
3316	12:00 Noon	12:32 P	12:42 P	12:42 P	10:51	12:12 P	12:20 P	12:33 P	-	1:02	4	70	-	2:05
416	1:00 P	1:32	1:42	1:42	-	-	-	12:45	-	1:21	2 RDC	45	1:14	-
418	2:00	2:32	2:42	2:42	-	-	-	1:45	-	1:14	2 RDC	70	1:14	-
420	3:00	3:32	3:42	3:42	-	-	-	2:45	-	2:14	2 RDC	140	1:14	-
422	4:00	4:32	4:42	4:42	-	-	-	3:45	-	3:14	2 RDC	85	1:11	-
424	4:30	5:26	5:36	5:36	-	-	-	4:45	-	5:09	2 RDC	75	1:09	-
426	5:15	6:16	6:26	6:26	4:10 P	5:31	5:43	5:40	-	6:31	6	70	1:35	-
3322	6:00	6:32	6:42	6:42	-	-	-	6:05	-	6:51	3 RDC	55	-	2:21
428	7:00	7:32	7:42	7:42	-	-	-	6:30	-	7:11	2 RDC	30	1:36	-
430	8:00	8:32	8:42	8:42	-	-	-	6:45	-	7:21	2 RDC	22	1:11	-
432	9:00	9:32	9:42	9:42	-	-	-	7:45	-	8:09	2 RDC	15	1:09	-
434	10:00	10:32	10:42	10:42	-	-	-	8:45	-	9:20	2 RDC	25	1:20	-
436	11:00	11:32	11:42	11:42	-	-	-	9:45	-	10:20	2 RDC	28	1:20	-
438	-	-	-	-	-	-	-	10:45	-	11:20	2 RDC	25	1:20	-
440	-	-	-	-	-	-	-	11:45	-	12:10	2 RDC	15	1:10	-

NOTES:  
 (a) Time shown is prevailing public time. CNJ main line suburban schedules based upon number of trains CNJ proposes to operate.  
 (b) Passengers shown do not include number presently handled on main line trains east of Roselle and North Jersey Coast east of Woodbridge Junction, since Jersey Central contemplates withdrawal of train service in that area.

Proposed Jersey Central Service - Via Exchange Place - Monday to Friday - Westward (a)

Train (1)	Cars (2)	Leave Hudson Terminal (3)	Leave Ex. Place J. City (4)	Leave Newark (5)	Main Line Service			North Jersey Coast			Elapsed Time		Passengers (b)		
					Pass Hunter (6)	Pass Aldene (7)	Arrive Plainfield (8)	Pass Union (9)	Pass MC (10)	Arrive Bay Head (11)	Hudson Terminal to Plainfield (12)	Hudson Terminal to Bay Head (13)	Leaving J. City (14)	Leaving Newark (15)	
401	2 BDC	4.50 A	-	5.20 A	5.23 A	5.33 A	6.00 A	-	-	-	-	1:10	-	-	25
403	2 BDC	5.40	-	6.20	6.23	6.33	7.10	-	-	-	-	1:30	-	-	50
405	6	6.40	-	7.10	7.15	7.25	8.10	-	-	-	-	1:30	-	-	250
407	2 BDC	7.40	-	8.02	8.05	8.15	8.45	-	-	-	-	1:05	-	-	50
3905	4	8.32	-	8.56	9.03	9.13	9.45	9.10 A	9.20 A	10.40 A	-	-	2:08	-	105
409	2 BDC	8.32	-	9.00	9.03	9.13	10.45	-	-	-	-	1:03	-	-	25
411	2 BDC	9.30	-	10.00	10.03	10.13	10.45	-	-	-	-	1:15	-	-	25
413	2 BDC	10.36	-	11.00	11.03	11.13	11.45	-	-	-	-	1:09	-	-	25
415	2 BDC	11.36	-	12.00 N	12.03 P	12.13 P	12.45 P	12.34 P	12.43 P	1.56 P	-	1:09	2:08	-	25
3907	3	11.48	-	12.20 P	-	-	1.45	-	-	-	-	1:09	-	-	75
417	2 BDC	12.36 P	-	1.00	1.03	1.13	2.45	-	-	-	-	1:09	-	-	25
419	2 BDC	1.36	-	2.00	2.03	2.13	3.45	-	-	-	-	1:09	-	-	100
421	2 BDC	2.36	-	3.00	3.03	3.13	4.45	-	-	-	-	1:09	-	-	150
423	2 BDC	3.36	-	4.00	4.03	4.13	4.45	-	-	-	-	1:09	-	-	150
4101	5	3.48	-	4.18	-	-	Plainfield	4.32	4.41	4.56	-	Plainfield	1:08	-	210
901	13	4.05	4.15	4.30	4.33	4.43	5.10	-	-	-	-	Plainfield	1:05	-	435
3319	7	4.10	-	4.35	-	-	4.51	4.51	5.00	6.09	-	1:05	1:59	-	950
3323	10	4.32	4.40	4.55	-	-	5.10	5.10	5.19	6.37	-	1:18	2:05	-	315
425	14	4.37	4.45	5.00	5.04	5.14	5.55	-	-	-	-	1:18	-	-	625
Reading 619	5	4.42	4.50	5.05	5.08	5.18	5.50	-	-	-	-	0:36	0:59	-	145
903	13	4.51	4.58	5.11	5.15	5.25	Plainfield	-	-	-	-	Plainfield	-	-	770
4317	6	4.50	-	5.14	-	-	5.27	5.27	5.36	5.51	-	1:10	1:01	-	220
205	7	5.00	-	5.23	5.27	5.37	6.10	-	-	7.11	-	1:10	2:05	-	800
3325	15	5.06	5.14	5.27	-	-	5.42	5.42	5.51	6.22	-	1:20	1:05	-	830
4015	4	5.17	5.25	5.40	5.51	6.01	6.45	5.55	6.04	-	-	1:20	1:05	-	200
427	14	5.25	5.32	5.47	-	-	6.45	-	-	-	-	1:20	1:05	-	965
Reading 621	6	5.29	5.37	5.51	5.55	6.05	Plainfield	6.09	6.18	7.38	-	0:36	2:06	-	240
3327	10	5.32	5.40	5.55	-	-	Plainfield	-	-	-	-	-	2:06	-	550
905	10	5.40	5.48	6.03	6.06	6.16	6.40	-	-	-	-	1:00	-	-	915
429	10	5.48	-	6.14	6.18	6.28	7.15	-	-	-	-	1:27	-	-	700
3331	6	6.32	6.40	6.55	7.00	7.10	7.45	7.10	7.19	8.34	-	1:27	2:02	-	220
431	2 BDC	6.30	-	7.00	7.03	7.13	7.45	-	-	-	-	1:15	-	-	230
433	2 BDC	7.30	-	8.00	8.03	8.13	8.45	-	-	-	-	1:15	-	-	150
435	2 BDC	8.30	-	9.00	9.03	9.13	9.45	-	-	-	-	1:15	-	-	150
437	2 BDC	9.30	-	10.00	10.03	10.13	10.45	-	-	-	-	1:15	-	-	100
3333	9	9.30	-	10.05	10.03	10.13	10.45	10.19	10.28	11.44	-	1:15	2:14	-	180
439	2 BDC	10.30	-	11.00	11.03	11.13	11.45	-	-	-	-	1:15	-	-	50
441	2 BDC	11.30	-	12.00 A	12.03 A	12.13 A	12.45 A	-	-	-	-	1:15	-	-	50
443	2 BDC	12.50 A	-	1.15	1.18	1.28	2.00	-	-	-	-	1:10	-	-	25

NOTES: (a) Time shown is prevailing public time. (b) Anticipated traffic (estimated by CNJ, except for Matawan and Bay Head trains, based on loss of Bayonne traffic plus 5% diversion).

Eastward  
North Jersey Coast  
CHJ - Exchange Place  
PRR - Newark-Optima

NORTH JERSEY COAST SERVICE (a)

MONDAY TO FRIDAY  
EASTWARD

Train No. Present	Jersey Central Proposed	Train No. Pennsylvania (b)	Present Pcars. (c)	Bay Head Present	Matawan Present	Pass Woodbridge Jct. Present	Newark Present	Ferna. Station		Downtown New York		Elapsed Time Present
								Present	Proposed	Present	Proposed	
3300	3300	-	165	4:27 A	5:24 A	5:40 A	6:21 A	-	-	6:21 A	-	1:56
3302	3302	-	535	5:08	6:13	6:28	7:07	-	-	7:11	-	2:07
4304	4304	702	375	-	6:33	6:51	7:20	-	-	7:41	-	2:03
4000	4000	-	1000	5:39	6:44	7:06	7:25	7:40 A	-	-	-	1:40
3304	3304(d)	-	540	-	7:06	7:22	8:09	-	-	8:09	-	1:59
-	-	734	625	6:11	7:17	7:30	8:09	-	-	8:13	-	1:03
-	-	704(d)	965	6:27	-	7:40	8:10	-	-	-	-	1:52
-	-	706	760	6:33	7:43	7:58	8:15	-	-	8:41	-	2:05
3306	3306(d)	-	690	6:27	7:52	8:07	8:30	-	-	8:50	-	2:02
3106	-	-	815	6:45	8:00	8:14	8:44	-	-	-	-	0:56
3308	3308(d)	708	100	7:08	8:24	8:25	8:55	-	-	9:20	-	1:57
-	-	710(d)	420	7:25	8:29	8:38	9:10	-	-	9:28	-	1:55
-	-	712	250	7:31	-	8:43	9:07	-	-	-	-	1:58
3314	-	-	425	7:48	-	9:01	9:25	-	-	9:53	-	2:04
3316	3316	714	90	8:28	9:28	9:43	10:14	-	-	10:26	-	1:58
4002	-	-	225	9:05	10:10	10:31	11:00	-	-	-	-	2:10
3322	3322	722	65	10:57	11:56	12:12 P	12:43 P	-	-	1:02 P	-	1:56
3330	3330	726	270	1:05 P	2:09 P	2:31	3:00	-	-	-	-	2:10
-	-	728	50	-	2:29	2:42	3:39	-	-	-	-	2:05
-	-	-	130	2:47	3:47	4:07	4:35	-	-	-	-	0:53
-	-	-	50	4:10	5:10	5:31	6:05	-	-	-	-	1:58
-	-	-	130	5:03	6:07	6:25	6:50	-	-	6:31	-	2:10
-	-	-	75	7:39	8:43	9:03	9:30	-	-	-	-	2:12
-	-	-	55	8:48	9:44	9:59	10:20	-	-	-	-	2:06
-	-	728	95	9:37	10:35	10:55	11:24	-	-	10:50	-	1:52
-	-	-	-	-	-	-	-	-	-	-	-	2:03

NOTES: (a) Time shown is prevailing public time.  
(b) Pennsylvania Railroad trains to operate PR-9 or other locomotive not requiring change of power.  
(c) Excludes present Baymont traffic plus 5% diversion from CHJ to other forms of transportation.  
(d) Train terminates at Exchange Place, Jersey City.  
(e) Present No. 704 makes HAM connection which arrives at Hudson Terminal at 8:36 A.  
(f) Present No. 710 makes HAM connection which arrives at Hudson Terminal at 9:28 A.



Westward  
North Jersey Coast  
CMT - Exchange Place  
PRR - Uptown-Newark

SCHEME "C"

NORTH JERSEY COAST SERVICE (a)

MONDAY TO FRIDAY  
WESTWARD

Train No. Jersey Central (1)		Train No. Pennsylvania (b)		Present Pagers (c)		Downtown New York		Uptown New York		Pass		Metawan		Bay Head		Elapsed Time			
Present	Proposed	Present	Proposed	Present	Proposed	Present	Proposed	Present	Proposed	Present	Proposed	Present	Proposed	Present	Proposed	Present	Proposed		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
3303	3303	703	703	20	3:00 A	-	-	6:20 A	6:20 A	4:11 A	6:35 A	5:03 A	7:40 A	7:40 A	7:40 A	4:40	4:40	2:02	1:58
3101	3305	-	-	115	6:30	-	-	-	-	7:08	8:25	7:22	8:22	8:22	8:18	2:08	2:08	2:01	2:07
3305	3305	-	-	105	8:35	8:32 A	-	10:10	10:10	9:14	8:40	9:31	10:34	10:34	10:40	2:05	2:05	2:05	2:05
3301	3301	711	711	170	-	-	-	-	-	10:53	10:25	11:16	12:15	12:15	12:15	2:07	2:07	2:07	2:07
3307	3307	-	-	-	12:00 N	12:00 N	-	-	-	11:50	12:05	12:01 P	1:33	1:33	1:33	2:01	2:01	2:01	2:01
-	-	719	719	75	-	-	-	1:00 P	1:00 P	1:54	1:14	1:01 P	1:56	1:56	1:56	2:01	2:01	2:01	2:01
-	-	723	723	270	-	-	-	2:40	2:40	3:23	2:55	2:08	3:17	3:17	3:17	2:03	2:03	2:03	2:03
-	-	725	725	470	-	-	-	3:45	3:45	4:22	4:00	3:42	4:43	4:43	4:38	2:03	2:03	2:03	2:03
4101	4101	-	-	210	4:00 P	3:45 P	-	-	-	4:41	4:12	4:56	5:44	5:44	5:39	2:06	2:06	2:06	2:06
3319	3323(a)	-	-	990	4:20	4:10	-	-	-	5:05	4:35	5:17	6:12	6:12	6:09	2:08	2:08	2:08	2:08
3323	3323	-	-	325	4:40	4:32	-	4:45	4:50	5:25	4:55	5:43	6:40	6:40	6:34	2:05	2:05	2:05	2:05
4317	4317	729	729	770	4:40	4:50	-	4:45	4:50	5:35	5:05	5:49	6:50	6:50	6:50	2:05	2:05	2:05	2:05
3325	3325(d)	-	-	280	4:40	4:50	-	-	-	5:44	5:18	6:03	7:04	7:04	7:05	2:07	2:07	2:07	2:07
4015	4015(d)	733	733	805	5:09	5:06	5:14	-	-	5:50	5:27	6:14	7:11	7:11	7:11	2:08	2:08	2:08	2:08
3327	3327(d)	735	735	830	5:09	5:06	5:14	5:15	5:15	6:01	5:30	6:14	7:11	7:11	7:11	2:08	2:08	2:08	2:08
3331	3331(d)	-	-	210	5:02	5:17	5:25	-	-	6:04	5:40	6:22	7:28	7:28	7:28	2:06	2:06	2:06	2:06
3333	3333	737	737	570	5:37	5:32	5:40	5:50	5:50	6:18	5:45	6:33	7:37	7:37	7:37	2:07	2:07	2:07	2:07
-	-	741	741	700	6:38	6:32	6:40	-	-	7:19	6:05	6:45	7:57	7:57	7:52	2:08	2:08	2:08	2:08
-	-	743	743	230	9:40	9:45	-	7:45	7:45	8:30	7:33	8:50	9:58	9:58	9:53	2:08	2:08	2:08	2:08
-	-	701	701	180	-	-	-	10:40	10:40	10:22	10:05	10:36	11:44	11:44	11:44	2:08	2:08	2:08	2:08
-	-	-	-	125	-	-	-	12:35 A	12:35 A	11:23	10:55	11:42	12:39	12:39	12:34	2:08	2:08	2:08	2:08
-	-	-	-	95	-	-	-	12:50 A	12:50 A	1:20 A	12:50 A	1:39 A	2:43 A	2:43 A	2:38 A	2:08	2:08	2:08	2:08

NOTES: (a) Time shown is prevailing public time.  
 (b) Pennsylvania Railroad trains to operate FL-9 or other locomotive not requiring change of power.  
 (c) Excludes present Bayonne traffic plus 5% (diversion from CNJ to other forms of transportation).  
 (d) Train originates at Exchange Place, Jersey City.  
 (e) H&M connection for this train now leaves Hudson Terminal at 4:57 P.

Eastward  
North Jersey Coast  
CNJ - Newark  
PRR - Newark-Uptown

NORTH JERSEY COAST SERVICE (a)  
MONDAY TO FRIDAY  
EASTWARD

SCHEME "P"

Train No. Present	Jersey Central Proposed (2)	Train No. Pennsylvania (b)		Present Psgs. (c)	Bay Head		Metaxan		Pass Woodbridge Jct.		Newark		Uptown New York Pennsylvania Sta.		Downtown New York H&N RR Terminal		Elapsed Time Present (18)	Proposed (19)
		Present (3)	Proposed (4)		Present (6)	Proposed (7)	Present (8)	Proposed (9)	Present (10)	Proposed (11)	Present (12)	Proposed (13)	Present (14)	Proposed (15)	Present (16)	Proposed (17)		
3300	3300	-	-	165	4:27 A	5:24 A	5:40 A	6:21 A	6:21 A	5:34 A	6:21 A	6:21 A	6:23 A	6:21 A	6:23 A	6:21 A	1:58	1:58
3302	3302	-	-	535	5:08	6:13	6:28	7:07	7:07	6:28	7:07	7:07	7:15	7:11	7:15	7:11	2:07	2:07
4304	4304	702	702	375	-	6:33	6:47	7:20	7:20	6:51	7:20	7:20	7:53	7:41	7:53	7:41	1:20	1:05
4000	4000	-	-	1000	5:39	6:44	6:57	7:25	7:25	7:01	7:25	7:40	8:15	8:09	8:15	8:09	2:01	1:59
3304	3304(d)	-	-	540	-	7:06	7:22	8:09	8:09	7:22	8:09	8:25	8:22	8:17	8:22	8:17	1:09	1:03
-	-	734	734	625	6:11	-	7:30	8:10	8:10	7:27	8:10	8:25	(e)	8:11	(e)	8:11	2:11	2:09
-	-	704(a)	704	965	6:27	-	7:40	8:15	8:15	7:42	8:15	8:45	8:50	8:41	8:50	8:41	1:57	1:52
-	-	706	706	760	6:33	7:43	7:49	8:30	8:30	7:50	8:30	8:45	8:50	8:49	8:50	8:49	2:03	2:05
3306	3306(d)	-	-	690	6:37	7:52	7:58	8:07	8:07	8:02	8:30	8:45	8:56	8:49	8:56	8:49	2:08	2:05
3106	-	-	-	815	6:45	8:00	8:14	8:44	8:44	8:05	8:44	8:58	8:56	8:49	8:56	8:49	2:02	2:01
3308	-	708	708	100	7:08	8:24	8:25	8:55	8:55	8:25	8:55	9:10	9:20	9:29	9:20	9:29	1:57	1:57
-	-	710(d)	-	420	7:25	-	8:36	9:10	9:10	8:43	9:10	9:25	9:20	9:29	9:20	9:29	1:55	1:55
-	-	712	712	250	7:31	-	8:43	9:07	9:07	-	9:07	9:25	(f)	9:29	(f)	9:29	1:58	1:58
3314	3314	-	-	425	7:48	9:28	9:43	9:25	9:25	9:01	9:25	9:40	10:26	9:53	10:26	9:53	2:04	2:04
-	-	714	714	225	8:28	10:10	10:31	11:00	11:00	9:44	10:14	10:25	10:26	10:26	10:26	10:26	1:58	1:58
3316	3316	-	-	65	9:05	11:56	12:12 P	12:43 P	12:43 P	10:31	11:00	11:15	12:53 P	10:26	12:53 P	10:26	2:10	2:05
-	-	718	718	270	10:57	2:09 P	2:31	3:00	3:00	12:12 P	12:43 P	13:33 P	12:53 P	1:02 P	12:53 P	1:02 P	1:56	2:05
4002	-	-	-	50	1:05 P	2:29	2:42	3:39	3:39	2:31	3:00	3:15	3:22	-	3:22	-	2:10	2:05
-	-	720	720	130	2:47	5:47	4:07	4:35	4:35	2:42	3:39	3:50	3:50	-	3:50	-	0:53	0:53
3322	3322	-	-	50	2:52	5:47	4:07	4:35	4:35	4:07	4:35	4:50	6:20	6:31	6:20	6:31	2:03	1:58
-	-	722	722	50	4:10	5:10	5:31	6:16	6:16	4:31	5:31	6:50	6:20	6:31	6:20	6:31	2:10	2:03
-	-	726	726	130	5:03	6:07	6:25	7:00	7:00	6:05	7:00	7:15	7:15	7:15	7:15	7:15	2:12	2:07
3330	3330	-	-	75	7:39	8:43	8:48	9:30	9:30	7:03	9:30	9:45	10:40	-	10:40	-	2:06	2:01
-	-	728	728	55	8:48	9:44	9:59	10:29	10:29	9:03	10:29	10:45	10:40	10:40	10:40	10:40	1:52	1:52
-	-	-	-	95	9:37	10:35	10:55	11:24	11:24	9:59	11:24	11:40	11:40	11:40	11:40	11:40	2:03	1:58

NOTES:  
(a) Time shown is prevailing public time.  
(b) Pennsylvania Railroad trains to operate PL-9 or other locomotive not requiring change of power.  
(c) Excludes present Bayonne traffic plus 5% (diversion from CNJ to other forms of transportation).  
(d) Train terminates at Exchange Place, Jersey City.  
(e) Present H&N connection for this train arrives at Hudson Terminal at 8:36 A.  
(f) Present H&N connection for this train arrives at Hudson Terminal at 9:28 A.

Westward  
North Jersey Coast  
CML - Newark  
PER - Uptown-Newark

NORTH JERSEY COAST SERVICE (a)

MONDAY TO FRIDAY  
WESTWARD

SCHEME "D"

Train No. Jersey Central Present Proposed (1)	Train No. Pennsylvania (b) Present Proposed (3)	Present Passenger (5)	Downtown New York		Uptown New York		Newark		Pass		Matawan		Bay Head		Elmwood Place	
			Liberty Street Ferry Present (6)	Hudson Terminal Proposed (7)	Pennsylvania Sta Present (8)	New York Present (9)	Newark Present (10)	Newark Proposed (11)	Woodbridge Jct. Present (12)	Woodbridge Jct. Proposed (13)	Matawan Present (14)	Matawan Proposed (15)	Bay Head Present (16)	Bay Head Proposed (17)	Elmwood Place Present (18)	Elmwood Place Proposed (19)
3303	703	20	3:00 A	-	6:20 A	6:20 A	6:35 A	4:11 A	4:11 A	5:03 A	5:03 A	7:40 A	7:40 A	4:40	4:40	
3101	-	115	6:30	-	-	6:25	8:56	7:08	7:08	7:22	7:22	8:22	8:18	2:02	2:02	
3305	-	35	8:33	8:32 A	-	8:40	10:25	9:21	9:21	9:31	9:31	10:34	10:40	2:01	2:07	
3301	711	170	-	-	10:10	10:25	12:25 P	10:53	10:53	11:14	11:14	12:15 P	12:15 P	2:05	2:05	
3307	-	75	12:00 N	12:00 N	-	12:10 P	12:25 P	11:30	11:30	12:01 P	12:01 P	1:33	1:33	Metl & Express	Metl & Express	
-	-	185	-	-	-	1:14	1:14	1:54	1:54	2:13	2:13	3:17	3:12	1:57	2:01	
-	-	270	-	-	-	2:55	2:55	3:23	3:23	3:42	3:42	4:44	4:38	2:03	2:03	
4101	719	470	-	-	-	4:12	4:12	4:41	4:41	4:56	4:56	5:44	5:39	1:59	1:58	
3319	723	270	4:00 P	3:48 P	-	4:30	4:35	5:03	5:03	5:17	5:17	6:10	6:09	1:52	1:59	
3323	725	950	4:20	4:10	-	4:49	4:55	5:25	5:25	5:37	5:37	6:30	6:34	2:02	2:06	
-	-	325	4:40	4:30	-	5:05	5:05	5:30	5:30	5:43	5:43	6:50	6:50	2:05	2:06	
4317	729	770	4:40	4:50	4:45	5:05	5:14	5:33	5:33	5:49	5:49	6:50	6:50	2:05	2:06	
-	-	220	5:09	5:00	-	5:18	5:19	5:44	5:44	5:57	5:57	7:04	7:05	2:07	2:11	
3325	733(d)	805	5:09	5:00	-	5:27	5:27	5:50	5:50	6:03	6:03	7:11	7:11	2:07	2:11	
-	-	830	-	-	-	5:30	5:30	6:01	6:01	6:14	6:14	7:23	7:18	2:02	2:03	
4015	735	835	5:02	5:16	5:15	5:11	5:20	6:04	6:04	6:22	6:22	7:38	7:38	2:08	2:11	
3327	-	570	5:37	5:32	-	5:46	5:55	6:32	6:32	6:50	6:50	7:57	7:52	2:10	2:10	
3331	737	700	6:38	6:30	5:50	6:05	6:05	7:35	7:35	7:53	7:53	8:54	8:54	2:17	2:17	
-	-	455	-	-	-	6:45	6:55	8:00	8:00	8:15	8:15	9:38	9:38	2:13	2:13	
3333	741	155	9:40	9:45	7:45	8:40	8:40	10:22	10:22	10:56	10:56	11:58	11:58	2:13	2:13	
-	-	125	-	-	10:40	10:55	10:55	11:22	11:22	11:42	11:42	12:39	12:39	2:13	2:13	
-	-	95	-	-	12:55	12:55	12:55	1:20	1:20	1:39	1:39	2:43	2:43	2:13	2:13	

NOTES: (a) Time shown is prevailing public time.  
 (b) Pennsylvania Railroad trains to operate Ft.-9 or other locomotive not requiring change of power.  
 (c) Excludes present Bayonne traffic plus 3% (diversion from CML to other forms of transportation).  
 (d) Train originates at Exchange Place, Jersey City.  
 (e) Present H&M connection for this train leaves Hudson Terminal at 4:37 P.

THE NEW YORK AND LONG BRANCH RAILROAD COMPANY  
OPERATING EXPENSES, RENTAL TAXES AND LOCAL REVENUES FOR 1958

	January 1, 1958 to December 31, 1958
<b>OPERATING EXPENSES</b>	
Maintenance of Way & Structure	\$727,252.72
Maintenance of Equipment	148.00
Traffic-Superintendence	---
Traffic-Advertising	1,295.84
Traffic-Stationery and Printing	2,106.72
Transportation-Water for Train Locomotives	825.19 D
Transportation-Enginehouse Expenses-Train	639.54 D
Transportation-Train Supplies & Expenses	869.60
Transportation-Joint Yards	105,965.75
Transportation-Joint Tracks	1,333,959.68
General	61,204.62
Corporate Expenses	1,471.39 D
Hire of Equipment	47,279.14
Guarantee Fund - Interest on Bonds	125,280.00 D
Taxes	114,959.39
Taxes-Railroad Retirement Excise Tax on Carriers	98,242.86 D
Taxes-Unemployment Compensation	37,842.82
Exp. & Services of Financial Institutions, etc.	500.00
Interest Income	---
Cost of Printing temporary Series B Bonds	---
<b>REVENUES (Account Local)</b>	
Station and Train Privileges	28,374.35
Parcel Room Receipts	136.70 D
Storage-Freight	406.14 D
Storage-Baggage	167.30 D
Communication	98.46 D
Rents Buildings & Other Property	5,203.64 D
Mail	1,731.08 D
Miscellaneous	5,043.62 D
Car Demurrage	492.00 D
Joint Facility Rent Income	2,113.79
Rents Miscellaneous Income	27,947.45
Rents-Real Estate Investment	340.12 D
Miscellaneous Income	252.25
Rental Track Material Leased	149.95 D
Net Cost of Operation and Rental	2,587,386.41 D
Commutation Unused	633,499.76
Optional Tickets	4,639.36 D
<b><u>THE PENNSYLVANIA RAILROAD COMPANY</u></b>	
Operating Expenses	1,273,532.58 D
Corporate Expenses	735.69 D
Hire of Equipment	26,949.12
Guarantee Fund-Interest on Bonds	62,640.00 D
Taxes	57,479.70
Taxes-Railroad Retirement Excise Tax on Carriers	49,121.43 D
Taxes-Unemployment Compensation	18,921.41
Exp. & Services of Financial Institutions, etc.	250.00
Interest Income	---
Cost of printing temporary Series B Bonds	---
Revenues (Account Local)	41,266.17
P.R.R. Co. Proporation Cost of Operation & Rental	1,448,363.76 D
Commutation Unused	316,749.88
Optional Tickets	2,319.68 D
<b><u>CENTRAL RAILROD COMPANY OF NEW JERSEY</u></b>	
Operating Expenses	960,735.08 D
Corporate Expenses	735.70 D
Hire of Equipment	20,330.02
Guarantee Fund-Interest on Bonds	62,640.00 D
Taxes	57,479.69
Taxes-Railroad Retirement Excise Tax on Carriers	49,121.43 D
Taxes-Unemployment Compensation	18,921.41
Exp. & Services of Financial Institutions, etc.	250.00
Interest Income	---
Cost of printing temporary Series B Bonds	---
Revenues (Account Local)	31,190.68
C.R.R. Co. of N. J. Proportion Cost of Operation & Rental	1,139,022.65 D
Commutation Unused	316,749.88
Optional Tickets	2,319.68 D

## THE NEW YORK AND LONG BRANCH RAILROAD COMPANY

## INCOME STATEMENT FOR THE YEAR ENDED DECEMBER 31, 1958

JOINT FACILITY RENT INCOME	\$383,288.96
RAILWAY TAX ACCRUALS	250,669.43
HIRE OF EQUIPMENT - DEBIT BALANCE	47,279.14
	<u>297,948.57</u>
NET RAILWAY OPERATING INCOME	85,940.39
NONOPERATING INCOME:	
MISCELLANEOUS RENT INCOME	27,947.45
MISCELLANEOUS INCOME	24,956.91
TOTAL NONOPERATING INCOME	<u>52,904.36</u>
TOTAL INCOME	<u>138,244.75</u>
FIXED CHARGES AND OTHER DEDUCTIONS:	
MISCELLANEOUS TAX ACCRUALS	375.64
INTEREST ON FUNDED DEBT	125,280.00
MISCELLANEOUS INCOME CHARGES	<u>12,589.11</u>
TOTAL FIXED CHARGES AND OTHER DEDUCTIONS	<u>138,244.75</u>
NET LOSS	-

## BALANCE SHEET DECEMBER 31, 1958

<b>ASSETS</b>	
<b>CURRENT ASSETS:</b>	
CASH	415,711.17
NET BALANCE RECEIVABLE FROM AGENTS	49,373.66
MISCELLANEOUS ACCOUNTS RECEIVABLE	120,407.77
CENTRAL R.R. Co. OF NEW JERSEY - RENTAL	32,118.00
PENNA. R.R. Co. - RENTAL	32,117.65
MATERIAL AND SUPPLIES	225,927.58
OTHER	-
TOTAL CURRENT ASSETS	<u>875,655.83</u>
CAPITAL AND OTHER RESERVE FUNDS	36,750.00
<b>PROPERTIES:</b>	
ROAD	9,701,368.99
EQUIPMENT	1,229.70
GENERAL EXPENDITURES	9,276.63
DONATIONS AND GRANTS	Cr. 28,843.51
TOTAL TRANSPORTATION PROPERTY	<u>9,683,031.81</u>
ACCRUED DEPRECIATION - ROAD	Cr. 1,413,245.58
ACCRUED DEPRECIATION - EQUIPMENT	Cr. 111.00
TOTAL DEPRECIATION	<u>Cr. 1,413,356.58</u>
TOTAL TRANSPORTATION PROPERTY, LESS RECORDED DEPRECIATION	<u>8,269,675.23</u>
MISCELLANEOUS PHYSICAL PROPERTY	24,457.23
ACCRUED DEPRECIATION - MISCELLANEOUS PHYSICAL PROPERTY	Cr. 141.00
MISCELLANEOUS PHYSICAL PROPERTY LESS RECORDED DEPRECIATION	<u>24,316.23</u>
TOTAL PROPERTIES LESS RECORDED DEPRECIATION	<u>8,293,991.46</u>
OTHER ASSETS AND DEFERRED CHARGES	19,927.33
TOTAL ASSETS	<u>9,226,324.62</u>
<b>LIABILITIES AND SHAREHOLDERS' EQUITY</b>	
<b>CURRENT LIABILITIES:</b>	
TRAFFIC AND CAR-SERVICE BALANCES	79,459.73
AUDITED ACCOUNTS AND WAGES PAYABLE	161,871.93
MISCELLANEOUS ACCOUNTS PAYABLE	428,167.45
INTEREST MATURED UNPAID	13,655.00
UNMATURED INTEREST ACCRUED	32,693.33
ACCRUED ACCOUNTS PAYABLE	21,506.40
TAXES ACCRUED	17,753.85
OTHER	823.27
TOTAL CURRENT LIABILITIES	<u>755,930.96</u>
<b>LONG-TERM DEBT:</b>	
CONSOLIDATED MORTGAGE 5% BONDS, SERIES "A", DUE 7/1/1979	538,000.00
CONSOLIDATED MORTGAGE 4% BONDS, SERIES "B", DUE 9/1/1981	2,452,000.00
CENTRAL R.R. Co. OF NEW JERSEY - ADVANCES	646,529.92
PENNA. R.R. Co. - ADVANCES	<u>697,282.66</u>
TOTAL LONG-TERM DEBT	<u>4,332,812.58</u>
OTHER LIABILITIES AND DEFERRED CREDITS	82,758.57
<b>SHAREHOLDERS' EQUITY:</b>	
CAPITAL STOCK (40,000 SHARES, PAR VALUE \$100 PER SHARE)	4,000,000.00
CAPITAL SURPLUS	4,259.60
RETAINED INCOME	<u>49,562.91</u>
TOTAL SHAREHOLDERS' EQUITY	<u>4,053,822.51</u>
TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY	<u>9,226,324.62</u>

OWNED BY	STOCK	PERCENT OF OWNERSHIP	HUND.
PENNA. R.R. Co.	\$2,000,000.00	50	(5%) \$269,000.00
PENNA. R.R. Co. AND FUNDS	-	-	(4%) 1,226,000.00
CENTRAL R.R. Co. OF N.J.	-	-	(5%) 269,000.00
CENTRAL R.R. Co. OF N.J.	2,000,000.00	50	(4%) 1,226,000.00
	<u>4,000,000.00</u>	100	<u>2,990,000.00</u>

RENTAL: DIVIDENDS WHEN AND AS FIXED BY BOARD (NOT TO EXCEED 7% PER ANNUM), INTEREST ON FUNDED DEBT, TAXES AND ORGANIZATION EXPENSES ARE PAYABLE BY PENNA. R.R. Co. AND CENTRAL R.R. Co. OF NEW JERSEY, 50% EACH. OPERATING EXPENSES ARE PAYABLE BY THOSE COMPANIES 57% AND 43%, RESPECTIVELY.

OPERATED UNDER AGREEMENT ENTERED INTO AS OF JANUARY 2, 1888, BETWEEN THE CENTRAL R.R. OF NEW JERSEY, NEW YORK & LONG BRANCH R.R. Co. AND PENNA. R.R. Co. THIS AGREEMENT WAS MODIFIED AND EXTENDED FOR A PERIOD OF 999 YEARS, UNDER DATE OF JANUARY 31, 1930. THE OPERATION AND MAINTENANCE OF THE PROPERTY, LINE, FACILITIES, APPURTENANCES, ETC. ARE CONDUCTED BY CENTRAL R.R. Co. OF NEW JERSEY, WHILE THE ACCOUNTING AND TREASURY WORK IS PERFORMED BY PENNA. R.R. Co.

NEW YORK REGION

## Annual Operating Statistics

1958

<u>Item</u> (1)	<u>New York Region</u> <u>Totals</u> (2)	<u>Present North Jersey Coast Service</u> <u>Pennsylvania</u>		<u>Jersey Central</u> <u>Totals</u> (5)
		<u>Total</u> (3)	<u>Per Cent</u> <u>of Col. 2</u> (4)	
<b>I. <u>Passenger Train Miles</u></b>				
A. Electric	3,691,808	230,656	6.25	
B. Diesel	382,414	329,555	86.18	
C. MU	1,339,768	-	-	
D. Rail Motor Car	60,375	-	-	
E. Total	<u>5,474,365</u>	<u>560,211</u>	<u>10.23</u>	417,540
<b>II. <u>Passenger Car Miles</u></b>				
A. Electric	19,235,141	1,243,100	6.46	
B. Diesel	2,438,024	2,098,310	86.07	
C. MU	5,271,017	-	-	
D. Rail Motor Car	60,375	-	-	
E. Total	<u>27,004,557</u>	<u>3,341,410</u>	<u>12.37</u>	2,716,800
<b>III. <u>Passenger Locomotive Miles</u></b>				
A. Electric				
1. With trains	3,691,808	230,656	6.25	
2. Light	153,496	62,092	40.45	
3. Subtotal	<u>3,845,304</u>	<u>292,748</u>	<u>7.61</u>	
B. Diesel				
1. With trains	382,414	329,555	86.18	
2. Helping	5,580	-	-	
3. Light	62,671	26,115	41.67	
4. Subtotal	<u>450,665</u>	<u>355,670</u>	<u>78.92</u>	
C. Total	<u>4,295,969</u>	<u>648,418</u>	<u>15.09</u>	431,458

New York Region  
July 6, 1959

Item (1)	Present PRR Operation		Proposed PRR Operation of Bay Head Service	
	With Electric and Diesel Engines (2)		Electrification	
	With FL-9 Engine (3)	MU (5)	GG-1 (4)	FL-9 Engine (6)
<b>I. Passenger Train Miles</b>				
A. Electric (GG-1)	182,753	-	809,958.8	-
B. Diesel	261,103	-	-	-
C. FL-9	-	443,855	-	809,958.8
D. MU	-	-	809,958.8	-
E. Total	443,855	443,855	809,958.8	809,958.8
<b>II. Passenger Car Miles</b>				
A. Electric	1,243,100	-	4,670,195.0	-
B. Diesel	2,098,310	-	-	-
C. FL-9	-	3,341,410	-	4,670,195.0
D. MU	-	-	3,546,857.6	-
E. Total	3,341,410	3,341,410	4,670,195.0	4,670,195.0
<b>III. Passenger Locomotive Miles</b>				
A. Electric	182,753	-	845,457.0	-
1. With trains	62,092	-	-	-
2. Light	244,845	-	845,457.0	-
3. Total	-	-	-	-
B. Diesel	261,103	-	-	-
1. With train	26,115	-	-	-
2. Light	287,218	-	-	-
3. Total	-	-	-	-
C. FL-9	-	507,533.4	-	845,457.0
1. With train	-	-	-	-
2. Light	-	507,533.4	-	845,457.0
3. Total	532,063	507,533.4	845,457.0	845,457.0
<b>IV. Equipment Requirements:</b>				
<b>A. Coaches(a)</b>				
1. P70-fr (82 seats)	95	95	117	108
2. Pioneer III MU (102 seats)	-	-	-	or 89
<b>B. Locomotives</b>				
1. Electric (GG-1)(b)	11	-	17	-
2. Diesel-Electric Units	19	-	-	-
3. FL-9 or other combination	-	13	-	19

Notes: (a) Includes 10% shopping margin.  
 (b) Present service was operated with GG-1 engines, New York to Bay Head, 9 engines would be required.

EASTWARD

PRESENT USAGE OF NORTH JERSEY COAST TRAINS  
Separated Between CNJ & PRR Trains - Perth Amboy - Bay Head Junction, Inclusive

Station (1)	Weekday				Saturday				Sunday									
	CNJ		PRR		CNJ		PRR		CNJ		PRR							
	Trains On	Off	Trains On	Off	Trains On	Off	Trains On	Off	Trains On	Off	Trains On	Off						
	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
Perth Amboy	138	94	136	72	274	166	61	64	205	39	266	103	38	13	189	10	227	23
South Amboy	253	43	199	67	452	110	43	8	73	13	116	21	33	9	85	17	118	26
Cliffwood	25	0	-	-	25	0	5	0	-	-	5	0	-	-	-	-	-	-
Matawan(a)	1207	56	481	39	1688	95	268	17	81	12	349	29	161	13	97	11	258	24
Hazlet	158	0	-	-	158	0	-	-	-	-	-	-	-	-	-	-	-	-
Middletown(b)	469	2	24	0	493	2	20	1	-	-	20	1	2	0	-	-	2	0
Red Bank	668	78	1562	74	2230	152	84	36	177	35	261	71	83	12	258	12	341	24
Little Silver	358	20	210	6	568	26	14	5	21	1	35	6	-	-	-	-	-	-
Long Branch	175	78	437	70	612	148	57	14	95	35	151	49	51	16	132	11	183	27
Elberon	82	3	214	4	296	7	18	3	25	2	43	5	5	0	95	1	100	1
Allenhurst	94	8	195	4	289	12	15	2	37	1	52	3	4	1	36	0	40	1
North Asbury Park	28	3	78	10	106	13	2	1	19	0	21	1	-	-	11	5	11	5
Asbury Park	126	67	381	79	507	146	66	49	173	26	239	75	58	22	278	14	336	36
Bradley Beach	43	5	92	7	135	12	18	4	32	3	50	7	16	2	45	0	61	2
Avon	22	0	49	2	71	2	2	1	7	0	9	1	2	0	19	0	21	0
Belmar	110	2	256	24	366	26	36	4	54	6	90	10	30	3	151	1	181	4
Spring Lake	81	3	158	2	239	5	16	4	46	8	62	12	13	0	136	2	149	2
Sea Girt	24	3	75	1	99	4	8	0	18	2	26	2	4	0	18	0	22	0
Manasquan	83	0	150	0	233	0	19	1	43	2	62	3	14	1	88	2	102	3
Point Pleasant Beach	224	0	385	1	609	1	85	0	93	0	178	0	49	0	217	0	266	0
Bay Head Junction	43	-	103	-	146	-	8	-	19	-	27	-	6	-	62	-	68	-

Notes: (a) Transfer point between CNJ North Jersey Coast and Atlantic Highlands services.  
 (b) Rapidly growing community now served during rush hours by only one PRR train in each direction.



**SUMMARY OF PRESENT USAGE  
OF ALL CNJ & PRR NORTH JERSEY COAST TRAINS  
PERTH AMBOY - BAY HEAD JUNCTION, INCLUSIVE**

Station (1)	EASTWARD			WESTWARD			BOTH DIRECTIONS											
	Saturday		Sunday	Saturday		Sunday	Weekday		Saturday		Sunday							
	On	Off	On Off	On	Off	On Off	On	Off	On	Off	On	Off						
(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	
Perth Amboy	274	166	266	103	227	23	177	304	127	253	80	137	451	470	393	356	307	160
South Amboy	452	110	116	21	118	26	93	280	42	131	20	58	545	390	158	152	276	178
Cliffwood	25	0	5	0	-	-	2	21	0	2	-	-	27	21	5	2	-	-
Matawan	1688	95	349	29	258	24	72	1488	45	426	16	178	1760	1583	394	455	274	202
Hazlet	158	0	-	-	-	-	0	33	0	0	0	1	158	33	0	0	0	1
Middletown	493	2	20	1	2	0	0	415	1	22	0	1	493	417	21	23	2	1
Red Bank	2230	152	261	71	341	24	95	2090	74	413	44	203	2325	2242	335	484	385	227
Little Silver	568	26	35	6	-	-	12	503	1	36	0	6	688	529	36	42	0	6
Long Branch	612	148	151	49	183	27	80	606	94	194	33	134	692	754	245	243	216	161
Elberon	296	7	43	5	100	1	5	304	3	79	0	23	301	311	46	84	100	24
Allenhurst	289	12	52	3	40	1	16	319	2	48	1	18	305	331	54	51	41	19
North Asbury Park	106	13	21	1	11	5	5	89	3	39	1	14	111	102	24	40	12	19
Asbury Park	507	146	239	75	336	36	133	500	111	321	46	217	640	646	350	396	382	253
Bradley Beach	135	12	50	7	61	2	10	213	0	112	5	49	145	225	50	119	66	51
Avon	71	2	9	1	21	0	0	88	0	22	0	2	71	90	9	23	21	2
Belmar	366	26	90	10	181	4	17	426	13	154	9	38	383	452	103	164	190	42
Spring Lake	239	5	62	12	149	2	2	325	5	102	6	53	241	330	67	114	155	55
Sea Girt	99	4	26	2	22	0	3	102	1	31	1	8	102	106	27	33	23	8
Manasquan	233	0	62	3	102	3	2	297	4	99	1	44	235	297	66	102	103	47
Point Pleasant Beach	609	1	178	0	266	0	1	532	0	286	3	146	610	533	178	286	269	146
Bay Head Junction	146	-	27	-	68	-	-	178	-	81	-	25	146	178	27	81	68	25

ESTIMATED USE OF NORTH JERSEY COAST TRAINS\*  
 PERTH AMBOY - POINT PLEASANT BEACH, INCLUSIVE  
 UNDER CONSOLIDATION OF STATIONS

Stations (1)	EASTWARD			WESTWARD			BOTH DIRECTIONS											
	Weekdays		Sunday	Weekdays		Saturday	Sunday	Weekdays		Saturday	Sunday							
	On	Off	On Off	On	Off	On Off	On Off	On	Off	On Off	On	Off						
Perth Amboy(a)	315	180	275	105	237	27	190	330	132	267	82	143	505	510	407	372	319	170
(b)	700	270	375	120	330	46	265	565	165	375	99	193	965	835	540	495	429	239
Matawan(c)	1860	95	350	29	258	24	75	1540	45	428	16	179	1935	1635	395	457	274	203
Middletown(d)	495	2	20	1	2	0	0	415	1	22	0	1	495	417	21	23	2	1
Red Bank - Little Silver(e)	2770	160	290	75	341	24	105	2565	74	446	44	209	2875	2725	364	521	385	233
Long Branch(f)	780	150	175	50	238	27	82	780	95	240	33	146	862	930	270	290	271	173
Allenhurst(g)	450	20	80	5	81	3	21	475	4	85	1	34	471	495	84	90	82	37
Asbury Park(h)	685	160	295	79	398	39	146	745	111	445	50	269	831	905	406	524	448	308
Belmar(i)	435	27	97	10	201	4	17	510	13	175	9	39	452	537	110	185	210	43
Spring Lake(j)	285	7	75	14	160	2	3	375	5	118	6	57	288	382	80	132	166	59
Manasquan(k)	280	1	72	2	110	3	3	345	4	113	1	47	283	346	76	116	111	50
Point Pleasant Beach(l)	750	-	202	-	329	-	-	700	-	360	-	169	750	700	202	360	329	169

\*Basis - (a) Present travel plus 9½% of present South Amboy usage of North Jersey Coast trains.  
 (b) Present travel plus 95% of present South Amboy usage of North Jersey Coast trains.  
 (c) Present travel plus 95% of present Cliffwood and Hazlet traffic.  
 (d) Present travel.  
 (e) Present travel plus 95% of present Little Silver traffic.  
 (f) Present travel plus 57% of present Elberon traffic.  
 (g) Present travel plus 38% of present Elberon traffic and 47½% of present North Asbury Park traffic.  
 (h) Present travel plus 47½% of present North Asbury Park traffic and 95% of present Bradley Beach traffic.  
 (i) Present travel plus 95% of present Avon traffic.  
 (j) Present travel plus 47½% of present Sea Girt traffic.  
 (k) Present travel plus 47½% of present Sea Girt traffic.  
 (l) Present travel plus 95% of present Bay Head Junction traffic.

THE CENTRAL RAILROAD COMPANY OF NEW JERSEY  
WOODBIDGE JUNCTION TO THE NEW YORK END OF RARITAN RIVER BRIDGE

Estimated Valuation  
December 31, 1957

<u>CCT. NO.</u>		<u>CRR CO. OF NJ</u>	<u>PRR</u>	<u>LV RR</u>	<u>TOTAL</u>
1	Engineering	\$ 136,659.67	\$ 11,291.70	\$15,165.53	\$ 163,044.90
2	Land	612,563.34			612,563.34
3	Grading	509,909.05			509,909.05
6	Bridges, Trestles and Culverts	1,639.96		197,468.32	199,108.28
8	Ties	54,436.56			54,436.56
9	Rail	93,914.21			93,914.21
10	Other Track Material	88,479.06	133.50		88,612.56
11	Ballast	65,295.37			65,295.37
12	Track Laying and Surfacing	173,166.83	138.73		173,305.56
13	Fences, Snowsheds and Signs	272.00	3,840.67		4,112.67
16	Station and Office Buildings	199,589.91	1,102.10		200,692.01
17	Roadway Buildings	513.00			513.00
26	Communication Systems	7,924.91	5,960.17	739.19	14,624.27
27	Signals and Interlockers	232,737.95	82,873.24		315,611.19
39	Public Improvements - Construction	462,364.96			462,364.96
<b>Sub Total</b>		<b>\$2,639,466.78</b>	<b>\$105,268.11</b>	<b>\$213,373.04</b>	<b>\$2,958,107.93</b>
1-75-77)	GENERAL EXPENDITURES	6,621.13	299.28		6,920.41
76		96,892.47			96,892.47
<b>RAND TOTAL</b>		<b>\$2,742,980.38</b>	<b>\$105,567.39</b>	<b>\$213,373.04</b>	<b>\$3,061,920.81</b>

New York Region  
July 6, 1959-16

THE NEW YORK AND LONG BRANCH RAILROAD COMPANY

Valuation  
December 31, 1957

<u>ACCT. NO.</u>	<u>TITLE</u>	<u>COSTS</u>
1	Engineering	\$ 353,566.64
2½	Other Right-of-Way Expenditures	6.00
3	Grading	1,279,370.30
6	Bridges, Trestles & Culverts	2,521,571.71
8	Ties	354,982.92
9	Rail	1,243,009.70
10	Other Track Material	794,264.48
11	Ballast	229,899.26
12	Track Laying & Surfacing	280,650.38
13	Fences, Snowsheds and Signs	11,256.64
16	Station and Office Buildings	792,978.68
17	Roadway Buildings	7,057.33
18	Water Stations	29,771.78
20	Shops and Enginehouses	413.94
26	Communication Systems	12,831.89
27	Signals and Interlockers	1,376,869.56
31	Power Transmission Systems	2,338.38
35	Miscellaneous Structures	215.33
37	Roadway Machines	52,418.44
38	Roadway Small Tools	4,815.00
39	Public Improvements - Construction	432,214.57
44	Shop Machinery	842.01
Total	Acct. 1-2½-3-77	\$ 9,781,344.94
58	Miscellaneous Equipment	1,229.70
72-75-77) 76)	General Expenditures	416,985.44
Total	Acct. 1-2½-3-77	\$10,199,560.08
2	Land	636,248.60
39	Public Improvements - Construction	45,135.39
737	TOTAL ACCT. 1 - 77	\$10,880,944.07
	Miscellaneous Physical Property	\$ 3,371.21

COST OF PASSENGER STATIONS AND APPURTENANCES ON THE NEW YORK & LONG BRANCH

December 31, 1957

<u>STATION</u>	<u>BUILT</u>	<u>ACCT. 16</u>	<u>ACCT. 1</u>	<u>TOTAL ACCOUNT</u>
South Amboy Morgan(a) Cliffwood(a)	1936	\$ 25,619.35	\$ 2,928.73	\$ 28,548.08
Matawan	1876	23,109.86	932.96	24,042.82
Hazlet	1952	1,840.60		1,840.60
Middletown	1876	9,598.18	243.00	9,841.18
Red Bank	(E.B. 1876)			
	(W.B. 1908)	35,895.48	1,425.00	37,320.48
Little Silver	1890	21,526.21	542.00	22,068.21
Monmouth Park(a)				
Long Branch	1956	153,839.98	1,647.05	155,487.03
Elberon	(E.B. 1903)			
	(W.B. 1914)	32,619.53	1,218.18	33,837.71
Deal(a)				
Allenhurst	(E.B. 1900)			
	(W.B. 1906)	27,166.75	1,342.45	28,509.20
North Asbury Park	(E.B. 1892)			
	-	23,265.17	801.00	24,066.17
Asbury Park	(E.B. 1922)			
	(W.B. 1954)	197,881.79	18,385.28	216,267.07
Bradley Beach	(E.B. 1912)			
	(W.B. 1913)	19,467.70	785.00	20,252.70
Avon	1881	11,765.16	471.00	12,236.16
Belmar	(E.B. 1907)			
	(W.B. 1934)	25,197.10	929.07	26,126.17
Spring Lake	1897	24,404.51	998.00	25,402.51
Sea Girt(b)	1880	7,373.65	229.00	7,602.65
Manasquan	1880	10,666.98	415.00	11,081.98
Point Pleasant	1904	19,215.19	807.00	20,022.19
Bay Head	1931	4,152.56	141.25	4,293.81
	TOTAL	\$674,605.75	\$34,240.97	\$708,846.72

Notes: (a) This station has been retired although its costs are in valuation base.

(b) Station owned 50% by NY&LB and 50% by The Freehold and Jamesburg Agricultural RR - NY&LB Cost Only.

New York Region  
July 6, 1959-18

THE PENNSYLVANIA RAILROAD

## ABANDONMENT OF JERSEY CITY PASSENGER SERVICE

## LOSS OF REVENUE

I. <u>Payment to H&amp;M on Traffic to, from and via Exchange Place if Jersey City Train Service is discontinued:</u>		<u>Based on 1958 Traffic</u>	
A. Hudson Terminal Passengers		649,425 @ 15.61¢ -	\$101,375
B. Erie, Hoboken & Uptown NY		104,262 @ 17.61¢ -	18,361
C. Jersey City		<u>180,211 @ 15.61¢ -</u>	<u>28,131</u>
D.	Totals	933,898	\$147,867
E.	Less Diversion	<u>20,546 @ 15.61¢</u>	<u>3,207</u>
F. Remaining Passengers and Payment		913,352	\$144,660
II. <u>Payment to H&amp;M on Present Traffic via Exchange Place:</u>			
A. Hudson Terminal Passengers		649,425 @ 12.49¢ -	\$ 81,113
B. Erie, Hoboken & Uptown NY		<u>104,262 @ 17.61¢ -</u>	<u>18,361</u>
C. Total		753,687	\$ 99,474
III. <u>Additional Payment to H&amp;M</u>			\$ 45,186
IV. <u>Loss of Revenue Account Diversion</u>			\$ 11,815
			\$ 57,001
V. <u>Passenger Department Payroll Savings</u>			\$ 9,478
VI. NET LOSS			\$ 47,523

Source: Statements P-17

New York Region  
July 6, 1959-20

THE PENNSYLVANIA RAILROAD  
Jersey City Branch  
Passenger Service  
Income Account(s)

	<u>1958</u>
<u>Railway Operating Revenues</u>	
Passenger - Local(b)	\$2,368
Passenger - Connecting Line(b)	117,723
Baggage	72
Station, Train & Boat Privileges	3,182
Rents of Buildings & Other Property	<u>1,164</u>
Total Railway Operating Revenues	\$124,509
<u>Railway Operating Expenses</u>	
<u>Maintenance of Way &amp; Structures</u>	
Elevated Structures	10,000
Ties	4,845
Rails	9,042
Other Track Material	11,619
Ballast	1,616
Track Laying and Surfacing	5,166
Station and Office Buildings	11,550
Communication Systems	638
Signals and Interlockers	10,450
Power Transmission Systems	898
Public Improvements-Maintenance	550
Insurance	<u>1,553</u>
Total Maintenance of Way and Structures	\$67,927
<u>Maintenance of Equipment</u>	
Other Locomotives - Repairs	9,293
Passenger Train Cars - Repairs	<u>50,291</u>
Total Maintenance of Equipment	\$59,584
<u>Transportation</u>	
Dispatching Trains	10,965
Station Employees	8,212
Station Supplies and Expenses	1,263
Yard Conductors and Brakemen	5,866
Yard Enginemen	5,742
Train Enginemen	17,542
Train Fuel	3,052
Train Power Produced	803
Train Power Purchased	15,356
Lubricants for Train Locomotives	488
Other Supplies for Train Locomotives	125
Enginehouse Expenses - Train	1,896
Trainmen	28,529
Train Supplies and Expenses	15,415
Signal and Interlocker Operation	5,615
Injuries to Persons	<u>2,650</u>
Total Transportation Expenses	\$123,519
Total Railway Operating Expenses	<u>\$251,030</u>
Net Deficit from Railway Operations	\$126,521
<u>Taxes</u>	
Railway Tax Accruals	37,330
Unemployment Insurance Taxes	2,962
Railroad Retirement Taxes	<u>7,394</u>
Total Taxes	\$47,686
Net Railway Operating Deficit	\$174,207

Notes: (a) Income Account of the line between Brunswick Street and Jersey City Passenger Terminal, New Jersey, proposed to be abandoned and the passenger traffic between Newark and Jersey City Passenger Terminal proposed to be discontinued as a result of proposed abandonment for the period 1957, 1958, and January and February 1959.

(b) Revenues are stated on a Net Basis, i.e., payments to the H&M have been deducted, however, if abandonment were carried out additional payment to H&M if passengers had been required to change to H&M at Newark instead of Jersey City, would have been:

1958                      \$48,393

STATEMENT SHOWING BY TYPES SERVICE ANNUAL NUMBER OF TRAINS  
TO BE OPERATED BETWEEN WC - JERSEY CITY AND PENNSYLVANIA STATION, NEW YORK

SCHEME A

Location (1)	Trains Operated					Percent of Total Trains							
	Hudson and Manhattan (2)	Jersey Coast PRR (3)	Lehigh Valley (4)	Jersey Central (5)	Total Passenger (6)	Total Freight (7)	Other Trains (8)	Total All Trains (9)	Hudson and Manhattan (10)	Jersey Coast PRR (11)	Lehigh Valley (12)	Jersey Central (13)	Other PRR Trains (14)
Pennsylvania Station - Hudson	-	12,253	1,290	-	76,245	-	2,006	78,251	-	15.7	1.6	-	82.7
Jersey City - Journal Square	-	-	-	3,556	3,556	306	3,342	7,204	-	-	-	49.4	50.6
Journal Square - Hudson	85,809	-	-	3,556	89,365	866	4,911	95,142	90.2	-	-	3.7	6.1
Hudson - Hunter	-	12,253	1,290	17,712	93,897	1,791	7,661	103,369	-	11.9	1.2	17.1	69.8
Hunter - Lane	-	12,253	-	-	74,895	1,791	4,145	80,831	-	15.2	-	-	84.8
Lane - Union	-	12,253	-	-	74,895	16,359	8,991	100,245	-	12.2	-	-	87.8
Union - WC	-	12,253	-	-	18,063	313	5,809	14,185	-	86.4	-	-	13.6

STATEMENT SHOWING BY TYPES SERVICE ANNUAL NUMBER OF CARS AND ENGINES  
TO BE OPERATED BETWEEN WC - JERSEY CITY AND PENNSYLVANIA STATION, NEW YORK

SCHEME A

Location (1)	Cars and Engines Operated					Cars and Engines Percent of Total							
	Hudson and Manhattan (2)	Jersey Coast PRR (3)	Lehigh Valley (4)	Jersey Central (5)	Total Passenger (6)	Total Freight (7)	Other Trains (8)	Total All Trains (9)	Hudson and Manhattan (10)	Jersey Coast PRR (11)	Lehigh Valley (12)	Jersey Central (13)	Other PRR Trains (14)
Pennsylvania Station - Hudson	-	96,081	12,894	-	738,441	-	18,380	756,821	-	12.70	1.70	-	85.60
Jersey City - Journal Square	-	-	-	41,656	41,656	21,224	8,300	71,180	-	-	-	58.52	41.48
Journal Square - Hudson	316,000	-	-	41,656	357,656	35,870	13,769	407,295	77.59	-	-	10.23	12.18
Hudson - Hunter	-	96,081	12,894	41,656	140,031	56,072	35,625	908,568	-	10.57	1.42	8.44	79.57
Hunter - Lane	-	96,081	-	-	666,953	56,436	13,358	736,747	-	13.04	-	-	86.96
Lane - Union	-	96,081	-	-	727,053	976,264	61,789	1,765,106	-	5.44	-	-	94.56
Union - WC	-	96,081	-	-	124,041	5,167	16,535	145,743	-	65.92	-	-	34.08



STATEMENT SHOWING BY TYPES SERVICE ANNUAL NUMBER OF TRAINS  
TO BE OPERATED BETWEEN WC - JERSEY CITY AND PENNSYLVANIA STATION, NEW YORK

SCHEME B

Location (1)	Trains Operated					Total All Trains (9)	Percent of Total Trains						
	Hudson and Manhattan (2)	Jersey Coast PRR (3)	Lehigh Valley (4)	Jersey Central (5)	Total Passenger (6)		Total Freight (7)	Other Trains (8)	Hudson and Manhattan (10)	Jersey Coast PRR (11)	Lehigh Valley (12)	Jersey Central (13)	Other PRR Trains (14)
Pennsylvania Station - Hudson	-	12,253	1,290	-	76,245	-	2,006	78,251	-	15.7	1.6	-	82.7
Jersey City - Journal Square	-	-	-	-	-	306	3,342	3,648	-	-	-	-	100.0
Journal Square - Hudson	93,610	-	-	-	93,610	866	4,911	99,387	94.2	-	-	-	5.8
Hudson - Hunter	-	12,253	1,290	17,712	93,897	1,791	7,681	103,369	-	11.9	1.2	17.1	69.8
Hunter - Lane	-	12,253	-	-	74,895	1,791	4,145	80,631	-	15.2	-	-	84.8
Lane - Union	-	12,253	-	-	74,895	16,359	8,991	100,245	-	12.2	-	-	87.8
Union - WC	-	12,253	-	-	18,063	313	5,809	14,185	-	86.4	-	-	13.6

STATEMENT SHOWING BY TYPES SERVICE ANNUAL NUMBER OF CARS AND ENGINES  
TO BE OPERATED BETWEEN WC - JERSEY CITY AND PENNSYLVANIA STATION, NEW YORK

SCHEME B

Location (1)	Cars and Engines Operated					Total All Trains (9)	Cars and Engines Percent of Total						
	Hudson and Manhattan (2)	Jersey Coast PRR (3)	Lehigh Valley (4)	Jersey Central (5)	Total Passenger (6)		Total Freight (7)	Other Trains (8)	Hudson and Manhattan (10)	Jersey Coast PRR (11)	Lehigh Valley (12)	Jersey Central (13)	Other PRR Trains (14)
Pennsylvania Station - Hudson	-	96,081	12,894	-	738,441	-	18,380	756,821	-	12.70	1.70	-	85.60
Jersey City - Journal Square	-	-	-	-	-	21,224	8,300	29,524	-	-	-	-	100.00
Journal Square - Hudson	345,000	-	-	-	345,000	35,870	13,769	394,669	87.42	-	-	-	12.58
Hudson - Hunter	-	96,081	12,894	76,640	740,031	56,072	35,625	908,568	-	10.57	1.42	8.44	79.57
Hunter - Lane	-	96,081	-	-	666,953	56,436	13,358	736,747	-	13.04	-	-	86.96
Lane - Union	-	96,081	-	-	727,053	976,264	61,789	1,765,106	-	5.44	-	-	94.56
Union - WC	-	96,081	-	-	124,041	5,167	16,535	145,743	-	65.92	-	-	34.08

STATEMENT SHOWING BY TYPES SERVICE ANNUAL NUMBER OF TRAINS  
TO BE OPERATED BETWEEN WC - JERSEY CITY AND PENNSYLVANIA STATION, NEW YORK

SCHEME C

Location (1)	Trains Operated						Percent of Total Trains						
	Hudson and Manhattan (2)	Jersey Coast PRR (3)	Lehigh Valley (4)	Jersey Central (5)	Total Passenger (6)	Total Freight (7)	Other Trains (8)	Total All Trains (9)	Hudson and Manhattan (10)	Jersey Coast PRR (11)	Lehigh Valley (12)	Jersey Central (13)	Other PRR Trains (14)
Pennsylvania Station - Hudson	-	7,935	1,290	-	71,567	-	2,006	73,573	-	10.8	1.8	-	87.4
Jersey City - Journal Square	-	-	-	10,201	10,201	306	3,342	13,849	-	-	-	73.7	26.3
Journal Square - Hudson	76,008	-	-	10,201	88,209	866	4,911	93,986	83.0	-	-	10.9	6.1
Hudson - Hunter	-	7,935	1,290	24,357	95,924	1,791	7,681	105,396	-	7.5	1.2	23.1	68.2
Hunter - Lane	-	7,935	-	6,645	76,922	1,791	4,945	83,658	-	9.5	-	7.9	82.2
Lane - Union	-	7,935	-	6,645	76,922	16,359	8,991	102,272	-	7.8	-	6.5	85.7
Union - WC	-	7,935	-	6,645	20,090	313	5,809	26,212	-	30.3	-	25.4	44.3

STATEMENT SHOWING BY TYPES SERVICE ANNUAL NUMBER OF CARS AND ENGINES  
TO BE OPERATED BETWEEN WC - JERSEY CITY AND PENNSYLVANIA STATION, NEW YORK

SCHEME C

Location (1)	Cars and Engines Operated						Cars and Engines Percent of Total						
	Hudson and Manhattan (2)	Jersey Coast PRR (3)	Lehigh Valley (4)	Jersey Central (5)	Total Passenger (6)	Total Freight (7)	Other Trains (8)	Total All Trains (9)	Hudson and Manhattan (10)	Jersey Coast PRR (11)	Lehigh Valley (12)	Jersey Central (13)	Other PRR Trains (14)
Pennsylvania Station - Hudson	-	54,182	12,894	-	705,178	-	18,380	723,558	-	7.49	1.78	-	90.73
Jersey City - Journal Square	-	-	-	129,867	129,867	21,224	8,300	159,391	-	-	-	81.48	18.52
Journal Square - Hudson	287,558	-	-	129,867	417,425	35,870	13,769	467,064	61.57	-	-	27.80	10.63
Hudson - Hunter	-	62,818	12,894	129,867	836,635	56,072	35,625	928,332	-	6.77	1.39	13.99	77.85
Hunter - Lane	-	62,818	-	53,227	687,017	56,436	13,358	656,811	-	9.56	-	8.10	82.34
Lane - Union	-	62,818	-	53,227	747,017	976,264	61,789	1,785,070	-	3.52	-	2.98	93.50
Union - WC	-	62,818	-	53,227	144,005	5,167	16,535	165,707	-	37.91	-	32.12	29.97

STATEMENT SHOWING BY TYPES SERVICE ANNUAL NUMBER OF TRAINS TO BE OPERATED  
BETWEEN WC - JERSEY CITY AND PENNSYLVANIA STATION, NEW YORK

SCHEME D

Location (1)	Trains Operated						Percent of Total Trains						
	Hudson and Manhattan (2)	Jersey Coast PRR (3)	Lehigh Valley (4)	Jersey Central (5)	Total Passenger (6)	Total Freight (7)	Other Trains (8)	Total All Trains (9)	Hudson and Manhattan (10)	Jersey Coast PRR (11)	Lehigh Valley (12)	Jersey Central (13)	Other PRR Trains (14)
Pennsylvania Station - Hudson	-	7,935	1,290	-	71,567	-	2,006	73,573	-	10.8	1.8	-	87.4
Jersey City - Journal Square	-	-	-	-	-	306	3,342	3,348	-	-	-	-	100.0
Journal Square - Hudson	93,610	-	-	-	93,610	866	4,911	99,387	94.2	-	-	-	5.8
Hudson - Hunter	-	7,935	1,290	24,357	95,924	1,791	7,661	105,396	-	7.5	1.2	23.1	68.2
Hunter - Lane	-	7,935	-	6,645	76,922	1,791	4,945	83,658	-	9.5	-	7.9	82.6
Lane - Union	-	7,935	-	6,645	76,922	16,359	8,991	102,272	-	7.8	-	6.5	85.7
Union - WC	-	7,935	-	6,645	20,090	313	5,809	26,212	-	30.3	-	25.4	44.3

STATEMENT SHOWING BY TYPES SERVICE ANNUAL NUMBER OF CARS AND ENGINES  
TO BE OPERATED BETWEEN WC - JERSEY CITY AND PENNSYLVANIA STATION, NEW YORK

SCHEME D

Location (1)	Cars and Engines Operated						Cars and Engines Percent of Total						
	Hudson and Manhattan (2)	Jersey Coast PRR (3)	Lehigh Valley (4)	Jersey Central (5)	Total Passenger (6)	Total Freight (7)	Other Trains (8)	Total All Trains (9)	Hudson and Manhattan (10)	Jersey Coast PRR (11)	Lehigh Valley (12)	Jersey Central (13)	Other PRR Trains (14)
Pennsylvania Station - Hudson	-	54,182	12,894	-	705,178	-	18,380	723,558	-	7.49	1.78	-	90.73
Jersey City - Journal Square	-	-	-	-	-	21,224	8,300	29,524	-	-	-	-	100.00
Journal Square - Hudson	345,000	-	-	-	345,000	35,870	13,769	394,669	87.42	-	-	-	12.58
Hudson - Hunter	-	62,818	12,894	129,867	836,635	56,072	35,625	928,332	-	6.77	1.39	13.99	77.85
Hunter - Lane	-	62,818	-	53,227	687,017	56,436	13,358	656,811	-	9.56	-	8.10	82.34
Lane - Union	-	62,818	-	53,227	747,017	976,264	61,789	1,785,070	-	3.52	-	2.98	93.50
Union - WC	-	62,818	-	53,227	144,005	5,167	16,535	165,707	-	37.91	-	32.12	29.97

STATEMENT SHOWING BY TYPES SERVICE ANNUAL NUMBER OF TRAINS TO BE OPERATED  
BETWEEN WC - JERSEY CITY AND PENNSYLVANIA STATION, NEW YORK

SCHEME E

Location (1)	Trains Operated					Total All Trains (9)	Percent of Total Trains						
	Hudson and Manhattan (2)	Jersey Coast PRR (3)	Lehigh Valley (4)	Jersey Central (5)	Jersey Coast PRR (11)		Hudson and Manhattan (10)	Lehigh Valley (12)	Jersey Central (13)	Other PRR Trains (14)			
Pennsylvania Station - Hudson	-	-	1,290	-	63,632	65,638	-	-	2.0	-	-	-	98.0
Jersey City - Journal Square	-	-	-	-	306	3,648	-	-	-	-	-	-	100.0
Journal Square - Hudson	93,610	-	-	-	93,610	99,387	94.2	-	-	-	-	-	5.8
Hudson - Hunter	-	-	1,290	30,265	93,897	1,791	-	-	1.2	-	29.3	-	69.5
Hunter - Lane	-	-	-	12,253	74,695	1,791	-	-	-	-	15.2	-	84.8
Lane - Union	-	-	-	12,253	74,695	16,359	-	-	-	-	12.2	-	87.8
Union - WC	-	-	-	12,253	18,063	313	-	-	-	-	86.4	-	13.6

STATEMENT SHOWING BY TYPES SERVICE ANNUAL NUMBER OF CARS AND ENGINES  
TO BE OPERATED BETWEEN WC - JERSEY CITY AND PENNSYLVANIA STATION, NEW YORK

SCHEME E

Location (1)	Cars and Engines Operated					Total All Trains (9)	Cars and Engines Percent of Total						
	Hudson and Manhattan (2)	Jersey Coast PRR (3)	Lehigh Valley (4)	Jersey Central (5)	Jersey Coast PRR (11)		Hudson and Manhattan (10)	Lehigh Valley (12)	Jersey Central (13)	Other PRR Trains (14)			
Pennsylvania Station - Hudson	-	-	12,894	-	642,360	661,740	-	-	1.95	-	-	-	98.05
Jersey City - Journal Square	-	-	-	-	21,224	29,524	-	-	-	-	-	-	100.00
Journal Square - Hudson	345,000	-	-	-	345,000	394,669	87.42	-	-	-	-	-	12.58
Hudson - Hunter	-	-	12,894	172,721	740,031	908,568	-	-	1.42	-	19.01	-	79.57
Hunter - Lane	-	-	-	96,081	666,953	736,747	-	-	-	-	13.04	-	86.96
Lane - Union	-	-	-	96,081	727,053	1,765,106	-	-	-	-	5.44	-	94.56
Union - WC	-	-	-	96,081	124,041	145,743	-	-	-	-	65.92	-	34.08

NEW YORK - BAY HEAD SERVICE  
Comparison of Elapsed Time

Station (1)	Present		Proposed				Minimum Elapsed Time (8)
	CNJ (2)	PRR (3)	Diesel and GG-1 Operation (4)	Through FL-9 or GG-1 Engine (5)	MU (6)	Time Savings with MU Operation (7)	
Bay Head							
Uptown	-	2'03"	2'03"	1'56"	1'51"	12"	1'38"
Downtown	2'04"	2'19"	2'19"	2'06"	2'00"	19"	1'50"
Asbury Park							
Uptown	-	1'42"	1'42"	1'35"	1'30"	12"	1'22"
Downtown	1'46"	2'01"	2'01"	1'45"	1'40"	21"	1'33"
Long Branch							
Uptown	-	1'26"	1'26"	1'21"	1'15"	11"	1'11"
Downtown	1'33"	1'41"	1'30"	1'31"	1'25"	16"	1'21"
Red Bank-							
Little Silver							
Uptown	-	1'12"	1'12"	1'11"	1'03"	9"	0'59"
Downtown	1'27"	1'27"	1'27"	1'21"	1'13"	14"	1' 9"

New York Region  
 July 9, 1959