

# MEMORANDUM

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## CONRAIL

DATE March 27, 1980

TO DISTRIBUTION

LOCATION

FROM H. L. Randall ✓

LOCATION Newark, N. J.

SUBJECT Plan of Implementation - Raritan River Rail Road Merger

Effective 12:01 AM, Thursday, April 24, 1980, Conrail will merge with the Raritan River Rail Road under authority previously granted by the Interstate Commerce Commission. In order to maintain good freight service to all customers at the time of merger, a plan of implementation has been developed and certain critical tasks assigned to various individuals. Those persons responsible for making this merger work must arrange to familiarize themselves with their assigned role and report any difficulties directly to G.F. Bressler, Superintendent - New Jersey Division, or to W.H. Sheppard, Supervisor Transportation Consolidation - Atlantic Region. Because a number of issues still are being negotiated with various labor organizations at System, disposition of surplus Raritan River personnel has not yet been determined; however, their post-merger duties, if any, should be restricted to resolving prior Raritan River matters and closing out various records as required by other departments. Under no circumstances are surplus Raritan River personnel to be used to run the merged operation on or after April 24, 1980. In order to make the merger work, the following steps must be accomplished:

- (1) Form G-17 must be filled out for each and every Raritan River employee by April 2, 1980. Completed forms should be forwarded to Terminal Superintendent Rodwick at South Amboy and copy of each furnished to P.J. Engelhart of Payroll and Employee Benefits along with pass requests from Raritan River employees. (Bressler, Rodwick).
- (2) The New Jersey Division Superintendent will arrange to assign Raritan River employees to appropriate management centers in coordination with the Regional Director Planning and Control. Form G-17 will then be distributed to each department for each employee so assigned. (Bressler, Mosier).
- (3) Prior to April 24, 1980 all Raritan River radio equipment shall be converted to Conrail channel #2. At time and date of merger, all Conrail freight operations south of the Raritan River Bridge will shift to channel #2 from channel #1. This will require all radio equipment on the Raritan River Rail Road to be changed out beforehand and will also require a base station at Browns Yard. If possible, a remote transmitter located at Helmetta may be actuated from Browns using leased telephone lines instead of using a separate transmitter at Browns. Essay Tower must also be equipped to receive Conrail channel #2 effective April 24, 1980. (Zvara).



- (4) Effective 12:01 AM, Sunday, April 20, 1980 the Raritan River Rail Road will be operated as the Sayreville Secondary Track and the Gillespie Running Track as proposed in the consolidation plan. All secondary track operation will be conducted using the new Conrail Rules of the Transportation Department which will become effective elsewhere on the Atlantic Region one week later (April 27, 1980). This will require all affected Raritan River train crews and maintenance of way employees to become qualified on the new operating rules. (Turkon, Dekker).
- (5) Effective 12:01 AM, April 24, 1980 any special instructions or operating regulations pertinent to the Raritan River Rail Road should be included in a General Order issued by the Atlantic Region. This information should then be incorporated into the new Atlantic Region timetable effective April 27, 1980. (Turkon, Dekker).
- (6) Following instruction on the new Conrail operating rules, Raritan River train crews should be qualified on the physical characteristics of the railroad between South Amboy and Browns Yard. (Reid).
- (7) Conrail yardmasters assigned to work at Browns must become qualified to direct operations over the Raritan River Rail Road prior to date of merger. This will require knowledge of the physical characteristics of the Raritan River as well as location of customers and operating rules. Once the properties are merged, use of train dispatchers at South Amboy will be discontinued and all movements over Raritan River property will be placed under the jurisdiction of the yardmaster at Browns. (Bressler).
- (8) Effective 12:01 AM, April 24, 1980 the proposed changes in the automatic car classification system will be placed into effect. Cars destined for points on the Raritan River Rail Road and adjacent Conrail territory will then be directed into Browns Yard via Morrisville and Midway. For a two day period, however, cars now interchanged at South Amboy will continue to be handled between Oak Island and South Amboy by yard transfer assignment CC4. During the same period, former CNJ train crews operating in straight-away service between Lakehurst (Bridgeton) and Elizabethport (Oak Island) will continue to run as presently programmed. (Dailey).
- (9) In order to match the change in car flows following the change of classifications, a number of train and engine assignments must either be abolished, rearranged or advertised. These changes will complement construction planned for the Bay Head Line between Matawan and South Amboy, and will require further adjustment once freight operations can again be conducted during daylight hours between the points indicated on the Bay Head Line. (Bressler, O'Neill).

### CONRAIL ROAD ASSIGNMENTS

- Abolish LE-2(CC-6) and EL-1(CC-5) between Elizabethport and Lakehurst effective Saturday, April 26, 1980.
- Abolish Bradley Beach Turner effective Saturday, April 26, 1980.
- Advertise RB 1/2 in turn-around local freight service on duty Red Bank 9:00 PM to work between Red Bank and South Amboy Terminal. This will be a seven-day road assignment, annulled Saturday and Sunday as required. This assignment will perform industrial switching at Lily Tulip Company and at Cliffwood. Leaving Browns Yard, this train should be blocked for Cliffwood, Red Bank and Lakehurst. Assignment should be advertised effective Sunday, April 27, 1980.
- Advertise Chatsworth Road Drill on duty Red Bank 9:00 AM. Working limits are between Red Bank and Chatsworth. This will be a seven-day road assignment, annulled Saturday and Sunday as required. Locomotives assigned to RB 1/2 will cover this assignment and vice-versa.
- Advertise 1/LH (Lakehurst Drill) to report at Lakehurst 3:00 PM. Working limits are between Eatontown and Chatsworth, including the Toms River Industrial Track. This will be a seven-day road assignment, annulled Saturday and Sunday as required.
- Negotiate with the Brotherhoods to create a regular road drill assignment between South Amboy Terminal and Bay Head including the Natco, Morganville and Branchport Industrial Tracks. Otherwise, continue to call extra crews at Red Bank to cover the Red Bank Road Drill and Bay Head Turner as required on alternate days.

### RARITAN RIVER ROAD ASSIGNMENTS

Assuming that the Raritan River equity will not be merged with prior-right Pennsylvania equity within the proposed South Amboy Consolidated Terminal on or before April 24, 1980, the following adjustments will have to be made to existing Raritan River assignments. (Kipp, O'Neill).

- Abolish "Assignment A" effective Saturday, April 26, 1980.
- Abolish "Assignment B" effective Saturday, April 26, 1980.
- Abolish "Assignment C" effective Saturday, April 26, 1980.
- Abolish "Assignment D" effective Saturday, April 26, 1980.
- Advertise #402-A to report at South Amboy 7:59 AM, effective Monday, April 28, 1980. Crew will have to be transported to Browns for service.
- Advertise #403-A to report at Parlin 11:00 AM, effective Monday, April 28, 1980.
- Advertise #402-B to report at Parlin 4:00 PM, effective Monday, April 28, 1980. Crew ties up at Browns and must be transported back to Parlin.

## CONRAIL YARD ASSIGNMENTS

- Advertise assignment #401-C to report at South Amboy 11:00 PM, Sunday through Thursday, effective Sunday, April 27, 1980. This assignment will also work extra on Friday and crew will require transportation to and from Browns Yard if requested. Assignments #406-A and #401-B will continue to work as presently programmed from Monday to Friday. (Bressler, O'Neill).
- Advertise two yardmaster positions for Browns Yard effective Monday, April 21, 1980. Tour "B" will work Monday through Friday from 3:00 PM to 11:00 PM. Tour "C" will work Sunday through Thursday from 11:00 PM to 7:00 AM. An extra yardmaster will be required Friday "C" Tour each week. Once these positions are awarded, the incumbent yardmasters at Browns must be qualified to direct train movements over the Raritan River Rail Road and direct operations at Browns Yard as well. (Bressler, O'Neill).
- Additional M. of E. personnel may be needed to fuel engines at Browns Yard and to run the fuel truck. E.A. Anesi to advise if additional manpower required and to advertise additional positions after first conferring with G.F. Bressler. (Anesi, Bressler).
- (10) Prior to merger, a physical inventory of all furniture, fuel office equipment, machinery, communications equipment must be made by Conrail and Raritan River officials. Results of this inventory should be noted and copy furnished to H.L. Randall, G.F. Bressler and R.G. Kipp. (Bressler, Anesi, Acrea, Blewitt).
- (11) The Contracts Department should arrange to identify and catalogue all Raritan River contractual agreements and arrange for their relocation following merger. A summary of all agreements should also be made with copy furnished to Messrs. Randall, Bressler and Kipp. (Mitchell).
- (12) The Real Estate Department should also arrange to identify and catalogue all Raritan River lease agreements and property records and arrange for their relocation following merger. A summary of all lease rental agreements and other items should be provided to Messrs. Randall, Bressler and Kipp. (Soltis).
- (13) The Engineering Department should locate all track charts and plans available at South Amboy on the Raritan River Rail Road. These documents should be transferred to New Jersey Division headquarters following merger. Plans should also be developed to consolidate all Raritan River M. of W. forces at Parlin and to close the engine house once train crews no longer report there. Where buildings and structures are protected by locks, additional keys will have to be made for Conrail supervisors to have. All switch locks on the Raritan River should be changed out and replaced with Conrail locks. A sufficient quantity of switch keys will have to be distributed to all Raritan River train crews and M. of W. supervisors beforehand. (Myers, Acrea, Rodwick).

- (14) The Police Department of Conrail should arrange to enlarge their existing security net to include Raritan River property effective April 24, 1980. (McQuade).
- (15) Station signs and junction points associated with various Conrail and Raritan River locations should be ordered and installed prior to merged operations. This will aid crews operating over new territory and will correspond with timetable designations appearing April 27, 1980. A list of station names has been furnished as follows: (Myers, Acrea).

SAMBO  
SHOPS  
BERGEN HILL  
PHOENIX  
SAYREVILLE  
PARLIN  
GILLESPIE (2)  
SOUTH RIVER  
SOUTH RIVER JCT.  
SERVISS JCT.  
BRUNSWICK  
BROWNS  
ESSAY  
CQ  
DEEP CUT  
EAST END  
OB

- (16) The Mechanical Department will evaluate condition of all Raritan River non-revenue equipment and advise disposition. (Anesi).
- (17) Distribution of locomotives and cabs must be adjusted and new program developed to accommodate proposed changes in operations. (Dailey).
- (18) Planned reductions in Raritan River forces should be coordinated with the Regional Director of Planning and Control - Atlantic Region, and New Jersey Division Superintendent G.F. Bressler. (Welsh, O'Neill, Mosier, Bressler).
- (19) Prior to coordination of operations at Browns Yard, the New Jersey Division needs to install about six (6) track panels to service engines and cabs assigned there. In addition, the existing rubber garden hose needs to be replaced with a permanent water line to properly service equipment. Night operation at Browns, necessary to switch cars to connect with departing train A-1, will also require some form of lighting mounted on existing catenary poles. (Bressler).
- (20) The C. & S. Department should identify existing automatic crossing protection on the Raritan River Rail Road and arrange to assume coverage with existing area forces. (Canfield).
- (21) Prior to merger, handling of timecards from Raritan River train and engine service employees to timeslip verification must be determined and procedures set up effective April 24, 1980. (Ford).

- (22) The Stations Department will arrange to take over all agency work formerly performed by Raritan River personnel prior to April 24, 1980. Field Terminal personnel assigned to handle these duties at South Amboy should become familiar with this work beforehand. It is also essential that the Stations Department understand the interim and final operating plan to consolidate Raritan River and Conrail freight service. This understanding is essential if Stations Department representatives at Red Bank and Lakehurst are to coordinate their efforts accordingly.
- (23) The Hoboken Division will arrange to accelerate plans to rehabilitate the MU Yard lead and crossovers at South Amboy to accommodate increased freight traffic over this territory effective Monday, April 28, 1980. (Myers, Flynn, Leo).

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