

CONSOLIDATED RAIL CORPORATION

AND

RARITAN RIVER RAIL ROAD COMPANY

CONSOLIDATION PLAN



Atlantic Region

Newark, N.J.

February, 1980

A. INTRODUCTION

A. INTRODUCTION

In order to progress the merger of the Consolidated Rail Corporation with the Raritan River Rail Road Company, a plan of consolidation has been developed and will be effective on or before April 24, 1980. This plan will merge operations of both carriers and will permit Conrail to provide more efficient and expeditious handling of traffic to our patrons as well. In order to achieve these goals, an operating scenario has been developed using the following assumptions:

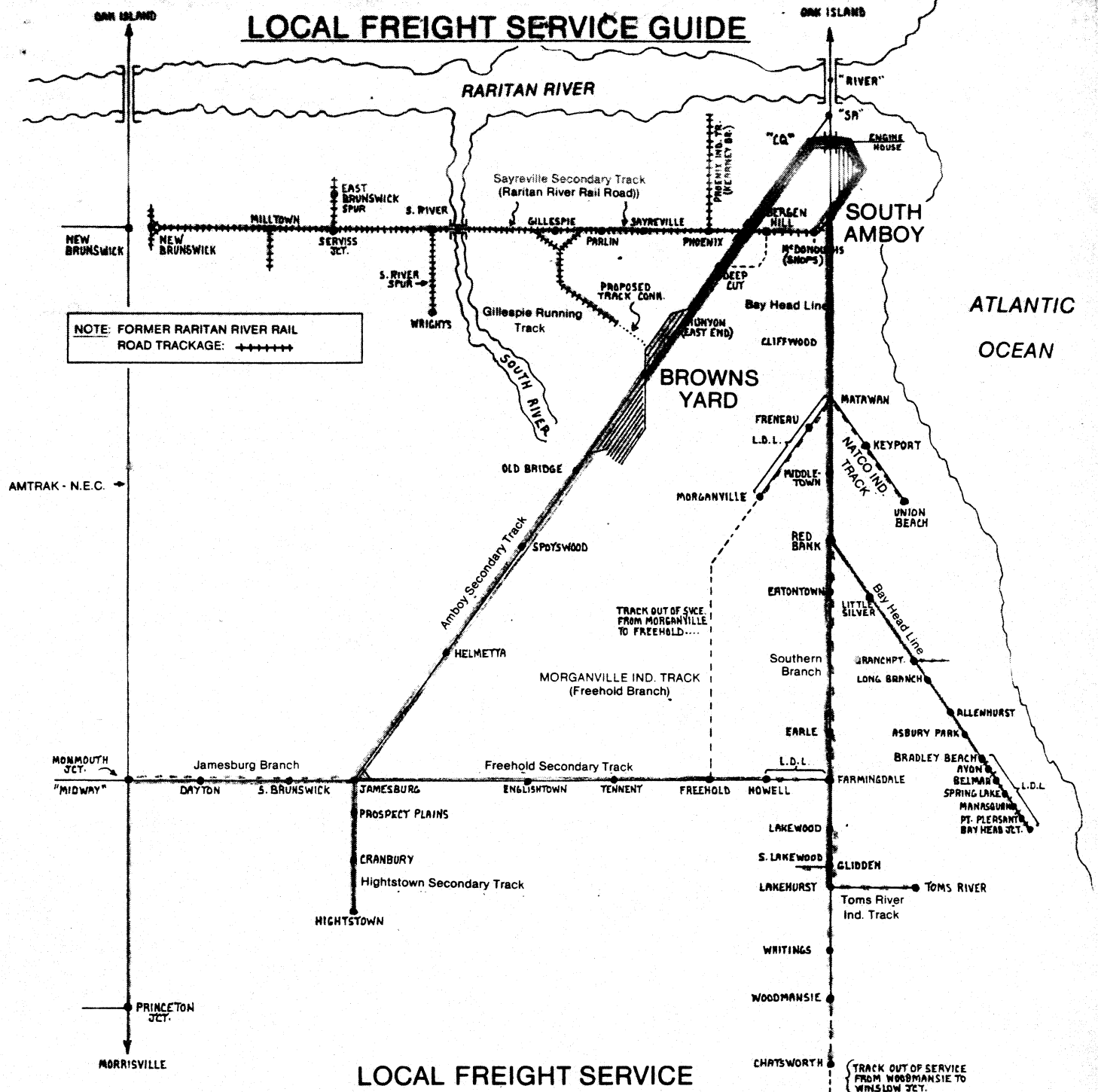
1. The new track connection proposed between Conrail and Raritan River properties across Bordentown Turnpike will not be completed before date of merger.
2. Conrail will be able to designate "interchange" tracks within the South Amboy switching district at Browns Yard to receive and dispatch trains handled by prior-right N.Y.&L.B. and C.N.J. (Southern Division) crews until the Atlantic Coast Road Consolidation Agreement is implemented.
3. The Raritan River Rail Road will be annexed to the South Amboy Switching District and common sign-up points established at Browns Yard and Parlin for yard crews. This will eliminate South Amboy as a sign-up point for Conrail and the Raritan crews. Welfare facilities will be provided at Browns Yard and Parlin for crews signing up at these points.
4. Current 9:00 AM and 11:00 AM sign-up times, now in effect for crews on the Raritan River Rail Road, may remain in effect once operations are consolidated in the South Amboy Switching District.
5. Browns Yard will be completely rehabilitated and in service by April 24, 1980.
6. All Raritan River radio equipment will be equipped to receive Conrail channel #2 (161.070 MHZ) with base station located at Browns Yard office. All Conrail territory below the Raritan River Bridge and Winslow Junction/Midway now using road channel #1 (160.800 MHZ) will also use channel #2. Present use of a separate frequency (161.400 MHZ) for passenger train operations will continue in effect on the Bay Head Line.
7. Enola will classify traffic for Browns Yard as will Morrisville Yard.... Browns will classify traffic for Morrisville, Enola and Conway. Schedule of through train service will be adjusted to reliably make connections with local trains departing Browns Yard.

8. All Raritan River agency work will be absorbed by the Stations Department at South Amboy on a temporary basis and at Browns Yard on a permanent basis.
9. Sufficient fueling facilities will be provided at Browns Yard to service all Conrail and Raritan River locomotives assigned to that location.
10. Conrail Rules for Conducting Transportation will be used to govern train movements over the Raritan River Rail Road on or before date of merger. Method of operation between South Amboy and New Brunswick will be under secondary track rule #110. The new Rules of the Transportation Department will become effective on April 27, 1980.

Keeping these assumptions in mind, the plan of carrier consolidation has been designed not to adversely affect other carriers, shippers, the public, or the present operations of either Conrail or the Raritan River Rail Road. The merged operations proposed will have no adverse effects on energy consumption or on the environment. No new capitalization, securities or other financial ramifications are involved. The objectives of this operating plan will not only be limited to the achievement of administrative savings from corporate simplification but will also include operating savings as well.

B. LOCAL FREIGHT SERVICE

LOCAL FREIGHT SERVICE GUIDE



KEY	ASSIGNMENT	TERMINAL	ON DUTY	OFF
	A-1/2	Morrisville	12:30AM	Su.
	NB-51/52	Browns	2:00PM	Sa.Su.
	A-22/23	Browns	4:00PM	Sa.Su.
	1-LH	Lakehurst	9:00AM	Sa.Su.
	LB-1/2	Lakehurst	7:00PM	Sa.Su.
	RB-1/2	Red Bank	9:00AM	Sa.Su.
	XRB-1/2	Red Bank	As Required	

KEY	ASSIGNMENT	TERMINAL	ON DUTY	OFF
	401-A	Browns	7:00AM	Sa.Su.
	402-A	Browns	7:59AM	Sa.Su.
	403-A	Parlin	11:00AM	Sa.Su.
	401-B	Browns	3:00PM	Sa.Su.
	402-B	Browns*	3:30PM	Sa.Su.
	401-C	Browns	11:00PM	** Sa.

*Taxi relief for assignment 402-A.
**Assignment works extra on Friday.

LOCAL FREIGHT SERVICE

<u>ASSIGNMENT</u>	<u>INDUSTRIES SERVED</u>	<u>LOCATION</u>	<u>CONNECTIONS</u>
A-1/2: MORRISVILLE 12:30 AM DE Sun.	None	(see note)	<u>BROWNS</u> NB-51/52 Day 1 A-22/23 " 1 LB-1/2 " 1 RB-1/2 " 1 402-A " 1 401-B " 1
- Report "A" Yard and works in turnaround local freight service from Morrisville to South Amboy via Midway & Jamesburg.			<u>MORRISVILLE</u> -Various Day 1 Thru Frt.

Note: This assignment provides connecting train service between Morrisville and Browns Yard. Westbound from Browns, A-1 takes cars classified for Morrisville, Enola and Conway. Eastbound from Morrisville, A-2 takes cars classified for Browns Yard which includes traffic consigned to the following stations:

Allenhurst	Earle	Howell	Middletown	Runyon
Asbury Park	East Brunswick	Jamesburg	Milltown	So. Amboy
Avon	Eatontown	Keyport	Morganville *	S. Brunswick
Bay Head Jct.	Englishtown	Lakehurst	*New Brunswick	S. Lakewood
Belmar	Farmingdale	Lakewood	Old Bridge	South River
Bradley Beach	Freehold	Little Silver	Parlin	Spotswood
Chatsworth	Freneau	Long Branch	Phoenix	Spring Lake
Cliffwood	Gillespie	Manasquan	Pt. Pleasant	Tennent
Cranbury	Helmetta	Matawan	Prospect Plains	Toms River
Dayton	Hightstown	McDonoughs	Red Bank	Whitings
				Wrights

* Includes only the following patrons:

- C. & E. Equipment Rentals
- Permacel
- Schaffner
- Rosenthal
- Squibb

ASSIGNMENTINDUSTRIES SERVEDLOCATIONCONNECTIONS

NR-51/52: BRONNS
2:00 PM DE SA.SU.*

- Turnaround local freight service between South Amboy & Hightstown inc. use of Wye tracks and Yard at Jamesburg.

Carpenter Technology	Cranbury	A-1	Day 1
Carter Wallace	"	A-1	Day 1
Chamberlain & Barclay	"	A-1	Day 1
Champion Bldg. Supply	"	A-1	Day 1
Clevepak Corporation	"	A-1	Day 1
Consolidated Models	"	A-1	Day 1
Firestone Tire & Rubber	"	A-1	Day 1
Plant Food Chemical	"	A-1	Day 1
Simons & Mount	"	A-1	Day 1
Stearns Garden Whse.	"	A-1	Day 1
Team Track	"	A-1	Day 1

* - Annulled on Sunday

Agway	Englishtown	A-1	Day 1
Rex Lumber	"	A-1	Day 1
Team Track	"	A-1	Day 1

Brock Farms	Freehold	A-1	Day 1
Brockway Glass	"	A-1	Day 1
Central Jersey Pool	"	A-1	Day 1
Charms Company	"	A-1	Day 1
Colonial Foods	"	A-1	Day 1
Freehold Lumber	"	A-1	Day 1
Garden State Warehouse	"	A-1	Day 1
Green Mill Turf Supply	"	A-1	Day 1
Hillpot Farm Stores	"	A-1	Day 1
Jersey Central Power	"	A-1	Day 1
Minn. Mining & Mfg. (3M)	"	A-1	Day 1
Nestles	"	A-1	Day 1
Team Track	"	A-1	Day 1
Union Carbide	"	A-1	Day 1
Weyerhaeuser	"	A-1	Day 1

General Cigar	Helmetta	A-1	Day 1
George W. Helm	"	A-1	Day 1
Helme Products	"	A-1	Day 1

Coca Cola	Hightstown	A-1	Day 1
Corbett Industries	"	A-1	Day 1
Farmers Coop. Assn.	"	A-1	Day 1
Gee Jay Groves	"	A-1	Day 1
Medlin Lumber	"	A-1	Day 1
Moore's Super Stores	"	A-1	Day 1
Public Service E. & G.	"	A-1	Day 1
Sunkist % Gee Jay	"	A-1	Day 1
Team Track	"	A-1	Day 1
Teleg Warehouse	"	A-1	Day 1

Team Track	Howell	A-1	Day 1
------------	--------	-----	-------

Federal Chemical	Prospect Plains	A-1	Day 1
Kaiser Agricultural	"	A-1	Day 1

<u>ASSIGNMENT</u>	<u>INDUSTRIES SERVED</u>	<u>LOCATION</u>	<u>CONNECTIONS</u>	
NB-51/52 (Con't.)	Kerns Furniture	Tennent	A-1	Day 1
	Millhurst Mills	"	A-1	Day 1
	Reed & Perrine	"	A-1	Day 1
	Team Track	"	A-1	Day 1

A-22/23: BROWNS 4:00 PM DE SA.SU.* - Turnaround local freight service between South Amboy & Jamesburg with side trip to Midway inc. use of Wye track and Yard at Jamesburg.	Amway	Dayton	A-1	Day 1
	Block Drug	"	A-1	Day 1
	Dayton Fertilizer	"	A-1	Day 1
	Hermann Warehouse	"	A-1	Day 1
	Int'l. Bus. Mach. (IBM)	"	A-1	Day 1
	Lebanon Chemical	"	A-1	Day 1
	Personal Products	"	A-1	Day 1
	RJR Foods	"	A-1	Day 1
	Stauffer Chemical	"	A-1	Day 1
	Team Track	"	A-1	Day 1
	BASF Corporation	Jamesburg	A-1	Day 1
	Celotex Corporation	"	A-1	Day 1
	Container Corp. of Amer.	"	A-1	Day 1

* Annulled on Sunday

Grefco	"	A-1	Day 1
Penine & Buckelew	"	A-1	Day 1
Team Track	"	A-1	Day 1
Wheeling Corrugated	"	A-1	Day 1
Air Products Chem.	S. Brunswick	A-1	Day 1
Catalytic Company	"	A-1	Day 1
Dunlop Tire & Rubber	"	A-1	Day 1
Fleischman Distillers	"	A-1	Day 1
Flink Ink Corporation	"	A-1	Day 1
Johnson & Johnson	"	A-1	Day 1
Julius Wile & Sons	"	A-1	Day 1
Questor Corporation	"	A-1	Day 1
Standard Brands	"	A-1	Day 1
Warner-Lambert	"	A-1	Day 1

#1-LH: LAKEHURST 7:00 AM DE SA.SU.	Betz Labs	Chatsworth	LB-1/2	"	0
	Devries Nursery	Lakehurst	LB-1/2	"	0
	Farkas	"	LB-1/2	"	0
	Great Adventure	"	LB-1/2	"	0
	Lakehurst Naval Air	"	LB-1/2	"	0
	National Sales	"	LB-1/2	"	0
	Reade Mfg.	"	LB-1/2	"	0
	Team Track	"	LB-1/2	"	0
	U.S. Navy	"	LB-1/2	"	0
	Agway	Lakewood	LB-1/2	"	0
	Beaton Brothers	"	LB-1/2	"	0
	Bedrock Stone	"	LB-1/2	"	0

- Performs local switching between Lakehurst, Eatontown, Chatsworth incl. Toms River Industrial Tr.

ASSIGNMENTINDUSTRIES SERVEDLOCATIONCONNECTIONS#1-LH
(Con't.)

B.I.T. Woodworking	Lakewood	LB-1/2 Day	0
Bradco Supply	"	LB-1/2	" 0
Cornell Corp.	"	LB-1/2	" 0
Emil A. Schroth	"	LB-1/2	" 0
Eska Chemical	"	LB-1/2	" 0
Excel Wood	"	LB-1/2	" 0
Gem Furniture	"	LB-1/2	" 0
Glen Rock Lumber	"	LB-1/2	" 0
Guaranteed Foods	"	LB-1/2	" 0
Howell Woodworking	"	LB-1/2	" 0
Lecompte Company	"	LB-1/2	" 0
Level Line	"	LB-1/2	" 0
Modern Gas	"	LB-1/2	" 0
Newark Drum Paper	"	LB-1/2	" 0
Pete Thomson	"	LB-1/2	" 0
Standard Lumber	"	LB-1/2	" 0
Team Track	"	LB-1/2	" 0
Veckridge Chemical	"	LB-1/2	" 0
Clayton and Sons	S. Lakewood	LB-1/2	" 0
Glidden Durkee	"	LB-1/2	" 0
Houdaille	"	LB-1/2	" 0
Stavola Contractors	"	LB-1/2	" 0
Team Track	"	LB-1/2	" 0
Acme Cabinet	Toms River	LB-1/2	" 0
Ackaway Premium	"	LB-1/2	" 0
American Supply	"	LB-1/2	" 0
Bondex Int'l.	"	LB-1/2	" 0
Ciba Geigy	"	LB-1/2	" 0
Daily Observer	"	LB-1/2	" 0
Delta Lumber	"	LB-1/2	" 0
Diener Brick	"	LB-1/2	" 0
Funtown Pier	"	LB-1/2	" 0
Gold Bell Farms	"	LB-1/2	" 0
Iaria Brothers	"	LB-1/2	" 0
Inventory Clearing	"	LB-1/2	" 0
Long Branch Candy	"	LB-1/2	" 0
N.J. Natural Gas	"	LB-1/2	" 0
N.J. Pulverizing	"	LB-1/2	" 0
Standard Roofing	"	LB-1/2	" 0
Team Track	"	LB-1/2	" 0
Toms River Chemical	"	LB-1/2	" 0
Trilco Chemical	"	LB-1/2	" 0
Whalens Furniture	"	LB-1/2	" 0
Allyn Mfg.	Whitings	LB-1/2	" 0
Asarco	"	LB-1/2	" 0

ASSIGNMENTINDUSTRIES SERVEDLOCATIONCONNECTIONS

LB-1/2: Lakehurst
7:00 PM DE Sa.Su.

Note: Receives connecting traffic
from #1-LH at Lakehurst and
from XRB-1/2 at Red Bank & takes
to Browns Yard at South Amboy.
Takes cars at Browns classified:

A-1 Day 1
XRB-1 Day 2

- Turnaround local freight
service between Lakehurst
and South Amboy Consoli-
dated Terminal.

(1) Earle - if req.
(2) Lakehurst

RP-1/2: RED BANK
8:15 AM DE SA.SU.

Geleo Furniture
Team Track

Allenhurst

A-1 Day 1
A-1 " 1

- Turnaround local
freight service be-
tween Red Bank,
Bradley Beach &
South Amboy Consol-
idated Terminal.

Asbury Park Press
Atlantic Appliance
Contempra
Fashion Rite Girl
Harris Brothers
Mathaway Sales
June Foods
Marcal Darche
Monmouth Plastic
National Produce
Opdyke, Chester
Parkway Expeditors
South Shore Paper
Steinbach Corp.
Team Track

Asbury Park

A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1

Note: Takes cars
classified at Browns
as follows:

(1) Cliffwood
(2) Red Bank

Midland Glass

Cliffwood

A-1 " 1

Bright Acre
Builders General
U.S. Government

Little Silver

A-1 " 1
A-1 " 1
A-1 " 1

Acme Smoked Fish
Baldanza Bakery
C. Barbara Tennis Ct.
Guttenplans Bakery
John Quire
Marshall Smoked Fish
Mon. Beach Cold Stge.
Monmouth Feed
Montrose Smoked Fish
N.J. Natural Gas
Standard Roofing
Stanley Penn & Sons
Team Track

Long Branch

A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1

Lily Tulip Cup
Team Track

Middletown

A-1 Day 1
A-1 " 1

ASSIGNMENTINDUSTRIES SERVEDLOCATIONCONNECTIONS

RB-1/2

(Con't.)

Blaisdell Lumber
 Jeffco
 Produce Associates
 Scoles Systems
 Team Track
 Wikoff Co.

Red Bank
 "
 "
 "
 "
 "

A-1 Day 1
 A-1 " 1
 A-1 " 1
 A-1 " 1
 A-1 " 1
 A-1 " 1

XRB-1/2: RED BANK

-):00 AM - As Req.

- Performs local switching as required between Red Bank & Farmingdale, incl. side trips to Union Beach, Morganville, Branchport, Bay Head.

Note: Receives connecting traffic from Browns via RB-1/2 at Red Bank. Performs L.D.L. work one per week on Bay Head Line, Freehold Secondary Track and Morganville Ind. Track.

Team Track

Team Track

Crown Beer
 Freedmans Bakery
 Sterner Coal
 Team Track

Team Track

Naval Weapon Sta.

Capitol Lighting
 Duncan Thecker Assoc.
 Frequency Engineering
 Hawk Industries
 Lawes Coal
 Stavola Contractors
 Steinbach Corp.
 Team Track
 Thompson Industries

Allendale Farms
 Bayonne Steel
 Compounders
 Crosslin Ceilings
 Eighty-Four (84) Lbr.
 Fred McDowell
 Jersey Central P. & L.
 Standard Supply
 Team Track
 Tedruth Plastic

Team Track

Int'l. Flavors & Frag.
 Kerr Glass

Manasquan Lumber
 Squan Furniture

Avon

Bay Head Jct.

Belmar

"

"

"

Bradley Beach

Earle

Eatontown

"

"

"

"

"

"

"

"

Farmingdale

"

"

"

"

"

"

"

"

"

Freneau

Keyport

"

Manasquan

"

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

RB-1/2 " 1

ASSIGNMENTXRB-1/2
(Con't.)INDUSTRIES SERVEDLOCATIONCONNECTIONS

Branch Brook Co.	Matawan	RB-1/2	Day	1
Chris Industries	"	RB-1/2	"	1
Cont. Corp. of America	"	RB-1/2	"	1
Dunlop Lisk	"	RB-1/2	"	1
Gibson Homans	"	RB-1/2	"	1
Imperial Oil	"	RB-1/2	"	1
Pride Made Products	"	RB-1/2	"	1
Team Track	"	RB-1/2	"	1
West Furniture	"	RB-1/2	"	1
Imperial Oil	Morganville	RB-1/2	"	1
Brielle Furniture	Pt. Pleasant	RB-1/2	"	1
Dunkle, Harry	"	RB-1/2	"	1
Opdyke, Chester	"	RB-1/2	"	1
Pt. Pleasant Bch. Garden	"	RB-1/2	"	1
Pt. Pleasant Distributors	"	RB-1/2	"	1
Van Note Lumber	"	RB-1/2	"	1
Team Track	"	RB-1/2	"	1
Opdyke, Chester	Spring Lake	RB-1/2	"	1
Team Track	"	RB-1/2	"	1

<u>ASSIGNMENT</u>	<u>INDUSTRIES SERVED</u>	<u>LOCATION</u>	<u>CONNECTIONS</u>
#401-A: BROWNS 7:00 AM DE SA.SU.	None (See Note)	-	-
- Yard assignment works within limits of South Amboy Consolidated Terminal.	<u>Note:</u> This assignment switches cars at Browns Yard for other assignments.		

#402-A: BROWNS 7:59 AM DE SA.SU.	Sunshine Biscuit	Gillespie	A-1	Day 1
- Yard assignment works within limits of South Amboy Consolidated Terminal. Takes cars classified: 1. South River 2. Wrights 3. East Brunswick 4. Milltown 5. New Brunswick 6. Gillespie 7. Parlin 8. Phoenix 9. McDonough Blocks 1-5 connect at Parlin with job #403-A. Blocks 6-9 are placed at local industries by #402-A/B.	Bambergers	Parlin	A-1	Day 1
	DuPont	"	A-1	Day 1
	Hercules	"	A-1	Day 1
	Team Track	"	A-1	Day 1
	Capitol Steel	Phoenix	A-1	Day 1
	Middlesex Sewerage	"	A-1	Day 1
	National Lead	"	A-1	Day 1
	New Jersey Steel	"	A-1	Day 1
	Jeffco	McDonough	A-1	Day 1

#403-A: PARLIN 11:00 PM DE SA.SU.	Apollo Chemical (% Professional Chem.)	South River	*A-1	Day 1
- Yard assignment works within limits of South Amboy Consolidated Terminal	Riverside Supply	"	*A-1	Day 1
	Team Track	"	*A-1	Day 1
	Alumet	Wright's	*A-1	Day 1
	Templar (W. Henry)	"	*A-1	Day 1
	Benjamin Industries	E. Brunswick	*A-1	Day 1
	Beta Health	"	*A-1	Day 1
	Blackstone	"	*A-1	Day 1

ASSIGNMENT	INDUSTRIES SERVED	LOCATION	CONNECTIONS
#403-A (Cont.) 403-A	Cheesebrough Ponds	E. Brunswick	*A-1 Day 1
	Continental Baking	"	*A-1 " 1
	Cutter Labs	"	*A-1 " 1
	Georgia Pacific	"	*A-1 " 1
	H.&F. Warehouse	"	*A-1 " 1
	Premium Plastics	"	*A-1 " 1
	Syntax	"	*A-1 " 1
	Cel Fibe	Milltown	*A-1 " 1
	Continental (Can) Group	"	*A-1 " 1
	Leffkowitz Scrap	"	*A-1 " 1
	Milltown Whse.	"	*A-1 " 1
	Personal Products	"	*A-1 " 1
	Team Track	"	*A-1 " 1
	Vanguard Packaging	"	*A-1 " 1
	C&B Equipment Rentals	New Brunswick	*A-1 " 1
	Permacel	"	*A-1 " 1
	Schaffner	"	*A-1 " 1
	Rosenthal	"	*A-1 " 1
	Squibb	"	*A-1 " 1
	None (see note)	-	-

402-B
#402-B: BROWNS (see note) - -

Yard assignment works within limits of South Amboy Consolidated Terminal.

Note: Taxi relief assignment for #401-B. Completes industry work as required and returns to Browns Yard along with #403-A consist.

401-B
#401-B: BROWNS
PA DE SA, SU.

Anbeuser Busch	Old Bridge	A-1	Day 1
Madison Trp. Lumber	"	A-1	" 1
Coigley Company	"	A-1	" 1
Abbey Chemical	Rumyon	A-1	" 1
Alumina Billets	"	A-1	" 1
CPS Chemical	"	A-1	" 1
E.B. Allen	"	A-1	" 1
J.H. Monteath	"	A-1	" 1
Madison Industries	"	A-1	" 1
Old Bridge Chem.	"	A-1	" 1
R.C. Stanhope	"	A-1	" 1

Yard assignment works within limits of South Amboy Consolidated Terminal and performs local switching between "Old Bridge & Consolod.

ASSIGNMENT#401-B
(Con't.)INDUSTRIES SERVEDSylvan Chemical
Terminal ConstructionLOCATIONRunyon
"CONNECTIONSA-1 Day 1
A-1 " 1Davenport Peters
Grief Brothers
Inland Container
Jolie Supply
P. J. Schweitzer

Spotswood

"
"
"
"A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1
A-1 " 1McCormack Sand
Clayton and SonsSouth Amboy
"A-1 " 1
A-1 " 1#401-Q: BROWNS
11:00 PM DE Sa.**

None (see note)

- Yard assignment works within limits of South Amboy Consolidated Yard. Normally off on Friday and Saturday, this regular assignment is worked extra on Friday.**

Note: This assignment switches cars at Browns Yard for other assignments and classifies cars for A-1.

C. CHANGE IN CLASSIFICATIONS

CHANGE IN CLASSIFICATIONS

Effective with the consolidation of Conrail and Raritan River operations at Browns Yard, a number of classification changes will be required. Based upon a recent sampling taken in January, these changes will affect weekly handlings as follows:

INBOUND	ENOIA	MORRISVILLE	OAK ISLAND	TOTAL
Present	146	177	223	546
<u>Proposed</u>	<u>261</u>	<u>158</u>	<u>143</u>	<u>562</u>
Total	+115	-19	-80	+16

OUTBOUND	ENOIA	MORRISVILLE	OAK ISLAND	CONWAY	TOTAL
Present	125	180	240	131	676
<u>Proposed</u>	<u>129</u>	<u>141</u>	<u>5</u>	<u>131</u>	<u>406</u>
Total	+4	-39	-235	Nil	-270

NET CHANGE	ENOIA	MORRISVILLE	OAK ISLAND	CONWAY	TOTAL
Inbound	+115	-19	-80	-	+16
<u>Outbound</u>	<u>+4</u>	<u>-39</u>	<u>-235</u>	<u>-</u>	<u>-270</u>
Total	+119	-58	-315	-	-254

COST/CAR DISP.	\$28.92	\$30.36	\$25.95	-
ANNUAL SAVINGS (\$178,957)	\$91,566	\$425,061		<u>\$337,670</u>

Note: Calculation of reduced weekly car handlings has been based upon classification changes which appear in this section of the report. For example, Greenville Pier traffic (daily volume - 20 cars), now routed direct from Enola, has been added to the proposed inbound count for Oak Island.

CLASSIFICATION CHANGES

OAK ISLAND -

- Eliminate Raritan River (CC4) and Lakehurst (CC6) Classifications.
- Enlarge Morrisville (OIEH) Classification to include the following points:

Allenhurst	East Brunswick	Long Branch	Phoenix
Asbury Park	Eatontown	Manasquan	Pt. Pleasant
Avon	Farmingdale	Matawan	Red Bank
Bay Head Jct.	Freneau	McDonoughs	South Amboy
Belmar	Gillespie	Middletown	S. Lakewood
Bradley Beach	Keyport	Milltown	South River
Chatsworth	Lakehurst	Morganville	Spring Lake
Cliffwood*	Lakewood	*New Brunswick	Toms River
Earle	Little Silver	Parlin	Whitings
			Wrights

* Includes only these patrons - C. & E. Equipment Rentals
 Permacec
 Schaffner
 Rosenthal
 Squibb

<u>ALLEN TOWN</u>	- Enlarge	<u>Abrams</u>	and reduce	<u>Oak Island</u>	Class.	as above.			
# <u>BALTIMORE</u>	- "	<u>Abrams</u>	" "	<u>Oak Island</u>	"	"	"	"	"
<u>CROXTON</u>	- "	<u>Morrisville</u>	" "	<u>Oak Island</u>	"	"	"	"	"
# <u>EDGEWOOD</u>	- "	<u>Abrams</u>	" "	<u>Oak Island</u>	"	"	"	"	"
<u>POT. YARD</u>	- "	<u>Morrisville</u>	" "	<u>Oak Island</u>	"	"	"	"	"
<u>RUTHERFORD</u>	- "	<u>Morrisville</u>	" "	<u>Oak Island</u>	"	"	"	"	"
<u>SELKIRK</u>	- "	<u>Morrisville</u>	" "	<u>Oak Island</u>	"	"	"	"	"

Consider routing Morrisville traffic direct on WAMO instead of via Abrams.

ENOLA -

- Consolidate Greenville and Oak Island Classifications.
- Establish South Amboy Classification to the following points:

Allenhurst	Earle	<u>Howell</u>	Middletown	<u>Rumson</u>
Asbury Park	East Brunswick	<u>Jamesburg</u>	Milltown	<u>South Amboy</u>
Avon	Eatontown	Keyport	Morganville	<u>S. Brunswick</u>
Bay Head Jct.	<u>Englishtown</u>	Lakehurst	*New Brunswick	S. Lakewood
Belmar	Farmingdale	Lakewood	<u>Old Bridge</u>	South River
Bradley Beach	<u>Freehold</u>	Little Silver	Parlin	<u>Spotswood</u>
Chatsworth	Freneau	Long Branch	Phoenix	Spring Lake
Cliffwood	Gillespie	Manasquan	Pt. Pleasant	<u>Tennent</u>
<u>Cranbury</u>	<u>Helmetta</u>	Matawan	<u>Prospect Plains</u>	Toms River
<u>Dayton</u>	<u>Hightstown</u>	McDonoughs	Red Bank	Whitings
				Wrights

* Includes only the following patrons: C. & E. Equipment Rentals
 Permacec
 Schaffner
 Rosenthal
 Squibb

- Reduce Morrisville Classification for points underlined above.
- Reduce Oak Island Classification for points not underlined above.

CONWAY -

- Reduce Morrisville Classification for points underlined above.
- Reduce Oak Island Classification for points not underlined above.

MORRISVILLE -

- Enlarge South Amboy and reduce Oak Island Classifications for the following points:

Allenhurst	Earle	Howell	Middletown	Runyon
Asbury Park	East Brunswick	Jamesburg	Milltown	South Amboy
Avon	Eatontown	Keyport	Morganville	S. Brunswick
Bay Head Jct.	Englishtown	Lakehurst	*New Brunswick	S. Lakewood
Belmar	Farmingdale	Lakewood	Old Bridge	South River
Bradley Beach	Freehold	Little Silver	Parlin	Spotswood
Chatsworth	Freneau	Long Branch	Phoenix	Spring Lake
Cliffwood	Gillespie	Manasquan	Pt. Pleasant	Tennent
Cranbury	Helmetta	Matawan	Prospect Plains	Toms River
Dayton	Hightstown	McDonoughs	Red Bank	Whitings
				Wrights

- * Includes only the following patrons: C. & E. Equipment Rentals
Permacel
Schaffner
Rosenthal
Squibb

Traffic classified for South Amboy at Morrisville will be combined with South Amboy block forwarded by ENMO for connection with local A-2 to Browns Yard.

SOUTH AMBOY -

- Outbound traffic for local A-1 will be classified as follows:

1. Enola
2. Conway
3. Morrisville

D. REVISION IN OPERATING RULES

AND INSTRUCTIONS

D. REVISIONS IN OPERATING RULES AND INSTRUCTIONS

Train movements along the Raritan River Rail Road are currently directed by a train dispatcher located in South Amboy, New Jersey. Using radio frequency 161.355 MHz as the primary means of communication, the train dispatcher runs the railroad by a method of operation closely resembling Conrail secondary track rule #110. This is not mere coincidence, since the Raritan River has no operating rule book of its own and patterns operations after Conrail Rules for Conducting Transportation (Form C.T. 400).

Under the proposed operating scheme, the Raritan River Railroad will become the Sayreville Secondary Track from South Amboy (Sambo) to New Brunswick (Brunswick). Operated under rule #110, the secondary track will be in charge of the yardmaster at Browns Yard. This employee will direct all train movements along the Sayreville Secondary Track and the following Raritan River branch lines:

Gillespie Running Track
Phoenix Industrial Track
South River Spur
East Brunswick Spur
Milltown Spur

The Sayreville Secondary and other tracks have been listed in a sample station page presented elsewhere in this section and appear in the current Conrail timetable style and format. Mileage has been based upon distance from South Amboy and is not monumented in the field. Radio communications for this territory and Conrail territory between South Amboy - Winslow Jet. - Midway will be conducted using radio channel #2 (161.070 MHz). Use of channel #4 (161.400 MHz) will continue in effect for passenger train operations along the Bay Head Line. When Raritan River operations are absorbed by Conrail, a number of timetable changes must be made to include the following:

1. Special instructions governing operation of the moveable bridge over the South River (Milepost 6.21).
2. Special instructions governing operation of crews over all road crossings at grade, including those equipped with automatic crossing protection:

<u>CROSSING</u>	<u>LOCATION</u>	<u>TYPE</u>	<u>SPECIAL FEATURES</u>
South Pine St.	South Amboy	Flshrs.	-
Washington Ave.	Parlin	Flshrs.	Auto. & manual actuation
Jurneemill Rd.	Gillespie	Flshrs.	-
Whitehead Rd.	South River	Flshrs.	-
Willet St.	South River	Flshrs.	-
Harts Lane	E. Brunswick	Flshrs.	Manual cut-out, east & west
Ryders Lane	E. Brunswick	Flshrs.	-
Violet Terrace	Milltown	Flshrs.	-
Washington Ave.	Milltown	Flshrs.	-

3. Special Instruction 1105-A1 should be modified to reflect modifications to spring switch at "CQ", now connecting the yard & the Amboy Secondary Track. This switch will be sprung for westward movements on the Amboy Secondary Track and will normally be lined for movements between the Amboy Running Track (see item #4) and the Amboy Secondary Track.
4. Between "CQ" and South Amboy, the present MU yard lead to the enginehouse and connecting track should be designated as the Amboy Running Track. Of no assigned direction, all movements over this track should be in charge of the operator at Essay Tower and the route left lined at all times.
5. Additional block-limit stations should be established at East End (Milepost 4.9) and "CQ" (Milepost 0.2). "CQ" should be listed as an interlocking controlled by Essay and should serve as a block-limit station for westward movements only. Control over the Amboy Secondary Track between East End and "CQ" should also be transferred from the Bay Head Line Dispatcher to the operator at Essay.
6. Between East End and "CQ", movements to occupy the Amboy Secondary Track and #1 Running Tr should be authorized by the yardmaster at Browns Yard under the direction of the Bay Head Line Dispatcher. As information, this territory now falls within yard limits.
7. All switches connecting with the Sayreville Secondary Track and the Gillespie Running Track should be protected with Conrail switch locks. There are approximately 60 locks required to replace all Raritan River switch locks.
8. The maximum speed permitted on the Sayreville Secondary Track will be fifteen (15) miles per hour. All other Raritan River trackage will be restricted to a maximum of ten (10) miles per hour.
9. Equipment restrictions, if any, should be carried in the Conrail timetable for any Raritan River trackage absorbed. The Raritan River Rail Road should be contacted to determine if any restrictions are in force today. Locomotive restrictions for Conrail equipment should be provided by the Engineering Department.

Controlled Point	Interlocking	Interlocking Station	Block & Train Order Station	Block Limit Station	Station	Distance From *	Siding Capacity (E, W) Direction or (B) Both	Note (S)
SAYREVILLE SECONDARY TRACK (New Jersey Division)								
					SAMBO (Jct. Bay Head Line)	0.0		
					SHOPS	0.56	48B	
					BERGEN HILL	1.16		
					PHOENIX (Jct. Phoenix Ind. Track)	2.09		
					SAYREVILLE	3.55	33B	
					PARLIN	4.02		
					GILLESPIE (Jct. Gillespie Running Trk.)	5.20	76B	
					SOUTH RIVER (Moveable Bridge)	6.21		
					SOUTH RIVER JCT. (Jct. S. River Spur)	6.47	11B	
					SERVISS JCT. (Jct. E. Brunswick Spur)	7.90	17B	
					MILLTOWN (Jct. Milltown Spur)	9.90	13B	
					BRUNSWICK	12.30		
The direction from Sambo to Brunswick is west.								
GILLESPIE RUNNING TRACK (New Jersey Division)								
						*		
				X	GILLESPIE (Jct. Sayreville Sec. Trk.)	5.20		
					BRCWNS (Jct. Amboy Sec. Trk.)	6.40		
The Direction from Gillespie to Browns is west.								

E. EQUIPMENT
&
STRUCTURES

EQUIPMENT

The present equipment fleet of the Raritan River Rail Road will be absorbed by Conrail once the merger between carriers is effective. A summary of the car and locomotive fleet has been presented below:

- 6 Locomotives - Class SW-900, built October 1954. Rated at 900 horsepower, these engines are equipped with radio and will multiple. Tonnage rating over ruling grade (Bergen Hill) is based upon one (1) horsepower per ton. All locomotives are now maintained at Raritan River South Amboy shops and are in active service. When operations are consolidated at Browns, Elizabethport will maintain these units and will service them at Browns Yard. Engines are numbered consecutively, 1 thru 6.
- 5 Caboose - Numbered consecutively from 6 thru 10, only two cabs are in service. Caboose numbers 6, 7 and 8 have been removed from service and repose at the Raritan River shops. Although the Raritan River has been operating without its full compliment of cabs, crews might insist on having a caboose when operations are consolidated at Browns Yard.
- Duffy 4/21/80*
- 97 Box Cars - Bearing Raritan River marks, these cars are class XM, 50-foot box cars built in January and February 1975. Constructed with a 70-ton capacity, this equipment is leased from U.S. Railway Leasing and represents the only equipment leased by the Raritan River Rail Road Company.
- 1 Crane - Built in 1947, this Brownhoist railroad crane is kept with gondola idler at South Amboy shops in serviceable condition.
- 1 Idler - Attached to the Brownhoist crane, this gondola bears no recognizable number and is assigned exclusively for work train service account of poor condition. Date built is unknown.
- 1 Cov. Hopper - Raritan River #32 is used for sand and is spotted next to the engine house at South Amboy. Date built is unknown.
- 3 Trucks - All vehicles are garaged at South Amboy Shops.
1974 International dump truck equipped with hi-rail gear.
1970 International crew-cab, pick-up truck.
1964 Chevrolet stake-body truck.
- 1 Tamper - Fairmount spot tamper model #110 built in 1963 and stored unserviceable at South Amboy shops.
- 1 Motor Car - Raritan River Motor Car #7 is stored unserviceable at South Amboy shops.

DISPOSITION OF EQUIPMENT

<u>DISPOSE</u>	<u>RETAIN</u>	<u>EQUIPMENT</u>	<u>COMMENTS</u>
-	6	SW-900 Locomotives	Surplus when Browns conn. built.
3	6	Caboose #6, 7, 8	Scrap.
-	2	Caboose #9, 10	Assign to #402-A/B, #403-A.
-	97	XM Box Cars	System to review lease.
*	-	Crane	Region. Engineer to evaluate.
*	-	Idler	" " " "
x		Covered Hopper #32	Scrap.
*		1974 Int'l Dump Truck	Reg. Supv. Vehicles to evaluate.
*		1970 Int'l Crew Cab	" " " "
*		1964 Chevy Stake-Body	" " " "
x		Fairmount Tamper	Scrap.
x		Motor Car #7	Scrap.

STRUCTURES

<u>LOCATION</u>	<u>DESCRIPTION AND USE OF STRUCTURE</u>
South Amboy, N.J.	Two adjoining, two-story brick buildings connected with a walk-way serve as general offices for the Raritan River Rail Road Company.
South Amboy, N.J.	Built in 1918, the Raritan River shop complex consists of a locomotive and car repair shop with adjoining locker rooms and garages constructed entirely of brick. Adjacent brick buildings consist of the oil house (contains pumps and filters for diesel fueling operation) and a storehouse (used for supplies). Surrounding acreage contains a building owned by Jeffco built on lands leased from Raritan River Rail Road. When building is no longer used by Jeffco, the structure will revert to railroad ownership.
Parlin, N.J.	Built as a two-story brick building, the station at Parlin is used by Raritan River agency personnel. The parking lot is also used by train crews reporting for work at that location.
Milltown, N.J.	Consisting of a single-story frame building, the freight station at Milltown is used by a freight agent and contains a good deal of unused storage space.
New Brunswick, N.J.	Located at the end of the line, New Brunswick contains a number of permanent structures on Raritan River property. Except for the passenger station, which is used by C. & E. Equipment Rentals for storage, none of the following structures are in use:

Freight House - brick structure
 Passenger Station - brick structure
 Express Office - brick structure with platform
 Coal Silos (4) - concrete structure

DISPOSITION OF STRUCTURES

<u>LOCATION</u>	<u>STRUCTURE</u>	<u>CONSTRUCTION</u>	<u>CONDITION</u>	<u>DISPOSITION</u>
South Amboy	General Offices	Brick	Good	*Surplus
South Amboy	General Offices	Brick	Good	*Surplus
South Amboy	Car & Loco Shop	Brick	Good	*Surplus
South Amboy	Oil House	Brick	Good	*Surplus
South Amboy	Storehouse	Brick	Good	*Surplus
Parlin	Station	Brick	Good	#Retain
Milltown	Freight Station	Frame	Fair	Surplus
New Brunswick	Passenger Station	Brick	Poor	Surplus
New Brunswick	Freight Station	Brick	Poor	Surplus
New Brunswick	Express Building	Brick	Poor	Surplus
New Brunswick	Coal Silos	Concrete	Poor	Surplus

* Available for lease or purchase by New Jersey D.O.T.

Temporary crew quarters until Browns track connection built. Building will also be used by M. of W. forces until alternate facilities become available at Browns Yard.

<u>PRESENT</u>				<u>LOCOMOTIVE REQUIREMENTS</u>				<u>PROPOSED</u>			
<u>JOB</u>	<u>ON DUTY</u>	<u>TOURS</u>	<u>LOCAL FREIGHT</u>		<u>JOB</u>	<u>ON DUTY</u>	<u>TOURS</u>	<u>POWER</u>			
				<u>POWER</u>					<u>POWER</u>		
CC-5	2130-Oak Is.	6	(2)	1500 hp	LB-1/2	1630-Lkhst.	5	(2)	1500 hp		
CC-6	2130-Lkhst.	6	(2)	1500 hp	1-LH	0700-Lkhst.	5		Relay LB 1/2		
1-LH	0900-Lkhst.	5	(1)	2000 hp	RB-1/2	0815-Red Bk.	5	(1)	1500 hp		
BBT	0900-Red Bk.	5	(1)	1500 hp	XRB-1/2	0900-Red Bk.	5	(1)	1500 hp		
XRB-1/2	0900-Red Bk.	5	(1)	1500 hp	A-1/2	1230-Mville.	6	(2)	2000 hp		
A-1/2	1230-Mville.	6	(2)	2000 hp	NB-51/52	1400-Browns	5	(1)	1750 hp		
NB-51/52	1400-S.Amboy	5	(1)	1750 hp	A-22/23	1600-Browns	5	(1)	1750 hp		
A-22/23	1600-S.Amboy	5	(1)	1750 hp							
Total tours per week...43					Total tours per week...36						
Total road units required...11 Locos.					Total road units required...8 Locos.						

<u>PRESENT</u>				<u>YARD FREIGHT</u>				<u>PROPOSED</u>			
<u>JOB</u>	<u>ON DUTY</u>	<u>TOURS</u>	<u>POWER</u>		<u>JOB</u>	<u>ON DUTY</u>	<u>TOURS</u>	<u>POWER</u>			
				<u>POWER</u>					<u>POWER</u>		
#406-A	0728-S.Amboy	5	(2)	1000 hp	#401-A	0700-Browns	5	(2)	1000 hp		
#401-B	1459-S.Amboy	5		Relay #406-A	#401-B	1500-Browns	5		Relay #401A		
RRRR-1	0730-S.Amboy	5	(2)	900 hp	#401-C	2300-Browns	6		Relay #401B		
RRRR-2	0745-S.Amboy	5	(2)	900 hp	#402-A	0300-Browns	5	(4)	900 hp		
RRRR-3	0900-S.Amboy	5	(1)	900 hp	#402-B	1530-Browns	5		*Relay #402A		
RRRR-4	1100-Parlin	5	(1)	900 hp	#403-A	1100-Parlin	5		*Relay #402A		
Total tours per week...30					Total tours per week...31						
Total yard units required....8 Locos.					Total yard units required..6 Locos.						

* Note: Locomotive consist split and combined at Parlin.....#403-A requires (2) 900 hp locomotives.

RECAPITULATION

<u>OPERATION</u>	<u>ROAD FREIGHT</u>		<u>YARD FREIGHT</u>		<u>TOTAL LOCOS</u>	
	<u>(Tours)</u>	<u>(Units)</u>	<u>(Tours)</u>	<u>(Locos)</u>	<u>(Tours)</u>	<u>(Locos)</u>
Present	43	11	30	8	73	19
Proposed	36	8	31	6	67	14
Variance	-7	-3	+1	-2	-6	-5

ANNUAL SAVINGS

Local Freight

- Oper. & maint. eliminated: \$16,354/hr x 170 hrs/wk x 52 wks..... \$144,569
- Reduced cost of locomotive ownership: \$28,356/unit x 3 units..... 85,068
- Total improved local freight locomotive utilization..... \$229,637

ANNUAL SAVINGS
(Continued)

Yard Freight

- Oper & maint eliminated \$16.171/hr x 80 hrs/wk x 52 wks.....	\$ 67,271
- Oper & maint increased \$8.544/hr x 8 hrs/wk x 52 wks.....	(3,554)
- Reduced cost of locomotive ownership \$20,657/unit x 2 units.....	<u>41,314</u>
Total improved yard freight locomotive utilization.....	\$105,031
TOTAL IMPROVED LOCAL AND YARD FREIGHT LOCOMOTIVE UTILIZATION.....	\$334,668

F. LABOR

LABOR

Based upon the proposed operating plan developed in the first part of this report, a forecast of labor requirements can be made. The accuracy of this estimate depends upon the following assumptions:

- (1) Raritan River train crew equity will become part of the South Amboy Switching District under a consolidation agreement to be concluded prior to April 24, 1980. Proposed limits of the consolidated switching district have been identified and illustrated on a schematic map found elsewhere in this section of the report. The proposed agreement should not only merge prior-right Pennsylvania and Raritan River equity within the consolidated South Amboy Switching District, but also should permit Conrail to establish Browns Yard and Parlin as on-duty points.
- (2) Prior-right N.Y. & L.B. and C.N.J. (Southern Division) train crews will be permitted to use designated tracks at Browns Yard until the Atlantic Coast Consolidated Rail Agreement can be implemented. A map depicting the proposed limits of this consolidated road territory has been prepared and attached to this section of the report.
- (3) Present working limits of the Bradley Beach Turn will be renegotiated to include Browns Yard within the switching district at South Amboy. This will permit proposed assignment RB-1/2 to deliver and receive cars at Browns Yard as described in item #2.
- (4) Subsidized freight service to that portion of the Bay Head Line between Bradley Beach and Bay Head Junction will be provided by prior-right C.N.J. (Southern Division) crews, if necessary. Present service to LDL #1105 has been provided by N.Y. & L.B. road crews called once per week. This will allow Conrail to provide subsidized freight service more economically and will require an appropriate notice to the organizations involved.
- (5) Raritan River maintenance of way forces will be annexed to the New Jersey Division roster and will be responsible for operating the South River drawbridge.
- (6) C. & S. functions now performed on Raritan River property in conjunction with radio equipment and automatic crossing protection will be assumed by existing Conrail signal and communication maintainers.
- (7) B. & B. functions now performed on Raritan River property will be assumed by existing Conrail bridge and building forces.
- (8) Agency work now performed at South Amboy, Parlin and Milltown will be absorbed by existing Conrail employees of the Station Department at South Amboy or Browns Yard.

- (9) All car and locomotive repair work now performed by Raritan River forces will be performed by existing Conrail mechanical forces located at Elizabethport and elsewhere on the New Jersey Division.
- (10) All other Raritan River administrative functions will be assumed by existing Conrail forces at division, region or system offices.
- (11) Train dispatching work will be the responsibility of the Browns Yardmaster (Conrail).
- (12) Raritan River Vice President and General Manager R.G. Kipp will be retained by Conrail in a supervisory position.

DISPOSITION OF RARITAN RIVER FORCES

<u>EMPLOYEE</u>	<u>POSITION</u>	<u>RATE*</u>	<u>RETAIN</u>	<u>SURPLUS</u>	<u>SAVINGS</u>
# R.G. Kipp	V.P. & General Manager	\$27,290/yr	x		-
# J.G. Staniszewski	Local Treasurer	20,683/yr		x	\$20,683
# K.R. Kipp	Administrative Asst.	346.27/wk		x	18,006
# T.M. Downs	Chief Clerk	395.77/wk		x	20,580
# M.M. Wagner	Payroll Clerk	350.27/wk		x	18,214
# J.A. Kabara	Tfc. Clas. Clerk	353.13/wk		x	18,363
# A.L. Conroy	Acctg. Clerk	391.17/wk		x	19,821
# D.K. Sudnikovich	Car Hire Clerk	292.59/wk		x	15,220
# C.J. McDonough	Clerk	308.57/wk		x	16,046
# M. Leshanka	Clerk	292.66/wk		x	10,538
# A.J. Poltrock	Clerk	292.69/wk		x	15,220
# G.C. Kabara	Janitress	63.86/wk		x	3,321
# R.C. Stockton	Supvr. M. of W.	208.01/wk		x	10,817
# S.J. Grzes	Car Inspector	354.00/wk		x	18,408
# L.A. Maxfield	Machinist	365.30/wk		x	18,996
# M. Jaworski	Eng. Use. Laborer	342.90/wk		x	17,831
# G.A. Kuczynski	Eng. Use. Laborer	342.90/wk		x	17,831
# J.H. Randall	Eng. Use. Laborer	342.90/wk		x	17,831
# R.L. Stockton	Shop Laborer	318.90/wk		x	16,583
# R.D. Kenny	Shop Laborer	299.00/wk		x	10,400
J.C. Nemeth	Train Dispatcher	398.49/wk		x	20,722
# P. Searola	Train Dispatcher	332.67/wk		x	17,299
# C.A. Miller	General Agent	486.27/wk		x	25,286
# T.G. Swenticky	Asst. Freight Agent	308.57/wk		x	16,046
# M.W. Vertucci	Freight Agent	360.99/wk		x	18,772
# T.R. Poltrock	Yardmaster	455.63/wk		x	23,693
D. Stasse, Jr.	Section Foreman	365.30/wk	x		-
# D.L. Gamble	Section Foreman	365.30/wk		x	18,996
J.A. Nemeth	Mechanic Helper	326.70/wk	x		-
D.A. Nowicki	Track Laborer	318.90/wk	x		-
T.F. McCreary	Track Laborer	318.90/wk	x		-
M.W. Uet	Track Laborer	318.90/wk	x		-
M. Lenci	Track Laborer	318.90/wk	x		-

<u>EMPLOYEE</u>	<u>POSITION</u>	<u>RATE*</u>	<u>RETAIN</u>	<u>SURPLUS</u>	<u>SAVINGS</u>
J.H. Poltrock	Track Laborer	\$318.90/wk	x	-	-
G. Bongiorno	Track Laborer	318.90/wk	x	-	-
D.J. Braun	Track Laborer	318.90/wk	x	-	-
W.G. Wojtaszek	Conductor	394.10/wk	x	-	-
F.J. Roginski	Conductor	394.10/wk	x	-	-
J.C. Toth	Conductor	394.10/wk	x	-	-
J.J. Toth	Conductor	394.10/wk	x	-	-
E. Flynn	Brakeman	374.10/wk	x	-	-
S.J. Toth	Brakeman	374.10/wk	x	-	-
S.L. Sebastian	Brakeman	374.10/wk	x	-	-
J.A. Varga	Brakeman	374.10/wk	x	-	-
D.A. Jankowski	Brakeman	374.10/wk	x	-	-
S. Bodo, Jr.	Brakeman	374.10/wk	x	-	-
T.M. Roberts	Brakeman	374.10/wk	x	-	-
E.M. Pearson	Brakeman	374.10/wk	x	-	-
J.D. Prusakowski	Trk Lbr./Ex. Brakeman	318.90/wk	x	-	-
T.A. Geant	Trk Lbr./Ex. Brakeman	318.90/wk	x	-	-
F.M. Roberts	Engineer	412.65/wk	x	-	-
A.F. Ust	Engineer	412.65	x	-	-
J.R. Kipp	Engineer	412.65/wk	x	-	-
J.E. Kohoe	Engineer	412.65/wk	x	-	-
K.R. Stockton	Fireman	369.90/wk	x	-	-
S.T. Vonn	Trk Lbr./Fireman	318.90/wk	x	-	-

SUMMARY OF EMPLOYEE DISPOSITION 30 26 \$445,528

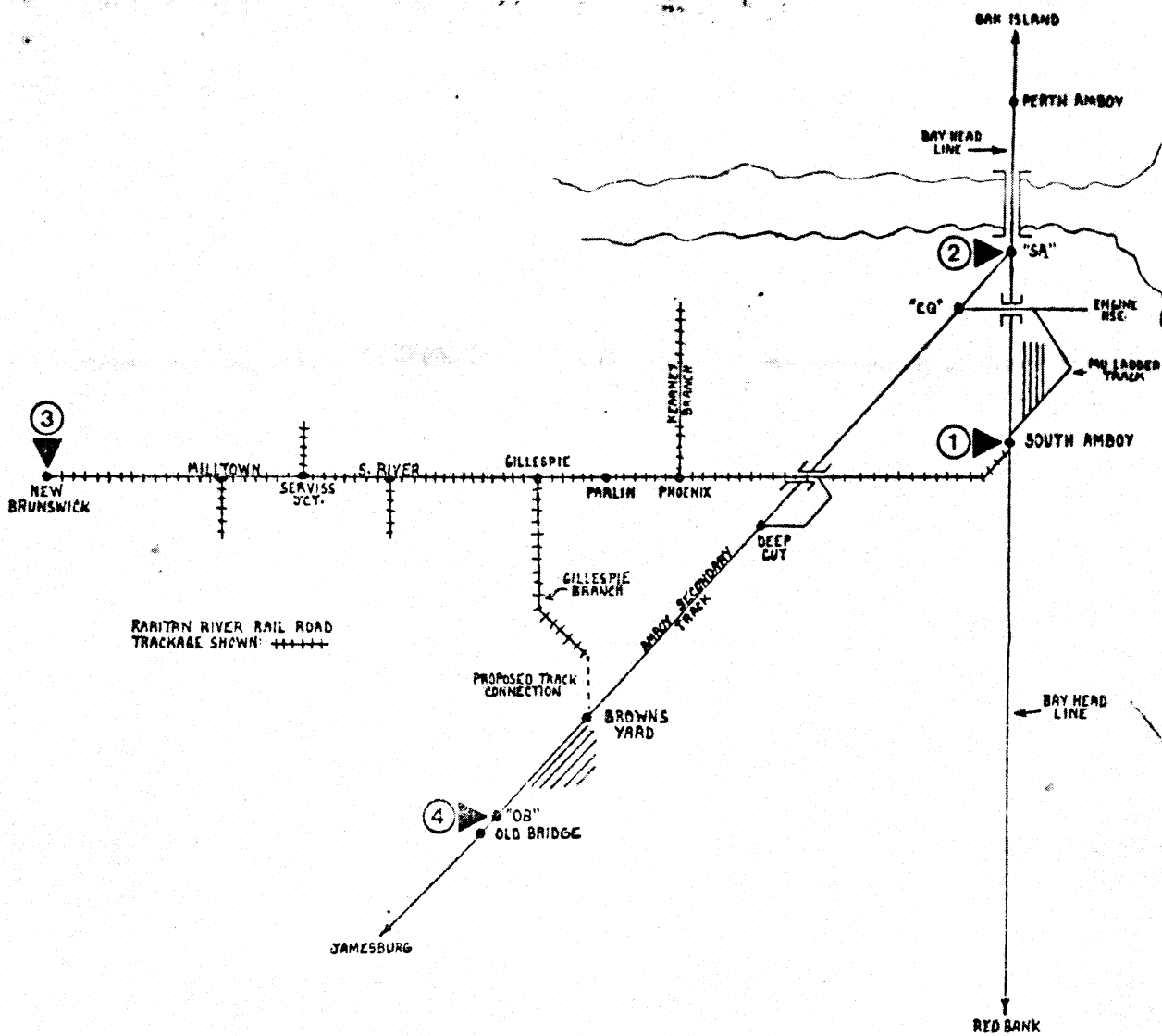
*Rate of pay quoted include a 5% cost-of-living adjustment and do not include fringe benefits.

#Non-Agreement. Agreement positions represented by U.T.U.

OTHER FORCE ADJUSTMENTS

In addition to the Saritan River manpower adjustments just described, adjustment to Conrail force levels are also required under the proposed operating plan. These changes reflect the shift of rail traffic from Oak Island to Browns Yard and the elimination of one local crew, seven days per week.

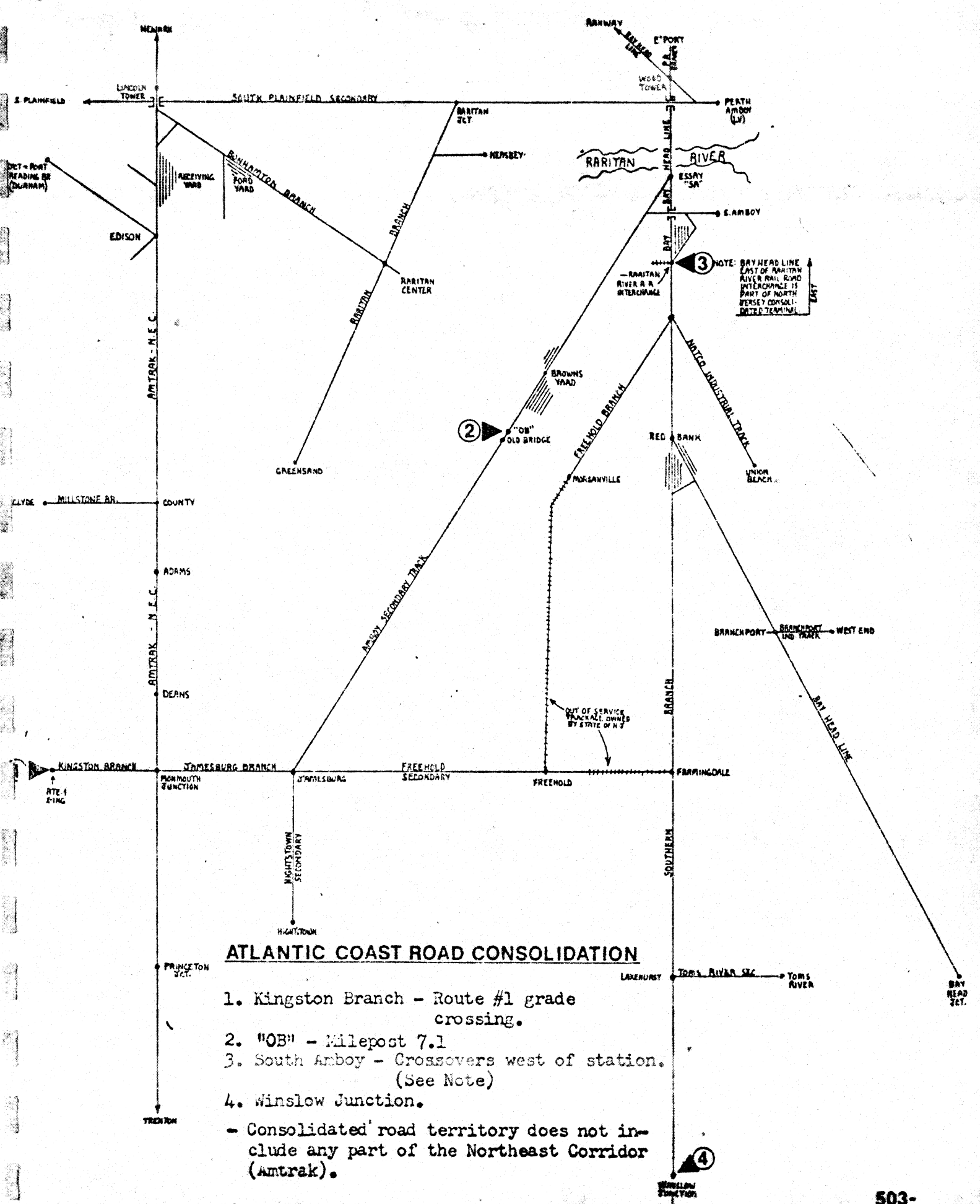
<u>Browns Yard</u>	- Increase number of yardmaster tours worked from 5 to 16 tours per week as follows: - Tour "A" - 7:00 AM to 3:00 PM - off Sunday - Tour "B" - 3:00 PM to 11:00 PM - off Sa. Su. - Tour "C" - 11:00 PM to 7:00 AM - off Sa. Su. Daily rate @ \$91.53 x 11 add. tours/wk x 52 wks....	\$(52,355)
<u>T&E Expense</u>	- Eliminate one six-day crew Elport to Lakelhurst (EL-1 & EL-2) plus taxi, lodging, and held away from home board payment at Elizabethport & Lakelhurst....	\$199,108
<u>Total - Other Force Adjustments</u>		\$136,753
<u>Total - Disposition of Saritan River Forces</u>		445,528
<u>TOTAL - LABOR FORCE ADJUSTMENTS (No fringe benefits)</u>		\$582,281



SOUTH AMBOY CONSOLIDATED TERMINAL

1. South Amboy - Crossovers (Bay Head Line) West of Station
2. "SA" Tower - Jct. Amboy Secondary Track and Bay Head Line.
3. New Brunswick (On Raritan River Rail Road).
4. "OB" - Milepost 7.1

Note: South Amboy Consolidated Terminal does not include portion of the Bay Head Line between points #2 ("SA") and #1 (S. Amboy Crossovers). When completed, the new track connection between the Gillespie Branch and Amboy Secondary Track will become part of the South Amboy Terminal.



G. MERGER SAVINGS

MERGER SAVINGS

Implementation of the operating plan proposed will certainly produce significant savings in a number of areas and will also improve freight service to present Raritan River and Conrail customers. Based upon data developed in preceding portions of this report, annual savings have been condensed and are presented below:

<u>Improved freight car utilization</u> (please refer to Section C).	
-Reduced (13,208) car handlings per year	\$ 337,670
-Reduced equipment rental of \$ 9.29 per diem x annual volume of 13,208 cars	122,702
-Reduced Amtrak N.E.C. per car charge of \$ 0.286 per car mile x 29 miles Midway to Lane x 18,200 cars est. per year	150,951
<u>Improved locomotive utilization</u> (refer to Section E)..	
	334,668
<u>Manpower reductions and adjustments</u> (refer to Sect. F)	
-Raritan River Rail Road	445,528
-Consolidated Rail Corporation	136,753
<hr/>	
TOTAL MERGER SAVINGS \$ 1,528,272	

Note: The cost of establishing a track connection between the Gillespie Branch of the Raritan River Rail Road and the Amboy Secondary Track of Conrail will cost \$ 544,048 to construct and requires investment authority. Savings generated by this improvement will be exclusive of merger savings quoted above.

H. MAPS