

RARITAN RIVER RAIL ROAD COMPANY

On December 26, 1975 this Company posted "Notices of Discontinuance of Service", pursuant to Section 304 of the Rail Reorganization Act of 1973, for certain portions of its line of railroad.

THESE NOTICES ARE HEREBY WITHDRAWN.

Raritan River Rail Road Company will continue to serve all customers and stations served heretofore.

R. G. Kipp

Vice Pres. & Gen. Mgr.

Dated March 10, 1976

March 10, 1976

\* Indicates Withdrawal notice sent by South Amboy office.

# Indicates Withdrawal notice sent by Parlin office.

- \* The Honorable Edward J. Patten  
Congressman-15th District NJ  
House Office Building  
Washington, DC 20515
- \* Senator Clifford Case  
Senate Office Building  
Washington, DC 20510
- \* Senator Harrison Williams  
Senate Office Building  
Washington, DC 20510
- \* State of New Jersey  
Department of Public Utilities  
Board of Public Utility Commissioners  
101 Commerce St.  
Newark, NJ 07102
- \* Mr. Alan Sagne<sup>3</sup>, Commissioner  
State of New Jersey  
Dept. of Transportation  
1035 Parkway Avenue  
Trenton, NJ 08625
- \* Middlesex County=  
Board of Chosen Freeholders  
Administration Building  
New Brunswick, NJ 08903
- \* Industrial Dept.  
County of Middlesex  
Administration Building  
New Brunswick, NJ 08903
- \* Governor Brendan T. Byrne  
State House  
Trenton, NJ 08625
- \* Mayor and Council  
Borough of Sayreville  
Sayreville, NJ 08872
- # Vornado Leeds, Inc./  
Tices Lane, Route 18  
East Brunswick, NJ 08816
- \* Mayor and Council  
Township of East Brunswick  
East Brunswick, NJ 08816
- \* U.O.P. Inc., Chem. Div.  
Ten UOP Plaza  
Algonquin & Mt. Prospect. Roads  
Des Plaines, IL 62518
- # Mr. A.J. Popowski, Exec. Director  
Mdsx. County Sewerage Authority  
Sayreville, NJ 08872
- # Briscoe/Arace/Conduit  
P. O. Box A-8  
Sayreville, NJ 08872
- \* Mr. Wayne E. McCoy  
Director of Process Engineering  
Pfizer Inc.  
640 No. 13th St.  
Easton, PA 18042
- # Hercules Inc.  
Parlin, NJ 08859
- # ITT Continental Baking Company  
110 Tices Lane  
East Brunswick, NJ 08816
- # NL Industries, Inc./  
P. O. Box 58  
South Amboy, NJ 08879
- # N.J. Steel & Structural Corp./  
P. O. Box 11<sup>2</sup>  
Sayreville, NJ 08872
- # Sunshine Biscuits, Inc.  
P. O. Box 7  
Sayreville, NJ 08872
- # Tidewater Distribution Services  
P. O. Box 382  
East Brunswick, NJ 08816

January 30, 1976

PERSONAL AND CONFIDENTIAL

Mr. James A. Hagen, President  
United States Railway Association  
2100 Second Street, S. W.  
Washington, DC 20595

Dear Mr. Hagen:

Referring to your letter of January 23, 1976 to Chairman Stafford of the Interstate Commerce Commission, copy attached.

Raritan River Rail Road Company did not post notices for the segments enumerated therein. Notices were posted for those segments which were not designated in USRA's Final System Plan for transfer to CRC. Repeated communication to USRA failed to generate a notation in the Errata of December 1, 1975.

Although we have endeavored to have the E.S.P. corrected to properly portray the logical action of USRA our real desire is to remain outside of Conrail.

I have spoken with Mr. Spence about the merits of Raritan being excluded from Conrail. I have met with his representatives in Philadelphia and believe that they, too, appreciate the benefits to be gained from said exclusion.

Although Raritan is presently owned by the Central Railroad Company of Pennsylvania, which in turn is owned by the bankrupt Central Railroad Company of New Jersey, these Companies have never exercised control or supervision of our affairs except as required of Directors sitting at three meetings per year.

We have enjoyed many years of efficient, profitable operation. We have a group of employees, some fourth generation, who are dedicated to Raritan and proud of their association, and accomplishments.

January 30, 1976  
Mr. James A. Hagen  
Page 2

We have a reputation for excellent service to our customers, a reputation that has attracted several major industries to Raritan in preference to other roads.

I earnestly solicit your review of our unique capabilities and ask also that sincere consideration be accorded our proposal to remain a proud, efficient, profitable, short line railroad, an example of what free enterprise is all about.

Very truly yours

Vice Pres. & Gen. Mgr.

td  
Enc.



IN REPLY PLEASE REFER TO

## State of New Jersey

### DEPARTMENT OF TRANSPORTATION

ALAN SAGIHER  
COMMISSIONER

1035 PARKWAY AVENUE  
TRENTON, NEW JERSEY 08625

January 28, 1976

Mr. Robert G. Kipp  
Vice President & General Manager  
Raritan River Railroad Company  
170 John Street  
South Amboy, N.J. 08879

Dear Mr. Kipp:

As I indicated to you last week during our phone conversation, I am sending you information which we received in writing concerning the three branch lines for which you have issued notices of discontinuance. Please find attached the letter from Mr. James A. Hagen, President, United States Railway Association to George M. Stafford, Chairman, Interstate Commerce Commission. It is my impression that the text of this letter provides the written assurance which you are requiring concerning the inclusion of the three rail branch lines in question in the Final System Plan. To date this is the only assurance we have received concerning these lines. If you have any questions please feel free to contact me or Mr. Douglas R. Webb.

Sincerely,

Kenneth L. Kyte, P.E.  
Project Engineer, Planning  
Bureau of  
Common Carrier Planning

KLK:ss

Attachment

609-292-7080

~~CONFIDENTIAL~~  
United States Railway Association

2100 Second St., S.W.  
Washington, D.C. 20595  
(202) 426-2257

James A. Hagen  
President

January 23, 1976

B Strongin  
KLKyte

Honorable George M. Stafford  
Chairman  
Interstate Commerce Commission  
Twelfth Street & Constitution Ave., N.W.  
Washington, D. C. 20423

Dear Chairman Stafford:


This is with reference to your letter of January 9, 1976 to Mr. Robert G. Kipp, Vice President and General Manager of the Raritan River Railroad Company, concerning the proposed abandonment by the Raritan River of three of its branches. The three branches are:

- |     |       |                 |                 |     |      |         |
|-----|-------|-----------------|-----------------|-----|------|---------|
| (1) | 0225  | South Amboy     | - New Brunswick | 0.0 | 12.3 | to CRC  |
| (2) | 0225A | South River     | - Wrights       | 0.0 | 1.0  | to CRC  |
| (3) | 0225B | Sayreville Jct. | - Sayreville    | 0.0 | 2.0  | to CRC. |

Please be advised that it is our intention to include these branches in the certification process to the Special Court under Section 303 of the Regional Rail Reorganization Act. Service will, therefore, be provided to shippers after these assets are transferred to Consolidated Rail Corporation.

We, therefore, suggest that you use the authority vested in the Commission by the Interstate Commerce Act to direct the Raritan River Railroad Company to withdraw the abandonment notices that it had previously posted regarding the enumerated line.

Sincerely,

  
James A. Hagen

cc: Mr. D. R. Webb ✓  
New Jersey Department of  
Transportation  
1035 Parkway Avenue  
Trenton, New Jersey

Mr. Richard D. Spence, President  
Consolidated Rail Corporation  
1818 Market Street  
Philadelphia, PA 19103

RECEIVED

JAN 26 1976

TRANSPORTATION SYSTEMS  
PLANNING

# Township of East Brunswick, N.J.

201/254 - 4600

1 JEAN WALLING CIVIC CENTER 08816

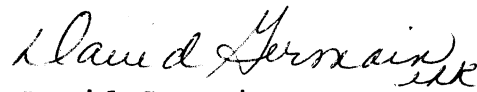
January 28, 1976

Mr. R. G. Kipp  
Vice President and General Manager  
Raritan River Rail Road Company  
170 John Street  
South Amboy, New Jersey 08879

Dear Mr. Kipp:

Attached please find a certified copy of a resolution  
adopted by the East Brunswick Township Council on  
January 26, 1976.

Sincerely yours,



David Germain  
Municipal Clerk

DG/ehk  
attachment



January 26, 1976

2960

RESOLUTION OPPOSING DIS-  
CONTINUANCE OF SERVICE  
BY RARITAN RIVER RAIL  
ROAD COMPANY.

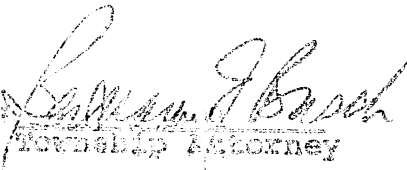
WHEREAS, the Mayor and Council of the Township of East Brunswick have received a notice of discontinuance of service from Raritan River Rail Road Company under the Regional Rail Reorganization Act of 1973 which would result in a termination of service on the Raritan River Rail Road spur which serves Continental Baking Co., Yornado, Leads-Fox and Tide Water Distribution Services, Inc., and

WHEREAS, Raritan River Rail Road Company has advised the Township of East Brunswick that this spur has not been designated in United States Railway Association's Final System Plan for transfer to Consolidated Rail Corporation on or about March 1, 1976 and it would appear to be in the best interests of the Township of East Brunswick to maintain and continue the service on the spur referred to above,

NOW THEREFORE BE IT RESOLVED by the East Brunswick Township Council that it hereby authorizes the Township Clerk to send copies of this resolution to Raritan River Rail Road Company, United States Railway Association and Consolidated Rail Corporation noting the strong opposition by the Township of East Brunswick of discontinuance of service on the East Brunswick spur serving Continental Baking Co., Yornado, Leads-Fox and Tide Water Distribution Services, Inc. a distance of 0.5 miles.

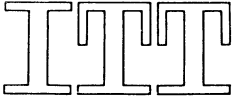
BE IT FURTHER RESOLVED that the Township of East Brunswick requests that a decision be made by Raritan River Rail Road Company, United States Railway Association and Consolidated Rail Corporation as to which company will assume responsibility for continuance of service.

CERTIFICATION:

  
Township Attorney

  
Business Administrator





**ITT Continental  
Baking Company Inc.**

**Executive Offices**

P.O. Box 731  
Rye, New York 10580  
(914) 967-4747

January 27, 1976

Mr. Robert G. Kipp  
Vice President & General Manager  
Raritan River Rail Road Company  
170 John Street  
South Amboy, New Jersey 08879

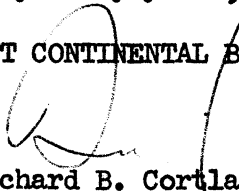
Dear Bob:

Enclosed please find a copy of our letter to Mr. Richard D. Spence,  
President and Chief Operating Officer of ConRail, regarding the  
proposed discontinuance of service to our East Brunswick plant.

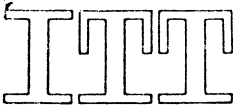
This letter is being furnished to you for your information and in  
line with our phone conversation.

Very truly yours,

ITT CONTINENTAL BAKING COMPANY INC.

  
Richard B. Cortland  
Director of Traffic

RBC:bk  
Enc.



**ITT Continental  
Baking Company Inc.**

**Executive Offices**

P.O. Box 731  
Rye, New York 10580  
(914) 967-4747

January 26, 1976

Mr. Richard D. Spence  
President & Chief Operating Officer  
ConRail  
Suite 1400, South Building  
L'Enfant Plaza  
Washington, D. C. 20004

Dear Mr. Spence:

It has been noted on Pages 228 and 279 of the United States Railway Association's Final System Plan, Volume I, dated July 26, 1975, and has been further fortified by Notice of Discontinuance of Service by the Raritan River Rail Road Company, that service on the East Brunswick, New Jersey spur, mileposts 0.0 to 0.5 (East Brunswick to ITT Continental Baking Company) has been slated for discontinuance of service at 12:01 A.M., February 27, 1976.

We presume now that any discontinuance of operations has been postponed to April 1, 1976 and that this discontinuance will then attempt to take place.

We are somewhat alarmed and concerned at such an arbitrary decision and question the caliber of a person making such a study and recommending such disposition.

Let the record show that for the year, 1975, approximately 850 carloads of freight moved over this one-half mile branch line and that the freight was either consigned to ITT Continental Baking Company or Vornado Inc.

I do not know the rail's criteria for allowing such abandonment but do recall that the Interstate Commerce Commission had advanced a rule which said that 34 carloads of freight traffic per mile per year would be an estimated break-even point in keeping a branch line operating. One does not have to be a mathematician to figure out that we far exceed this criteria.

January 26, 1976

My reason for writing to you is that I want ConRail's assurance that this line will not be disturbed.

I might point out, for the record, that originally ITT Continental Baking Company paid the Raritan River Rail Road for construction of this line the amount of \$65,000. We receive a credit of between \$5 and \$10 on each car that moves over this line to offset our cost in constructing same.

To go one step further, this line is equipped with 130 lb. rail and was constructed new in 1968. It is probably in better condition than a lot of mainline eastern railroad trackage in existence today.

I would appreciate your cooperation in giving us your assurance that this posting of discontinuance of service is only a formality and we will not, under any circumstances, lose service on this spur.

Very truly yours,

ITT CONTINENTAL BAKING COMPANY INC.

Richard B. Cortland  
Director of Traffic

RBC:bk

January 21, 1976

Mr. Frank H. Blatz, Jr.  
Member  
Board of Directors  
United States Railway Association  
2100 Second Street, SW  
Washington, DC 20595

Dear Mr. Blatz:

I am writing you again in relation to United States Railway Association and Conrail with a question about the "Final System Plan".

As a resident of New Jersey, you are no doubt aware of the small but important rail road that serves us here at Milltown, the Raritan River Rail Road.

The Raritan River Rail Road is not mentioned in the "Final System Plan" or previous documents. Since it has connections with both the Jersey Central and Penn Central Rail Roads, we feel that it might be caught up in the Conrail operation.

However, the Raritan River Rail Road operates completely independently of these roads, and we feel that it would be in the interest of the industry served by this road that it be kept independent. The Raritan River has always been a profitable operation. It has few operating problems, and has served us efficiently for the last 35 years.

We should appreciate information as to the intention of the USRA in this situation. Will the Raritan River become a part of Conrail, or better, will it remain independent?

Sincerely,

PERSONAL PRODUCTS COMPANY

S. F. Wilfrid  
Manager, Traffic Services

ku

cc: / Mr. R. Kipp, RRRR

EDWARD J. PATTEN  
15TH DISTRICT, NEW JERSEY

COMMITTEE:  
APPROPRIATIONS

SUBCOMMITTEES:  
MILITARY CONSTRUCTION  
LABOR-HEW  
TREASURY

**Congress of the United States**  
**House of Representatives**  
Washington, D.C. 20515

WASHINGTON OFFICE:  
2332 RAYBURN HOUSE OFFICE BUILDING  
202/225-6301

STEPHEN G. CALLAS  
ADMINISTRATIVE ASSISTANT

OLGA JAMISON BROWN  
EXECUTIVE SECRETARY

PERTH AMBOY OFFICE:  
ROOM 313 NATIONAL BANK BUILDING  
VALLEY 6-4610

January 21, 1976

Mr. Robert G. Kipp, Vice Pres.  
Raritan River Rail Road Company  
South Amboy, New Jersey  
08879

Dear Mr. Kipp:

I have enclosed the response from the USRA to my letter to Chairman Lewis, dated January 7.

As you will note, no portions of the Raritan system were "specifically excluded," although there were some portions overlooked. As you will further look, the final paragraph of the first page promises any necessary corrections.

The letter finally contains the recommendation that you directly contact ConRail about the possibility of operating on an independent basis. The address of ConRail is:

Consolidated Rail Corporation  
Suite 1400  
950 L'Enfant Plaza South, S.W.  
Washington, D.C. 20024

I shall write a letter to the head of ConRail asking serious consideration of your proposal. I was advised that such questions are presently being taken up by ConRail. Should you have any further difficulty, I urge you to contact me.

Sincerely,



Edward J. Patten

pb

Enc.

# United States Railway Association

2100 Second Street, S.W.  
Washington, D.C. 20595  
(202) 426-9048

Howard W. Robison  
Vice President  
Congressional Affairs

January 19, 1976

Honorable Edward J. Patten  
House of Representatives  
Washington, D. C. 20515

Dear Mr. ~~Patten~~ **ER**:

This is in response to your further questions regarding the Raritan River Railroad.

In the Final System Plan (FSP) of July 26, 1975, and the Official Errata Supplement of December 1, the designation of rail properties to ConRail and other carriers was as accurate as possible within understandable time and manpower constraints. In some instances, the description and designation of certain properties were not as precise and as clear as the Association desires. However, as the dates of certification and conveyance approach, the inventory process will become more accurate--specifying the details which had been overlooked in early notices.

The Association did not specifically exclude any properties of the Raritan River Railroad. The mileposts of the properties to be transferred are: milepost 0.0 to 1.0 (from South River to Wrights), milepost 0.0 to 2.0 (from Sayreville Junction to Sayreville), and milepost 0.0 to 2.3 (from South Amboy to New Brunswick).

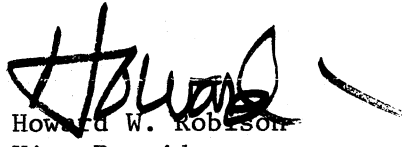
However, these boundaries may not include certain small spur lines and industrial trackage--such as those cited in your letter. The pre-conveyance activities of the Association will correct any such oversights by making the designations more precise.

→ If any notices of abandonment have been posted on spurs which were inadvertently overlooked in either the FSP or the Official Errata, the Association will correct any problems.

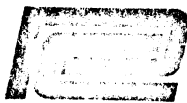
With regard to the question of the Raritan River Railroad operating independently, it would be appropriate to direct an inquiry to ConRail since this is a matter between ConRail and the Raritan River Railroad.

Whenever we can be of assistance to you or your staff, please let us know.

Sincerely,

A handwritten signature in black ink, appearing to read "Howard", with a long horizontal flourish extending to the right.

Howard W. Robison  
Vice President  
Congressional Affairs



**PENN CENTRAL TRANSPORTATION COMPANY**

ROBERT W. BLANCHETTE, RICHARD C. BOND, JOHN H. McARTHUR, TRUSTEES

A. M. SCHOFIELD  
SENIOR VICE PRESIDENT-OPERATIONS  
SIX PENN CENTER PLAZA  
PHILADELPHIA, PA. 19104

January 16, 1976

Mr. Ray C. Neal, Jr.  
ConRail  
1818 Market Street  
Philadelphia, Pa. 19103

Dear Mr. Neal:

This will acknowledge your letter of January 9, 1976 concerning the proper designation of the Raritan River Railroad, and especially certain of the branches and spurs appended thereto.

Although it may have been the intent of USRA to convey the entire Raritan River to ConRail, the absence of any reference to these branches and spurs created an ambiguity of intent. Counsel advises that this ambiguity can only be corrected by USRA's issuance of an appropriate Errata to the FSP. Upon publication of such an Errata, we will take action to see that the Raritan River publishes a retraction of the service discontinuance notices recently posted.

Your assistance in this matter will be greatly appreciated.

Sincerely yours,

cc: H. L. Randall ( ConRail  
C. H. Nelson ( ConRail  
D. N. Nelson ( ConRail  
G. F. Daniels ( ConRail  
  
V. H. Hand ( USRA  
J. Robinson ( USRA  
  
R. D. Timpany ( CNJ  
R. G. Kipp ( Raritan River



Page 2 - Mr. Ray C. Neal, Jr.

bc: W. J. Dixon  
D. K. McConnell  
J. T. Evans

EDWARD J. PATTEN  
15TH DISTRICT, NEW JERSEY

COMMITTEE:  
APPROPRIATIONS

SUBCOMMITTEES:  
MILITARY CONSTRUCTION  
LABOR-HEW  
TREASURY

**Congress of the United States**  
**House of Representatives**  
**Washington, D.C. 20515**

WASHINGTON OFFICE:  
2332 RAYBURN HOUSE OFFICE BUILDING  
202/225-6301

STEPHEN G. CALLAS  
ADMINISTRATIVE ASSISTANT

OLGA JAMISON BROWN  
EXECUTIVE SECRETARY

PERTH AMBOY OFFICE:  
ROOM 313 NATIONAL BANK BUILDING  
VALLEY 6-4610

January 15, 1976

Mrs. Theresa M. Downs  
332 David Street  
South Amboy, N.J. 08879

Dear Mrs. Downs:

Thank you for writing in regard to the Raritan River Rail Road Company and the possible effects of the Final Systems Plan of ConRail on the company.

Please know that I have been in contact with Mr. Kipp of the Company and have subsequently communicated with Arthur Lewis, Chairman of the US Railway Association about the Raritan situation.

There will be no discontinuation of service on any portion of the RRRR line in that it all will be included in the ConRail system. I have also requested that Mr. Lewis arrange discussions with Mr. Kipp on the possibility to have the RRRR continue to operate independently as it has so successfully in the past. Thank you for your thoughts.

Sincerely,

  
Edward J. Patten

pm

January 16, 1976

Mr. James Shaw, Plant Manager  
ITT Continental Baking Company  
Tices Lane  
East Brunswick, NJ 08816

Dear Mr. Shaw:

Herewith photo copies of correspondence between Raritan and East Brunswick Township, which was requested by Mr. John Zalinski.

If you, and the Traffic Department in Rye concur that you would be best served by Raritan remaining an independent short line carrier, I hope that you will make those sentiments known in areas that will produce favorable results.

Very truly yours

Vice Pres. & Gen. Mgr.

td  
Enc.

January 16, 1976

Mr. Edgar Brandt  
General Traffic Manager  
Vornado, Inc.  
174 Passaic St.  
Garfield, NJ 07026

Dear Mr. Brandt:

Enclosed the letter about which I called.

As far as I can determine this will be merely an exercise, USRA or Conrail will soon indicate either that they are taking all or none of Raritan.

It is my position that we should be excluded from the consolidation as we are better able to serve our customers as an independent short line. If you concur you may wish to take appropriate action to reinforce our proposal to Conrail.

Very truly yours

td  
Enc.

Vice Pres. & Gen. Mgr.

January 16, 1976

Mr. R. F. Stevens, Plant Manager  
NL Industries, Inc.  
P. O. Box 58  
South Amboy, NJ 08879

Dear Mr. Stevens:

Replying to your letter of January 12, 1976 concerning our "Notice of Discontinuance of Service".

We anticipate that your Sayreville facility will have service on the date of conveyance, either by Raritan or Conrail. The notice was prompted by our obligations under the Rail Reorganization Act of 1973, coupled with a lack of commitment by either USRA or Conrail. We have been told by Conrail that a communication will soon be forthcoming that will provide for withdrawal of the notice.

Since 1890 Raritan has afforded its customers a unique personal service that has resulted in a steady expansion of plant capacity and growth of new customers. I believe that you have only to inquire of those persons on your staff who have served at other rail locations to find that Raritan's service is far superior to that of other railroads.

We are working diligently to forestall our inclusion in the proposed consolidation of the bankrupt northeast railroads. We have proposed to Conrail that the interests of our customers, employees, stockholders and the municipalities in which they are all situated are best served by our remaining an independent, efficient, short line railroad.

If you and your staff concur in this assumption you may wish to communicate those feelings to appropriate persons who may influence our, Raritan's, future.

Very truly yours

Vice Pres. & Gen. Mgr.

td



## TITANIUM PIGMENT DIVISION

January 12, 1976

Raritan River Railroad Co.  
South Amboy, N. J. 08879

Att: Mr. Robert G. Kipp,  
Vice President & General Manager

Gentlemen:

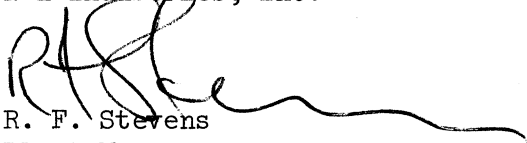
With reference to your letter of December 26, 1975 regarding the "Notice of Discontinuance of Service," does this mean that rail delivery service to the Sayreville Plant will no longer be available after February 26, 1976?

We cannot continue our operation effectively without Raritan River Railroad Company service. We urge you to do everything possible to continue providing the dependable rail service that Raritan River has given us since 1935.

We hope that under the Regional Rail Reorganization Act of 1973, you are permitted to render the service as the Raritan River Railroad Company entity.

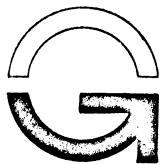
Very truly yours,

TITANIUM PIGMENT DIVISION  
N L Industries, Inc.



R. F. Stevens  
Plant Manager

RFS/FRN:lb



# FRANK A. GREEK & SON, INC.

158 TICES LANE • EAST BRUNSWICK, NEW JERSEY 08816 • (201) 257-7353

January 9, 1976

RE: RR Railroad

Mr. John Runyon  
Municipal Bldg.  
Ryders Lane  
East Brunswick, N. J.

Dear John:

I strongly feel that the town of East Brunswick should do all in its power to help the Raritan River Rail Road remain an independent "short-line" railroad.

One of our strongest points as industrial space with rail has been the excellent service supplied by this short line rail road.

We have seven tenants using rail and they use over 1,000 cars per year and growing fast.

I would be willing to meet with you and Bob Kipp to discuss a united front.

Very truly yours,

  
FRANK A. GREEK, JR.

tc  
cc Bob Kipp

# Interstate Commerce Commission

Washington, D.C. 20423

OFFICE OF THE CHAIRMAN

January 9, 1976

Mr. Robert G. Kipp  
Vice President & General Manager  
Raritan River Rail Road Company  
170 John Street  
South Amboy, N.J. 08879

Dear Mr. Kipp:

We have received your notices of intent to discontinue service on the three segments of your railroad which were not designated for transfer to ConRail in the final system plan. Mr. Borden of our Rail Services Planning Office has been in contact with you to gain a detailed understanding of your situation.

We concur in your interpretation of the designations in the final system plan and agree that you must consider these line segments excluded from ConRail until you receive written confirmation from the United States Railway Association that these segments are designated to ConRail. Verbal assurances of ConRail's intent to acquire the entire Raritan River Rail Road are not sufficient substitutes for such designations.

We also concur in your decision that it is necessary for you to issue notices of intent to discontinue service on these lines. Although the notices you have posted technically are not complete, we do not consider the lack of an "Estimate of Subsidy Payment" as a problem unless someone wishes to offer a subsidy for these lines. If such a situation arises, and USRA has not included the lines in their designations to ConRail, our Rail Services Planning Office will work with you to develop the information necessary for completing the notices.

We hope that ConRail will quickly confirm to you in writing of its intent to acquire the entire Raritan River Rail Road, and that USRA will similarly confirm to you in writing that these excluded segments are being added to the designations to be used in directing the actual conveyance of properties.



Copies of this letter are being sent to ConRail and USRA for their action and prompt resolution of your problem. If we can be of further assistance in this matter, please call on us.

Sincerely yours,

  
George M. Stafford  
Chairman

cc: Mr. James A. Hagan, President  
United States Railway Association

Mr. Richard D. Spence, President  
Consolidated Rail Corporation

**Interstate Commerce Commission**  
**Washington, D.C. 20423**

OFFICE OF THE CHAIRMAN

January 9, 1976

Mr. Robert G. Kipp  
Vice President & General Manager  
Raritan River Rail Road Company  
170 John Street  
South Amboy, N.J. 08879

Dear Mr. Kipp:

We have received your notices of intent to discontinue service on the three segments of your railroad which were not designated for transfer to ConRail in the final system plan. Mr. Borden of our Rail Services Planning Office has been in contact with you to gain a detailed understanding of your situation.

We concur in your interpretation of the designations in the final system plan and agree that you must consider these line segments excluded from ConRail until you receive written confirmation from the United States Railway Association that these segments are designated to ConRail. Verbal assurances of ConRail's intent to acquire the entire Raritan River Rail Road are not sufficient substitutes for such designations.

We also concur in your decision that it is necessary for you to issue notices of intent to discontinue service on these lines. Although the notices you have posted technically are not complete, we do not consider the lack of an "Estimate of Subsidy Payment" as a problem unless someone wishes to offer a subsidy for these lines. If such a situation arises, and USRA has not included the lines in their designations to ConRail, our Rail Services Planning Office will work with you to develop the information necessary for completing the notices.

We hope that ConRail will quickly confirm to you in writing of its intent to acquire the entire Raritan River Rail Road, and that USRA will similarly confirm to you in writing that these excluded segments are being added to the designations to be used in directing the actual conveyance of properties.

Copies of this letter are being sent to ConRail and USRA for their action and prompt resolution of your problem. If we can be of further assistance in this matter, please call on us.

Sincerely yours,

(Signed) George M. Stafford

George M. Stafford  
Chairman

cc: Mr. James A. Hagan, President  
United States Railway Association

Mr. Richard D. Spence, President  
Consolidated Rail Corporation

EDWARD J. PATTEN  
19TH DISTRICT, NEW JERSEY

COMMITTEE:  
APPROPRIATIONS

SUBCOMMITTEES:  
MILITARY CONSTRUCTION  
LABOR-HEW  
TREASURY

Congress of the United States  
House of Representatives  
Washington, D.C. 20515

WASHINGTON OFFICE:  
2332 FAYBURN HOUSE OFFICE BUILDING  
202/225-6301

STEPHEN G. CALLAS  
ADMINISTRATIVE ASSISTANT

OLGA JAMISON BROWN  
EXECUTIVE SECRETARY

PERTH AMBOY OFFICE:  
ROOM 313 NATIONAL BANK BUILDING  
VALLEY 6-4610

January 7, 1976

Mr. Arthur D. Lewis  
Chairman of the Board  
U. S. Railway Association  
2100 Second Street, S.W.  
Washington, D.C. 20595

Dear Mr. Chairman:

This is in regard to the enclosed correspondence to me from the Raritan River Rail Road Company of South Amboy, New Jersey.

As required of the company by law, Mr. Robert G. Kipp, Vice President and General Manager, has filed a notice of discontinuance of service as it pertains to three sections of USRA Line No. 0225. A copy of that notice is enclosed. Although the three sections were omitted from the Final System Plan and the December 1, errata, verbal assurances have been made to Mr. Kipp by USRA that the two branches and the spur are actually included among those portions designated for transfer to ConRail.

I would greatly appreciate it if you would provide Mr. Kipp with formal notification as to the final disposition of those sections specified in the enclosed notice. This would be helpful to Mr. Kipp in his dealing with the Company's Board and the customers of the rail road.

Mr. Kipp would also like the opportunity to formally speak to someone with USRA or ConRail about the possibility of being able to continue to operate independently once ConRail is in operation. If you can be of some assistance on these two points, I would be grateful.

Sincerely,

Edward J. Patten

pb

Enc.

COPY

1975  
CARLOADS

KEARNEY BRANCH

	R.	F	TOT
N.L. IND	2487	425	2912
NI STEEL	99	776	875
MIDD SEW	<del>85</del>		85
	<u>2671</u>	<u>1201</u>	<u>3872</u>

GILLISPIE BRANCH

SUNSHINE BISCUIT	853	31	884
------------------	-----	----	-----

EAST BRUN SPUR

CONT BRICKING	661	3	664
VORANNO	218		218
TIDE WATER		<u>10</u>	10
	<u>879</u>	<u>13</u>	<u>892</u>

4403    1245    5648

B. STRONGIN 1/7/76  
(GILLMAN)

**RARITAN RIVER RAIL ROAD COMPANY**

January 5, 1976

Mr. John H. Runyon, Administrator  
Township of East Brunswick  
1 Jean Walling Civic Center  
East Brunswick, NJ 08816

Dear Mr. Runyon:

Replying to your letter of December 31, 1975 concerning the Notice of Discontinuance of Service.

Raritan River Rail Road Company's East Brunswick Spur serves Continental Baking Co., Vornado, Leeds-Fox, and Tidewater Distribution Services, Inc. This spur has not been designated in United States Railway Association's Final System Plan for transfer to Consolidated Rail Corporation, on or about March 1, 1976. We have had verbal assurance but no documentation. In view of the lack of commitment by either entity to perform service on this spur, coupled with the possibility that Raritan River may be legally barred therefrom on the date of conveyance, we are obliged to publish the Notice.

Until July 26, 1975, when the Final System Plan was published, Raritan was not mentioned as a transferor to Conrail or to any other railroad. Since that date, we have been exploring all means of avoiding any transfer of trackage or equipment. We feel that it is in the best interests of our customers, and the municipalities in which they are situated, to continue operating as an independent, short line railroad. Since 1890 Raritan has afforded its customers a service that is not duplicated on the large railroads where it would be difficult, if not impossible, to obtain the operating efficiencies achieved on this road. Conrail is slated to become one of the largest railroad systems in the country. The implications are obvious.

It is my recollection that several of your residents, and/or Township Officials, were involved in the various public hearings held on the Preliminary System Plan. Perhaps they would be in a better position than I am to discuss the impact of this situation upon the Township.

**RARITAN RIVER RAIL ROAD COMPANY**

**Mr. John H. Runyon**

**Page 2**

Should we have any information develop that bears upon the matter, you may be sure that we will communicate. I hope that the Township will keep us advised as to its posture.

**Very truly yours**

Original Signed by  
**R. G. KIEP**  
Vice Pres. & Gen. Mgr.  
**Vice Pres. & Gen. Mgr.**

td

# Township of East Brunswick, N.J.

201/254 - 4600

1 JEAN WALLING CIVIC CENTER 08816

JOHN H. RUNYON  
BUSINESS ADMINISTRATOR

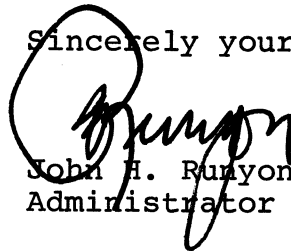
December 31, 1975

Dear Mr. Kipp:

I have your letter to the Mayor and Township Council of the Township of East Brunswick concerning the notice of discontinuance of service for Line #0225 in the Township of East Brunswick. It is not clear to me what the implications of this are for the community. I am wondering if you could send more specific information concerning this matter. What is the implication of the discontinuance of the railroad line mentioned in your letter? Does this mean that a spur is being abandoned? I would appreciate your comments in the very near future.

Thank you very much.

Sincerely yours,



John H. Runyon  
Administrator

Mr. R. G. Kipp,  
Vice President General Manager  
Raritan River Railroad Company  
170 John Street  
South Amboy, N. J. 08879

cc: William F. Fox, Mayor  
Township Council  
L. Budd





RARITAN RIVER RAIL ROAD COMPANY

NOTICE OF DISCONTINUANCE OF SERVICE

Pursuant to Section 304 of the Regional Rail Reorganization Act of 1973, Public Law No. 93-236, 45 U.S.C. Section 701, et seq., notice is hereby given that all service on the following line of railroad will be discontinued at 12:01 A.M., February 27, 1976.

<u>USRA</u> <u>Line No.</u>	<u>Location</u>	<u>Name - From/to</u>	<u>Distance</u>
0225	Sayreville	Kearney Branch, M.P.* 0.0 to M.P. 1.9, (Phoenix to the Raritan River)	1.9 M.
0225	Sayreville	Gillespie Branch, M.P. 0.0 to M.P. 1.9 (Gillespie Wye to Bordentown Avenue)	1.9 M.
0225	East Brunswick Township	East Brunswick Spur, M.P. 0.0 to 0.5 (East Brunswick to Continental Baking)	0.5 M.

\*Mile Post

All of the above lines fall within the County of Middlesex, State of New Jersey.

These lines were omitted from USRA's Final System Plan of July 26, 1975, and subsequent errata of December 1, 1975 in which portions of Raritan's trackage is designated for transfer to Consolidated Rail Corporation.

No "Estimate of Subsidy Plan" has been prepared.

Interested parties may acquire additional information at the office of the undersigned.

R. G. Kipp, Vice Pres. & Gen. Mgr.  
170 John Street  
South Amboy, NJ 08879

December 26, 1975

The attached letter and enclosure sent to the following:

The Honorable Edward J. Patten  
Congressman-15th District NJ  
House Office Building  
Washington, DC 20515

Senator Clifford Case  
Senate Office Building  
Washington, DC 20510

Senator Harrison Williams  
Senate Office Building  
Washington, DC 20510

State of New Jersey  
Department of Public Utilities  
Board of Public Utility Commissioners  
101 Commerce St.  
Newark, NJ 07102

Mr. Alan Sagne, Commissioner  
State of New Jersey  
Dept. of Transportation  
1035 Parkway Avenue  
Trenton, NJ 08625

Middlesex County=  
Board of Chosen Freeholders  
Administration Building  
New Brunswick, NJ 08903

Industrial Dept.  
County of Middlesex  
Administration Building  
New Brunswick, NJ 08903

Governor Brendan T. Byrne  
State House  
Trenton, NJ 08625

Mayor and Council  
Borough of Sayreville  
Sayreville, NJ 08872

Vornado Leeds, Inc.  
Tices Lane, Route 18  
East Brunswick, NJ 08816

Mayor and Council  
Township of East Brunswick  
East Brunswick, NJ 08816

U.O.P. Inc., Chem. Div.  
Ten UOP Plaza  
Algonquin & Mt. Prospect Roads  
Des Plaines, IL 62518

Mr. A.J. Popowski, Exec. Director  
Mdsx. County Sewerage Authority  
Sayreville, NJ 08872

Briscoe/Arace/Conduit  
P. O. Box A-8  
Sayreville, NJ 08872

Mr. Wayne E. McCoy  
Director of Process Engineering  
Pfizer Inc.  
640 No. 13th St.  
Easton, PA 18042

Hercules Inc.  
Parlin, NJ 08859

ITT Continental Baking Company  
110 Tices Lane  
East Brunswick, NJ 08816

NL Industries, Inc.  
P. O. Box 58  
South Amboy, NJ 08879

N.J. Steel & Structural Corp.  
P. O. Box 112  
Sayreville, NJ 08872

Sunshine Biscuits, Inc.  
P. O. Box 7  
Sayreville, NJ 08872

Tidewater Distribution Services  
P. O. Box 382  
East Brunswick, NJ 08816



## RARITAN RIVER RAIL ROAD COMPANY

ROBERT G. KIPP  
Vice President & General Manager

SOUTH AMBOY, N. J. 08879

December 26, 1975

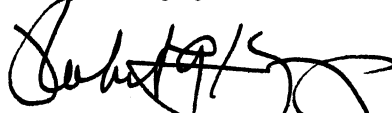
Attached a copy of "Notice of Discontinuance of Service" posted today.

Although Raritan is not a bankrupt carrier, we are designated, under the Regional Rail Reorganization Act of 1973, to transfer certain portions of our trackage to Consolidated Rail Corporation. The attached notice covers portions omitted in the Final System Plan.

We are making a positive effort to retain our identity and the operating procedures that have been effective in rail transportation for more than 87 years.

We would be pleased to have your sentiments and suggestions.

Very truly yours



Vice Pres. & Gen. Mgr.

td  
Enc.

RARITAN RIVER RAIL ROAD COMPANY

NOTICE OF DISCONTINUANCE OF SERVICE

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0225	Sayreville	Gillespie Branch, M.P. 0.0 to M.P. 1.9 (Gillespie Wye to Bordentown Avenue)	1.9 M.
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\*Mile Post

All of the above lines fall within the County of Middlesex, State of New Jersey.

These lines were omitted from USRA's Final System Plan of July 26, 1975, and subsequent errata of December 1, 1975 in which portions of Raritan's trackage is designated for transfer to Consolidated Rail Corporation.

No "Estimate of Subsidy Plan" has been prepared.

Interested parties may acquire additional information at the office of the undersigned.

R. G. Kipp, Vice Pres. & Gen. Mgr.  
170 John Street  
South Amboy, NJ 08879

12/18/75

10:00 AM

Met with Ray Neal (ex ERIC - RDG - DLW) & George Daniels (ex Labw PC??) about RANTAN's proposal to remain as a subsidiary of Comcon rather than be included in ——— Explained that our people do many tasks that cross craft lines — a possible benefit when Comcon takes over — that we operate without the restrictions of many of the operating rules of the large lines.

George Daniels feels that proposal is a good one as far as personnel.

Ray Neal says we will recommend that we be left out — only the mechanics of the process need be explained. Decision is up to SPENCER but Ray feels that we have an excellent proposal — for all concerned.

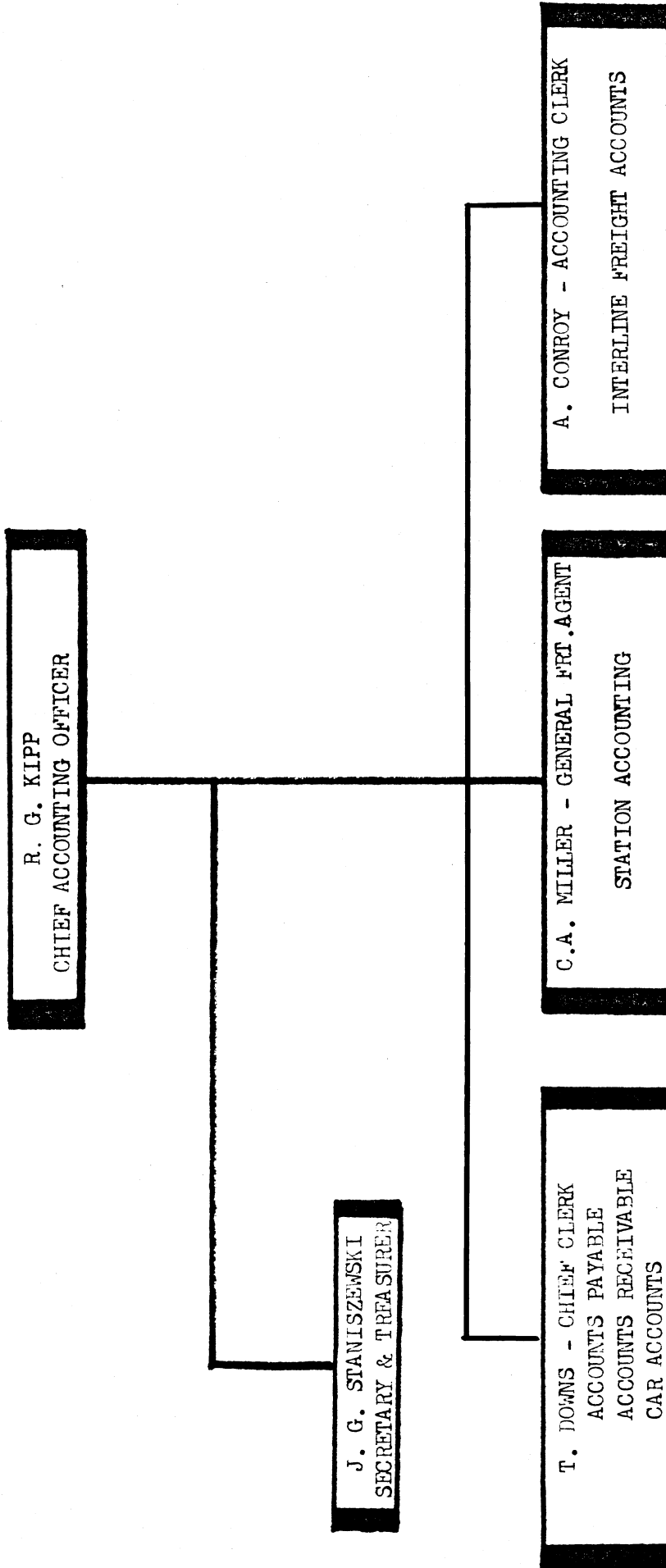
1:30 — Ray called to ask if we handled our own car repairs & tool repairs — Told him — yes except for major mechanics. Said that the OMBUS Bill appears to have the mechanics for the exclusion of RANTAN & that he will write it up as a recommendation to SPENCER & keep us updated

ALLEN  
FULLER  
"RED" OWENS (with Treatment)  
WACHANFIELD  
BROOKMAN  
SCHNEIDER

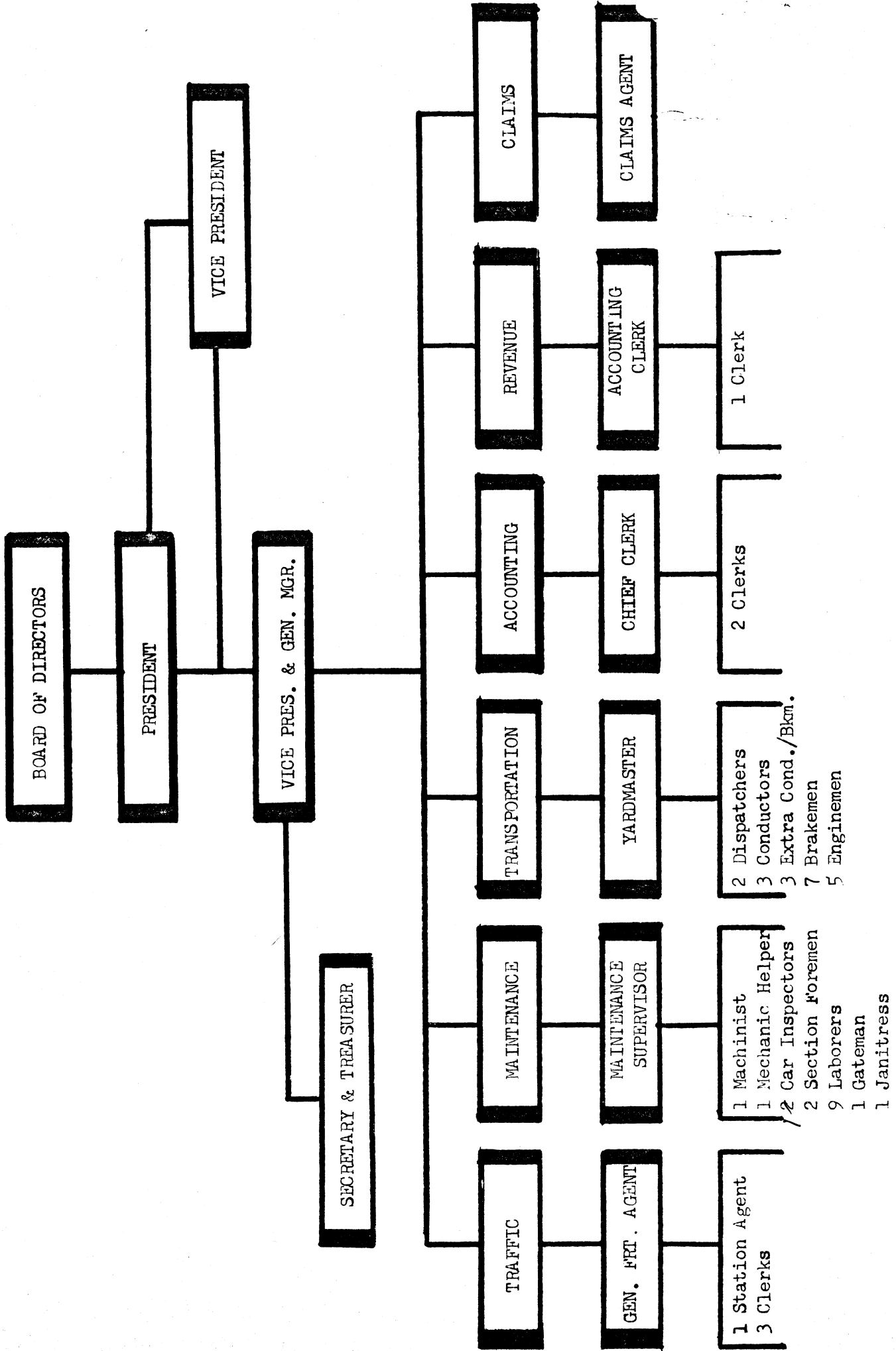
News - Senator Cramer has inquired into  
status of Ramm

RARITAN RIVER RAIL ROAD COMPANY

ACCOUNTING AND FINANCIAL ORGANIZATION



PARITAN RIVER RAIL ROAD COMPANY'S DEPARTMENTAL ORGANIZATION





BARITAN RIVER RAIL ROAD COMPANY

South Amboy, NJ 08879

August 11, 1975

Mr. Wachenfeld:

The United States Railway Association's Final System Plan, pages 228 and 279, refers to Baritan as a transferor to Con Rail.

Chosen for transfer are the main line and the Sayreville and South River branch lines. South River Branch generates approximately 100 cars per year, Sayreville Branch, none. We discussed the abandonment of the latter. Jersey Central Power & Light Company is the only customer remaining and their traffic is handled by barge and truck.

No mention is made of the Gillespie Branch nor the Kearney Branch which together account for more than 60% of our freight revenue.

I cannot predict what effect the FSP will have upon negotiations presently underway with two giant chemical-oriented firms which have indicated interest in our Gillespie Branch.

R. G. Klipp

Vice Pres. & Gen. Mgr.

td



## RARITAN RIVER RAIL ROAD COMPANY

RICHARD B. WACHENFELD  
President

1100 Raymond Boulevard  
Newark, New Jersey 07102

August 13, 1975

All Directors:

At the June 4th Board meeting we discussed the possibility of keeping Raritan River out of Conrail.

I assume by now that you have read the final system plan and the notation on page 228 of Volume I to the effect that Raritan River is included. The designations of the portions to be included are set forth on page 279, which Mr. Kipp advises are deficient in that they do not include the line which serves National Lead and Hercules Powder. However, I have discussed this matter with counsel for USRA who said they realize their error and they are issuing an errata sheet to correct this and several lines on other railroads that they unintentionally overlooked.

At this stage at the proceedings I think there is, as a practical matter, nothing that Raritan River can do to stay out of the Conrail system inasmuch as only affirmative action by Congress or a court decision could accomplish that objective. As to the former, I see very little possibility of any such action since our only reason for keeping Raritan River out of Conrail is a selfish reason that it would mean more financially to the owners of Raritan River, Penn Central and CNJ. We have no real public interest reasons that we could put forth in support of exclusion. As to the latter, I think the courts would interpret the statute to include properties of railroad subsidiaries owned by railroads in reorganization. I therefore think that a court test would be a waste of our money and our counsel's time.

Under these circumstances, I do not propose to take any further action in this regard.

Sincerely yours,

  
R. B. WACHENFELD

RBW:mz

cc: Mr. R. G. Kipp