

Freight Trains on Passenger Railroads- A Role-Reversal that Works

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passenger
trains on
freight railroads

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David Dieck – NJ TRANSIT

Tim Tierney - Conrail

Then

Freight And Passenger



Now



Exclusively Freight



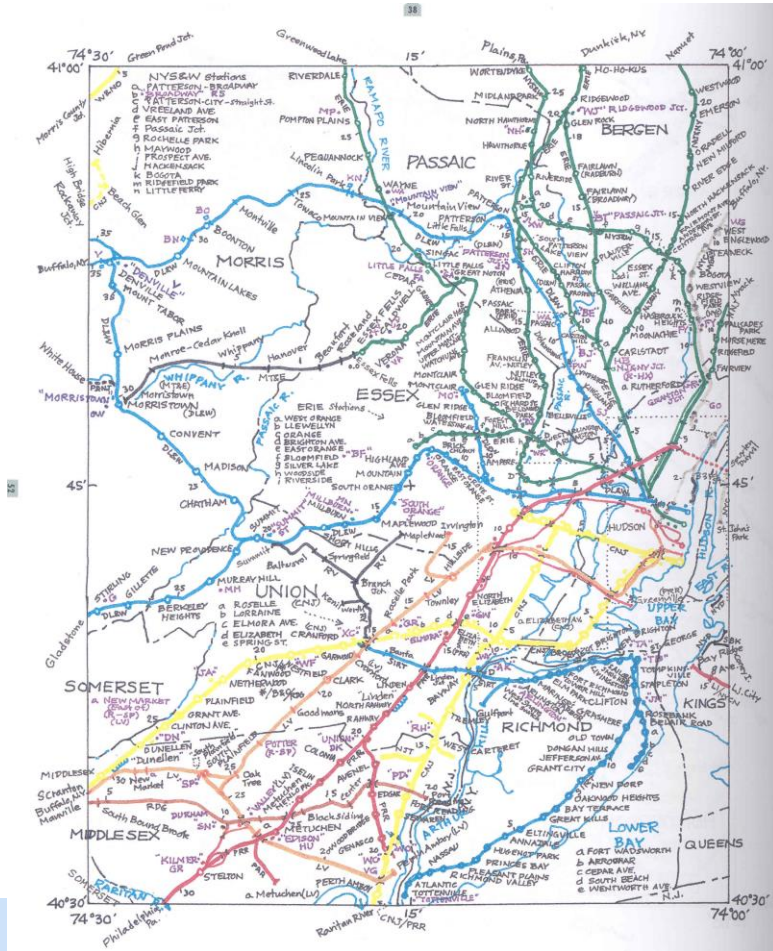
Exclusively Passenger





Then

Now

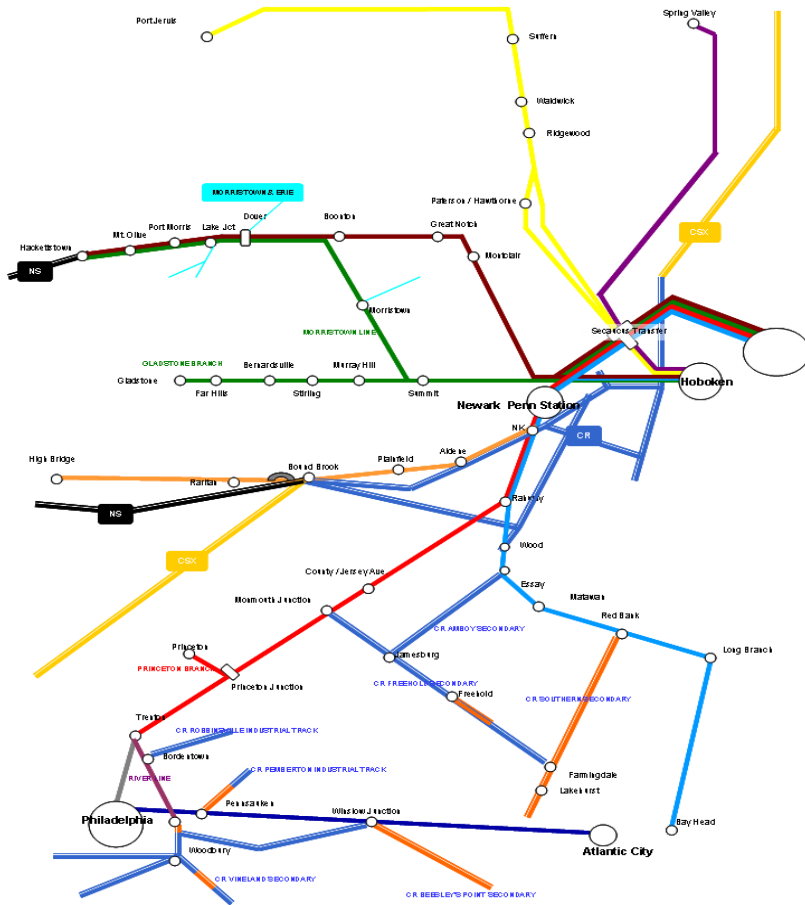


Today's Realities

- Relationships governed by prior agreements
- Operating imperatives have diverged
- Institutional knowledge retiring
- Physical barriers exist
 - Weight and clearance restrictions
- Resources are constrained
- Bottom line:
 - Operating freight on passenger lines is not easy
 - On-line freight traffic base is shrinking



Freight on NJ TRANSIT



- **Conrail** : (RVL, North Jersey Coast Line, River Line, ACRL) (8-10 local trains/day)
- **Norfolk Southern**: (Morris & Essex, Main/Bergen/Pascack Valley Line, Raritan Valley Line, Atlantic City Rail Line) (8-10 local trains/day)
- **Shortlines**: (Morristown & Erie, Cape May Seashore Line, Southern Railroad of New Jersey)
- Relationships governed by Operating and/or Trackage Rights Agreements

Conrail and NJ TRANSIT Partnership History



- Thirty-five years working together
 - Orderly transfer of rights and responsibilities
 - Building new services (HBLR, RiverLINE)
 - Enabling service growth (Morrisville Yard)
 - Protecting vital assets (Meeker Avenue)
 - Coordinating operations (TMAC Data Exchange)
 - Planning for the future (Pennsauken Transfer Station, NEC and Lehigh Line improvements, PTC)





Meeker Avenue Solution



- Vital bridge on Lehigh Line used by both freight and passenger
- Bridge strikes compromised integrity
- CR, NJT and NJDOT collaborated to finance and execute a permanent solution
- Emblematic of CR-NJT working relationship

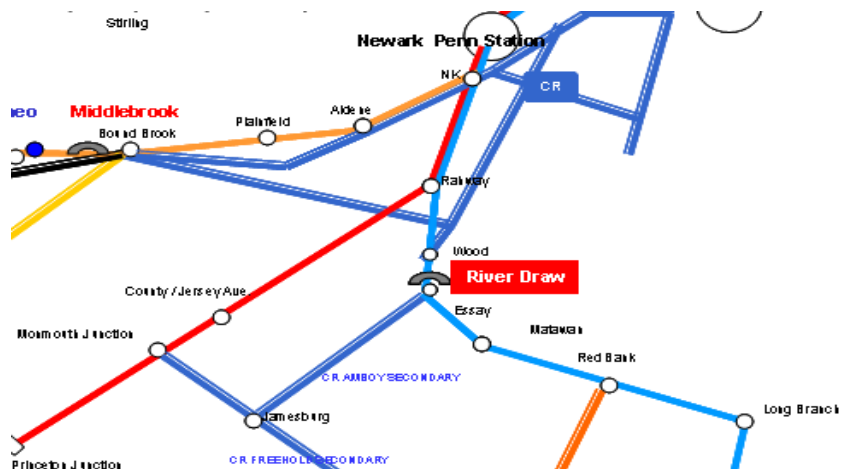
Key Issues on Passenger Railroads Impacting Freight Railroads

- Weight and Clearance Restrictions
- Positive Train Control
- Operating Windows

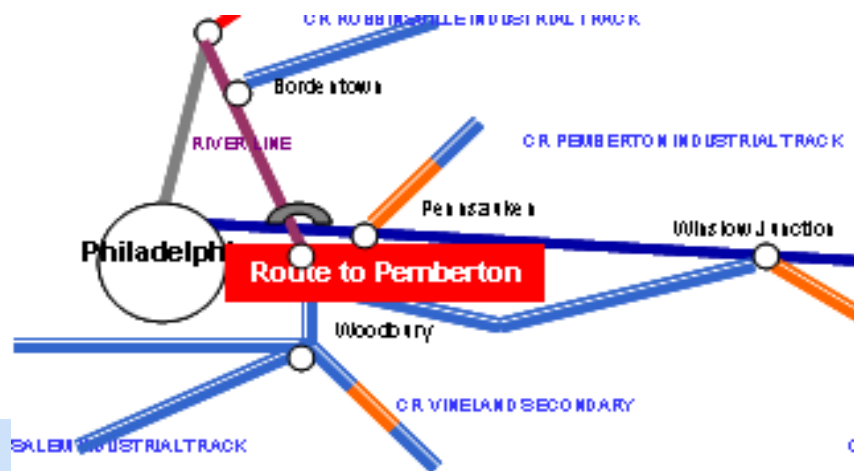
The 286K problem

- Freight cars bigger and heavier than 35 years ago
- Passenger equipment lighter
- Hardening passenger lines for 286K freight expensive
- No one entity can justify the upfront expense
- However, solution results in overall system benefits

NJT 286 Hot Spots



- River Drawbridge
 - Vital link to NJCL
 - Gateway to Central NJ freight market
- Route to Pemberton
 - Vital link to ACRL
 - Gateway to key South Jersey freight market



Conrail and NJ TRANSIT 286K Partnership

- River Draw Solution
 - Conducting finite element test of bridge in conjunction with NJDOT and Rutgers University
 - Tests will provide data driving engineering remedies
 - Cooperative emphasis raising visibility of issue and need for action
- Route to Pemberton
 - NJ TRANSIT capital project is catalyst for infrastructure review
 - Project agreements enable mutually beneficial investments now and in the future

Positive Train Control

- FRA has established ambitious timetable for implementing PTC
- Interoperability of freight I-ETMS and passenger ASES-II systems a particular challenge
- Conrail and NJT actively collaborating on implementation plan and common-sense solutions to technical challenges

Operating Windows

- Peak-hour passenger service presents imperative restrictions to freight operating windows
- Shared understanding of freight business requirements helps to understand impacts to on-line freight service
- Shared future planning initiatives will enable mutual benefit investments in the public interest

Tomorrow's Opportunities

- Strengthen business partnership
- Know one another's businesses
- Capitalize on interdependencies
- Factor in public impacts of initiatives
- Leverage available resources
- Create opportunities for mutual benefit
- Keep working together