

## STORIES of New Jersey

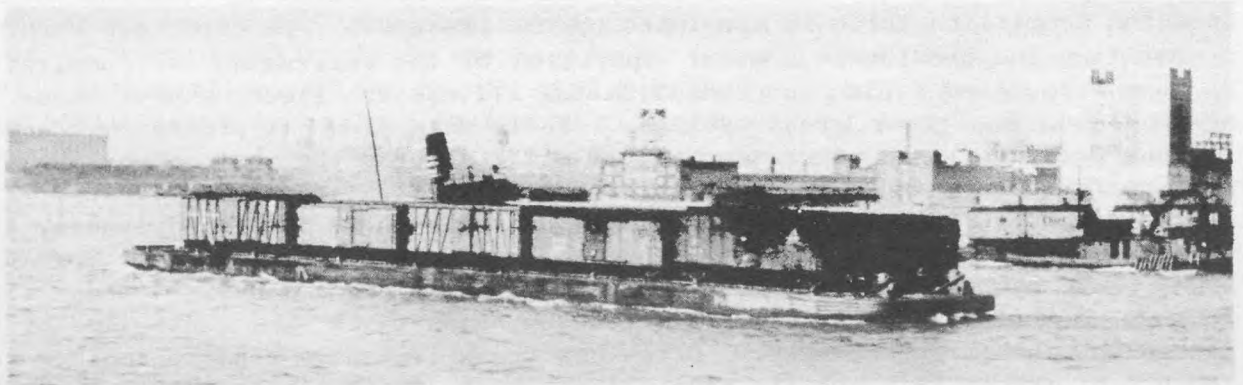
The Penn System, with 10,820 miles of line and 26,074 miles of track in 13 states and the District of Columbia is the most extensive railroad organization in the hemisphere. In New Jersey the Penn System consists of only one trunk line: the Pennsylvania Railroad Company, which operates chiefly between New York and Philadelphia via New Brunswick and Trenton. This corporation runs its trains over the tracks of 13 leased railroads, as well as over its own right of way, yard tracks and sidings--more than 2,000 miles in all, including about 450 miles of main track. The merger of the Penn and the Reading Railroad lines in South Jersey, which had been running duplicate services, resulted in an annual saving of \$1,600,000.

The chief line of the suggested Baltimore and Ohio System in New Jersey was the Central Railroad of New Jersey, which controls several smaller lines cutting through the northern counties and the southern part of the State and owns an important freight terminal on Arthur Kill.

The third system proposed by the Interstate Commerce Commission, called the New York Central System, was to be made up of the independent Delaware, Lackawanna and Western and two small but important roads: the West Shore Railroad which carries commuters and freight between New York State and Weehawken; and the New Jersey Junction Railroad Company, which runs along the Hudson. The Delaware, Lackawanna and Western Railroad, known as the Lackawanna or the D.L. & W., operates from Chicago to Hoboken and Jersey City. The Lackawanna in New Jersey has 235 miles of track which it acquired by absorbing many small roads over a period of about 80 years.

The last of the suggested eastern systems, the Chesapeake and Ohio-Nickel Plate, was to be comprised of the Lehigh Valley, the New York, Susquehanna and Western and the Erie in New Jersey. The main line of the Lehigh Valley runs through Jersey City and Perth Amboy to Buffalo. The New York, Susquehanna and Western zigzags through the northern counties to Stroudsburg, Pennsylvania. The Erie, advertised as "The Heavy Duty Railroad," is one of the leading trunk lines in the east, with main tracks reaching from Jersey City to Chicago. One Erie line runs from Jersey City through upper Kearny and Montclair to Ringwood Junction; it branches through the Oranges, Caldwell, Essex Fells and Roseland. Control of other lines gives the Erie routes from Newark to Paterson, from Jersey City into New York State along the Hudson River and through central Bergen County. Along the Hudson the Erie leases piers and docks from the Long Dock Company.

The Interstate Commerce Commission plan is more involved than an outline would indicate. For example, the Lehigh Valley, though listed in the plan as part of the Chesapeake and Ohio-Nickel Plate System, is indirectly controlled



*A car float carries the cars across the Hudson River.*