

## STORIES of New Jersey

bor of New York. From its terminal on the Delaware River in Camden, the Penn carfloats carry about 75,000 freight cars a year to Philadelphia and other river points.

The other railroads in the State are primarily coal carriers, though they do ship a variety of manufactured and agricultural products. The Lackawanna handles about two and one-half million tons of anthracite coal at its Hoboken terminal alone; in all, the road handles about 12 million tons a year in addition to soft coal.

The Lehigh Valley, with three terminals in Jersey City and one at Hillside, derives 36 percent of its freight income from coal; the rest comes from shipments of grain, automobiles, steel girders and other heavy products. Also at Jersey City are yards of the Central Railroad, which has another terminal at Bayonne to serve the oil companies there, and a third which it shares with the Reading Railroad on Arthur Kill Channel, opposite Staten Island. The Reading has freight facilities also at Trenton and East Trenton. The yards of the smaller lines along the Hudson, the West Shore and the Susquehanna and Western Railroad terminals, accommodate fewer cars but handle an equal variety of freight.

Because freight is so important, railroads are seriously affected if several large industries leave an area in which they have been operating and rush headlong to be first in newly opened industrial regions. In 1937 the Pennsylvania and the Jersey Central railroads raced to build spurs to Linden where new factories were being built. To reach the plants, the rails had to cross Route 25; the first line to reach the highway was to get the permission to build a bridge across it. Rival crews of workmen obstructed each other's progress by putting up blockades and by dislocating or crossing over each other's rails. By a decision of the Federal Court the Penn was given the right to serve factories in Linden.

New Jersey railroads depend on freight for 40 to 70 percent of their income. In recent years the depression and competition from busses, trucks, airplanes and pipe lines to carry oil directly from well to refinery has cut the total income almost in half. The answer of the railroads was to provide more efficient service for shippers of freight--store-door deliveries and express freights to distant points--and more luxurious transportation for passengers--crack speed trains, valet service, air conditioning, private compartments, radios and telephones.

Each year about 80,000,000 passengers are carried by rail and ferry between New Jersey and New York City. Of this number, 50,000,000 belong to New Jersey's famous army of commuters who live in towns and cities along the routes of the Pennsylvania, Lehigh Valley, Lackawanna, Erie and Jersey Central railroads, and about 16,000,000 travel annually to Manhattan by way of the Hudson Tubes. Additional millions ride the trains, ferries and busses westward to Philadelphia. No other state in the Union has as many residents commuting across its borders by rail. And in few states do the railroads carry as many as the 500,000,000 passengers that ride on trains each year in New Jersey.

