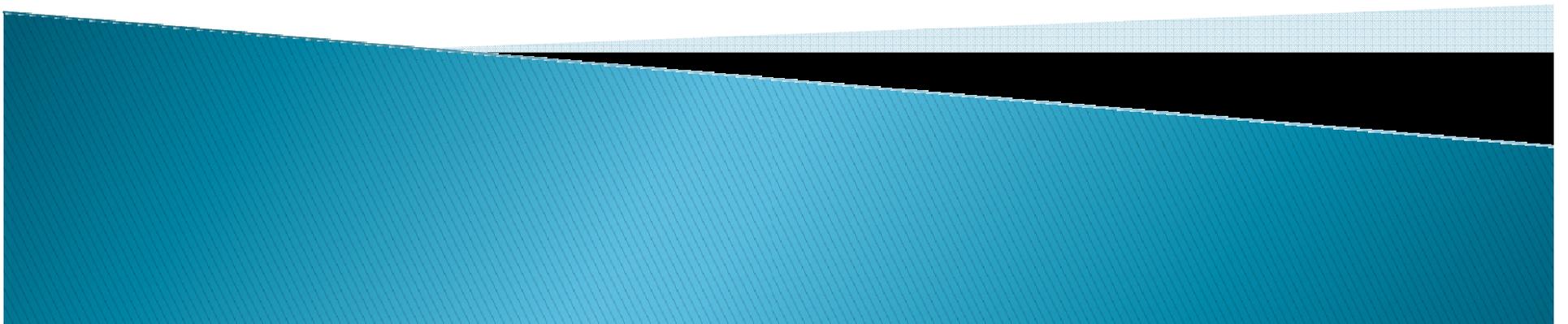


Rail Car Weight Restrictions

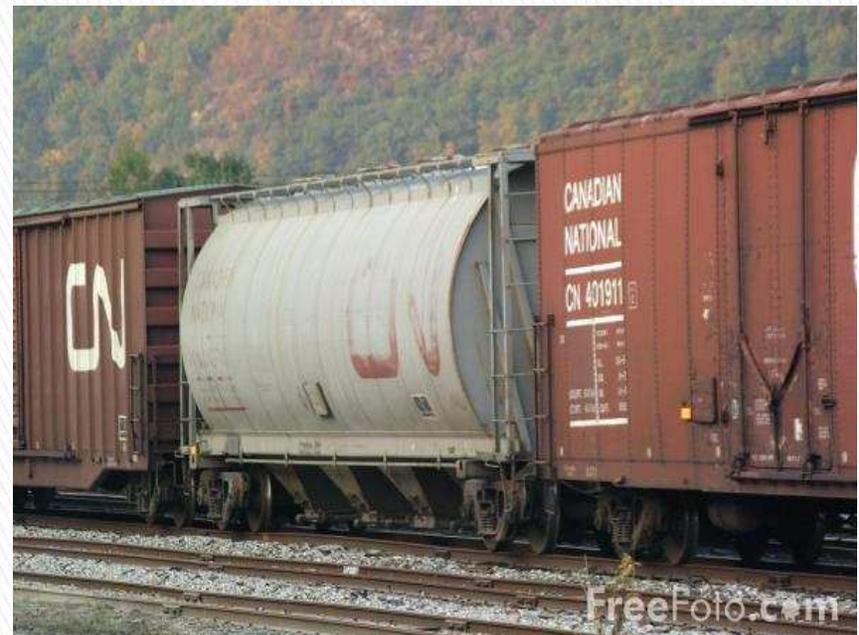
The “286” Issue



Old standard: 263,000 pounds

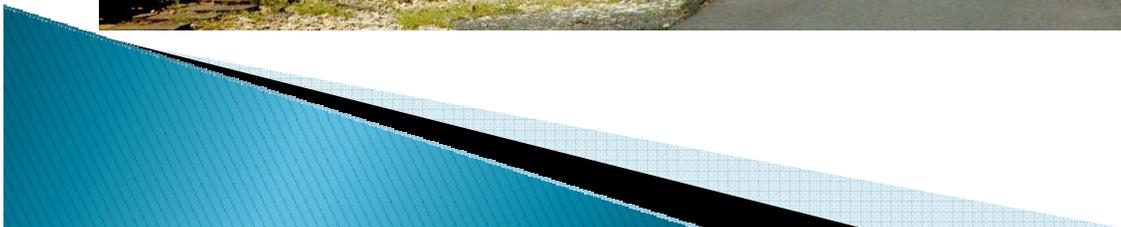


Passenger cars

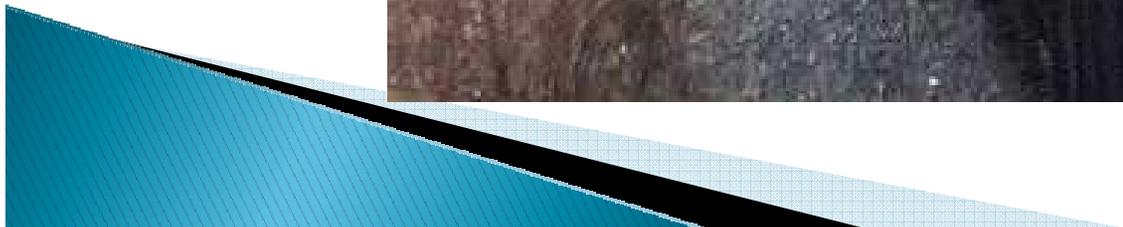


Older Freight cars

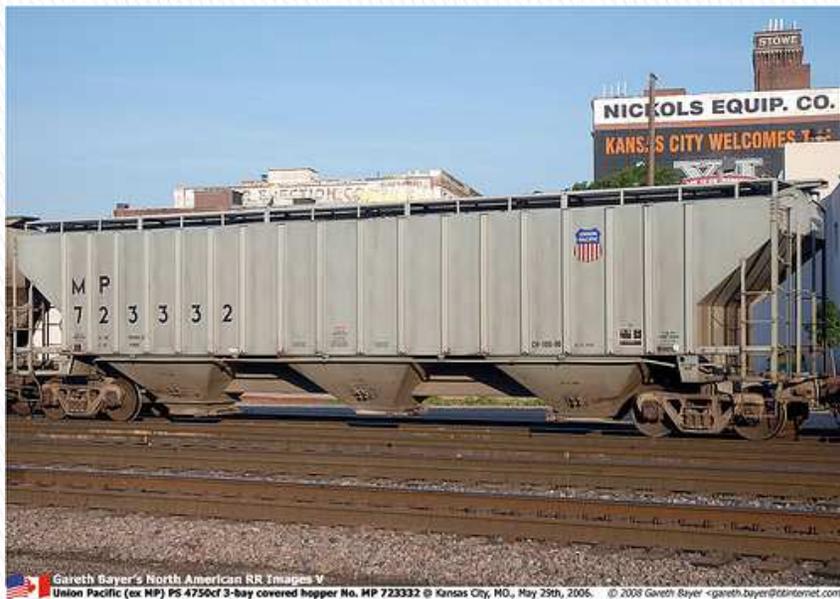
The new standard is 286,000 pounds



And 315,000 has been proposed



What does it mean?



286,000 # car



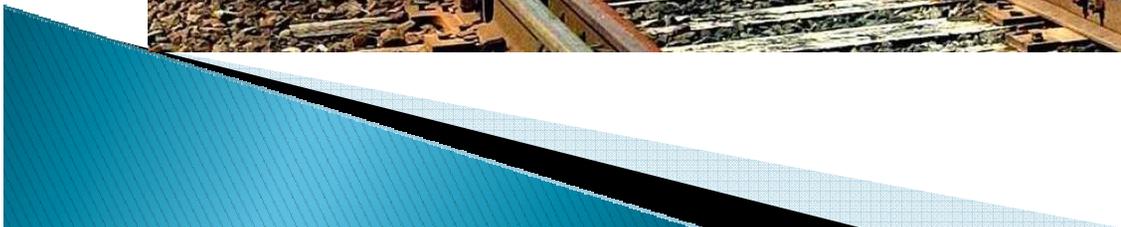
263,000 # car

Where is 286?

- ▶ Class 1 Mainlines
- ▶ Most regional lines
- ▶ Shortlines
- ▶ Light duty lines
- ▶ Passenger lines



What is the impact?



Weight Restrictions on New Jersey's Rail Lines

286,000 lbs vs. 263,000 lbs Capabilities

Compared to other Northeast states, including neighboring Pennsylvania, New Jersey is severely restricted in the amount of trackage that is cleared to handle 286,000 lbs railcars. Currently only three mainlines, four secondary lines, and small sections of terminal trackage around the Port of New York and New Jersey are cleared to carry 286,000 lbs cars. Many other lines, although fully capable of supporting "286" cars, have restrictions placed upon them by passenger authorities which only allow 263,000 lbs cars.

These restrictions are already impacting the ability of the state's freight railroads to compete not only with out-of-state railroads, but also with trucks. In many cases shippers are forced to locate at a facility in Pennsylvania and truck their shipment to New Jersey, putting more strain on the state's already overcrowded roads.

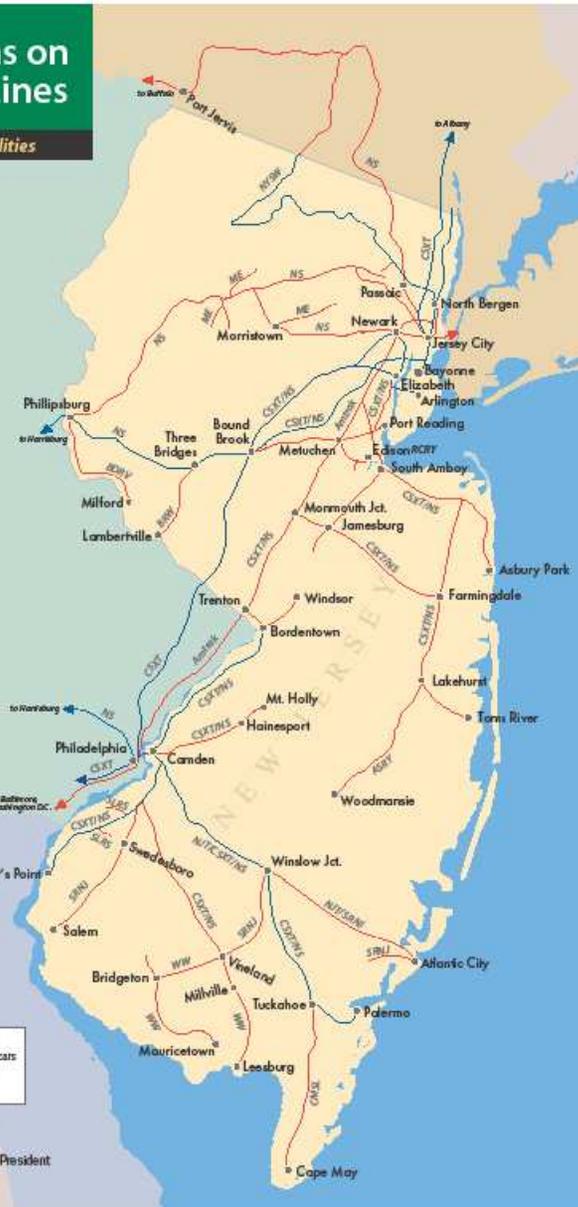
To keep its status as an economic leader, retain valuable jobs, and grow business, New Jersey must open up more lines to accept 286,000 lbs cars.

"The Bottom Line is that a global economy requires a comprehensive global transportation grid. If New Jersey is not an efficient component of that transportation grid, the state cannot continue to be a competitive component of the global economy."

Rutgers Regional Report, April 2005

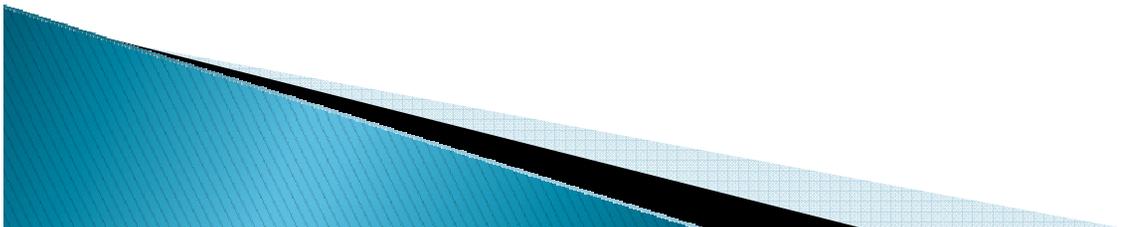
— Rail line capable of handling 286,000 lbs cars
 — Rail line restricted to 263,000 lbs cars

Prepared by the Raritan Central Railway, Eyal Shapira, President
 October 21, 2008
www.raritancentralrr.com



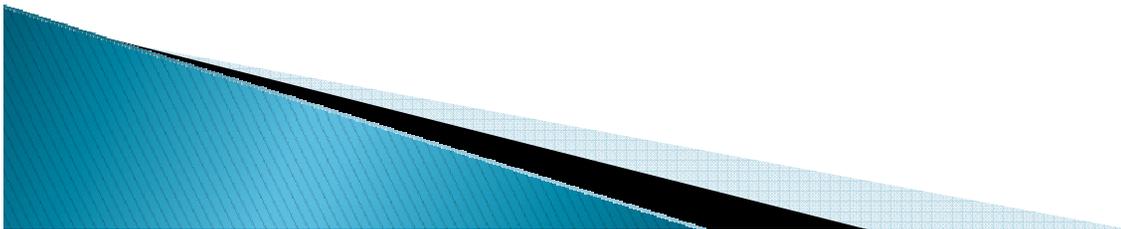
Requests for 286

- ▶ NJ Transit Main Line
- ▶ Pemberton Industrial
- ▶ Raritan Bay Bridge
- ▶ Amtrak Northeast Corridor
- ▶ NJ Transit Atlantic City Line
- ▶ NJ Transit Raritan Valley Line
- ▶ NJ Transit Morris and Essex Line



Policy Issues

- ▶ Cost allocation
- ▶ Operational solutions
- ▶ 315,000 cars

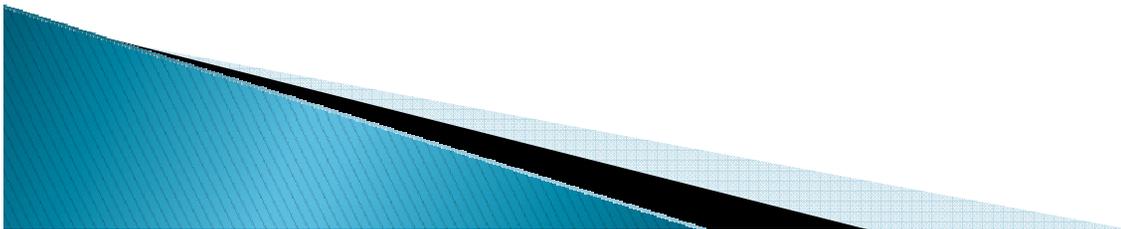


Other Dimensional Issues



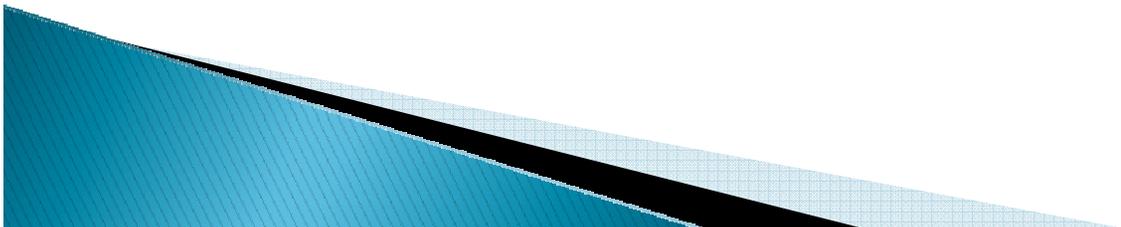
286 Task force

- ▶ Umbrella group
- ▶ Meets twice per year
- ▶ Next meeting is February 16



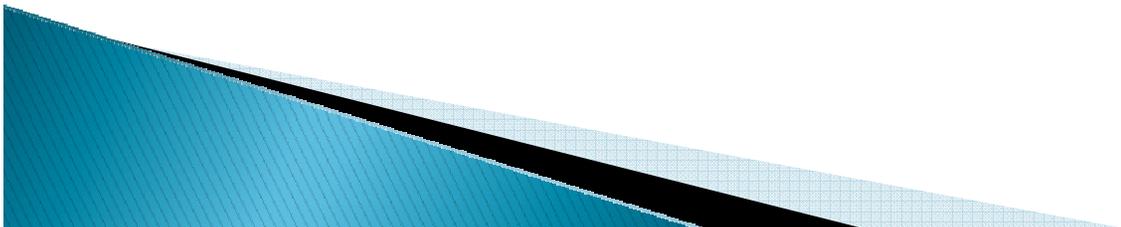
Amtrak

- ▶ Oak Island to Metuchen Study
 - Due shortly
- ▶ Northeast Corridor Master Plan
 - Freight will remain
 - Replacement/ major repairs to E-80 Cooper
 - No discretionary bridge replacement
- ▶ Northeast Corridor HSR



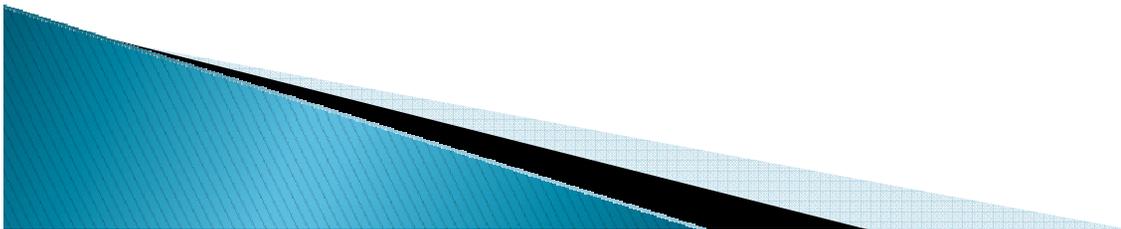
NJDOT Research Study

- ▶ Rutgers CAIP Engineering
- ▶ NJ Transit
- ▶ 5 bridge detailed study
 - Main Line
 - Bergen Line
 - Raritan Bay Bridge



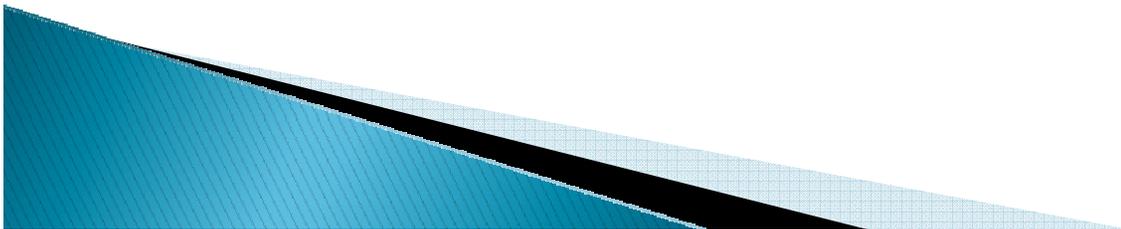
Raritan Industrial Track

- ▶ Study reactivation of out of service line as alternate to Northeast Corridor to Metuchen



Del Air Bridge

- ▶ Single rail link into South Jersey
- ▶ Currently 286
- ▶ Need for major renovation



Other

- ▶ Strategic Rail Plan
- ▶ Salem County Rail Program

