

CONSOLIDATED RAIL CORPORATION  
Philadelphia, PA

MARKETING DEPARTMENT INSPECTION TRAIN

October 11, 1984

EQUIPMENT

Locomotive	- 4022
Sleeper	- No. 11
Coach	- No. 25
Coach	- No. 26
Conference Car	- No. 12
Observation Car	- No. 10

SCHEDULE

LV Philadelphia	- 0715	
LV North Philadelphia	- 0724	
PS Midway	- 0815	
PS Essay	- 0945	
PS Pike	- 1100	
LV WA-2	- 1130	- Operate via Oak Island Y
PS Upper Bay	- 1215	
LV North Bergen	- 1245	
LV Marion	- 1330	
LV Oak Island	- 1400	
PS Wing	- 1555	
AR Philadelphia	- 1715	

MARKETING DEPARTMENT INSPECTION TRIP

OCTOBER 11, 1984

<u>MILES</u>	<u>LOCATION</u>
0.0	PHILADELPHIA - Opened for service by the Pennsylvania Railroad (PRR) on December 15, 1933. Acquired by Amtrak in 1976 as part of the conveyance of the Northeast Corridor between New York and Washington.
1.5	"ZOO" Tower (left). Controls one of the largest interlocking plants in the U. S., junction of seven passenger and freight lines including Conrail's Harrisburg line. The latter includes the former High Line branch and the Belmont connection (the non-electrified single-track line below the tower). The High Line was put in service by the PRR in 1903 as a north-south freight bypass through West Philadelphia, and the following year the separation of tracks which now constitute the "ZOO" complex was completed; replacing the old grade level "Mantua" tower trackage. The Belmont track was a former interchange between the PRR and Reading.
1.8	SCHUYLKILL RIVER BRIDGE, built in 1867 and replaced with a five-track stone arch structure in 1914. We turn east here via Amtrak's ex-PRR mainline, on which electrification was completed between New York and Philadelphia in 1933. (Paoli to downtown commuters began trading their steam coaches for electric cars in 1915). Through electrified passenger service between New York and Washington was begun on February 10, 1935 when GG1 locomotive No. 4800 hauled the northbound "Congressional" at speeds approaching 100 mph.
4.5	"NORTH PHILADELPHIA" Tower (right). Once a major passenger station here, now little used. Junction with SEPTA's electrified Chestnut Hill Branch.

MILESLOCATION

- 7.4 "SHORE" Tower (right). Junction with Conrail's Delair Branch (right) via Delaware River bridge to Pavonia Yard and South Jersey. At Frankford Jct. yard just east of "Shore" the mainline curves sharply left into the alignment of the original Philadelphia & Trenton Railroad, which was completed in 1834 between Kensington and Morrisville, across the river from Trenton. The PRR built the "Connecting Railway" in 1867 to join the P&T with its line from the west at what is now "ZOO", a distance of 6.4 miles. This connection soon became part of the New York-Philadelphia mainline and the old line to Kensington became a branch (part of it was abandoned this year).
- 12.3 "HOLMES" Tower - Holmesburg Jct. (left), junction with the Bustleton industrial track. I-95, the Delaware Expressway, is on the right.
- 18.2 EDDINGTON. Several industrial customers on right.
- 23.0 BRISTOL. Large Rohm & Haas chemical plant on right; served by Conrail crews from Morrisville.
- 24.2 "GRUNDY" Tower, named for well-known Pennsylvania political figure.
- 31.2 "MORRIS" Tower - Morrisville, junction with Conrail's Trenton Branch and Morrisville Yard (left), used by several through freight trains as well as Mail Trains 8, 9, 10, 11. These piggyback trains run to and from Kearny terminal in North Jersey via the Amtrak Corridor, picking up and setting off at the new Morrisville terminal which is four miles west of "Morris" Tower. The present four track stone arch bridge over the Delaware River was built in 1903, replacing a double track iron structure of 1875. Through passenger service between Jersey City and Philadelphia began in 1840.

MILESLOCATION

- 32.8 TRENTON. Rebuilt passenger station and "Fair" Tower. Old Barracks yard on left; former PRR Belvidere Delaware branch diverged here to Phillipsburg, NJ but is now almost entirely abandoned. Connection to Bordentown secondary track, which loops over mainline and heads in the direction of Camden. Amtrak has built a new "Fair" interlocking plant, allowing closure of "Millham" Tower just east of town. The present four-track mainline had its inception in 1839 when the Camden & Amboy Railroad completed 23 miles of line between Trenton and a point three miles west of New Brunswick, later linking up with another company building from Jersey City to form a through route.
- 42.4 PRINCETON JCT. - "Nassau" Tower, so named for obvious reasons (right). Junction with short NJ Transit passenger branch to the town of Princeton (left), used by many university students. Most commuters, however, drive to the huge parking lots at the junction.
- 48.2 MONMOUTH JCT. - "Midway" Tower (left). Junction (right) with Conrail's ex-PRR Amboy secondary track, which will be our route to South Amboy. This single-track branch, electrified in 1934, was built to move coal trains to the docks at South Amboy.
- 53.8 JAMESBURG, junction with original Camden & Amboy line between its namesake towns. The old line west through Hightstown is now largely abandoned. Another line (right) built to Sea Girt (the Freehold & Jamesburg Agricultural Railroad) is in place only as far as Farmingdale, 19 miles. This line was the route of the PRR's last "doodlebug" passenger train, a self-propelled gasoline or diesel car which replaced steam locomotives on light density branches. The service survived between Trenton and Red Bank via Sea Girt until 1960.
- 61.3 BROWN yard, serving the South Amboy industrial area. A new track is planned at this point to connect with the former Raritan River Rail Road ( now the Sayreville running track) which extends from South Amboy to New Brunswick via Parlin.

MILESLOCATION

- 67.2 SOUTH AMBOY. - "ESSAY" Tower. Junction with NJ Transit's 39.5-mile-long North Jersey Coast passenger line to Bay Head (formerly the New York & Long Branch), which was built in the 1870's and operated jointly by PRR and Jersey Central from 1881 to 1976. PRR still ran steam-powered commuter trains on this line as late as 1957. The once-flourishing coal piers at South Amboy (right) have been abandoned for several years.
- 67.6 RARITAN RIVER moveable bridge, the cause of many commuter delays when the ancient mechanism sometimes does not close after a ship passage. Electrified passenger service operates on this line as far as Matawan, six miles south. NJ Transit marked the last run of the famed GG1 electric locomotives on October 29, 1983 when tuscan red No. 4877 hauled a special train from Penn Station, New York, to Matawan.
- 68.4 PERTH AMBOY. Former Lehigh Valley Perth Amboy running track passes overhead.
- 69.5 "WOOD" Tower, connection to Conrail's Chemical Coast Line (former Jersey Central Perth Amboy branch). Electrified line to the left is NJ Transit's route to Rahway, where it joins Amtrak mainline to New York. Over its 19-mile length the Chemical Coast Line and its branches serve a large complex of petrochemical plants, including those of Chevron, Shell, Dow, GAF, Phillips, American Cyanamid and Exxon. This line was opened for service by the CNJ in 1873.
- 70.4 BARBER.
- 71.5 SEWARIN.
- 72.6 "PD", grade crossing and connection with ex-Reading Company Port Reading secondary track from Bound Brook. Port Reading yard, built to dump coal for barge movement in New York Harbor, is now little used. The Reading's TOFC ramp here was closed in 1975.
- 74.9 "RAHWAY" Tower, connection to Carteret and Linden industrial tracks. Moveable bridge over Rahway River.

<u>MILES</u>	<u>LOCATION</u>
76.0	TREMLEY. Bayway Yard. Connection to Bayway industrial track (left). Staten Island Railroad passes overhead.
76.5	"CP ESSO". Connection to Sound Shore industrial track (right) built in 1895-96, which serves a giant Exxon refinery.
77.7	ELIZABETHPORT - "Port" Tower. Crossing with former CNJ mainline to Jersey City and connection to E'Port Yard, CNJ's major switching facility prior to Conrail. Heavy commuter traffic crossed here enroute to and from CNJ's ancient rail and ferry terminal on the Jersey City waterfront, which was closed in 1966. Trains serving the Jersey Coast turned onto the Chemical Coast Line enroute to South Amboy and beyond. A huge CNJ bridge across Newark Bay east of E'Port impeded harbor traffic for years prior to the recent removal of its center section. E'Port is headquarters of the New Jersey Division.
84.4	PORTSIDE intermodal terminal (right). Conrail's principal import/export container terminal for the Port of New York, handling about 40,000 loads in 1983. In the background is the vast Port Newark and Elizabeth Port Authority Marine Terminal, owned by the Port Authority of New York and New Jersey, which comprises over 1,200 acres, mostly reclaimed swampland. There are eight separate marine terminals in the complex, some operated by terminal companies and some by the steamship lines themselves. About 800,000 import and export containers moved through here in 1983, most of them originating and terminating within a few hundred miles of New York City.
86.0	"PN". Connection to former Greenville branch. The train will pull east to Garden Yard, then reverse to Waverly Yard (WA-2") adjacent to Amtrak's mainline.

MILESLOCATION

87.3

"WA-2". The Greenville line was built in 1904 to link the PRR (now Amtrak) mainline with a large waterfront property in Jersey City which had been purchased in 1889. This ultimately became the main route for freight destined to and from New England which was interchanged with the New Haven Railroad via carfloat across the Hudson between Greenville Piers and Bay Ridge in Brooklyn. That service was discontinued by Penn Central in 1969. Currently, only a small carfloat operation is maintained by the New York Cross Harbor Railroad for local Brooklyn freight traffic.

89.5

OAK ISLAND Yard. Proceeding eastward again, our train will cross to the former Lehigh Valley's Oak Island Yard. This huge facility, which has become Conrail's centralized classification yard for North Jersey, was built in the 1890's to give LV's coal and merchandise traffic access to the busy Jersey City waterfront. This was accomplished via a timber pile trestle across Newark Bay. In the late 1920's a new bridge had to be constructed to comply with the Federal government's requirement for a 35-foot clearance above mean low tide. A new steel bridge, built jointly by the LV and PRR, was opened in 1929. As a result, the yard itself was raised and rebuilt using 250,000 cubic yards of fill dredged from the bay and 6 million yards brought in by rail from Pennsylvania. The higher level allowed the CNJ's line north to Newark to pass under the yard. Conrail rebuilt and modernized Oak Island in 1977-79. The train will follow the north side of Oak Island yard, passing the Delaware & Hudson's former LV piggyback terminal (left) which D&H reaches over some 175 miles of trackage rights from DuPont, PA, near Scranton. To the right is Oak Island hump and Doremus Avenue Auto Terminal on the far south side of the yard.

MILESLOCATION

91.0

"UPPER BAY" moveable bridge. After crossing this nearly mile-long bridge over Newark Bay ( the New Jersey Turnpike Extension bridge is to the south), the train enters the National Docks secondary track. This line, once owned jointly by LV, PRR and New York Central, provides access to several waterfront facilities and industries in Jersey City and Bayonne to the south, reached only by the otherwise isolated Jersey Central mainline (Bayonne industrial track). As the train turns north alongside the turnpike, Greenville Piers and the site of LV's old Claremont Terminal are to the right.

93.7

EAST CLAREMONT (Phillips Street block station). Old CNJ mainline and yard to the left. The Statue of Liberty and Liberty State Park with its historic Jersey Central passenger station are to the right as the train turns past the Morris Canal Basin, where the LV had extensive piers. Little remains of the CNJ's once extensive passenger yard here, and there is no trace of old Communipaw enginehouse. A mile north Conrail ducks beneath the PATH (Port Authority Trans Hudson) transit line near the west portal of Hudson tubes.

96.5

"CP-NAVE", junction with the former New York Central River Line and the Nave connection (right) leading to former Erie Croxton yard. "Nave" was built by Conrail a few years ago to allow freight trains to operate directly between Oak Island and the Southern Tier via Croxton. the River Line also connects to the ex-PRR Passaic & Harsimus Line at "CP-Waldo", located at the top of a curving steel ramp built by Penn Central to permit through movements between Selkirk yard and points on the former PRR. The P&H Line, which our train passed beneath a few moments ago, still extends eastward from "CP-Waldo" to the once busy Harsimus Cove yard (route of the original rails from Jersey City to New Brunswick laid in 1839 by the New Jersey Rail Road and Transportation Company, acquired by PRR in 1871). The Jersey Turnpike is above to the right.



<u>MILES</u>	<u>LOCATION</u>
97.3	HOBOKEN. Pass under NJ Transit's mainline to the former Lackawanna passenger terminal, a mile to the east, focal point for several commuter lines including the recently re-electrified Morris & Essex.
100.5	WEEHAWKEN - "CP-03". Cross over Lincoln Tunnel. Mostly abandoned waterfront property here is proposed for massive redevelopment by trucking magnate Arthur Imperatore.
101.5	WEEHAWKEN TUNNEL under the Palisades.
102.8	"CP-1", entrance to North Bergen yard. TrailVan terminal on the right is most heavily used by United Parcel Service, Conrail's largest TOFC customer. The terminal handled about 94,000 loads in 1983. River Line (also known as the West Shore because it was originally built by the New York, West Shore & Buffalo Railroad to compete with the NYC) extends 130 miles north along the Hudson River to Selkirk yard.
103.5	NORTHERN JUNCTION. Train will reverse direction onto the Northern running track (once known as the Northern Railroad of New Jersey, an Erie property). Built as a passenger line to Nyack, NY, the Northern now serves local industrial customers as far north as Orangeburg, NY, 20 miles. Train will back southward (the unused New York, Susquehanna & Western track parallels to the left), passing under Amtrak's mainline just west of the Bergen Hill tunnels leading to Penn Station, New York.
105.9	"KW" connection to Nave track at south end of Croxton yard. Once the EL's principal eastern yard, Croxton is now a local switching facility. Former TOFC terminal was closed in 1980 and partially replaced by new Flexi-Flo operation. A large user of Conrail's coast-to-coast mini-landbridge container service (Sea-Land) plans to open a container handling terminal here. Another short back-up operation is necessary to reach Marion Jct. via the Croxton running track.

MILESLOCATION

107.7 MARION JCT., connection to the Passaic & Harsimus Line. From here the train will proceed west across the Hack moveable bridge over the Hackensack River, a large structure which sometimes refuses to close after passing marine traffic. The third-rail electrified line to the left is PATH's route from the World Trade Center, New York, to Journal Square and Newark.

109.0 MEADOWS YARD. Kearny intermodal terminal is to the left, the largest such facility on Conrail with approximately 188,000 loads handled last year. At least ten regularly scheduled TrailVan and mail trains originate and terminate there daily, in addition to special trains such as the unique "double-stack" container train operated twice monthly for American President Lines. Because of clearance requirements, the train (TV-300 and 301) operates via the Southern Tier route, backing into and out of Kearny by way of Marion Jct. Meadows yard is currently undergoing some disruption due to construction of a new NJ Transit maintenance facility on the site of the former PRR enginehouse. The Tropicana warehouse, destination of the "OJT" orange juice trains from Florida is on the right.

111.6 "KARNY" Tower and moveable bridge over Passaic River. NJ Transit and Amtrak mainline may be seen to the right, as well as PATH below. Parallel Pulaski Skyway (U.S. 1 and 9) to left.

114.8 STOCK. Connection to Oak Island yard and Lehigh Line. Proceed west on former Lehigh Valley mainline, crossing Amtrak Northeast Corridor.

116.4 "NK" Tower. Connection to Amtrak for NJ Transit Raritan Line trains which use Conrail between this point and Aldene.

121.0 ROSELLE PARK passenger station. connection to Rahway Valley Railroad (right).

MILESLOCATION

- 121.9 "CP-ALDENE", passenger train connection via ramp to former Jersey Central mainline (right). When old CNJ terminal in Jersey City was closed in 1966, Raritan Valley passenger trains were diverted to Newark, NJ station via this newly-built connection to the LV, thence to PRR (now Amtrak) mainline at "NK". Service is operated by NJ Transit.
- 122.9 CRANFORD.
- 124.4 "POTTER" interlocking, controlled by train dispatcher.
- 127.7 SOUTH PLAINFIELD. Connection to Perth Amboy running track (left). Large wooden station building here recently demolished. The Lehigh Valley Railroad built east to tidewater from the Pennsylvania coalfields, beginning in the relatively late year of 1872. A subsidiary known as the Easton & Amboy ran its first train from Phillipsburg to Perth Amboy in 1875, after overcoming the difficulty of drilling the long Musconetcong tunnel near Pattenburg. The extension to Oak Island was completed in piecemeal fashion, with freight service finally beginning in 1899 to the Morris Canal Basin in Jersey City.
- 134.3 BOUND BROOK. Newly-built connection to the ex-Reading Port Reading secondary (left). Paralleling to the right is NJ Transit's ex-Jersey Central passenger line to Raritan.
- 137.0 "CP-PORT READING JCT". Connection to Trenton Line, formerly Reading Company's New York branch. Recently-abandoned extension of New York branch crossed here to connect with the Jersey Central route, which until 1981 still boasted daily commuter service between Reading Terminal, Philadelphia, and Newark, NJ. Royce running track also connects here. Train diverges south on Trenton Line.
- 138.3 "CP-WESTON". Recently-closed tower with interlocking now controlled by train dispatcher. Former connection to Port Reading secondary, before direct connection built to Lehigh Line to eliminate back-up move for eastbound coal trains.

<u>MILES</u>	<u>LOCATION</u>
144.2	BELLE MEAD. This line between Port Reading Jct. and "Wing" near Trenton was single-tracked last year, when TCS signalling was installed. Opened in 1876 as the Delaware & Bound Brook Railroad, the line in this area consisted of four tracks prior to World War II.
151.7	HOPEWELL. Multi-story wooden station still stands here (left), a reminder of the passenger business which once existed on this railroad.
156.4	PENNINGTON.
158.6	"CP-WING". Beginning of double track. Division post between Philadelphia and New Jersey Divisions.
161.7	WEST TRENTON - "TRENT" Tower. Connection to Trenton industrial track and SEPTA's yard for storage of electric MU cars (left). Electrified passenger service was inaugurated by the Reading Company between Philadelphia and West Trenton on July 26, 1931, and some of those original cars are still in service today under SEPTA. Conrail operation Philadelphia's suburban passenger service for SEPTA from April 1, 1976 to December 31, 1982, at which time SEPTA assumed direct operation of both the former Reading and PRR commuter networks.
162.7	Concrete arch bridge over Delaware River.
163.5	YARDLEY, PA station. The line from Jenkintown to Yardley was built by the North Pennsylvania Railroad and opened for service in 1876 as a through Philadelphia-New York route in connection with the Delaware & Bound Brook and the Jersey Central. In 1879 both the North Penn and the Bound Brook Road were leased to the Philadelphia & Reading Railroad, predecessor of the Reading Company, as a competitive route to the PRR.

MILESLOCATION

- 167.8 "CP-WOODBOURNE" and Woodbourne yard. Pass under ex-PRR Trenton branch. Connection to the Reading's Morrisville branch, opened in 1952 to serve the new Fairless Works of U.S. Steel. Woodbourne yard is now used only for pickups and setoffs of Morrisville traffic by freight trains operating between Selkirk and Potomac Yard. Pass Langhorne industrial park on right.
- 170.3 LANGHORNE station. Three tracks here.
- 173.0 "CP-NESHAMINY". Connection to SEPTA-owned New York Line to Jenkintown. Conrail retains ownership between West Trenton and Neshaminy, with SEPTA operating under trackage rights. Train diverges to left on New York Short Line, which allows freight trains to avoid circuitous route through Jenkintown.
- 178.2 BYBERRY. Railroad has entered Northeast Philadelphia.
- 184.6 "CP-CHELTENHAM JCT." Conrail is under wire again as SEPTA Fox Chase commuter line joins from the right.
- 188.0 "CP-NEWTOWN JCT." Connection to SEPTA's Ninth Street passenger line and former Reading Low Grade freight line which bypasses Wayne Junction passenger station. Now part of Conrail's Trenton Line, the recently-single-tracked Low Grade will be the route of this inspection train.
- 189.8 "NICE" Tower, Nicetown. Passing under SEPTA's Ninth Street Line to Reading Terminal, the Low Grade route joins the Richmond secondary track to Port Richmond and the Blue Line connecting track to Wayne Junction. SEPTA's new Roberts yard, built as part of the ongoing center city rail tunnel project, is on the right.
- 191.4 "CP-LAUREL HILL". After passing Budd Company's Hunting Park auto parts plant, this former Reading freight line descends a steep grade to the Schuylkill River. At this point the line divides left toward Belmont and right toward West Falls yard, crossing the river on two separate bridges.

MILES

LOCATION

191.7 "RIVER" interlocking, controlled by "Nice", junction with the Harrisburg Line (ex-Reading mainline). This line on the west bank of the river was part of the original Philadelphia and Reading which opened for service in 1839 between its namesake cities. Schuylkill Expressway is to the right.

192.9 BELMONT. Connection with former PRR interchange track. Train proceeds upgrade, crosses the Expressway and enters a tunnel before emerging at "Zoo" Tower.

194.6 "ZOO" Tower. Rejoin Amtrak mainline.

196.1 PHILADELPHIA - 30th Street Station (lower level). End of Trip.

-- Notes by Frank Tatnall and Jim Dalberg