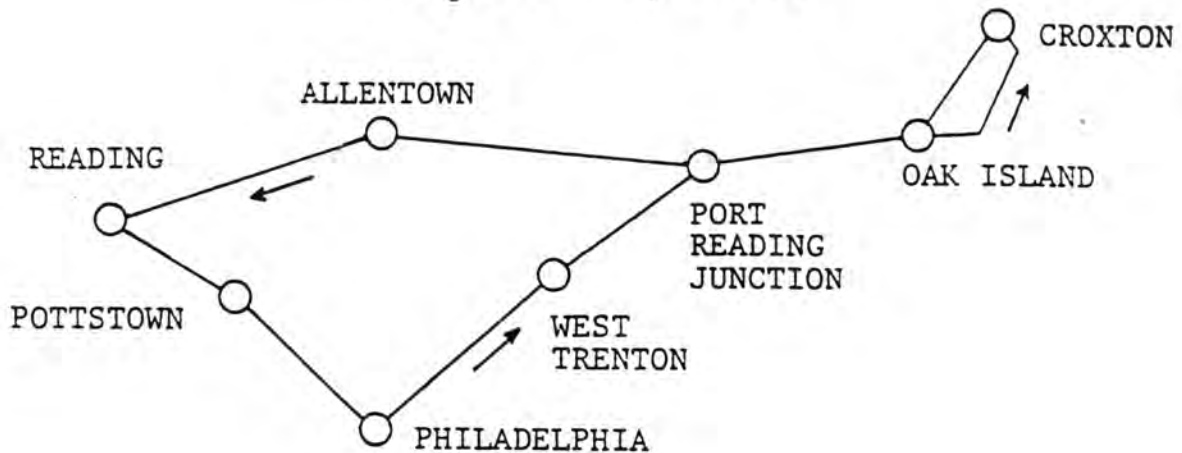




CONRAIL SHORTLINE SPECIAL

August 22, 1989



EQUIPMENT

Locomotive (E8A).....	No. 4020
Locomotive (E8A).....	No. 4021
Sleeper.....	11
Coach.....	25
Coach.....	27
Dome.....	55*
Conference Car.....	12
Theater Inspection Car.....	9

*Recently acquired dome coach 55 is former Santa Fe 552, built by the Budd Company of Philadelphia in 1954.

SCHEDULE

Leave Philadelphia - 30th Street Station.....	0830
Pass West Trenton.....	0935
Pass Port Reading Junction.....	1005
Pass Oak Island.....	1050
Arrive Jersey City (Croxton).....	1135
Leave Jersey City (Croxton).....	1140
Pass Marion.....	1155
Pass Port Reading Junction.....	1245
Pass Bethlehem.....	1420
Pass Alburtis.....	1450
Pass West Reading ("CP-Valley Junction").....	1530
Pass Pottstown.....	1610
Pass Phoenixville ("CP-Phoenix").....	1630
Arrive Philadelphia - 30th Street Station.....	1745

CONRAIL INSPECTION TRIP
AUGUST 22, 1989
ITINERARY AND HISTORICAL NOTES

MILEPOST LOCATION AND COMMENTS

1.5* PHILADELPHIA - 30TH STREET STATION. When this vast structure was officially opened to the public on December 15, 1933, it seemed reminiscent of an earlier age of railroading. Indeed, 30th Street Station was one of the last of the great passenger terminals to be built by the hard-pressed railroads during the Great Depression. Its magnificent Corinthian columns and 95-foot-high concourse ceiling were intended to symbolize the dominant position that the Pennsylvania Railroad held in its home city and state. The station would also serve as a key facility on what has since become known as the Northeast Corridor. However, until old Broad Street Station in center city was closed in April 1952, 30th Street continued to play a secondary role in the PRR's passenger operations.

The building was acquired by Amtrak in 1976 as part of its \$86-million purchase of the Northeast Corridor properties from Conrail. Work has now begun on a two-year, \$75-million restoration program funded in part by Thirtieth Street, Ltd., a development partnership to which Amtrak has leased the station. This will include major improvements to the concourse area, refurbishing of the upper-floor office space and construction of an underground parking garage in the former mail-handling area.

Today, 30th Street is Amtrak's second busiest station (next to Penn Station in New York). It is listed on the National Register of Historic Places. The building also houses on its eighth floor the recently-installed Centralized Electrification & Traffic Control Center (CETC), from which Amtrak dispatchers use a \$40-million computerized system to control all train movements and electric power distribution over the 110 miles of Corridor mainline between Wilmington, DE and Washington, DC. Trackage in the 30th Street Station area is controlled by a separate facility, "Penn" tower, located within the station.

We depart from the lower level of 30th Street on Amtrak's New York-Washington mainline. There are ten platform tracks at this level, although prior to 1952 there were just six as the full capacity of the station was not yet needed. The PRR completed its electrification of the 89-mile route from New York in 1933 and extended the wires to Washington in 1935,

*Distance from Zoo

but as late as 1956 steam-powered trains were still being dispatched from 30th Street Station. Beginning in 1931 the PRR took delivery of a fleet of 92 P5-class electric locomotives, but four years later the first of 139 streamlined GG1-class motors arrived on the scene and bumped the P5's to freight service. After 1974 the classic GG1's were gradually replaced by Amtrak's E60 and AEM7 locomotives, but the last group of G's survived in New Jersey commuter service until October 1983.

As we leave the north end of the station the skyline of center city Philadelphia appears to the east, obscured behind the Vine Street interchange construction of the Schuylkill Expressway (Interstate 76). The Philadelphia Museum of Art, an unmistakable landmark, is visible to the northeast across the Schuylkill River. Amtrak's Race Street locomotive terminal and Penn Coach storage yard are immediately to the west, and looming above them is the famed High Line, a two-mile-long steel and brick viaduct built by the PRR in 1903 to separate freight traffic from the passenger complex below. Now owned by Conrail, the High Line is still used for that purpose as part of the 117-mile Harrisburg Line extending from South Philadelphia to the state capital via Reading. The tall stack west of the High Line is part of the now-unused PRR steam plant which once provided heat for many buildings in the area.

A Houston (TX) developer, the Gerald D. Hines Interests, has announced plans to construct a series of high and low-rise buildings, including a hotel and performing arts center, on 66 acres of air rights above the Amtrak yards north of 30th Street Station. In effect, this will further extend the Penn Center commercial area which has been moving west from center city, and make the revitalized station the centerpiece of a new office-hotel-transportation complex just one mile from City Hall.

Diverging from the "River Line" used by New York-bound passenger trains, our train passes through a series of crossover switches and beneath the High Line to enter the 36th Street Connection. Paralleling the commuter mainline of Southeastern Pennsylvania Transportation Authority (SEPTA), which leads to the upper level of 30th Street, we gradually rise to join the High Line tracks at "Zoo" interlocking.

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PHILADELPHIA - "ZOO" INTERLOCKING. Our diesel-powered train leaves behind the 12,000-volt AC catenary of Amtrak, and descends along the Belmont Connection past "Zoo" tower. Completed in 1929, this red brick building perched above our track houses the control station for "Zoo" interlocking plant, one of the busiest rail junctions in the U.S. "Zoo" is named for nearby Philadelphia Zoological Garden, America's oldest dating from 1874. The junction of seven important passenger and freight routes, "Zoo" is an elaborate layout of tunnels and overpasses built in stages from 1885 to 1930, eliminating an impossibly congested series of grade-level crossings controlled by several towers. In 1904 the so-called "New York-Pittsburgh subway" was completed, which allowed trains operating from Jersey City to the West to proceed directly toward Harrisburg without interfering with trains from central Philadelphia. At this time, the new North Philadelphia station (opened in 1901) became the city's principal facility for east-west passenger service. The present River Line at "Zoo" (the two tracks closest to the river) and most of the existing concrete walls and duckunders here date from the improvement program of 1929-30.

The first electrified service through "Zoo" began in 1915 when the PRR eliminated steam operations on its 20-mile Philadelphia-Paoli commuter route to the affluent Main Line residential district. Much of the New York-Washington electrification project, however, was carried forward during the Depression years. This massive undertaking was financed largely through federal loans, which were repaid by PRR in full with interest.

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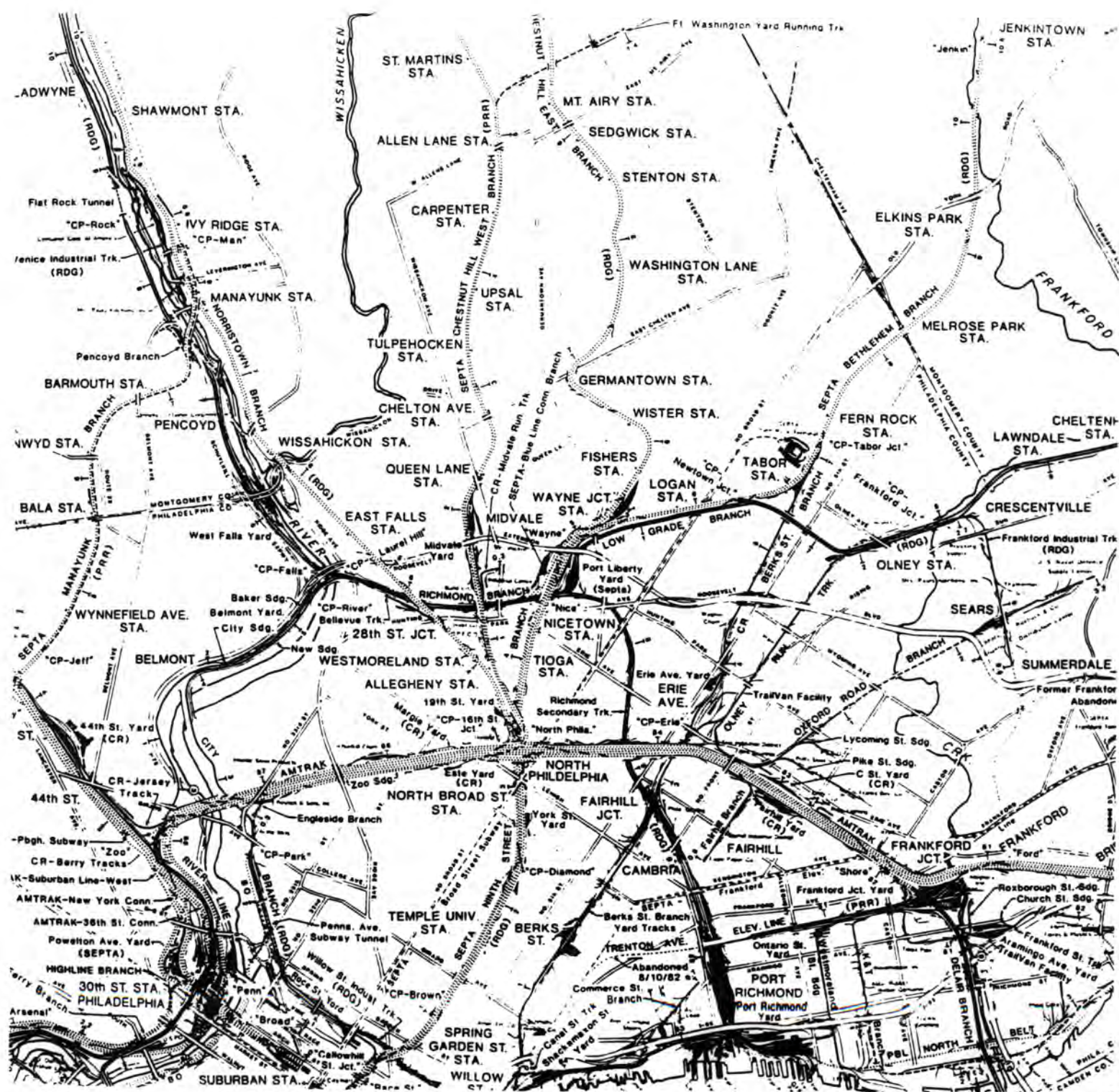
BELMONT. We pass through Fairmount Park on Conrail's Harrisburg Line and cross above the busy Schuylkill Expressway. The short segment of track between "Zoo" and Belmont was built in 1863 as the Junction Railroad to provide a convenient interchange between the PRR, the Philadelphia & Reading and the Philadelphia, Wilmington & Baltimore (later to be acquired by the PRR). Before that time, the three carriers were linked only by trackage laid in the streets of center city. Passenger trains of the Baltimore & Ohio running between Baltimore and Jersey City also used the Junction Railroad prior to completion of the B&O's own line to Philadelphia in 1886. Until the advent of Conrail in 1976, Belmont remained as a freight interchange with the Reading Company, successor to the Philadelphia & Reading. Now upgraded to mainline standards, the Belmont Connection handles eight to ten Conrail trains each day.

*Distance from Grays Ferry

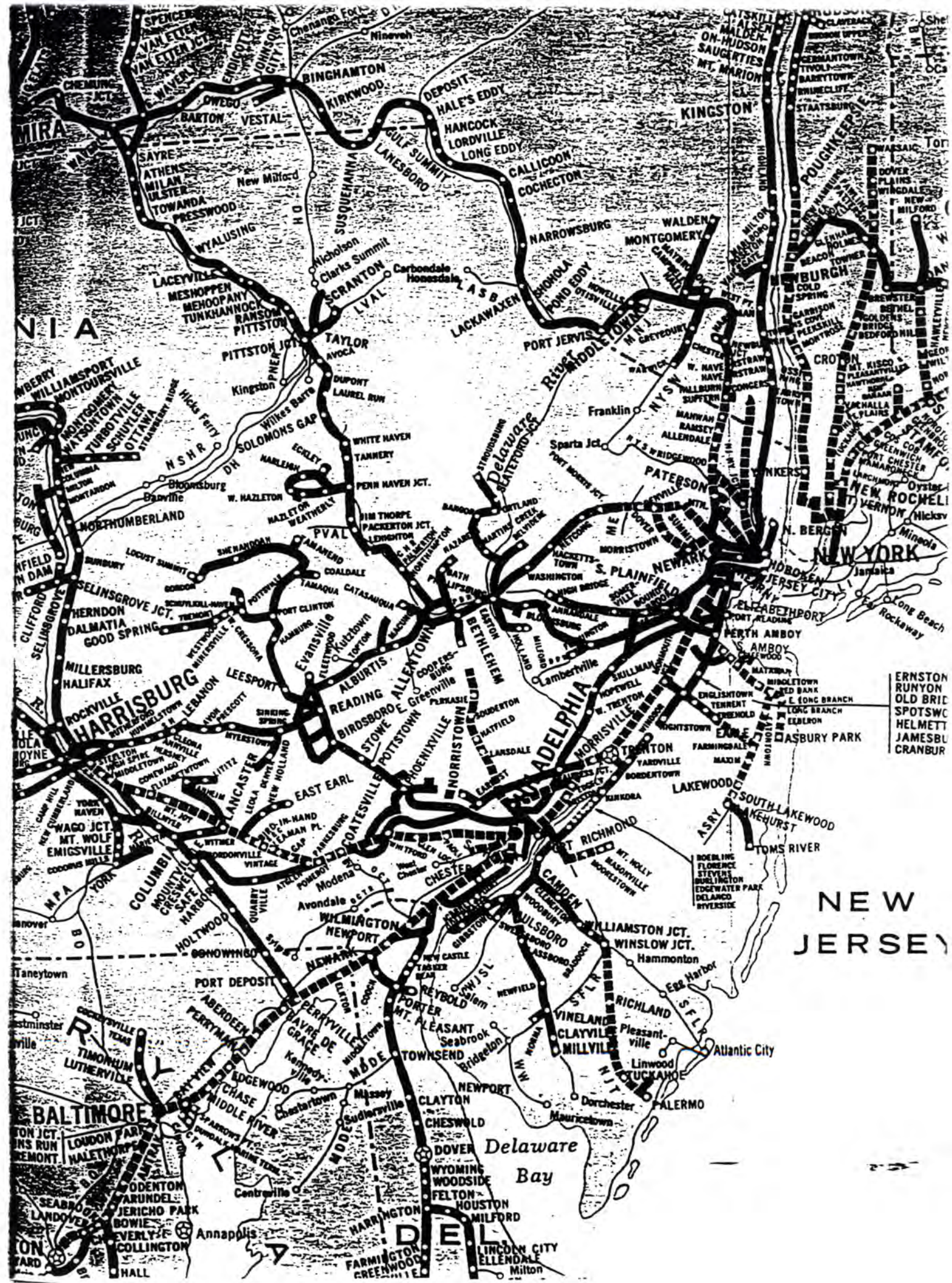
Paralleling the Expressway, we pass the site of the passenger station erected by the Reading to accommodate visitors to the Centennial International Exposition, held in Fairmount Park from May to November of 1876. (The building was later moved to Danville, PA.) At Belmont we enter former Reading territory. Conrail's Trenton Line (once known as the City Branch) curves away to the south, crosses the river on a graceful concrete arch bridge and connects with CSX's former B&O line at Park Junction, near the Art Museum. This is the route of the "Orange Blossom Special", a premium service TOFC train operated jointly by CSX and Conrail between Florida and North Jersey, and freight trains SEPY/PYSE running between Albany, NY and Potomac Yard, VA. Until 1958 the Park Junction route was also used by the B&O's "Royal Blue" and other passenger trains which competed with the PRR's Northeast Corridor service.

A century and a half ago Belmont was at the foot of the Philadelphia & Columbia Railroad's inclined plane, built in 1834 as a part of the state-owned "Main Line of Public Works" which was eventually to link Philadelphia with Pittsburgh. The cumbersome half-mile-long plane was used to hoist rail cars to the top of the Belmont Plateau for movement westward behind steam locomotives. The plane was abandoned in 1850, replaced by a direct route from West Philadelphia which is now Amtrak's Harrisburg mainline.

- 5.2 "CP-RIVER." ("CP" means a "controlled point" with switches and signals remotely controlled from another location.) Approaching "River" we pass beneath the Strawberry Mansion highway bridge, the main section of which (not visible) was built in 1897. The now-vacant south lanes of this bridge carried the quaint Fairmount Park trolleys until this rustic operation was abandoned in 1946. At "River" the Harrisburg Line swings sharply to the west toward Reading, as we switch to the Trenton Line and turn north to cross the Schuylkill River on a curving steel bridge. Oarsmen from the numerous boat clubs downriver can often be seen practicing here.
- 5.5 "CP-LAUREL HILL." To the west is the connecting track from West Falls Yard. This track crosses the river on a stone-arch bridge built by the Reading in 1855 to carry coal trains from upstate Pennsylvania to the unloading docks on the Delaware River. High above are the twin bridges of the Roosevelt Expressway (U.S. Route 1). Historic Laurel Hill Cemetery is on the east side as we climb the steep grade toward Nicetown, passing beneath SEPTA's Norristown (ex-Reading) and Chestnut Hill West (ex-PRR) commuter branches. Tasty Baking Company, home of Tastykake products, is on the east side and Budd Company's Hunting Park auto parts plant is just beyond.



RAILROAD LINES IN PHILADELPHIA
 (Dotted lines indicate Conrail trackage rights)



Budd is served via a newly-constructed connection (west side) to Midvale Yard on the Chestnut Hill West Line. Prior to completion of this link in 1988, Conrail crews were forced to use the Amtrak mainline to reach Budd's upper level loading area. Budd has recently opened an adjacent Japanese-style production plant here.

- 7.1 NICETOWN - "NICE" TOWER (east side). The operator here controls this and several nearby interlockings, at the direction of the Philadelphia Division train dispatcher. To the west is the Blue Line Connecting Branch (so named because B&O's "Royal Blue" used this track) leading up to SEPTA's "Wayne" tower, a principal control station for the commuter rail system. Also to the west is the new Roberts Avenue storage yard for SEPTA trains. We duck beneath the SEPTA Mainline (former Reading Ninth Street Branch) over which five of its seven commuter routes operate, pass the vacant Port Liberty Yard and follow the former Low Grade Branch used by freight trains to avoid the Wayne Junction passenger area.

The Richmond Industrial Track, serving the once-busy Port Richmond marine terminal on the Delaware River, continues eastward from "Nice." The Philadelphia & Reading opened Port Richmond as a transshipment point for anthracite coal in 1842, the same year that P&R completed its 93-mile rail line from Pottsville, PA to Philadelphia. When Conrail began operations in 1976, most of the remaining soft and hard coal export business was shifted to the former PRR Pier 124, in South Philadelphia.

Our recently single-tracked railroad runs through a deep stone-walled cut, passes under the Roosevelt Expressway, then rises slowly to parallel SEPTA's Mainline through the Germantown section of the city. The Wayne electric car maintenance shop may be glimpsed to the west behind us. At Broad Street SEPTA rebuilt its adjoining bridge in 1987, during which time it shifted one of the two electrified main tracks onto Conrail's right-of-way.

- 8.1 "CP-NEWTOWN JUNCTION." This name dates to the 1880's when the P&R built a connection to the Philadelphia, Newtown & New York Railway, which in 1878 had opened a 21-mile line from Erie Avenue in Philadelphia to Newtown in rural Bucks County. As its name implies, the PN&NY had visions of building all the way to the Hudson River, but in fact its terminus never advanced beyond Newtown where it remains today on an unused SEPTA branch. In 1879, the North Pennsylvania Railroad -- later to become part of the Reading System -- began operating the Newtown line. Steam and then diesel passenger trains continued running to Newtown until 1983, and SEPTA still offers electrified service as far as Fox Chase three miles up the branch.

At Newtown Junction, SEPTA's electrified Mainline to Lansdale -- once used by trains to Bethlehem as well -- continues straight ahead while we diverge to follow Conrail's Trenton Line. (Here the overhead electrical system is owned by SEPTA, which holds trackage rights for its Fox Chase trains.) Just north of the junction, we cross above the abandoned Berks Street Industrial Track, originally the mainline of the North Penn Railroad opened in 1857 from Philadelphia to Bethlehem (56 miles) and later Reading's Bethlehem Branch. Passenger service on this line operated out of the North Penn depot at Third & Berks Streets, preceding by many years the great Reading Terminal opened by the P&R in 1893.

The plant of Fleeer Corp., home of world-famous Dubble Bubble chewing gum, is on the east side of Newtown Junction.

- 10.3 "CP-CRESCENT." Junction with the Olney Industrial Track (the original PN&NY line south to Erie Avenue). This was once a heavily industrialized section of the city. SEPTA has a small commuter station here named Crescentville.
- 10.9 LAWNDALe commuter station.
- 11.5 "CP-CHELTHENHAM JUNCTION." SEPTA's Fox Chase Line (or Newtown Branch) swings away to the west at Cheltenham station. This old building is believed to date to the opening of the railroad in the 19th Century. We continue straight ahead on a single non-electrified track known for many years as the New York Short Line, opened by the Reading in 1906 on an alignment two miles shorter than the original New York Branch which ran via suburban Jenkintown. Now part of the Trenton Line, the Short Line allows Conrail to use its own rails between Philadelphia and North Jersey, avoiding the high fees charged by Amtrak for moving freight trains over the Northeast Corridor. The Short Line was upgraded two years ago through the installation of Traffic Control System signaling operated under Rule 261. Undercutting of one track was performed at several bridge locations, which increased overhead clearances to 17'6" for standard TOFC cars. This is especially important for the "Orange Blossom Special," which formerly had to employ special low-deck flatcars.
- 13.8 BUSTLETON. Several industries in Philadelphia's Greater Northeast are served in this area. We pass over the first of a series of "talking" defect detectors, which automatically transmit a radio message to the crew of each train advising of the presence or absence of dragging equipment or hot journals.

- 16.2 "CP-BERRY." The Pennsylvania State Hospital is to the right, as we enter Bucks County. A controlled siding 2.6 miles in length begins here on the alignment of the former No. 1 main track.
- 18.8 "CP-NESH." The Pennsylvania Turnpike crosses overhead as the controlled siding ends.
- (19.2 "CP-NESHAMINY." SEPTA's Neshaminy Branch from Jenkintown
(21.2* swings alongside at Neshaminy Falls station. Opened as the Delaware River Branch of the North Penn Railroad in early 1876, the line was part of the Philadelphia & Reading's strategy to reach Jersey City and thus compete with the PRR which then had a monopoly on Philadelphia-New York rail traffic. When a sister company, the Delaware & Bound Brook, completed its line from the Delaware River to a connection with the Jersey Central at Bound Brook, NJ, through service was inaugurated on May 1, 1876, just in time for the Centennial Exposition which was to open ten days later in Philadelphia. "Take the New Line for New York," proclaimed newspaper ads of the period. "New and Elegant Cars--Smooth Track--Quick Time--No Dust." The latter may have been a reference to the clean-burning anthracite coal then coming into favor as locomotive fuel. The running time to New York was only two hours and 45 minutes including the ferry ride across the Hudson, and the fare was \$2.65. The P&R leased both the North Penn and the D&BB in 1879, and the route to Bound Brook later became known as the Reading's New York Branch. We cross Neshaminy Creek on a concrete arch bridge.
- 23.9 LANGHORNE. This SEPTA commuter station (west side) was built in 1881 to a design by famed Philadelphia Architect Frank Furness. After the North Penn decided to name the station for Jeremiah Langhorne, a distinguished Pennsylvania jurist, the citizens of nearby Attleborough changed the name of their town to Langhorne. The Reading completed electrification of this line from Philadelphia to West Trenton, NJ (32.6 miles) in 1931, and service began on July 26 of that year using a fleet of multiple-unit cars built by Bethlehem Steel. A few of these same cars, now referred to as the "Reading Blues," are still in rush-hour service on SEPTA's commuter rail system. Again, the overhead power facilities on this line are owned by SEPTA, while the right-of-way and track structure are owned by Conrail, an arrangement giving Conrail ownership of a through route between North Jersey and Philadelphia.

*Distance from Philadelphia (Reading Terminal) via Jenkintown

- 25.3 "CP-FAIRLESS JUNCTION." Woodbourne Yard, once an important facility for the Reading, is seen to the east side. The station here was originally known as Glenlake and the small building still exists -- at Newtown. In 1952, the Reading built a branch to serve the new Fairless Works of U.S. Steel at Morrisville, and Woodbourne became the serving yard. With the coming of Conrail, the Fairless traffic was transferred to the former PRR Morrisville Yard three miles to the east (site of the Morrisville intermodal terminal opened in 1982). The Fairless Branch now links the Trenton Line with the east-west Morrisville Line (still known as the "Trenton Cut-Off"), opened by the PRR in 1892 as a freight bypass around Philadelphia. The Morrisville Line currently handles five piggyback trains daily as well as other traffic.
- 26.4 "CP-WOODBOURNE." North end of Woodbourne Yard. We pass beneath U.S. 1 and the Morrisville Line.
- 26.9 "CP-WOOD." The "freight" track on which we have been riding merges here with the two "passenger" tracks. Until World War II, virtually the entire railroad from Neshaminy Falls to Bound Brook (37 miles) was laid with four main tracks. We cross under Interstate 95.
- 28.7 ROELOFS. The station here, long vanished, was named for a nearby hat factory. In 1976, a two-car Reading passenger train, bound for West Trenton and traveling at more than 70 mph, struck a tractor-trailer loaded with steel coils at the grade crossing here. The engineer and lone passenger in the first car were killed when a 20,000-pound coil ripped through the cab and down the aisle. The heavily-damaged car (No. 9024) was rebuilt and is in service today on SEPTA.
- 30.7 YARDLEY. This Delaware River town was named for Thomas Yardley, who established a ferry service near here in 1722. The century-old wood-frame station burned several years ago. We cross the river into New Jersey on a high concrete bridge completed in 1913, which replaced the original iron bridge built in 1876. Abandoned canals follow each bank of the river. From here northward, the railroad was constructed by the Delaware & Bound Brook.
- 32.5 WEST TRENTON - "TRENT" TOWER. The present West Trenton station (east side) was built in 1930, replacing a Victorian Gothic structure designed by Frank Furness in 1882. (The old station was known as Trenton Junction.) This is the endpoint for SEPTA's electrified commuter service, and the car storage yard may be seen to the east. SEPTA discontinued its through Philadelphia-Newark service on July 31, 1981, and New Jersey Transit's replacement train from West Trenton to Newark made its last run on December 3, 1982. The D&BB built a three-mile branch to downtown Trenton in 1887, but most of it was abandoned by Conrail in 1982 as industry moved away from the urban area. "Trent" tower, which controls

this interlocking, is on the west and a General Motors parts plant on the east side.

- 35.7 "CP-WING." We cross above Interstate 95. This interlocking is controlled by the Central Jersey train dispatcher at Elizabethport. Beyond this point is a single main track, governed by Operating Rule 261, with a maximum speed of 50 mph. Rule 261 states that "Signal indication will be authority for trains to operate in either direction on the same track."
- 37.9 PENNINGTON. A three-story stone station of Victorian design is on the east side. Now listed on the National Register of Historic Places, it is privately owned.
- 38.6 GLENMOORE. An abandoned control tower stands here, a relic of the days of four tracks and heavy passenger service.
- 42.6 HOPEWELL. This quiet Mercer County town boasts an historic station identical in design to the one at Pennington. Just north of here occurred a celebrated event in railroad history known as the "Frog War." In 1874 a shortline named the Mercer & Somerset Railway was opened from New Brunswick through Hopewell to the Delaware River. Backed by the Pennsylvania Railroad, the M&S got word that forces of the Delaware & Bound Brook were building south and proposed to cross its track at Hopewell. When D&BB employees arrived one night prepared to insert crossing frogs in the M&S rails, they were met by two trainloads of armed mercenaries who promptly drove them off. The dispute was settled when the governor called out the state militia to protect the construction workers. Ironically, the M&S could find no traffic in its rural area, and was abandoned in 1881 after the PRR terminated its lease. The D&BB survives as a Conrail mainline.
- 45.8 SKILLMAN. A new Johnson & Johnson chemical plant is served on the west side.
- 48.4 HARLINGEN. Reading maintained a small station here.
- 50.0 BELLE MEAD. The remains of the 1919 Reading station still exist at this location. Today the area is booming with residential development for persons employed in New York, North Jersey and the Trenton-Princeton complex. At milepost 51 an unused siding diverges west to a large General Services Administration storage depot.
- 56.0 WESTON. The 1882-vintage station here was formerly known as Weston-Manville. "Weston" tower was closed when Conrail installed TCS signalling. This was the junction with the Reading's Port Reading Branch, which connected to the east through Manville Yard. Completed by the Port Reading Railroad in 1892, the 19-mile branch served the parent P&R's coal pier at Port Reading on the Arthur Kill

between New Jersey and Staten Island. For more than 80 years this facility handled anthracite and bituminous coal for the New York market.

(57.3
(35.8* "CP-PORT READING JUNCTION." We join Conrail's Lehigh Line, once the mainline of the Lehigh Valley Railroad and now a key link in the east-west freight route between North Jersey, Allentown, Harrisburg and the West. At least 15 daily trains are scheduled in each direction here, and about 69 million gross tons per year are moved over this line. Until recently, the Reading's old New York Branch extended straight ahead for another mile to a connection with the Central Railroad of New Jersey (CNJ) mainline, now the Raritan Valley passenger line of NJ Transit. With the decline of through-routed B&O-Reading-CNJ freight service and the 1981 withdrawal of SEPTA's "Wall Street" and "Crusader" passenger trains between Philadelphia and Newark, this connection became redundant and was removed. (When introduced by the Reading in 1937, the original steam-powered "Crusader" was the first streamlined stainless-steel train to operate in the eastern U.S.) LV also maintained a connection to the Port Reading Branch here.

The Lehigh Line is basically a single-track railroad, reduced from the two tracks which existed until the 1950's. Its Traffic Control System is supervised by the Central Jersey train dispatcher at Elizabethport and automatic block signals protect the entire line. A controlled siding is in service from Port Reading Junction to "CP-Bound Brook" 2.7 miles to the east. We cross the Raritan River and a mile further pass under the Interstate 287 bridge, noting the abandoned section of the Port Reading Branch which parallels to the south.

33.1 "CP-BOUND BROOK." At this point a new connection to the Port Reading Secondary Track has been built, eliminating two miles of duplicating track. This 16-mile branch, now laid with continuous welded rail, serves a thriving industrial area. NJ Transit's double-track Raritan Valley Line appears to the north and closely parallels for the next three miles. The recently rebuilt connecting track at Bound Brook station (north side) is used daily by Conrail crews to reach customers served from the NJT line. Conrail expects to resume operation next month of a self-unloading "Conveyor Train" which hauls sand to a customer located north of Bound Brook, returning with crushed stone via this connection.

30.8 MIDDLESEX. We turn sharply eastward here as NJ Transit continues northeastward toward Newark.

29.1 NEW MARKET (DUNELLEN). New Market Pond (south side) is in a city park.

*Distance from New York

- 26.5 SOUTH PLAINFIELD. The Perth Amboy Running Track connects to the south. It was the Lehigh Valley's original mainline to tidewater, opened on May 28, 1875. Originally chartered as the Perth Amboy & Bound Brook, the branch was constructed as part of the Easton & Amboy Railroad, formed by the LV in 1872 to link its existing trackage at Easton, PA with the Atlantic coast. This strategy was forced upon the LV after its two principal rail connections at Easton, the Jersey Central and the Delaware, Lackawanna & Western, extended their systems to compete directly with LV for the lucrative anthracite coal trade. By the end of the century LV would complete its own route all the way to its New York Harbor properties in Jersey City.

For many years a large yard at South Plainfield was used to store trainloads of export coal destined for the piers at Perth Amboy. Some yard activity is still seen here to support service to local industries.

- 24.9 OAK TREE.
- 23.2 "CP-POTTER." We enter double track territory, both tracks signalled in both directions for operation under Rule 261. This segment of the Lehigh Line sees a minimum of 21 scheduled freight trains per day--half of them premium service intermodal trains.
- 19.4 CLARK. The Bloodgood Industrial Track, serving Hyatt Clark Roller Bearing and other customers, joins here (south side).
- 17.9 CRANFORD. To the south is the connection to the Staten Island Railway, a Delaware Otsego property which was formerly owned by the Baltimore & Ohio/Chessie System. We pass beneath the Garden State Parkway and over the SIRY mainline which joins NJ Transit's Raritan Valley Line just to the north.
- 16.9 "CP-ALDENE." After crossing above the once-four-tracked Jersey Central mainline to Jersey City (now a redundant Conrail spur), we note the ascending Aldene Connection (north side). This 2,100-foot-long single track was placed in service on April 30, 1967, coincident with the closure of Jersey Central's waterfront terminal in Jersey City. CNJ passenger trains henceforth were rerouted via the Aldene Connection to Pennsylvania Station in Newark. Currently, more than 50 NJ Transit trains operate over this route each weekday, making the 5.5 miles of double track mainline between Aldene and "NK" tower a very busy railroad as these trains mingle with heavy freight traffic.

- 16.0 "CP-ROSELLE PARK." Eastbound Conrail freight trains use a gauntlet (diversion) track to avoid the high platform at Roselle Park passenger station. Delaware Otsego's Rahway Valley Railroad interchanges here (north side).
- 14.5 "CP-TOWNLEY."
- 12.7 HILLSIDE. The Irvington Industrial Track diverges to the north at the passenger station. Among the customers on this branch is Eastern Railcar Services, a major rebuilder of "private varnish" passenger cars.
- 11.4 NEWARK - "NK" TOWER. The operator at this tower (south side) controls several crossover switches and the connection to Amtrak's Northeast Corridor, which swings off to the north. This connection, now used mainly by NJT commuter trains, had been built in order that Lehigh Valley's long-distance passengers could reach Manhattan via the PRR mainline, with an electric locomotive coupling on here for the trip to Pennsylvania Station. LV's last interstate passenger train, the "Maple Leaf," ran from Buffalo to New York during a raging blizzard on February 3-4, 1961. We continue eastward, passing beneath 12-lane Interstate 78, then crossing the Amtrak mainline and Conrail's ex-PRR Passaic & Harsimus Line, a onetime electrified branch which carried freight trains into the Harsimus Cove terminal in Jersey City. Two weeks ago, a fire under an I-78 bridge near "NK" forced closure of the roadway for an extended period.
- 10.5 "CP-VALLEY." This is the western entrance to the vast Oak Island classification yard, formerly a Lehigh Valley facility and now Conrail's principal freight complex in the North Jersey-New York City area. Dating to the late 19th Century, Oak Island Yard was rebuilt 1927-1929 when construction of a new bridge across Newark Bay required that the elevation of the entire yard be raised. The task required that more than 250,000 cubic yards of fill be extracted from the bottom of the bay and an additional six million cubic yards of fill transported by rail from Pennsylvania, according to figures in Robert F. Archer's book, "History of the Lehigh Valley Railroad." In recent years the three-mile-long yard was upgraded by Conrail to a modern single-hump facility.

The Lehigh Valley reached Oak Island by building a "branch" from South Plainfield to Roselle in 1888 and on into Newark in 1891. Two years later LV spanned Newark Bay but not until completion of subsidiary Greenville & Hudson in 1899 did the road fulfill its long-held ambition to reach New York Harbor over its own rails.

As we pass the Oak Island receiving yard, Newark International Airport may be seen to the south. The ex-PRR Greenville Running Track parallels the yard (south side), leading to Garden Yard and a connection with the