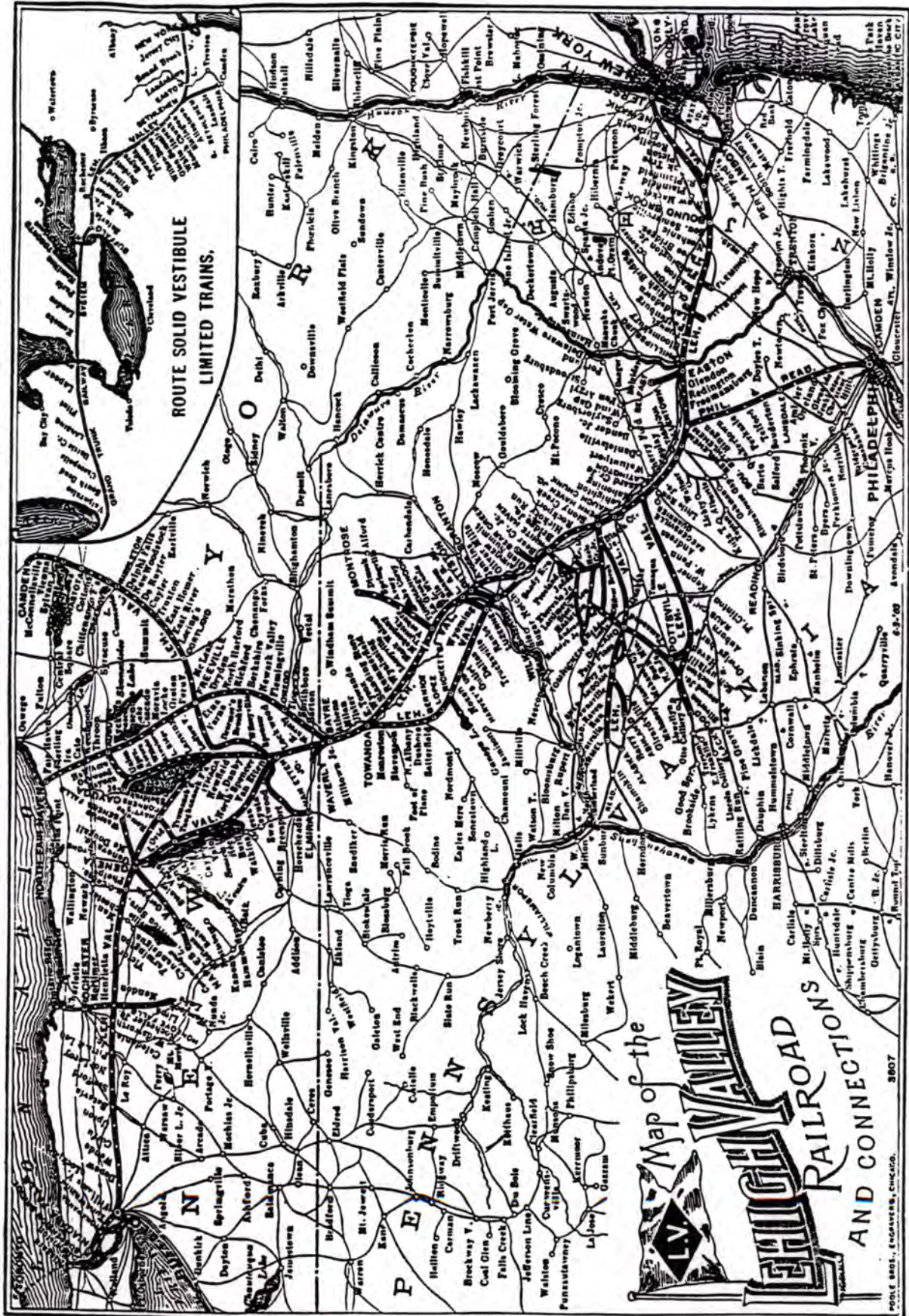


EQUIPPED WITH AUTOMATIC ELECTRIC BLOCK SIGNALS.

THE GREAT DOUBLE TRACK SCENIC HIGHWAY.



DINING CAR SERVICE A LA CARTE.

TRAINS HEATED BY STEAM AND LIGHTED BY PINTSCH GAS.

(92.8
(25.0*

ALLENTOWN - "CP-BURN." Ascending the former LV-Reading connecting track, we cross busy Basin Street (soon to be grade-separated) as the Reading Line from Allentown Yard converges on a sweeping curve. ("Burn" interlocking is controlled from "Steel" tower in Bethlehem.) We are now on the route of the East Pennsylvania Railroad, opened from Reading to Allentown in 1859 and leased to the Philadelphia & Reading in 1869. The double track East Penn Branch became a vital east-west freight link for the Reading and is equally important to Conrail, carrying an average of 15 scheduled trains in each direction every day. (In addition, two daily Delaware & Hudson trains use this route to and from Philadelphia on trackage rights.) This line carried about 80 million gross tons in 1988.

A now-abandoned spur to the Jersey Central-Reading passenger station in Allentown diverged north at "Burn," then known as East Penn Junction, and the Reading's Allentown TOFC terminal was located here (north side). The last regular passenger train to operate over the East Penn was the "Queen of the Valley," which made its final run from Allentown to Harrisburg on June 30, 1963.

- 31.7 EMMANUS JUNCTION. We pass the construction site of the new Interstate 78 bypass around the Allentown area. To the left connects a 16-mile spur, operated by the Blue Mountain & Reading, extending south to Pennsburg, PA. This state-owned line is a surviving segment of the Reading's Perkiomen Branch, built in 1874, which ran for 39 miles to a junction with the Reading mainline near Phoenixville.
- 30.1 EMMANUS. We are entering "Pennsylvania Dutch" country. The Reading station here (south side) is now privately owned.
- 26.6 MACUNGIE. A large Mack Truck plant is on the north side. Unlike the headquarters assembly plant in Allentown, which has been replaced by a new facility in South Carolina, the Macungie plant remains in operation.
- 24.0 "ALBERTS." The C&F (Catasauqua & Fogelsville) Secondary Track diverges right, serving such customers as Stroh Brewing and Alpo Pet Foods at Chapman, PA. (This 11-mile branch once extended as far as Catasauqua on the Lehigh River.) We enter the Harrisburg Division, now centrally controlled from a computer-aided dispatching center in Harrisburg.
- 20.5 MERTZTOWN. We cross into Berks County.
- 18.7 TOPTON. Part of the 1874 Victorian era station survives here (north side). The former Kutztown Branch, now operated by the BM&R, joins to the north, running behind

*Distance from Reading

the Dushore Car Company shop where vintage streetcars are rebuilt for museums. This four-mile spur was the only completed segment of a proposed 36-mile line to Port Clinton, PA, opened by the Allentown Railroad in 1870. Kutztown is the scene each year of a lively Pennsylvania Dutch fair.

16.1 BOWERS.

15.1 LYONS. This is a typically rural Berks County community.

11.3 FLEETWOOD. The railroad runs at grade through the heart of this old town.

(7.8 "CP-BLANDON." The original East Penn Branch diverged
(0.0 here (south side) to center city Reading, but the track has recently been removed. We continue on the single-track, Rule 261-operated Reading Belt Line, built by the Reading in 1955 as a low-grade bypass around the north side of the city.

3.5 TEMPLE - "CP-LAUREL." The short Evansville Industrial Track connects to the north, part of the Reading's old Schuylkill & Lehigh Branch extending 41 miles to Slatington, PA. It was built as the Berks County Railroad, opened in 1874. Until 1949, this was the route of a colorful all-stops passenger train known locally as the "Berksey." We pass the relocated Temple station of the Blue Mountain & Reading Railroad (north side). This active shortline hauls thousands of nostalgia seekers each year on its steam excursion trains over a 12-mile ex-PRR branch to Hamburg, PA, as well as handling freight traffic with diesel power.

4.0 "CP-WEST LAUREL." To the north is BM&R's track connection. Near this location five years ago the rock wall of an adjacent stone quarry collapsed under the weight of a passing Conrail freight train, closing the line for several months while the area was stabilized and new track installed on the old PRR right-of-way further from the edge of the quarry. During this period all trains operated over the East Penn Branch between Blandon and Reading.

5.6 READING-"CP-BELT." This is the junction (north side) with the Reading mainline to Pottsville, now Conrail's Shamokin Secondary Track serving many of the remaining anthracite coal producers. Diverging to the south is the Pottsville Branch toward Reading Yard which is served by six daily freight trains. Reading was the heart of the Reading Railway System, its large locomotive and car shops dominating the area north of center city. Hundreds of steam locomotives were built here. Four of the big 4-8-4 Northern types outshopped in 1945 survive today and

one of them (No. 2102), owned by the Blue Mountain & Reading, is undergoing heavy repairs for an advertised return to service next year. We continue west over the Belt Line, crossing the Schuylkill River and passing the Carpenter Technology complex (south side), manufacturer of auto and truck frames and many other steel products.

8.0 READING - "CP-TULP." Crossing Tulpehocken Creek the Reading Line joins the Harrisburg Line, forming a through freight route to the west and south. Trains for Harrisburg, Pittsburgh and beyond continue straight ahead to Wyomissing Junction but we turn south toward Philadelphia.

8.7 WEST READING - "CP-VALLEY JUNCTION." Across the river is the City of Reading, with 1,100-foot Mount Penn rising in the background. At its summit is the Pagoda, a seven-story Japanese-style structure built as a hotel and now an observation tower offering panoramic views of the city and its surrounding area. (Conrail has placed a radio antenna atop Mount Penn.) Reading itself is a bastion of the "Pennsylvania Dutch" tradition centered in Berks, Lancaster and Lehigh Counties. Known in the past as the home of nationally-famous pretzels and candy, not to mention the Reading Company's car and locomotive shops, this city of 80,000 is today a mecca for bargain hunters who throng to its many "outlet" stores. In 1987, according to the Pennsylvania Dutch Travel Association, eight million people visited the outlets here, spending an estimated \$450 million.

At "Valley Junction" we join the other leg of the wye from Wyomissing Junction and pass beneath the former Reading Lebanon Valley Branch (now Harrisburg Line) from center city Reading. This busy junction handles upwards of 25 scheduled trains each day including 11 premium-service intermodal trains as well as unit and extra trains. "Valley Junction" tower was closed in 1987 when the Harrisburg dispatchers office assumed direct control of all switches and signals in this area.

11.7 "CP-CUMRU." Proceeding east from "Valley Junction" on the Belt Line, we again cross the Schuylkill River, noting the concrete-arch bridge (north side) of the PRR's abandoned Schuylkill Branch. Opened from Philadelphia to Reading in 1884 and through to Pottsville, PA in 1887, the branch represented a thrust by the giant PRR into the anthracite coal fields of upstate Pennsylvania, then dominated by the Philadelphia & Reading and other smaller competitors. The 105-mile branch began to wither after World War II as coal traffic declined. Pennsy's passenger service to Reading--still steam-powered--ended in 1953 and northern sections of the line were abandoned piecemeal in the early 1970's. After the formation of Conrail in 1976, most of the branch paralleling the Reading mainline was also removed from service, with only a few segments remaining to serve local industries.

"Cumru" (the Welsh name for Wales) in Cumru Township is the junction with the Belt Line extension to Birdsboro, opened for service in 1902. Depending on traffic flow, we may either continue ahead on this line or turn sharply north on the connection to the Harrisburg Line at "CP-Titus." The latter option will bring us close to Met Ed's coal-fired Titus generating station (south side), after which we run beneath the old PRR line and the Route 422 Expressway.

- (13.0
(56.0* "CP-TITUS." Located on a sweeping curve close to the river at the base of Neversink Mountain, this interlocking was traditionally known as Klapperthal Junction. Conrail changed the name to reflect the presence of its coal-burning customer. Klapperthal was a favorite location for photo runbys staged by the Reading on its well-known "Iron Horse Ramble" excursions of the early 1960's. The mainline, now single track, continues westward from here into center city Reading while we proceed east around the curve.

We are now following the original route of the Philadelphia & Reading, chartered in 1833, which operated its first revenue train on May 1, 1838 from Reading to Pottstown pulled by the tiny English-built locomotive "Rocket." On December 5, 1839 the first train ran all the way to Philadelphia--a distance of 58 miles--behind the "Gowan & Marx." (Built in Philadelphia, the "Gowan" was recognized as a significant American locomotive on a U.S. postage stamp issued in 1987.) In 1923 the railroad was merged into its parent, the Reading Company, which then became the operating entity for this 1,500-mile rail system in eastern Pennsylvania, New Jersey and Delaware. The company retired its last steam locomotives in 1965.

- 52.3 LORANE. We pass under the Route 422 overhead bridge. This is the main highway between Reading and Philadelphia.
- 49.6 BIRDSBORO - "BIRD" INTERLOCKING. Joining from the south is the single track Reading Belt Line from "Cumru." Abandoned Birdsboro tower still stands (south side) but the ornate frame station designed by Frank Furness was demolished in 1963. The wye connection at old W&N Junction is also gone, though remnants of the yard here may still be seen. However, there is little to suggest that the E. & G. Brooke Works of Colorado Fuel & Iron Corp. adjoined the south side of the railroad at W&N Junction until its closure 20 years ago.

"W&N" refers to the Wilmington & Northern Railroad, a bucolic 64-mile line opened by the Wilmington & Reading in 1870 between Birdsboro and Wilmington, DE via Coatesville, PA. The company was reorganized as the Wilmington & Northern in 1875 and leased to the Reading in 1890. Conrail has abandoned the 30 miles from Birdsboro to Coatesville, while most of the south section

*Distance from Philadelphia

is now operated by the Octoraro Railway and, in the Coatesville area, by the Lukens-Steel-owned Brandywine Valley Railroad. Bethlehem Steel's Grace Mine, ten miles south of Birdsboro, provided thousands of carloads of iron ore for movement on the W&N Branch until its last stockpiles were exhausted in 1982.

Contrary to popular opinion, Frontiersman Daniel Boone was not a native of Kentucky. Actually, he was born in 1724 about three miles north of Birdsboro and lived there until his family moved south in 1750. The restored Daniel Boone Homestead is open to the public.

If we continue from "Cumru" on the Belt Line:

- 11.7 "CP-CUMRU." Passing the Met Ed generating station (north side), we cross the Schuylkill River on a high steel bridge. Another arched viaduct of the abandoned PRR line may be seen to the north, and we pass beneath Interstate 176 at the point where the Pennsy branch crossed above the Belt Line.
- 15.0 GIBRALTAR. This segment of the Belt is used primarily by eastbound trains. The W&N Railroad's extension to Reading once occupied this right-of-way.
- 16.6 DYERS. This is a connection with the old PRR, now the Reading Industrial Track paralleling to the south side. The hopper cars are used for loading ballast at the J.T. Dyer quarry.
- 18.0 BIRDSBORO. We turn north to again cross the river. At the site of old "Brooke" tower in Birdsboro (south side) the W&N Branch crossed the now-vanished PRR Schuylkill Branch. Pennsy station, now privately owned, still stands c -'s main street.)

- (18.8 BIRDSBORO - "BIRD. Join the mainline.
- (49.6*
- 47.1 MONOCACY.
- 44.5 DOUGLASSVILLE. Highway 422 parallel to the north, then crosses above. The abandoned PRR again runs alongside to the south, continuing into Pottstown.
- 42.9 TILLYS. Stowe Yard is on the south side, as we enter Montgomery County.
- 40.8 COLEBROOKDALE JUNCTION. The former Reading Colebrookdale Branch to Barto, opened in 1869, joins to the north. The state owns the remaining nine miles of this spur to

*Distance from Philadelphia

Boyertown, now operated by the Blue Mountain & Reading. Also connecting (south side) is the ever-present PRR branch, designated here as the Pottstown Industrial Track.

- 40.5 POTTSTOWN. The substantial stone station (north side) in the center of town was built in 1929 and was recently redeveloped as commercial office space. Two yellow Union Pacific cabooses parked across from the station were moved here at the direction of UP Chairman Drew Lewis, whose farm is located nearby. The adjacent Reading freight house has also been converted into office space and a Domino's Pizza parlor.

For many years Bethlehem Steel operated a large fabrication plant here. It was at Pottstown that the first iron bridge was fabricated for the Philadelphia & Reading Railroad in 1845. Now located in the former Bethlehem complex (south side) are Conrail's SteelNET and "LTD" (lumber) centers which allow customers to store their inbound rail shipments for local distribution by truck. A former Firestone Tire plant east of town has been acquired by Occidental Chemical and "Firestone Boulevard" has been renamed "Armand Hammer Boulevard" in honor of the chairman of Occidental. The plant is served via the ex-PRR Pottstown Industrial Park.

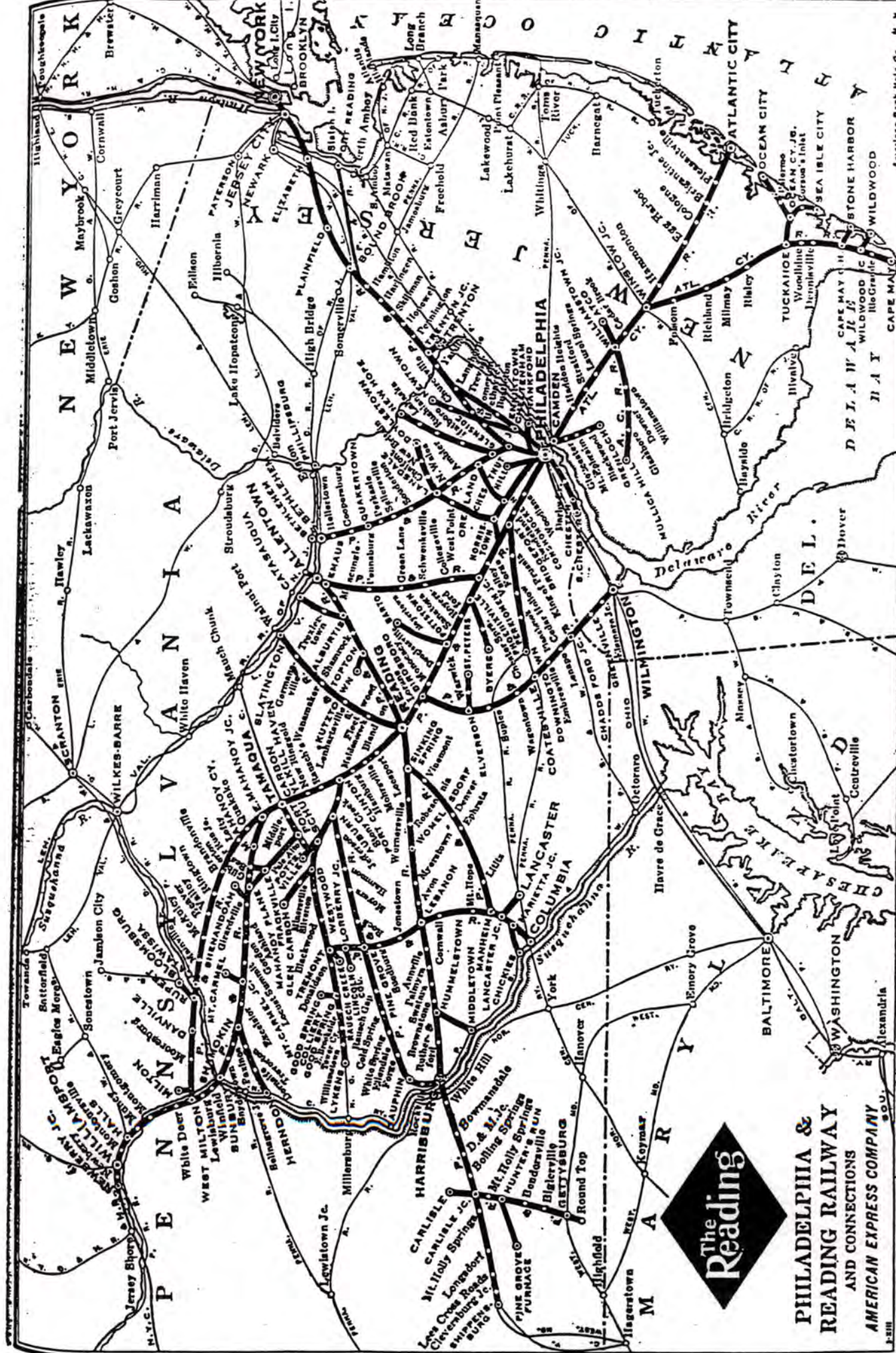
- 35.7 LIMERICK. Looming above the railroad are the twin cooling towers of Philadelphia Electric's \$7-billion Limerick nuclear generating station. One of the two units is operating while the Unit 2 reactor is about to begin low-power testing. This was the last nuclear power facility to be authorized in the United States. An industrial spur to the north climbs a steep grade to reach the plant.

- 34.4 LINFIELD. An 1850's era station building still stands near the Linfield Hotel (north side) in substantially altered condition. According to Edward Lewis' book "Reading's Victorian Stations," this building "is the last survivor of an early standard P&R station design. It follows the pattern of a typical roadside or canalside tavern of the 1830's." We closely follow the north bank of the Schuylkill River.

- 32.0 ROYERSFORD. Another Reading Company station, this one dating from 1931, stands in this old river town (south side).

- 30.6 CROMBY. A short branch here connecting on the south side is used to deliver coal to a Philadelphia Electric generating station on the opposite side of the river.

- 29.0 DIVISION POST - PHILADELPHIA DIVISION. We leave the jurisdiction of the Harrisburg Division and reenter Philadelphia's territory. Crossing the Schuylkill on a



PHILADELPHIA & READING SYSTEM 1916

American Bank Note Co., N. Y.

2-3111

concrete-arch bridge we plunge into 1,932-foot-long Phoenixville tunnel (also known as Black Rock tunnel), completed by the Philadelphia & Reading in 1837. The third railroad tunnel in America, it was blasted out of solid rock by workers using only black powder, the state-of-the art technique of the era. In recent years the tunnel has been single-tracked to increase clearances.

- 27.5 PHOENIXVILLE - "CP-PHOENIX." Passing under a bridge of the former PRR Schuylkill Branch (now Conrail's Phoenixville Industrial Track extending from Oaks to Phoenixville), we round a curve at the former Reading passenger station. This fine stone building, constructed in 1865, has been converted to a catering establishment (south side). Much of the Phoenix Steel Company mill which dominated the town has been leveled, but the pipe works is still operating. The Pickering Valley Industrial Track connecting at the station is out of service. It once extended for 11 miles to Byers in Chester County, via Chester Springs, and later was cut back to serve just the Phoenix Steel plant.

Across the river a two-mile section of the abandoned Schuylkill Canal was recently restored and reopened for recreational use by an Upper Providence Township civic group. This section, and another in Philadelphia, are the only parts of the canal which still contain water. Extending 108 miles from Pottsville to Philadelphia, the waterway was opened in 1825 by the Schuylkill Navigation Company to carry coal and other products. In 1870 it was sold to the competing P&R Railroad, but commercial boats continued to ply the canal until 1931.

At "Phoenix" interlocking, we enter a nine-mile segment of the Harrisburg Line which until recently consisted of four main tracks. These have been reduced to two, the No. 1 (north) track now signaled in both directions.

- 24.9 PERKIOMEN. On a sweeping curve is the junction with the meandering Perkiomen Branch. Opened by the Perkiomen Railroad, a Reading subsidiary, in 1875, it ran for 39 miles to Emmaus. Sparingly used as a through freight route, much of the line has now been removed but, as previously noted, the 16 miles from Greenville to Emmaus continue as a shortline operation. In addition, the 1.5-mile spur from Perkomen to Oaks is operated by Conrail to connect with the ex-PRR branch on the opposite side of the river, and is used to reach customers on the Devault Industrial Track south of Phoenixville. A control tower here on the north side is gone but the Perkiomen Junction passenger station (south side) remains as a private residence.

- 23.7 VALLEY FORGE STATION (south side). This 1912-vintage building, located on another broad curve, was restored for the Bicentennial celebration in 1976. It is adjacent

to Valley Forge National Park and George Washington's headquarters is visible a short distance south of the station.

- 22.0 "CP-FORGE." A third track or controlled siding runs from here to Abrams Yard.
- 21.5 VALLEY FORGE PARK STATION (south side). Formerly named Port Kennedy, it was built in 1904, closed in 1966, then restored and reopened in 1976 to handle Bicentennial visitors. The station was again closed on June 30, 1981 when SEPTA discontinued its last Budd-car-equipped passenger trains to Reading. A short branch known as the Port Kennedy Railroad left the mainline near the station to serve a magnesia plant. We pass beneath the Route 422 Expressway.
- 20.6 NORTH ABRAMS. At the end of Abrams Yard a spur diverges south to service the King of Prussia industrial park, which includes a Sears Roebuck distribution center.
- 19.1 ABRAMS YARD. This was a busy flat switching yard in Reading days, but was closed several years ago in favor of nearby Earnest Yard located on the ex-PRR Morrisville Line. Earlier this year, however, most east-west Morrisville traffic was rerouted through the "Ford" connection in Norristown and now travels via the former Reading to and from Harrisburg. As a result, Abrams has been reopened with power and crews servicing nearby branches again based here. The locomotive shop area (south side) has been converted into a materials management center.
- 18.0 "NORRIS" TOWER (south side), is staffed around the clock to control train movements between Phoenixville and Woodlane, as well as five interlockings on SEPTA across the river in Norristown. SEPTA now owns the line diverging at "Norris" (north side) which crosses the Schuylkill to connect with its commuter route from Philadelphia--originally the pioneering Philadelphia, Germantown & Norristown Railroad completed in 1835. After the Reading leased the PG&N in 1870 a bridge was constructed here by a subsidiary, the Norristown & Main Line Connecting Railroad, to link PG&N with the Reading itself. The present tower, a standard Reading two-story brick structure dating from the early 1900's, carried the telegraphic code "NS" until about 1957 when the railroad began naming its towers.

Regular passenger service was operated by the Reading between Philadelphia and the Coal Region via Norristown until 1976 when SEPTA inherited the responsibility. Service with Budd cars continued until the last train to Reading was withdrawn in 1981. Operations to Pottstown, at the edge of SEPTA's five-county service area, continued for another year. Passenger trains no longer

CONRAIL LOCOMOTIVE ROSTER/SPEED CHART

Light engines must not exceed maximum speed for freight trains.

Unit Number	Model	H.P.	Fuel Capacity Gallons	MPH			Note
				Single Light	Multiple Light	With Train	
192- 199	GP 40 H	3000	1200	50	60	80	1
200- 409	F 40 PH	3000	1800	50	60	100	1
700- 724	P 30 CH	3000	3000	50	60	80	1
485- 491	FL 9	1750	1200	50	60	80	1
1000-1023	MT 4				60	65	
1100-1128	MT 6				60	65	
1600-1699	GP 15-1	1500	2400	30	60	65	
1900-2023	B 23-7	2200	2500	30	60	70	
2169-2249	GP 30	2200	1700/2600	30	60	65	
2250-2394	GP 35	2200/2500	2600	30	60	65	
2700-2798	U 23 B	2300	3200	30	60	70	
2800-2816	B 23-7	2300	3200	30	60	70	
2971-2974	U 36 B	3600	3200	30	60	70	
3000-3274	GP 40	3000	3600	30	60	70	
3275-3403	GP 40-2	3000	2600/3600	30	60	70	
3620-3691	GP 35	2200/2500	2600	30	60	65	
4020-4022	E 8a	2200	1200	50	60	90	
5000-5059	B 36-7	3600	3250	30	60	70	
5060-5089	B 40-8	4000	3900	30	60	70	
5400-5462	GP 8	1500	1600	30	60	65	
6000-6021	C 39-8	3900	4000	30	60	70	
6025-6049	C 40-8	4000	5000	30	60	70	
6240-6357	SD 40	3000	4000	30	60	65	
6358-6524	SD 40-2	3000	4000	30	60	65	
6550-6599	C 30-7A	3000	4000	30	60	70	
6600-6609	C 30-7	3000	4000	30	60	70	
6610-6619	C 32-8	3200	4000	30	60	70	
6620-6644	C 36-7	3700	4000	30	60	70	
6654-6666	SD 45-2	3600	5000	30	40	40	
6700-6834	SD 50	3500	4000/4500	30	60	70	
6840-6842	SD 60	3800	4400	30	60	70	
6845-6869	SD 60	3800	4500	30	60	70	
6900-6918	U 23 C	2200	4000	30	60	70	
6925-6959	SD 38	2000	4000	30	60	65	
7001-7483	GP 9	1700/1800	800/1700	30	60	65	
7513-7597	GP 10	1800	1700	30	60	65	
7635-7939	GP 38	2000	2600/3200	30	60	65	
8040-8281	GP 38-2	2000	2600/3200	30	60	65	
8600-8621	SW 8	800	600	20	45	60	
8632-8646	SW 900	800	600	30	40	40	
8666-8687	SW 8 M	800	600	30	45	60	
8690-8698	SW 8	800	600	30	45	60	
8701-8721	SW 900	800	600	30	40	40	
8838-9140	SW 779	1200	600/ 900	30	40	40	
9315-9381	SW 1200	900/1200	900	30	45	60	
9400-9424	SW 1001	1000	1000	30	45	60	
9500-9620	SW 1500	1500	1100	30	45	60	
9621-9630	MP 15	1500	1400	30	45	60	

1. Amtrak Units

NOTE - Foreign line units will operate at speed of corresponding Conrail model.

use this bridge connection but approximately ten Conrail trains operate over it each day to and from the Morrisville Line. Norristown is the seat of government of affluent Montgomery County.

17.0 BRIDGEPORT. After passing "Norris" we note a weigh-in-motion scale on which coal and ore trains are electronically weighed (south side). We run beneath the silvery steel viaduct which carries SEPTA's electrified "Philadelphia & Western" high-speed transit line across the river to Norristown. Opened in 1912, this 13-mile line to 69th Street Terminal in Upper Darby is a museum of electric technology, with five of the famed "bullet" cars built in 1931 still in daily service. An \$11-million transportation center at the end of the P&W in Norristown was dedicated last month, and 26 new AC-drive cars costing more than \$1 million each will be delivered to SEPTA beginning next winter for use on this line.

Conrail's Chester Valley Running Track connects south at Bridgeport. This Reading Branch once extended for 21 miles to King of Prussia and Downingtown but its midsection is now abandoned. At the east end of Bridgeport the Pennsylvania Turnpike passes above, closely paralleled by the steel-deck bridge of the Morrisville Line (former PRR Trenton Cut-Off.)

15.8 SWEDELAND. Here stands silently the old Alan Wood steel and cokemaking complex, closed for more than ten years and now partially dismantled. The two ex Long Island Alco FA diesels parked on the south side belong to the Anthracite Railroads Historical Society. The Upper Merion & Plymouth Railroad, once a captive switching line, still maintains its offices east of here but operates largely on the opposite side of the river where it serves the Conshohocken rolling mill of Lukens Steel (purchased from Alan Wood). Interchange with Conrail is made near the Lukens mill though UM&P retains its bridge across the river to Swedeland. We pass beneath it just before the new plant of SmithKline Chemicals appears inland. A major industry is expected to locate in this area.

13.6 WEST CONSHOHOCKEN. After ducking under the "Blue Route" (I-476) we pass the Philadelphia Electric Fire Training School (north side). The spanking-new One Tower Bridge office center rises at the south end of the Matsonford highway bridge, which connects this blue-collar community to the onetime industrial Borough of Conshohocken across the river. A 300-room Marriott Hotel is to be built beside the railroad in the cleared area east of the bridge but a cleanup of hazardous soil must first be completed to the satisfaction of the state. PennDOT estimates that the junction of the Schuylkill Expressway (I-76) and the unfinished Blue Route in West Conshohocken will become the third busiest highway intersection in

Pennsylvania, a forecast which obviously spurs development. We continue to follow the south bank of the river toward Philadelphia.

- 12.0 GLADWYNE - WOODLANE YARD. This yard was built by the Reading as a holding area for coal trains moving from upstate mines to the Port Richmond marine terminal in Philadelphia. Today, most export anthracite and bituminous coal is stored at Conrail's South Philadelphia Yard to await loading aboard vessels at the modernized Pier 124 facility. The Schuylkill Expressway runs above us (south side) and River Road closely follows the riverbank.
- 8.7 "CP-ROCK." This interlocking is controlled from "Nice" tower in Philadelphia. Flat Rock dam (north side) feeds water to a 1.5-mile segment of the old Schuylkill Canal along the opposite shore. The railroad narrows from two tracks to a single main track as we pass beneath the Expressway and enter Flat Rock tunnel. Opened by the Philadelphia & Reading in 1839, this 940-foot bore was the last serious obstacle to completion of the line between the P&R's two terminals. The heavily-traveled Expressway now runs directly beside us, and SEPTA's electrified commuter rail line to Norristown clings to the rocky north bank of the river.
- 7.6 WEST MANAYUNK. The hilly Manayunk section of Philadelphia lies directly across the Schuylkill, where a trendy shopping and restaurant district has recently sprung up along Main Street. (The name "Manayunk," an Indian word for "place where we drink," was adopted more than 150 years ago when the village was known as Flat Rock). Venice Island is the low-lying area along the old canal, and Conrail operates an industrial track on the island to serve a large Container Corporation of America plant near Flat Rock dam. This plant has survived the many old paper, yarn and cotton mills which once dotted Venice Island.
- 6.7 PENCOYD. Overhead looms the towering concrete-arch viaduct which carried the PRR's Schuylkill Branch across the river. Now owned by SEPTA, the bridge is located on an out-of-service portion of the Ivy Ridge commuter line. Here the PRR built a switchback branch from the south end of the bridge, crossing above the Reading mainline to reach the old Carnegie-Illinois Steel mill (later Pencoyd Steel) along the river. Remains of this steeply-graded spur can be seen today (south side). The Venice Industrial Track connects to the north as we pass the important Connelly Container plant served by Conrail. The Expressway is now high above the railroad on the south side.
- 5.7 PHILADELPHIA - WEST FALLS YARD. Running beneath the twin bridges of City Avenue, we reenter the City of Philadelphia and pass West Falls Yard. This is a pickup

and setoff point for several road trains, and yard crews serve a number of industries from here. Conrail has recently installed a fiber optic cable along the Harrisburg Line right-of-way to connect its center city offices with a computer center in suburban King of Prussia, a distance of 16 miles.

- 5.4 "CP-FALLS." A track connection to the Trenton Line diverges here to cross the river, as we turn sharply to rejoin our route of this morning. We pass beneath the Roosevelt Expressway. (Our train may be turned here on the Laurel Hill wye and backed to 30th Street).
- 5.2 "CP-RIVER."
- (2.3 "ZOO" INTERLOCKING. We return to Amtrak rails.
(0.0
- 1.5 PHILADELPHIA - 30TH STREET STATION. Thank you for joining us today. We hope that you enjoyed this inspection of our railroad and we look forward to working with you to develop new business as well as to handle efficiently the shipments of our present customers.

TOTAL MILEAGE OF TRIP - 227.2

NOTES BY: Frank Tatnall
EDITED BY: Maryanne McGettigan
Marketing & Sales Department

GLOSSARY OF DEFINITIONS

ABSOLUTE BLOCK: A block which must not be occupied by more than one train

ABSOLUTE PERMISSIVE BLOCK: An automatic block signal system in which a train will cause the head block signal governing opposing train movements to display a Stop Signal, while permitting signals for following movements to display other than a Stop Signal

AUTOMATIC BLOCK SIGNAL SYSTEM: A block signal system in which the use of each block is governed by an automatic block signal, cab signal or both

BLOCK: A length of track with defined limits on which train movements are governed by block signals, block-limit signals or cab signals

BLOCK SIGNAL: A fixed signal, hand signal or verbal block indication in the absence of a fixed signal, at the entrance of a block to govern use of that block

BLOCK STATION: A place provided for the blocking of trains by block signals or other means

BLOCKING DEVICE: A lever, plug, ring or other method of control that restricts the operation of a switch or signal

BULLETIN ORDER: Order issued by authority of and over the signature of the Superintendent which contains items affecting the movement of trains

CAB SIGNAL: A signal located in the engine control compartment indicating a condition affecting the movement of a train, and used in conjunction with interlocking signals and with or in lieu of block signals

CONTROL STATION: A place from which remote control signal appliances or switches are operated

CONTROLLED POINT: A place designated in the Timetable where signals are remotely controlled from the Control Station

CONTROLLED SIDING: A siding whose use is governed by signals under the control of a train dispatcher or operator

CURRENT OF TRAFFIC: The assigned direction of a main track, as specified in the Timetable

DISTANT SIGNAL: A fixed signal used to govern the approach to a home signal

DIVISION: That portion of the railroad assigned to the supervision of a Superintendent

Source: Conrail/NORAC* Operating Rules Effective 10/1/88

DIVISION NOTICE: Notice issued by authority of and over the signature of the Superintendent which contains instructions which do not affect the movement of trains

DUAL CONTROL SWITCH: A power operated switch also equipped for hand operation

ELECTRICALLY LOCKED SWITCH: A hand-operated switch equipped with an electrically controlled device which restricts the movement of the switch

ENGINE: A unit propelled by any form of energy or a combination of such units operated from a single control, used in train or yard service

EXTRA TRAIN: A train not designated by a Timetable schedule

FIXED SIGNAL: A signal of a fixed location affecting the movement of a train

GENERAL ORDER: Order issued by authority of and over the signature of the designated official, which contains changes in rules, Timetable or other instructions

HEAD BLOCK: The fixed signal at the entrance to a segment of Absolute Permissive Block territory, indicated by a Block-Limit Signal

HOME SIGNAL: A fixed signal governing the entrance to an interlocking

INTERLOCKING: An arrangement of signals and signal appliances interconnected so that their movements must succeed each other in a prearranged sequence and for which interlocking rules are in effect

INTERLOCKING APPLIANCE: A switch, derail, lock, control mechanism, movable point frog or movable bridge

INTERLOCKING LIMITS: The tracks between the opposing home signals of an interlocking

INTERLOCKING SIGNALS: The fixed signals of an interlocking

INTERLOCKING STATION: A place from which an interlocking is operated

MAIN TRACK: A track designated by Timetable upon which train movements are authorized by block system or interlocking rules

MANUAL BLOCK SYSTEM: A block system in which the use of each block is governed by a Form D and a Clear Block indication

MARKER: A reflector, flag, or highly visible marking device, in the red-orange-amber color range, affixed to the rear of a train to indicate that the train is complete

PILOT: An employee assigned to a train or track car when the engineer, conductor or track car driver is not qualified on the physical characteristics or rules of the railroad or portion of the railroad over which the movement is to be made

RUNNING TRACK: A designated track on which movements may be made by signal indication or at Restricted Speed under authority of the employee designated in the Timetable

SCHEDULE: That part of a Timetable which prescribes direction, number, frequency and times for movement of scheduled trains

SCHEDULED TRAIN: A train designated by Timetable Schedule

SIDING: A track adjacent to a main track for meeting or passing trains

SIGNAL ASPECT: The appearance of a fixed signal conveying an indication as viewed from the direction of an approaching train; the appearance of a cab signal conveying an indication as viewed by an observer in the engine control compartment

SIGNAL INDICATION: The information conveyed by the aspect of a signal

SPEEDS:

NORMAL SPEED: The maximum authorized speed

LIMITED SPEED: For passenger trains, not exceeding forty-five (45) miles per hour; for freight trains, not exceeding forty (40) miles per hour

MEDIUM SPEED: Not exceeding thirty (30) miles per hour

SLOW SPEED: Not exceeding fifteen (15) miles per hour

RESTRICTED SPEED: Prepared to stop within one-half the range of vision, short of train, obstruction, or switch improperly lined, looking out for broken rail, but not exceeding twenty (20) miles per hour outside interlocking limits, nor fifteen (15) miles per hour within interlocking limits. Speed applies to entire movement.

STATION: A place designated in the Timetable by name

TIMETABLE: A printed booklet which contains schedules and special instructions which affect the movement of trains

TRACK CAR: Equipment, other than trains, operated on track for inspection or maintenance which may not operate signals

TRAIN: An engine with or without cars

YARD: A system of tracks used for the making up of trains and storing of cars, upon which movements may be made at Restricted Speed, subject to applicable rules and special instructions