
Potential Reuse of Inactive Rail Lines

November 1991



Delaware Valley Regional Planning Commission

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Delaware Valley Regional Planning Commission
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Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency which provides continuing, comprehensive and coordinated planning for the orderly growth and development of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties as well as the City of Philadelphia in Pennsylvania and Burlington, Camden, Gloucester, and Mercer counties in New Jersey. The Commission is an advisory agency which divides its planning and service functions among the Office of the Executive Director, the Office of Public Affairs, and four line Divisions: Transportation Planning, Regional Information Services Center, Strategic Planning, and Finance and Administration. DVRPC's mission for the 1990s is to emphasize technical assistance and services and to conduct high priority studies for member state and local governments, while determining and meeting the needs of the private sector.



The DVRPC logo is adapted from the official seal of the Commission and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole while the diagonal bar signifies the Delaware River flowing through it. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey. The logo combines these elements to depict the areas served

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Publication Abstract

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ABSTRACT

A network of abandoned or inactive rail lines has been created in this region due to the restructuring of the railroad industry and the changing economics and demographics of the region. This network of inactive rail lines could provide additional transportation capacity by rehabilitating these rights-of-way for future transportation uses. This document will inventory the network of inactive rail lines in the region and provide a description of each line. Thirty-four inactive rail lines were identified. The characteristics of each line were reviewed in order to determine its relative potential for future transportation reuse.

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EXECUTIVE SUMMARY

A network of abandoned or inactive rail lines has been created in this region due to the restructuring of the railroad industry and the changing economics and demographics of the region. This network of inactive rail lines could provide additional transportation capacity by rehabilitating these rights-of-way for future transportation uses. These uses could include but are not limited to: passenger rail service, freight rail service, high occupancy vehicle roadways, conventional highway use and tourist or recreational use. Until very recently this network of inactive lines has continued to grow. Recent actions of the New Jersey Department of Transportation (NJ DOT) have been aimed at reversing this trend. The NJ DOT, recognizing the significance of preserving these rights-of-way for future transportation use, has begun purchasing inactive rail lines which they feel have potential to be viable future transportation corridors.

This document will inventory the network of inactive rail lines in the region and provide a description of each line. Thirty-four inactive rail lines were identified. The characteristics of each line were reviewed in order to determine its relative potential for future transportation reuse. The characteristics included such factors as being surrounded by municipalities with high population and employment growth projections, being located parallel to a congested highway corridor, having strong support by appropriate authorities for reactivation of service or serving as a direct connection to or a logical extension of an active rail line.

Using the analysis criteria, 12 of the 34 lines were determined to have a high potential for transportation reuse, while 6 lines were considered to have medium potential and 16 lines were determined to have low potential. Further analysis of the feasibility and the benefit/cost ratio of potential transportation uses of these 12 lines should be considered by the appropriate authorities.

INTRODUCTION

The Delaware Valley region contains an extensive system of rail lines used for the movement of passengers and freight. This system, at one time, was even more comprehensive than it is today. However, service on a number of lines from both the passenger and freight systems has been eliminated due to the region's economic and demographic changes in recent decades. Railroad restructuring has rendered some of the region's rail lines redundant and has also contributed to the elimination of service. These eliminations have created a network of abandoned or inactive rail lines in the region. The objective of this study is to examine the lines of that network to determine if any of them have a potential to serve some type of future transportation use. One of the truly great assets of many older American urban areas is the legacy of railroad corridors, which can be made available for transportation reuse.

Ridership levels on the Southeastern Pennsylvania Transportation Authority's (SEPTA) regional commuter lines have decreased noticeably in the last ten years. This is due in part to the decentralization of jobs from Center City Philadelphia to the suburban areas which are not well served by SEPTA's radial rail system. The change in the region's economy from manufacturing to service oriented has brought about a trend of decreased demand in the use of the rail system to ship goods. The decline in ridership and decrease in shipping has led to recent curtailments of service and abandonment of numerous rail lines. Some rail lines have been sold off on a piecemeal basis, others have been purchased whole and some sit dormant providing no service. Some of these inactive or abandoned lines have found second lives as utility rights-of-way, bike trails or hiking trails, while others have been developed upon or acquired by adjacent property owners.

Many of these corridors which have been abandoned for some time are in seriously deteriorated condition: rails and ties have been removed, track beds washed away and signals are decayed or non-existent. However, some unused lines are in a condition where minor rehabilitation could enable them to be put back into operation again.

Regardless of the condition of these rail rights-of-way it is important to identify those that have potential transportation reuse. Preserving rail corridors for future transportation use has become a public responsibility. The New Jersey Department of Transportation (NJ DOT) has recognized the importance of preserving inactive rail lines for potential future transportation use. The State has established the New Jersey Bridge Rehabilitation and Improvement and Railroad Right-of-Way Preservation Bond Act of 1989. In July of 1991, the Senate and General Assembly of the State of New Jersey appropriated \$10,000,000 from this act for the preservation and acquisition of rail rights-of-way identified as essential to New Jersey's transportation network. In accordance with the terms of the act, NJ DOT has established a Preservation Committee to select candidate lines for acquisition.

Municipalities which are projected to experience high levels of population or employment growth by the Year 2010 were identified to determine if a correlation could be made between any of these potentially reusable rail rights-of-way and any of the locations of projected high growth in the region. Transportation reuse of these rail corridors could serve as a means of addressing the growing traffic congestion problems on the regions highways. Whether these corridors are returned to passenger or freight rail use or they are reconstructed for highway use they can play an important role in increasing the capacity of the region's transportation system.

The region's demographics will be discussed in the next section of this report. Population projections prepared by the Delaware Valley Regional Planning Commission (DVRPC) for the Year 2010 were used to determine which municipalities would experience the most growth in people. DVRPC's employment projections for 2010 were also used to determine where the growth in jobs would occur in the region.

The region's network of rail rights-of-way will be identified. This network consists of the active passenger and freight lines as well as the network of inactive rail lines, either formally abandoned or merely no longer in service. A description of the active passenger and freight

systems will be presented. A description of the individual inactive rail lines will also be presented.

The last section of this report will identify the potential of those inactive rail lines for transportation reuse. The potential reuse of these lines will certainly vary depending on numerous factors. The uses may include but are not limited to passenger rail service, freight rail service, high occupancy vehicle roadways, conventional highway use, or tourist and recreational use. Corridors with the most potential for reuse may be ones that connect high population growth areas with high employment growth areas and have an easily accessible right of way. However there are many factors such as ownership, support by appropriate authorities for reactivation of service, connection to an active rail line and accessibility, which will have an impact on an individual corridor's potential.

Urban areas may begin to turn to rail transportation to enhance urban mobility, protect the environment, conserve energy and improve the quality of urban life, but some of the railroad corridors may not be there when needed unless steps are taken now. The existing "rails to trails" preservation approach is not adequate. There have been calls for a federal law that preserves railroad rights-of-way in urban areas on abandonment for future transportation reuse. The law would be intended to achieve the following: provide benefits in the form of future cost savings on rail construction, provide compensation to the railroads where appropriate, not harm adjacent landowners and permit adjacent landowners to use the land in the interim provided they did nothing to impede future transportation use.

DEMOGRAPHICS

This section of the report reviews the population and employment figures for each municipality in the region for the years 1990 and 2010 in order to determine those municipalities which are projected to experience the highest growth. The 353 municipalities in the DVRPC region were ranked in order of the highest absolute projected increases in terms of population and employment. The top 15 percent of all municipalities were chosen for analysis in this study. This represents the 53 municipalities projected to have the highest population growth and the 53 municipalities projected to have the highest employment growth. Thirty-two of the fifty-three municipalities appear on both lists, indicating projected high growth in both population and employment.

Population Growth

The population figures for 1990 were taken directly from the 1990 Census and the Year 2010 projections were derived from DVRPC's adopted 2010 forecasts, adjusted based on the 1990 Census.

The population of the nine county DVRPC region is expected to increase by 498,000 or 9.6% between 1990 and 2010. Philadelphia is the only county in the region that is projected to lose population (18,000 or 1.1%). The change in population for that time period was reviewed for each municipality to determine those which are expected to experience the highest growth. The population increases in those top 53 municipalities range from 2,870 to 14,497. These municipalities, along with their absolute increase and growth rate are listed in Table 1. Northampton Township, Bucks County is projected to be the highest growing municipality in the region with a population increase of 14,497 (40.9%). The locations of these high population growth municipalities are illustrated in Figure 1. The locations were reviewed to determine if these municipalities were accessible from any inactive rail lines.

Employment Growth

The Year 2010 employment estimates were projected from the 1987 employment figures obtained from the Bureau of Economic Analysis and the 1990 employment numbers were interpolated from those projections.

Employment in the DVRPC region is projected to grow by 269,400 jobs or 10% between 1990 and 2010. All nine counties are expected to experience an increase in jobs. However, employment in the city of Philadelphia, the region's employment center, is projected for only a 2% increase. The growth in employment among the top 53 municipalities ranged from 10,110 to 1,400. Although the City of Philadelphia is expected to receive 17,200 new jobs it is not considered a high growth municipality because, due to its size it is not easily comparable to the municipal level that is being analyzed and its growth rate, at 2% is well below the region's projected growth rate. Table 2 lists those municipalities which are in the top 15 percent for employment growth. The location of these 53 municipalities are illustrated in Figure 1. The location of these higher growth municipalities together with the higher population growth municipalities were reviewed to determine correlations to the inactive rail rights-of-way.

TABLE 1

**Municipal Population Growth: 1990 - 2010
Top 15 Percent**

<u>Municipality</u>	<u>1990 POP.</u>	<u>2010 POP.</u>	<u>PERCENT CHANGE</u>	<u>ABSOLUTE CHANGE</u>
Northampton Twp., Bucks Co.	35406	49903	40.9	14497
Washington Twp., Gloucester Co.	41960	55286	31.8	13326
Voorhees Twp., Camden Co.	24559	37849	54.1	13290
Evesham Twp., Burlington Co.	35309	47379	34.2	12070
Winslow Twp., Camden Co.	30087	41138	36.7	11051
West Windsor Twp., Mercer Co.	16021	26718	66.8	10697
Middletown Twp., Bucks Co.	43063	53324	23.8	10261
Gloucester Twp., Camden Co.	53797	63609	18.2	9812
Mount Laurel Twp., Burlington Co.	30270	39344	30	9074
Medford Twp., Burlington Co.	20526	29598	44.2	9072
Hamilton Twp., Mercer Co.	86553	95055	9.8	8502
Newtown Twp., Bucks Co.	13685	22048	61.1	8363
Monroe Twp., Gloucester Co.	26703	34706	30.0	8003
Warwick Twp., Bucks Co.	5915	13850	134.2	7935
Doylestown Twp., Bucks Co.	14510	21858	50.6	7348
Pemberton Twp., Burlington Co.	31342	38305	22.2	6963
Lawrence Twp., Mercer Co.	25787	32586	26.4	6799
Lower Makefield Twp., Bucks Co.	25083	31762	26.6	6679
Limerick Twp., Montgomery Co.	6691	13330	99.2	6639
Bensalem Twp., Bucks Co.	56788	63425	11.7	6637
Waterford Twp., Camden Co.	10940	16789	53.5	5849
Upper Makefield Twp., Bucks Co.	5949	11665	96.1	5716
Warrington Twp., Bucks Co.	12169	17566	44.4	5397
East Windsor Twp., Mercer Co.	22353	27747	24.1	5394
Franklin Twp., Gloucester Co.	14482	19630	35.5	5148
Uwchlan Twp., Chester Co.	12999	18013	38.6	5014
Lower Providence Twp., Mont. Co.	19351	24287	25.5	4936
Richland Twp., Bucks Co.	8560	13442	57.0	4882
Montgomery Twp., Montgomery Co.	12179	17019	39.7	4840
Towamencin Twp., Montgomery Co.	14167	18896	33.4	4729
Upper Providence Twp., Mont Co.	9682	14377	48.5	4695
Washington Twp., Mercer Co.	5815	10445	79.6	4630
Camden City, Camden Co.	87492	91875	5.0	4383
Hilltown Twp., Bucks Co.	10582	14710	39.0	4128
Buckingham Twp., Bucks Co.	9364	13454	43.7	4090

TABLE 1 (continued)

**Municipal Population Growth: 1990 - 2010
Top 15 Percent**

<u>Municipality</u>	<u>1990 POP.</u>	<u>2010 POP.</u>	<u>PERCENT CHANGE</u>	<u>ABSOLUTE CHANGE</u>
Westampton Twp., Burlington Co.	6004	10037	67.2	4033
New Britain Twp., Bucks Co.	9099	13077	43.7	3978
Woolwich Twp., Gloucester Co.	1459	5267	261.0	3808
West Whiteland Twp., Chester Co.	12403	15981	28.8	3578
Moorestown Twp., Burlington Co.	16116	19682	22.1	3566
Caln Twp., Chester Co.	11997	15443	28.7	3446
Concord Twp., Delaware Co.	6933	10378	49.7	3445
Tredyffrin Twp., Chester Co.	28028	31441	12.2	3413
Southampton Twp., Burlington Co.	10202	13528	32.6	3326
West Deptford Twp., Gloucester Co.	19380	22683	17.0	3303
Hatfield Twp., Montgomery Co.	15357	18585	21.0	3228
West Bradford Twp., Chester Co.	10406	13607	30.8	3201
Horsham Twp., Montgomery Co.	21896	25056	14.4	3160
Pine Hill Boro., Camden Co.	9854	12984	31.8	3130
Deptford Twp., Gloucester Co.	24137	27184	12.6	3047
Upper Uwchlan Twp., Chester Co.	4396	7374	67.7	2978
Perkiomen Twp., Montgomery Co.	3200	6118	91.2	2918
West Goshen Twp., Chester Co.	18082	20952	15.9	2870

Source: DVRPC

TABLE 2

**Municipal Employment Growth: 1990 - 2010
Top 15 Percent**

<u>Municipality</u>	<u>1990 EMP.</u>	<u>2010 EMP.</u>	<u>PERCENT CHANGE</u>	<u>ABSOLUTE CHANGE</u>
West Whiteland Twp., Chester Co.	7780	17890	129.9	10110
Tredyffrin Twp., Chester Co.	15520	25100	61.7	9580
Bensalem Twp., Bucks Co.	39914	47596	19.2	7682
West Windsor Twp., Mercer Co.	16100	22920	42.4	6820
Lawrence Twp., Mercer Co.	22020	28150	27.8	6130
East Whiteland Twp., Chester Co.	17500	23550	34.6	6050
Plymouth Twp., Montgomery Co.	17200	22300	29.7	5100
Upper Providence Twp., Mont. Co.	8000	13100	63.8	5100
Upper Merion Twp., Mont Co.	51800	56100	8.3	4300
Newtown Twp., Bucks Co.	7830	11816	50.9	3986
Trenton City, Mercer Co.	68130	71900	5.5	3770
Middletown Twp., Bucks Co.	15326	18641	21.6	3315
Moorestown Twp., Burlington Co.	19080	22390	17.3	3310
Evesham Twp., Burlington Co.	7730	11000	42.3	3270
Camden City, Camden County	47890	51110	6.7	3220
Gloucester Twp., Camden Co.	13680	16750	22.4	3070
West Conshohocken Boro., Mont Co.	4000	7000	75	3000
Mount Laurel Twp., Burlington Co.	9450	12440	31.6	2990
Cherry Hill Twp., Camden Co.	48940	51870	6.0	2930
Voorhees Twp., Camden Co.	11350	14230	25.4	2880
Deptford Twp., Gloucester Co.	11820	14620	23.7	2800
Worcester Twp., Montgomery Co.	2200	5000	127.3	2800
East Windsor Twp., Mercer Co.	10720	13500	25.9	2780
Warwick Twp., Bucks Co.	1204	3894	223.4	2690
Bristol Twp., Bucks Co.	20348	22980	12.9	2632
Lower Providence Twp., Mont Co.	9000	11500	27.8	2500
Winslow Twp., Camden Co.	5420	7870	45.2	2450
Uwchlan Twp., Chester Co.	7340	9780	33.2	2440
Pennsauken Twp., Camden Co.	35030	37470	7.0	2440
Monroe Twp., Gloucester Co.	5850	8270	41.4	2420
Montgomery Twp., Mont Co.	14800	17200	16.2	2400
Hamilton Twp., Mercer Co.	31930	34290	7.4	2360
Conshohocken Boro., Mont Co.	4100	6400	56.1	2300
Washington Twp., Gloucester Co.	5880	7960	35.4	2080

TABLE 2 (continued)

**Municipal Employment Growth: 1990 - 2010
Top 15 Percent**

<u>Municipality</u>	<u>1990 EMP.</u>	<u>2010 EMP.</u>	<u>PERCENT CHANGE</u>	<u>ABSOLUTE CHANGE</u>
West Goshen Twp., Chester Co.	13940	16010	14.8	2070
Doylestown Twp., Bucks Co.	6255	8278	32.3	2023
Medford Twp., Burlington Co.	6270	8280	32.1	2010
Limerick Twp. Montgomery Co.	5600	7600	35.7	2000
Franklin Twp., Gloucester Co.	2150	4090	90.2	1940
West Deptford Twp., Gloucester Co.	6520	8350	28.1	1830
Horsham Twp., Montgomery Co.	13300	15100	13.5	1800
Whitpain Twp., Montgomery Co.	15200	17000	11.8	1800
Northampton Twp., Bucks Co.	6359	8111	27.6	1752
Mantua Twp., Gloucester Co.	4910	6660	35.6	1750
Maple Shade Twp., Burlington Co.	8100	9730	20.1	1630
North Hanover Twp., Burlington Co.	10420	12030	15.5	1610
Princeton Boro., Mercer Co.	15720	17280	9.9	1560
Upper Dublin Twp., Mont Co.	26600	28100	5.6	1500
Radnor Twp., Delaware Co.	21730	23220	6.9	1490
Bordentown Twp., Burlington Co.	6590	8070	22.5	1480
Buckingham Twp., Bucks Co.	4174	5614	34.5	1440
Berlin Boro., Camden Co.	5680	7080	24.6	1400
Upper Gwynedd Twp., Mont Co.	13600	15000	10.3	1400

Source: DVRPC

EXISTING RAIL SYSTEM

Active Passenger Rail System

This section contains a summary of the active passenger rail system in the region. This system contains lines of national significance like Amtrak's Northeast Corridor as well as shorter lines with local significance such as SEPTA's Chestnut Hill West Line. The active passenger rail system is described below and can be found in Figure 2.

Southeastern Pennsylvania Transportation Authority

Regional commuter rail service in Pennsylvania was provided historically by the Pennsylvania and Reading railroads. Both companies had extensive route networks that together fanned out in all directions on the Pennsylvania side of the Delaware River. This was a radial network with Philadelphia as the hub. All Pennsylvania Railroad passenger service passed through 30th Street Station and terminated at Suburban Station in Center City, while Reading Railroad passenger service terminated at Reading Terminal four blocks to the east. Most routes were electrified, though the Reading did operate some diesel-powered trains.

When Conrail was formed in 1976 from the remains of the Penn Central, Reading, and four other bankrupt railroads, it took over operation of the surviving services, which were by then operating with public subsidies. Service on non-electrified lines ended in 1981 as it became increasingly difficult to maintain diesel equipment operating on scattered lines. In 1983, Conrail was mandated by the federal government to divest itself of all commuter operations and SEPTA took over direct operation of the trains along with ownership of most of the track and structures over which they ran, with the principal exception of Amtrak's Northeast Corridor and Main Line to Harrisburg, which had earlier passed to Amtrak upon the formation of Conrail.

At the time of SEPTA's takeover much of the railroad infrastructure was in a deteriorated condition, the result of years of deferred maintenance by the predecessor railroads. The

Regional Rail system is still suffering from an inadequately maintained physical plant because of the lack of capital resources. The backlog of capital projects needed just to maintain existing service is now estimated at over \$1.2 billion.

Though the system has shrunk somewhat from earlier years, SEPTA essentially continued the separate operating practices inherited from the predecessor railroads. However, a major change occurred late in 1984 when the Center City Commuter Tunnel opened, connecting the two previously separate rail systems. Reading routes were paired with Pennsylvania routes, and schedules were rewritten to allow through operation from one side to the other. This meant that riders could reach any of the three Center City terminals, regardless of which route their trip started from, and transfers between all lines became possible. SEPTA's current commuter rail system consists of 13 lines.

Amtrak

Three of the six lines inherited from the Pennsylvania Railroad are owned and maintained by Amtrak. These are four-track lines with the inner tracks serving Amtrak and the outer tracks used by SEPTA.

Amtrak operates train service along the Northeast Corridor between New York and Washington, DC. with stops in Philadelphia. This service shares its right-of-way with SEPTA's R2 Marcus Hook Line and R3 Trenton Line. Amtrak also operates passenger trains to Harrisburg and Atlantic City. SEPTA's R5 Paoli Line also uses Amtrak's Harrisburg Line right-of-way. In 1989, Amtrak initiated train service from Philadelphia to Atlantic City. This line crosses the Delaware River via the Delair Bridge and parallels the Port Authority Transit Corporation (PATCO) High Speed Line between Haddonfield and Lindenwold. From there, it shares the old Pennsylvania Reading Seashore Line track with NJ Transit passenger service between Lindenwold and Atlantic City. Amtrak plans to institute a connecting service between Philadelphia International Airport and Atlantic City for airline passengers; this service, to a large extent, will utilize existing trains to Atlantic City.

Port Authority Transit Corporation High Speed Line

This line is the only commuter rail transit service operating between South Jersey and the City of Philadelphia. The 14.2 mile line, opened in 1969, has nine stations in New Jersey and four in Philadelphia. In New Jersey, the line is wholly located in Camden County running in a southeast-northwest diagonal across the County. The western terminal at 15th/16th and Locust in Philadelphia is underground. The line operates as a subway from its western terminal at 15th/16th Street and Locust Street in Philadelphia to the Broadway Station in Camden, except for the Delaware River crossing via the Ben Franklin Bridge. Between the Broadway Station and its eastern terminus in Lindenwold the line is a combination of at-grade and elevated structures. Rail connections can be made at Lindenwold to Atlantic City via New Jersey Transit and Amtrak.

New Jersey Transit

New Jersey Transit provides passenger rail service on three lines in the DVRPC region. The service between Trenton and New York City shares Amtrak's Northeast Corridor. A spur from this line provides service between Princeton Junction and Princeton Borough. The third line carries passengers between Lindenwold, the terminus of PATCO's high speed line, and Atlantic City.

Active Freight Rail System

This section provides an overview of the active freight rail network in the region. The network consists of lines such as the Trenton Cut-Off which are an integral part of the national rail network as well as shorter lines which are local or regional in nature serving port facilities or industrial areas. The active freight rail network is outlined below and can be found in Figure 2.

The principal freight carriers in the region are Conrail and CSX; the Delaware and Hudson Railroad is currently playing a minor role but it has the potential to become a major

freight carrier since its acquisition by the Canadian Pacific Railroad became finalized recently. Many rights-of-way carry passenger service as well as freight service; in some instances they share the same tracks, in other locations there are separate dedicated tracks for freight and passenger service. Conrail freight trains have trackage rights on many commuter rail lines to reach otherwise isolated sidings.

Until the formation of Conrail, the main rail freight through route between North Jersey and Harrisburg and points west passed through the Delaware Valley. A number of concurrent events prompted a change in operations. Reorganization of the Northeast rail network resulted in segments of the former through route being owned by Amtrak while Conrail acquired competing railroads. To avoid paying trackage rights to Amtrak, Conrail routes as many through trains as possible over Conrail owned tracks. As a result, Conrail switched its fleet to diesel power giving Conrail further impetus to shift to a shorter, non-electrified, route. The new through route follows the former Lehigh Valley Line between North Jersey and Allentown, and then the former Reading Line between Allentown and Harrisburg, thereby bypassing the Delaware Valley.

While the former through route between North Jersey and Harrisburg does not serve as many through trains as it used to, it is still one of the more important rail freight routes into the region. Traffic moving between Trenton and Harrisburg uses the Amtrak Northeast Corridor to cross the Delaware River to Morrisville, located in Pennsylvania just southwest of Trenton. Trains then follow Conrail's Trenton Cut-Off (recently renamed the Morrisville Line) which parallels the Pennsylvania Turnpike to Earnest near Norristown in Montgomery County. From there, the former Reading Main Line (recently renamed the CR Harrisburg Line) is used to reach Harrisburg via Reading. The Morrisville Yard handles local freight and is a major intermodal terminal for trailers and containers. The yard takes advantage of its location adjacent to I-95 and US 1 to effect easy distribution of tractor trailers to points throughout southeastern Pennsylvania and New Jersey. Conrail will not route a train into South Philadelphia unless it

contains at least 10 railcars. Therefore most cargo destined to the Port of Philadelphia is routed to Morrisville and containerized cargo is then trucked between Morrisville and the port via I-95.

Traffic from the Port of Philadelphia or Camden to Harrisburg and points west use the former Reading Main Line (CR Harrisburg Line), travelling parallel to the Schuylkill River between Zoo interlocking and Reading and then to Harrisburg. Port traffic mainly originates in the Greenwich Yard in South Philadelphia. From the yard, rail traffic is routed over Conrail tracks along the west side of the Schuylkill River through the 30th Street Station complex to Zoo interlocking. In South Jersey the main classification yard is the Pavonia Yard located in Camden City. From there, rail traffic is routed over the Delair Bridge to Frankford Junction, then over the Amtrak Northeast Corridor to Zoo interlocking where it meets the Reading Main Line (CR Harrisburg Line). There is a connection between the Trenton Cut-Off and the Reading Main Line (CR Harrisburg Line) near Norristown in Montgomery County.

Conrail's main north-south line between North Jersey and Delaware crosses the Delaware River into Pennsylvania west of Trenton. In Middletown Township, Bucks County, there is a connection to Conrail's Morrisville Yard. From there to Falls Junction, freight trains follow the former Reading's New York Line parallel to US 1. Between Falls Junction and Arsenal, trains pass over Conrail lines through the 30th Street Station complex. In this segment, freight trains originating in South Jersey and using the Delair Bridge can access Conrail's main north-south route. Between the Arsenal and Delaware, freight trains use Amtrak's Northeast Corridor right-of-way.

CSX has one line into the region; it originates from the south and parallels Amtrak's Northeast Corridor. After crossing the Schuylkill River in Philadelphia, the line branches. One branch continues along the east bank of the Schuylkill River where it joins Conrail's Reading Main Line (CR Harrisburg Line) at Belmont Junction. The other branch sweeps around South Philadelphia terminating at the South Philadelphia Intermodal Yard by Oregon Avenue. The

Port of Philadelphia can be accessed by the second branch. At several locations in South Philadelphia there are interconnections between CSX and Conrail. Conrail has trackage rights over CSX from Belmont Junction to Benning Yard in Washington, D.C.

Probably the most important feeder lines are the Chester Secondary Track along the waterfront in Chester City and the 60th Street Industrial Track serving the Philadelphia International Airport. Major customers such as Sun Company, Allied Chemical, Scott Paper Company and Philadelphia Electric Company's Eddystone Station are situated along the feeder line. The Chester Secondary Track accesses the core system at Arsenal.

Another major feeder line is the Amtrak Northeast Corridor between Morrisville in Bucks County and Frankford Junction in Philadelphia, paralleling the Delaware River. An offshoot of the feeder is another feeder line, the Bustleton Branch, serving industries around the Northeast Airport in Philadelphia. Two other important feeder lines are the Conrail line to Port Richmond in Philadelphia serving bulk commodities (stone and scrap) and the rail connection to USX in Bucks County.

Almost all freight trains in South Jersey pass through the Pavonia Yard in the City of Camden. Generally, rail freight leaves South Jersey via the Delair Bridge to Frankford Junction in Philadelphia. An alternate route, the Bordentown Secondary Track, parallels the Delaware River between Camden and Trenton where it meets Amtrak's Northeast Corridor. The Bordentown Secondary Track serves locally generated traffic. Sand and chemicals are the principal commodities shipped from South Jersey. Coal, chemicals, and building products are important inbound commodities. Cargo from port facilities in Camden and Gloucester City are carried by spur lines parallel to the Delaware River. The old Pennsylvania Reading Seashore Line carries Amtrak and NJ TRANSIT passenger service to Atlantic City. In recent years, Conrail has abandoned a number of lines in South Jersey due to a declining manufacturing base. The New Jersey Department of Transportation (NJDOT), NJ TRANSIT (where passenger

service was affected), and private operators have made a substantial commitment to purchase and maintain service on abandoned lines.

Inactive Passenger Rail Lines

This section of the report will identify those lines which at one time provided passenger service in the region but have since discontinued this service, although some lines may now carry freight traffic. The majority of the lines listed in this section are currently owned by SEPTA. These lines have been identified by SEPTA for restoration or extension of service or as a transit opportunity corridor. These lines and their corresponding identification number are listed below and can be found in Figure 3.

Newtown Line (BK 1)

This inactive line is a continuation of SEPTA's R8 Fox Chase Line which currently provides passenger service between Center City Philadelphia and Fox Chase Station at Oxford Road and Rhawn Avenue in Philadelphia. Until 1983, SEPTA provided passenger service along the section of the line to Newtown Borough, Bucks County. Service was discontinued on this section because diesel operations had become increasingly difficult to maintain and this was the last remaining diesel line in SEPTA's rail system. SEPTA has distributed an RFP which will allow a private operator to provide service on this line. Upgrading of ties, signals, stations and parking areas are needed to restore service on this line. SEPTA has identified the reactivation of passenger service on this line as a long-range improvement.

New Hope and Ivyland Railroad (BK 2)

The current owner of this railroad is the Bucks County Preservation and Restoration Corporation. The main focus of this corporation is the restoration and re-installation of passenger (tourist) service on a section of the line using steam locomotives. Significant track work has been completed between New Hope and Buckingham Valley with the overall intention of rehabilitating track and service to Wycombe. This tourist service will occur primarily on the

northern section of the line, however freight service still operates on the southern section of the line. Scheduled passenger service was discontinued in the 1950's due to lack of ridership. Electrification of this line and upgrading of signals, stations and parking areas are needed to restore service on this line. SEPTA has identified this line as a long-range transit opportunity corridor.

Quakertown Line (BK 3)

SEPTA's R5 Lansdale Line currently provides service between Center City Philadelphia and Lansdale Borough, Montgomery County. A continuation of that line from Lansdale to Quakertown Borough, Montgomery County is presently inactive. Several factors led to the discontinuance of passenger service in late 1981. Due to the difficulty in maintaining diesel operations, SEPTA decided to terminate use of diesel equipment and two significant fare increases resulted in low ridership. Although passenger service was terminated, Conrail continued to operate freight trains north from the Quakertown Area Business Park in Richland Township through 1985. Conrail filed for abandonment with the Pennsylvania Utility Commission in January 1986 and was granted the discontinuance of service. They later removed some track and signals in the vicinity of the Bucks/Lehigh County Line. Since that time no service has been reinstated. Passenger service restoration on this line would require complete track and signal replacement, station upgrades and electrification. SEPTA has identified the reactivation of passenger service on this line as a long-range improvement.

West Chester Line (CH 1)

This inactive line is an extension of SEPTA's R3 Media-Elwyn Line which currently provides passenger service between Center City Philadelphia and Elwyn Station on PA 352 in Middletown Township, Delaware County. Passenger service was discontinued in 1986 between Elwyn and West Chester Borough, Chester County because poor track conditions reduced SEPTA's ability to run reliable service on that line. Shuttle bus service between Elwyn and West Chester was substituted for the rail service. In 1991, the resources allocated to the shuttle

bus were diverted to the Route 119 start-up and the Route 117 extension. Passenger service restoration on this line would require complete track and signal replacement. SEPTA has identified the reactivation of passenger service on this line as a long-range improvement.

Octoraro Line (D 1)

This branch, owned by SEPTA, connects SEPTA's Media-Elwyn Line at Wawa to active branches of the Octoraro Line in Chadds Ford, Chester County. These active branches carry freight traffic between Oxford, Chester County and Chadds Ford and between Coatesville, Chester County and Wilmington. The Pennsylvania Railroad discontinued passenger service on this section in the 1950's due to lack of ridership. The physical condition of this line has greatly deteriorated; new track, signals, bridges, stations and parking as well as electrification of the line are needed to get this line back into operation. SEPTA has identified the Wawa-Painters Crossroads-Kennett-Oxford corridor as a transit opportunity corridor.

Chester Creek Secondary Branch (D 2)

This SEPTA owned branch connects with Amtrak's Northeast Corridor at Lamokin Street in Chester and the Media-Elwyn Line at the Wawa Station. Passenger service, operated by the Chester Creek Railroad, ceased in the early 1900's due to lack of ridership. This branch is in seriously deteriorated condition; rails and ties have been removed in many locations and vegetation is overgrown in the right-of-way. Although many bridge structures are still in place, their condition has not been documented recently. This section of the line has been identified by SEPTA as a long range transit opportunity corridor. SEPTA has prepared an interim lease with Middletown Township for a recreational trail.

Stoney Creek Branch (MO 3)

This line is a continuation of SEPTA's R6 Norristown Line which currently provides passenger service between Center City Philadelphia and Norristown Borough, Montgomery County. Passenger service between Norristown and Lansdale Borough, Montgomery County,

operated by the Stoney Creek Railroad, was discontinued in the early 1900's due to lack of use and competition from Lehigh Valley Traction. Electrification and signalization of the line, complete track replacement and construction of stations and parking areas would be required to reinstitute passenger service. The Norristown to Lansdale corridor has been identified by SEPTA as a transit opportunity corridor.

SEPTA R6 Ivy Ridge Line (MO 5)

Service on a short segment of SEPTA's R6 Ivy Ridge Line was discontinued between Cynwyd and Ivy Ridge in 1987. The signal bungalow at Jeff interlocking was vandalized and the signals on this section of the line were rendered inoperable. Without signals, the slower operating speeds forced the cutback of service to Cynwyd in order to maintain headways. The damaged signal system would have to be replaced and the concrete arch bridge over the Schuylkill River would need to be repaired in order to return this section to operation. SEPTA has identified the reactivation of passenger service on this line as a long-range improvement.

Inactive Freight Rail Lines

This section identifies those rail lines in the region which at one time carried freight traffic but currently provide no service. Railroad restructuring has rendered some of these lines redundant and some have taken on various new uses; a number of these lines have been formally abandoned, some have been converted to trail use and some have been purchased for utility rights-of-way. A description of the region's inactive freight lines and a corresponding identification number are listed below and can be found in Figure 3.

Chester Valley Secondary Track (CH 2)

The former Chester Valley Branch of the Reading Railroad connected the Reading Main Line at Bridgeport, Montgomery County with the former Pennsylvania Railroad Main Line at Downingtown, Chester County, serving shippers in the Great Valley. The Branch became a part of Conrail when the Penn Central and Reading were merged to form the new company. Conrail

sought to abandon a part of the line between Cedar Hollow Junction in Tredyffrin Township, Chester County where another branch to Devault in Charlestown Township joins the line, and Henderson Road in Upper Merion, Montgomery County. The only customer in this section was the Philadelphia Electric Company (PECO), whose use of the line was very infrequent. Although seldom used, the line is essential to PECO to deliver and remove transformers at its King of Prussia substation. To protect its access to the line, PECO acquired the line from Conrail. PECO uses the line approximately once every three years to transport its transformers.

Cedar Hollow Branch (CH 3)

This 2.5 mile Conrail owned line runs from the Chester Valley Secondary Track in the Cedar Hollow section of Tredyffrin Township to the quarries in Devault. There is a connection in Devault with the Phoenixville Branch, an active freight line to Phoenixville, Chester County.

Pickering Valley Industrial Track (CH 4)

This three mile line was abandoned in 1982 and ran service between Kimberton and Conrail's Philadelphia to Harrisburg Main Line at Phoenixville.

Phoenixville Secondary Track (CH 5)

This line provided service from Phoenixville through Pottstown along the Schuylkill River. Part of this corridor, Phoenixville to Lower Pottsgrove, is in Chester County. The line then crosses the river into Montgomery County and continues through Pottstown into Berks County. Portions of this corridor are used for trail purposes such as the Schuylkill Greenway Trail. Another portion is owned by Montgomery County with an easement for PECO. There is also a portion owned by PECO with a Chester County easement.

French Creek Industrial Branch (CH 6)

This former Reading Railroad provided service between Elverson, Chester County and

the quarries in St. Peters, Warwick Township, Chester County. The line has been abandoned and is used as a defacto trail.

Coatesville Secondary (CH 7)

This section of the Old Wilmington Northern ran service between Coatesville, Chester County and Elverson. The Old Wilmington Northern ran between Wilmington, Delaware and Reading, PA. The Coatesville Secondary was abandoned by Conrail in 1988 and it is currently being proposed for trail use.

New Holland Branch (CH 8)

This former Pennsylvania Railroad Line was abandoned in the 1930's and runs between Downingtown and Honeybrook. The section from Downingtown to the Uwchlan/Upper Uwchlan border is currently used for the Struble Trail, a county hiking/biking trail. The remainder of the corridor to Honeybrook has been proposed as an extension of the existing trail.

Pomeroy Branch (CH 9)

This line connects into Conrail's Philadelphia to Harrisburg Line at Pomeroy in Sadsbury Township, Chester County and runs south to Springdell in West Marlborough Township, Chester County. Abandoned in the 1970's, this line was used to haul cattle out of the King Ranch.

Octoraro Line (CH 10)

This section of the line, from East Nottingham, Chester County to Sylmar, Maryland is owned by SEPTA. The Octoraro Railway Company carries freight on the eastern portion of this line as far as the Herr's Potato Chip Company in Nottingham. This line has been identified by SEPTA as a long range transit opportunity corridor.

Phoenixville Secondary (MO 1)

Abandoned in 1982, this section of track runs from Ivy Ridge to the Perkiomen Valley Line in Upper Providence, Montgomery County. This corridor makes up a portion of the Philadelphia to Valley Forge Bikeway and is owned by various parties. The majority of the line is currently owned by PECO with a county easement for the trail. A portion is owned jointly by Montgomery County and the National Park Service.

Plymouth Industrial Track (MO 2)

This abandoned line ran between SEPTA's Doylestown Line and Conrail's Philadelphia to Harrisburg Main Line.

Perkiomen Valley Rail Line (MO 4)

Abandoned from the vicinity of the former Phoenixville Secondary Track to Pennsburg, Montgomery County, this line is currently owned by two parties; Montgomery County and a private party. The 17.5 mile county-owned section from Collegeville, Montgomery County to Pennsburg is proposed for trail use. Freight is carried by the Blue Mountain and Reading Railroad on the portion of the line north of Pennsburg.

Washington Avenue Branch (P 1)

Located in the median of Washington Avenue in South Philadelphia, this abandoned line ran from Delaware Avenue to Gray's Ferry Avenue. The track has been paved over in many locations along this 2.5 mile corridor.

Delaware Avenue Branch (P 2)

Port facilities were served by this line which is located in the median of Delaware Avenue. The inactive section runs from the vicinity of Washington Avenue to the Port Richmond Yard. South of Washington Avenue the line is still active.

Kensington and Tacony Track (P 3)

This branch served industrial uses along the waterfront and had connections with Amtrak's Northeast Corridor near Princeton Avenue in Philadelphia and the former Trenton Avenue Line near Castor Avenue in Philadelphia. Portions of the Right-of-Way have been sold off.

Frankford Industrial Track (P 4)

The decline of the industrial uses along this branch and the subsequent decrease in traffic led to the abandonment of this line in 1982. This branch line connects to Conrail's Trenton Line near Rising Sun Avenue in the Frankford section of Philadelphia. Portions of the Right-of-Way have been sold off.

Oxford Road Branch (P 5)

This 3.5 mile branch line served industrial uses in the Frankford Section of Philadelphia and provided a connection to Amtrak's Northeast Corridor.

Penn and Atlantic Railroad (BL 1)

This line, which ran between Conrail's Bordentown Secondary Track in Kinkora, Burlington County and Conrail's Mount Holly Running Track in Lewistown, Burlington County, was abandoned between 1969 and 1973. The tracks have been removed in many locations.

Mount Holly Running Track (BL 2)

This former Conrail line runs between Mount Holly and the Fort Dix Military Reservation in Burlington County. Conrail abandoned this line in 1988. Recognizing the potential for future service on this line, the New Jersey Department of Transportation (NJ DOT) purchased this line under the New Jersey Bridge Rehabilitation and Improvement and Railroad Right-of-Way Preservation Fund Act of 1989, through Appropriations Bill 3025, signed into law

on July 26, 1991. Because of the federal defense budget cut-backs, the future of Fort Dix is uncertain. If military operations are discontinued or cut back, development of the base's airport is likely. NJ DOT is aware of this scenario and by purchasing this line has taken steps to ensure that rail service will be available to serve this facility.

Mount Holly and Medford Branch (BL 3)

This former Penn Central Railroad has been abandoned since 1976 and ran between Mount Holly and Medford in Burlington County. Rails and ties are still in place in some locations.

Southern Branch (Winslow Industrial Track) (BL 4)

This section of the line runs between Winslow Junction in Camden County and Woodmansie in Burlington County. NJ DOT purchased this abandoned Conrail line on July 26, 1991 under the New Jersey Bridge Rehabilitation and Improvement and Railroad Right-of-Way Preservation Bond Act. This line is part of New Jersey's core rail system. NJ DOT believes that this line has potential for future freight service.

Old Pemberton Secondary Track (CA 1)

This section of the line between the Pavonia Yard in Camden City and the vicinity of the Haddonfield Running Track in Merchantville, Camden County was abandoned in 1982. The Pavonia Yard is Conrail's main switching yard for all freight traffic through South Jersey. This right-of-way is owned by NJ Transit and is currently being studied as part of a larger corridor to determine its feasibility as a future transit corridor.

Southern Secondary Track (Winslow Industrial Track) (CA 2)

The section of the line between Winslow Junction and Vineland was purchased by NJ DOT in 1985 and 1987 to prevent abandonment. There was strong interest among freight shippers in retaining this line. The line is currently being rehabilitated.

Bridgeton Secondary (G 1)

This former Conrail line which ran between Glassboro, Gloucester County and Bridgeton Cumberland County was abandoned in 1987. NJ DOT purchased this abandoned Conrail line on July 26, 1991 under the New Jersey Bridge Rehabilitation and Improvement and Railroad Right-of-Way Preservation Bond Act of 1989. There was strong interest among freight shippers in retaining this line.

Trenton Industrial Track (ME 1)

This section of the line runs between Parkside Avenue in Trenton and the vicinity of Cherry Tree Lane in Lawrence Township, Mercer County and was abandoned in 1982.

Belvidere and Delaware Branch (ME 2)

This line, which runs parallel to the Delaware River from the vicinity of US 1 in Trenton to Milford, Hunterdon, County was abandoned by The Penn Central Railroad in 1976 and 1977. Rails and ties exist in many locations. The section between Trenton and Lambertville, Hunterdon County has been studied for potential bikeway use.

LINES WITH POTENTIAL FOR RESUE

This section groups the previously identified inactive rail lines into categories which identify their potential for reuse as a transportation corridor. Figure 4 displays these inactive lines by category. The categories represent the high, medium or low potential of these lines to be used in the future in some transportation capacity. These uses could include passenger rail service, freight rail service, HOV roadway or conventional roadway. A line with high potential is characterized by any combination of the following factors: Medium potential is characterized by those lines having at least one of the following attributes; surrounding municipalities with high population or employment growth, located parallel to congested highway corridors or identification by appropriate authorities as having potential for future use. Those lines which have been converted to trails or utility rights-of-way, are outside the high growth areas or which have not been identified for future use are characterized as having low potential for transportation reuse.

High Potential

Newtown Line (BK 1)

Newtown Township and Northampton Township, identified as growth municipalities for both population and employment are located at the northern end of the corridor. This line is a continuation of SEPTA's R8 Fox Chase Line and has been identified by SEPTA for reactivation of passenger service as a long range improvement. A considerable amount of work is required to upgrade this line to be compatible with the existing active SEPTA system.

Quakertown Line (BK 3)

This line is a continuation of SEPTA's R5 Lansdale Line and the electrification and restoration of service has been identified by SEPTA as a long range improvement. A

considerable amount of work is required to upgrade this line to be compatible with the existing active SEPTA system.

West Chester Line (CH 1)

This line is an extension of SEPTA's R3 Media-Elwyn Line. SEPTA is currently studying the possibility of restoring service to Wawa, which accounts for approximately one-quarter of the length of the inactive section. West Goshen Township, near the terminus of this line, is projected for high population and employment growth. SEPTA has identified the restoration of service to West Chester as a long range improvement.

Chester Valley Secondary Track (CH 2)

Technically this line is not inactive, since PECO does use it to transport transformers to its King of Prussia substation, however its use is so infrequent (approximately once every three years) that for all intents and purposes it is inactive. This section of track parallels one of the most heavily congested stretches of highway in the region; the Valley Forge area of US 202. The recent trends of high employment growth in the surrounding municipalities is projected to continue. A 1990 Study prepared by DVRPC, *Chester Valley Branch Joint Use Study*, identifies the potential of this right-of-way for future use as a high-occupancy-vehicle roadway or for transit service.

Ivy Ridge Line (MO 5)

Service on this short extension of SEPTA's R6 Ivy Ridge Line was discontinued when vandalism rendered some signals inoperable. An existing demand remains for this service and SEPTA has expressed an interest in returning this line to operation.

Washington Avenue Branch (P 1)

Since the tracks are located in the center of Washington Avenue, this right-of-way is currently being used as part of the street. East of Broad Street the tracks have been paved over

but they are still exposed on the west side of Broad Street. The land use along Washington Avenue is mostly a mix of light industrial, wholesale commercial or warehouse. These uses have used the rail line for goods movement in the past and their existence represents the potential for reuse.

Delaware Avenue Branch (P 2)

Although the right-of-way runs down the center of Delaware Avenue, it is a dedicated rail right-of-way and can not be accessed by autos or trucks in the same manner as the Washington Avenue Branch. Technically this line is not totally inactive; a tourist company runs infrequent trolley service on a segment approximately 1.5 miles long. The projected office and commercial development along the Center City Waterfront Area would serve as the impetus for instituting passenger service along significant portions of this right-of-way. SEPTA has identified the Center City Waterfront Area as a future transit service area/corridor; this designation seeks to expand/initiate transit service to new and expanding markets and create links with the existing SEPTA system.

Mount Holly Running Track (BL 2)

NJ DOT's recent purchase of this abandoned Conrail line under The New Jersey Bridge Rehabilitation and Improvement and Railroad Right-of-Way Preservation Fund Act of 1989 indicates their recognition of the importance of preserving this line for future transportation use.

Southern Branch (BL 4)

This abandoned Conrail line was also recently purchased by NJ DOT under the previously mentioned Act. This investment of funds shows a commitment by the state towards the future of rail freight in South Jersey.

Old Pemberton Secondary Track (CA 1)

This abandoned right-of-way, owned by NJ Transit, is part of a larger corridor stretching

from Camden to Mount Holly that is currently being studied to determine its feasibility as a future transit corridor.

Southern Secondary Track (Winslow Industrial Track) (CA 2)

The purchase of this line by NJ DOT in 1985 and 1987 to prevent abandonment was the result of strong interest among freight shippers to retain this line for future use. This line is currently being rehabilitated.

Bridgeton Secondary (G 1)

The purchase of this line by NJ DOT in July of 1991 is evidence of a commitment by the State to preserve this line as an operative component of the State's rail system.

Medium Potential

New Hope and Ivyland Railroad (BK 2)

This line is a continuation of SEPTA's R2 Warminster Line. Currently, limited freight traffic occurs on the southern portion of the line and a short tourist service, using a steam locomotive, is provided out of New Hope. Passenger service was discontinued on this line in the 1950's, however with the projected population and employment growth in the surrounding municipalities, demand may increase. SEPTA has identified this line as a long range transit opportunity corridor.

Octoraro Line (D 1)

A branch of the Octoraro Line, owned by SEPTA, this line connects the Media-Elwyn Line at Wawa to active branches of the Octoraro at Chadds Ford. SEPTA has identified the Wawa-Painters Crossroads-Kennett-Oxford corridor as a transit opportunity corridor. The infrastructure along this line is in seriously deteriorated condition and would require considerable investment and rehabilitation. Concord Township is projected for high population growth. The

Painter's Crossroads and Concord Interplex areas of Concord Township are expected to experience noticeable employment growth and this branch line could potentially serve those employment developments.

Chester Creek Secondary Branch (D 2)

Although none of the surrounding municipalities are projected for high growth, this line may have medium potential since it connects a labor pool in Chester with projected employment areas in Concord Township via the Octoraro Line. SEPTA has identified this right-of-way as a transit opportunity corridor.

Stoney Creek Branch (MO 3)

A non-electrified extension of SEPTA's R6 Norristown Line, this branch is surrounded by several municipalities projected for high employment growth. This corridor, identified by SEPTA for future transit potential, runs parallel to US 202, a congested arterial highway.

Octoraro Line (CH 10)

The entire portion of the Octoraro Line, from its connection with SEPTA's Media-Elwyn Line up to and including this unused portion on the western end of the line has been identified by SEPTA as a transit opportunity corridor.

Mount Holly and Medford Branch (BL 3)

Several municipalities which are projected for high growth are in the vicinity of this line. CR 541 runs basically parallel to this right-of-way between Mount Holly and NJ 70.

Low Potential

Cedar Hollow Branch (CH 3)

Since this branch is so short it offers little opportunity for transit routes of any significant

trip length. It has not been previously identified for any potential reuse and does not provide a connection between growth areas.

Pickering Valley Industrial Track (CH 4)

The characteristics of this line are similar to those of the previous line and therefore fall into the low potential category.

Phoenixville Secondary Track (CH 5)

This right-of-way has been converted to trail and utility company uses.

French Creek Industrial Branch (CH 6)

This abandoned right-of-way has not been purchased for or designated as an official trail however it is currently being used as a defacto trail. It has not been previously identified for potential reuse and it is not in the vicinity of any growth municipalities.

Coatesville Secondary (CH 7)

This line is currently being proposed to be converted into a county hiking trail. It has not been previously identified for potential transportation reuse and it is not in the vicinity of any growth municipalities.

New Holland Branch (CH 8)

The southern section of this branch has been converted to a county hiking/biking trail (Struble Trail) and the northern portion has been proposed as an extension of this trail.

Pomeroy Branch (CH 9)

This branch line runs through the heart of rural Chester County and this area exhibits no need for conversion of this facility to transportation reuse.

Phoenixville Secondary (MO 1)

This right-of-way has been converted to trail and utility use. A large portion of this line parallels SEPTA's R6 Norristown Line.

Plymouth Industrial Track (MO 2)

This line exhibits none of the characteristics which would make it desirable for transportation reuse.

Perkiomen Valley Rail Line (MO 4)

A major segment of this line has been proposed for trail use. The Montgomery County Planning Commission is currently collecting data and reviewing this proposal.

Kensington and Tacony Track (P 3)

The industrial uses that used this former freight line have either folded or have changed their mode of goods movement. Portions of the right-of-way have been sold off and potential for reuse is minimal.

Frankford Industrial Track (P 4)

This short segment of track is located in a declining industrial area where freight traffic is minimal and passenger service is not called for. Portions of the right-of-way have been sold off and potential for reuse is minimal.

Oxford Road Branch (P 5)

This line exhibits none of the characteristics which would make it desirable for transportation reuse.

Penn And Atlantic Railroad (BL 1)

The surrounding municipalities have not been projected for high growth, nor has this line

been previously identified for future reuse.

Trenton Industrial Track (ME 1)

This short corridor exhibits none of the characteristics which would make it desirable for transportation reuse.

Belvidere and Delaware Branch (ME 2)

Portions of this abandoned Penn Central Railroad right-of-way have been converted to bikeway use.
