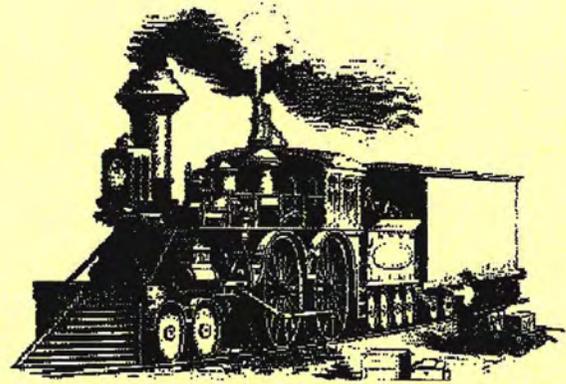


ABANDONED RAILROAD INVENTORY AND POLICY PLAN

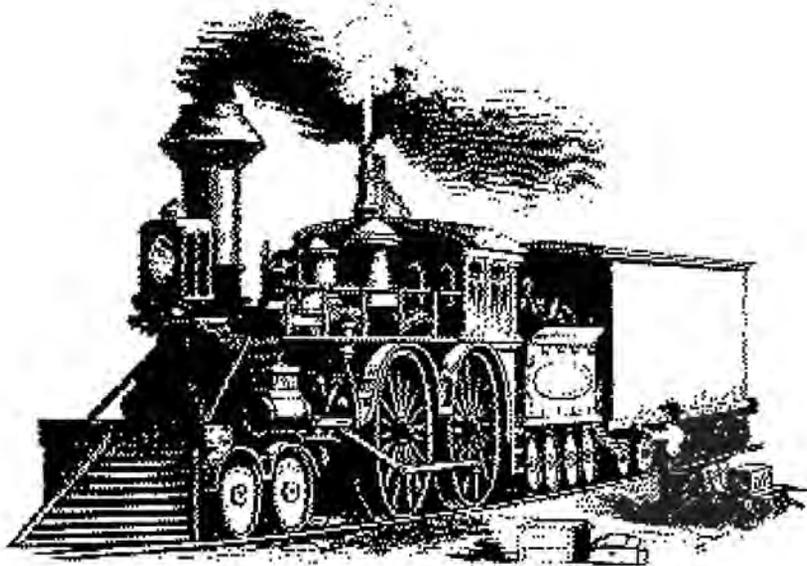


Final Report
September 1997



Delaware Valley
Regional Planning Commission

ABANDONED RAILROAD INVENTORY AND POLICY PLAN



prepared by:

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September 1997



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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 between the Office of the Executive Director, the Office of Public Affairs, and three line Divisions: Transportation Planning, Regional Planning, 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 by DVRPC.

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Publication Abstract

TITLE	Date Published: September 1997
Abandoned Railroad Inventory and Policy Plan	Publication No. 97006

Geographic Area Covered: Nine-county DVRPC region: Bucks, Chester, Delaware, Montgomery and Philadelphia counties in Pennsylvania; Burlington, Camden, Gloucester and Mercer counties in New Jersey.

Key Words: Abandoned Railroads, Rights-of-Way, Bicycle, Pedestrian, Non-Motorized Transportation, Intermodal, Corridors, Off-Road Facilities, Greenways, Notification, Policy, Implementation.

ABSTRACT

This report elaborates on enhancing alternative transportation and recreational opportunities as outlined in DIRECTION 2020, DVRPC's long range transportation and land use plan for the Delaware Valley. The Abandoned Railroad Inventory contains information about the history of railroad development in the region as well as data describing the current condition of active, inactive and abandoned railroad rights-of-way. Recommendations for improving the notification process and goals and policies for preserving these rights-of-way are included, together with specific reuse alternatives.

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TABLE OF CONTENTS

Chapter		Page
Executive Summary	1
Chapter 1:	History and Trends	3
Chapter 2:	Inventory and Re-Use Options	23
Chapter 3:	The Abandonment Process	67
Chapter 4:	Federal and State Approaches to Reuse	81
Chapter 5:	Goals, Policies and Recommendations	91

TABLES

Table I:	Shortline Freight and Passenger Excursion Railroads	21
Table II:	Mileage of Abandoned and Inactive Railroad Rights-of-Way	27
Table III:	Existing Reuse of Railroad Rights-of-Way	31
Table IV:	Planned Reuse of Railroad Rights-of-Way	33
Table Va:	Inventory of Abandoned and Inactive Rail Rights-of-Way in Southern New Jersey	36
Table Vb:	Inventory of Abandoned and Inactive Rail Rights-of-Way in Southeastern Pennsylvania	48
Table VI:	Regulated Abandonment Time Line	75
Table VII:	Notice of Exemption Time Line	76

FIGURES

Figure I:	Historic Trolley Lines	9
Figure II:	Active Freight Lines	11
Figure III:	Active Passenger Lines	13
Figure IV:	Abandoned Rights-of-Way	25
Figure V:	The Abandonment Process	79

APPENDIX

A	Historic Trolley Lines	A-1
B	Active Freight Lines	A-9
C	Active and Suspended Passenger Lines	A-17
D	Bibliography	A-21
E	Notification List	A-25

EXECUTIVE SUMMARY



Pemberton-Hightstown Branch

The Pemberton Train Station is being renovated by a local community group and will tie in to a 10-mile trail network proposed by the borough along the former ROW.
(Pemberton Borough, Burlington County)

EXECUTIVE SUMMARY



The Year 2020 Land Use and Transportation Plan - DIRECTION 2020 - as prepared by the Delaware Valley Regional Planning Commission (DVRPC) outlined a number of goals which provide a vision for the Delaware Valley region into the next century. The preservation and appropriate re-use of railroad rights-of-way are important components of this vision. Investigating the current railroad network and understanding the historical decline of railroad use are both necessary steps to preserve these resources. Studying these fragments of abandoned railroads in the Delaware Valley will help to identify opportunities to develop and promote alternative means of transportation. Many of the inactive or abandoned rail rights-of-way in the region could be suitable for other public uses such as bicycle and pedestrian trails, transit use, freight or even new roadway connections.

These corridors would help ease traffic congestion by encouraging alternative transportation linkages that will reduce congestion and improve air quality. If redeveloped as recreational trails, railroad rights-of-way can function as linear parks, promoting the goal of maintaining open space and enhancing recreational opportunities. Finally, if preserved, these rights-of-way will be available for any future freight and/or transit expansion plans.

Rail lines which were once profitable have become victims of changing economic and demographic conditions and a transportation system which increasingly favors cars and trucks. As a result, railroad rights-of-way are being lost at an accelerated pace. Often, railroad rights-of-way are sold in a piecemeal manner that make them extremely difficult to reassemble.

Many abandoned rail rights-of-way could be preserved if these resources are identified more quickly and parties who are potentially interested in converting these rights-of-way into other uses are notified in a timely manner. This report provides an inventory of the present use and condition of railroad rights-of-way in the region. It also examines the current mechanism to provide notice of applications for rail abandonments and recommends the means by which this process could be made more efficient.

There is a need for a comprehensive, long range planning approach to preserving abandoned rail lines. In order to foster a more proactive process, attempts to anticipate abandonments need to be made well before the notification process is initiated, together with a plan for future re-use. The report concludes with a set of goals, policies and recommendations on means to improve the planning and redevelopment process for rail line re-use. Seven broad goals and 41 strategies are offered, with the appropriate implementing actors identified for each strategy.



D&R Canal Towpath

Remnants of the former Belvedere - Delaware RR are visible at this trailhead parking area. (Hopewell Twp., Mercer County)

CHAPTER 1 HISTORY AND TRENDS



The abandoned railroads of the region are just a small representation of the glory days of railroading. Each railroad - whether active, inactive, abandoned or even forgotten - is a snapshot of our industrial past. The alignment of these rights-of-way tell the stories of agriculture, mining, manufacturing and industries long gone. Urban settlement patterns were often determined by the location of a rail line, and many communities can attribute their growth and prosperity to the new mobility of people and goods.

Abandoned railroad beds should not merely serve as reminders of times past, but rather, they can continue to contribute to the public good as transportation, recreation and education resources. In order to appreciate the significance of the remaining fragments of railroad rights-of-way, it is important to know about their history, including the period and purpose for which they were constructed. The following section describes a brief history of railroad development in the United States and the historical railroads that traversed the Delaware Valley.

A BRIEF HISTORY OF THE NATIONAL RAILROAD SYSTEM

Railroad abandonments are not a completely new phenomenon. Although the railroad industry thrived up until the first quarter of the twentieth century, much of the planning and construction of railroads in the nineteenth century progressed rapidly and haphazardly. Because of this, many of these early lines were expensive to maintain, unprofitable, and unable to compete with canal companies and other railroads. For this reason, many operating and partially completed lines were abandoned.

Initially, states extended charters to railroad companies on a line-by-line basis. States gave little direction or supervision and construction was somewhat haphazard. There was also a lack of uniformity from line to line, as reflected in the use of different gauge track. As a standard gauge evolved over time, shortlines were consolidated into fewer but larger entities.¹

In the western United States, the second half of the nineteenth century was the era of railroad land grants. Between 1850 and 1872 extensive cessions of public lands were made to states and to railroad companies to promote railroad construction. However, no

¹Transportation Engineering and Planning, Papacostas, C. S. and Prevedouros, P.D., 2nd Ed., Prentice Hall, Englewood Cliffs, NJ, 1995.

railroad within the region, or for that matter east of Illinois, received any land grants. Most railroads in New Jersey and Pennsylvania paid for their land and received “in fee” deeds.

The Interstate Commerce Commission (ICC) was established to carry out the provisions of the Interstate Commerce Act of 1887. Its purpose was to protect customers from unfair rates and practices as well as to oversee railroad interstate commerce and safety. Railroads were granted eminent domain by the federal government, which allowed them to acquire privately owned land without the owner's consent. Over time, this generated multiple parallel lines between locations. As smaller lines were leased or incorporated into larger corporations, some of these “secondary” lines were eliminated and properties were sold without regulation. Also, track relocation projects to eliminate grade crossings and dangerous curves resulted in the abandonment of many additional corridors over the years. This also left many small parcels of parallel abandoned trackage.

While the ICC was given authority to regulate railroad construction through the Interstate Commerce Act of 1887, the Transportation Act of 1920 gave the ICC the authority to regulate abandonments. The Act required a railroad to petition ICC for permission to abandon or discontinue service on its lines. The ICC would then grant or deny the railroad's request. The Transportation Act of 1920 also provided the ICC with a general standard to guide its decisions on whether to grant or deny an abandonment.

By the early part of the twentieth century, an extensive railroad transportation network stretched across the United States with about 270,000 miles of track. By 1925, the railroads handled about 80 percent of all intercity freight traffic.² But from this peak there began a progressive decline in railroad use. By the late 1930s, trucks and barges began to absorb a considerable share of the market for rail freight traffic. This continued through World War II and beyond as highways were constructed to meet the growing popularity of the automobile. Another round of abandonments occurred in 1956 when the U.S. Post Office discontinued its use of the trains to carry mail in favor of trucks.



The series of photographs that appear in this report are from actual rights-of-way within the region. These photos are provided to aid the reader in visualizing current rights-of-way conditions.

² Rail Abandonments, Government Accounting Office, p.8, July 1987.

By the mid-1970s, the increased competition from the trucking industry made abandonments of trackage a necessary step for many railroads. Because of the substantial economic impacts to the communities serviced by these railroads, there was a great deal of resistance to these abandonments. Abandonments became easier for railroads after the passage of the Railroad Revitalization and Regulatory Reform Act of 1976 (4R Act), when it could be shown that a motor carrier industry could quickly fill the void of the abandoned service. The 1980 Staggers Act further deregulated the industry by allowing railroads to compete under free-market conditions. To stay competitive, many railroads abandoned unprofitable lines to focus their concentration on the more profitable ones.

Over 150,000 miles of track have already been abandoned in the United States and more continue to be lost at a rate of about 2,000 miles of track each year. Less than two percent of these abandoned rights-of-way have been preserved.³

A BRIEF HISTORY OF TROLLEYS - THE “OTHER” RAILROAD

The origin of the trolley can be traced back to the New York and Harlem Railroad in 1832 with the introduction of the first rail-supported horse-drawn streetcar in New York City. Horse car operations began in Philadelphia in the late 1850s, however, electrified streetcar operations did not start until 1892. Public transportation exploded in the late nineteenth century when an overhead power supply made the first rail-supported electric streetcars possible. This transformed land use development patterns by encouraging a radial outward growth from the urban center. Trolleys were known by many names, depending on the locale, such as: railcars, traction cars, streetcars, dinkeys, interurbans and trolleys. Today they are generally known as light rail.

Within a few years of their development in the late 1890s, interurban trolleys connected almost all surrounding boroughs, villages and population centers within many metropolitan areas, including the Delaware Valley. Many of the roads and turnpikes that connected these boroughs also carried a trolley line, as seen in Figure I. Appendix A provides a detailed inventory of these historic lines.

The trolley was the preferred mode of travel for many years due to its convenience, speed, comfort and timeliness as well as riders' simple fascination with the technology. Private companies were franchised as public utilities and usually operated on city-owned streets. Unlike the privileged railroads of that era, the trolleys did not share in the same rights of eminent domain. Because of this, trolley companies had to receive consent from each of the property owners contiguous to the proposed trackage. In some cases, a local municipality would grant the franchise permission to run on or along the streets, but

³ Secrets of Successful Rail-Trails, Rails-to-Trails Conservancy in cooperation with the National Park Service, 1993.

individual property owners would object. For this reason, many trolley lines repeatedly cross to the other side of the street where the adjoining property owner did not object. Trolley companies were often financially constrained due to the fact that when agreements could not be reached with landowners, trolley companies had to purchase exclusive rights-of-way or form railroad corporations with the power of eminent domain, then electrify the corridor for trolley operations.

Most local trolley companies were never regulated by the ICC because they did not engage in interstate commerce. For this reason, abandonment dates for exclusive rights-of-way that were owned by a trolley company are not always clear.

DECLINE OF THE RAILROAD NETWORK IN PENNSYLVANIA AND NEW JERSEY

Pennsylvania's railroad mileage peaked in 1917 with close to 12,000 miles of active railroad service. As of the late 1980s, about 6,000 miles remain active.⁴ Pennsylvania is one of the leaders in the nation in rails-to-trails projects with more than 700 miles of rail-trails operating, over 1,600 additional miles proposed, and 2,721 miles of inactive rail line.⁵

Railroad mileage in the State of New Jersey peaked at 2,352 miles in 1918. Other than the abandonment of short spurs, significant abandonments in New Jersey did not begin until about 1920. Since this period about 1,000 miles of track have been abandoned. The massive growth of the interstate highway system in the 1960s accounted for the discontinuance of several of New Jersey's longer lines.⁶

New Jersey has been more fortunate than many states, however, in that a significant majority of the abandoned rail resources have been preserved. Of the 1,000 miles of abandoned railroad, about 800 miles of right-of-way are still intact. Of the 800 miles remaining, more than 160 miles have been converted into public trails and about 100 miles were or are in the process of being restored for railroad freight service. A \$10 million bond to preserve railroad rights-of-way was approved by the voters of New Jersey in 1989, which has helped the preservation effort considerably.

⁴ Rails to Trails, Philadelphia Metropolitan Assessment Report, Rails-to-Trails Conservancy, October 5, 1988.

⁵ Going Places, Workshop Proceedings from the 4th National Rails-to-Trails Conference, Rails-to-Trails Conservancy, Washington DC, p. 149, 1993 and Pennsylvania, Rails-to-Trails Conservancy, 1997.

⁶ NJ Rails-to-Trails, New Jersey Conservation Foundation, p.7, 1980.

Figure II shows the current Pennsylvania and New Jersey railroad network of active freight lines within the region. Figure III shows the passenger lines which are actively servicing the region. A detailed inventory of the lines appearing on these figures is presented in Appendices B and C. Because lines are sometimes used by multiple parties, freight and passenger service may appear on the same line segment. Note that none of the passenger rail operators in the region offer freight service, or vice-versa. (United States Mail, which is sometimes carried by Amtrak is not considered freight.) The lines that are no longer in use are discussed in Chapter 2 and are mapped in Figure IV (page 25). They are also inventoried in Table V (pages 36 - 67).

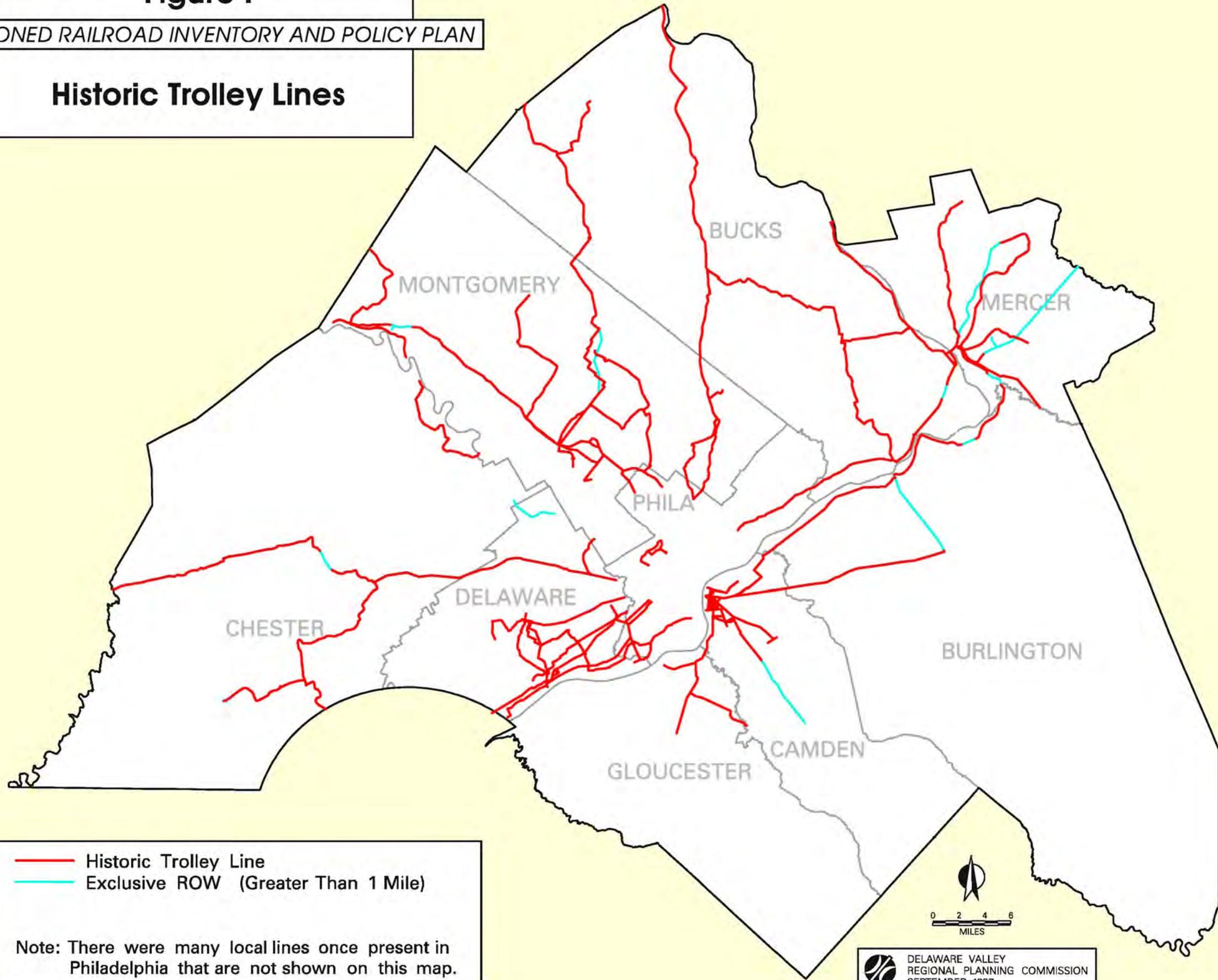


This is a typical scene of former overhead crossing. The grading and most of the stone abutment are still intact, but the bridge structure has been removed. Across the street, the abutment and RR grade were demolished for an access driveway to a new office complex. (Former Perkiomen Branch, just north of Rt. 422 in Upper Providence Twp., Montgomery County)

Figure I

ABANDONED RAILROAD INVENTORY AND POLICY PLAN

Historic Trolley Lines



- Historic Trolley Line
- Exclusive ROW (Greater Than 1 Mile)

Note: There were many local lines once present in Philadelphia that are not shown on this map.

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MILES

DELAWARE VALLEY
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Figure II

ABANDONED RAILROAD INVENTORY AND POLICY PLAN

Active Freight Lines

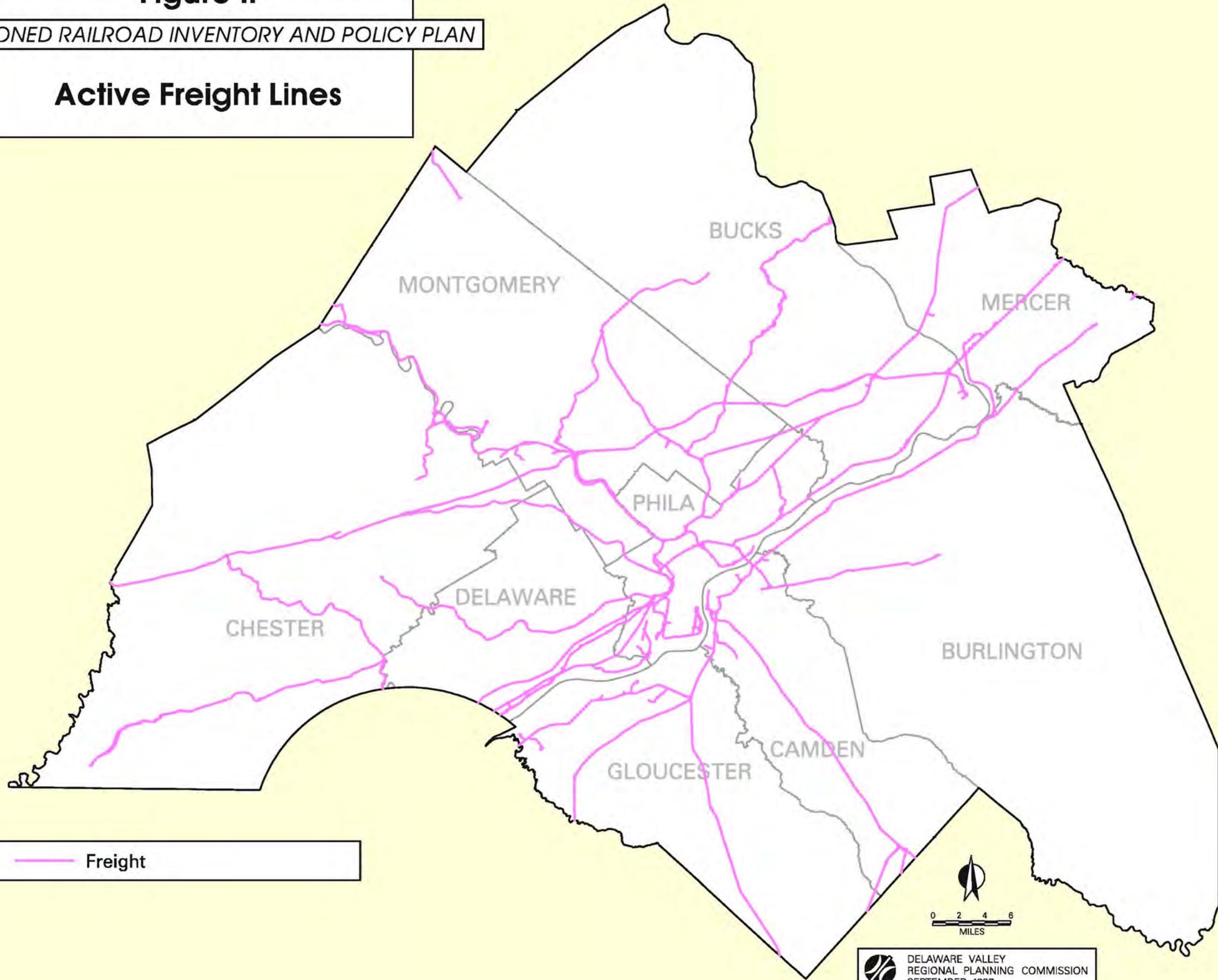
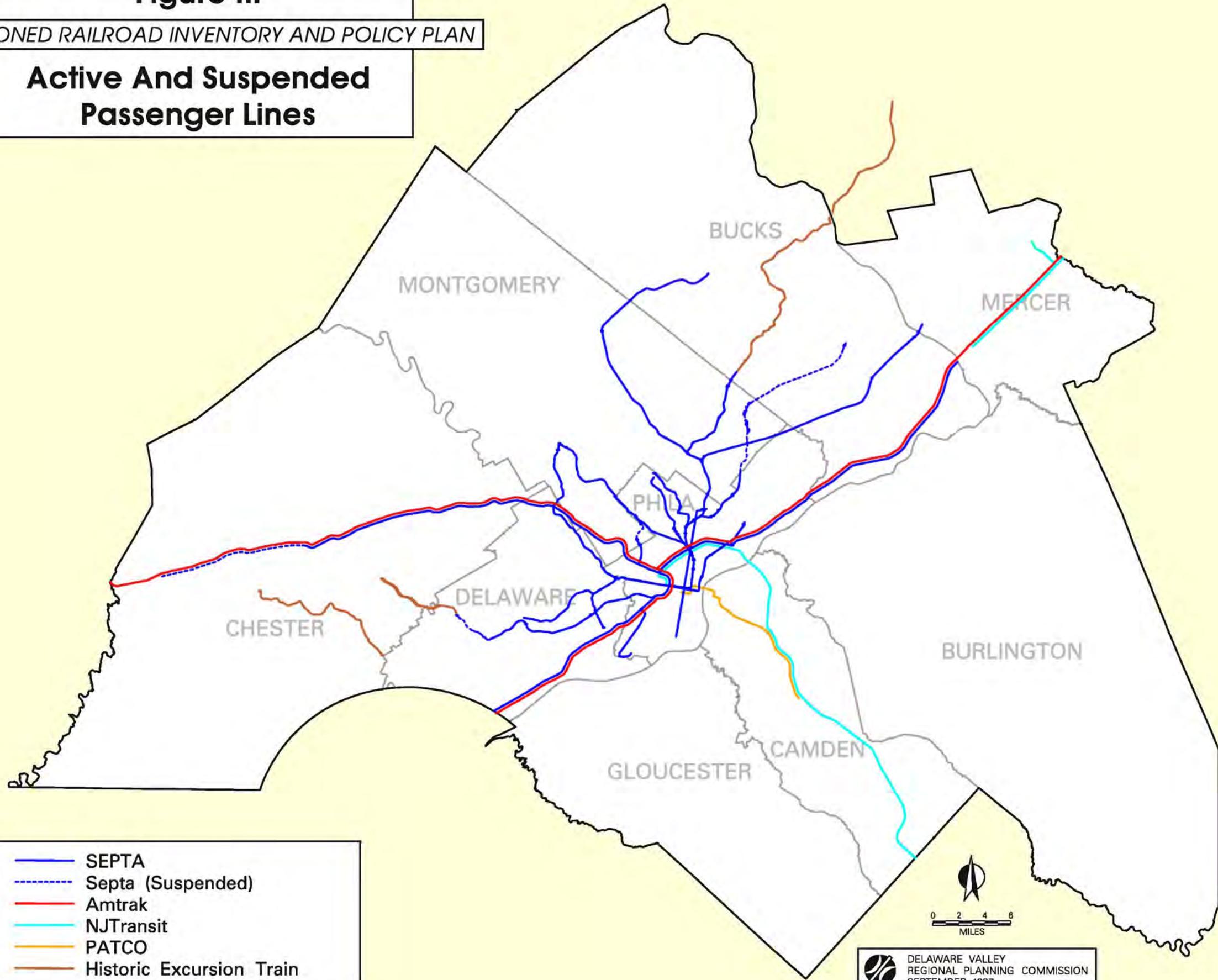


Figure III

ABANDONED RAILROAD INVENTORY AND POLICY PLAN

Active And Suspended Passenger Lines



- SEPTA
- - - Septa (Suspended)
- Amtrak
- NJTransit
- PATCO
- Historic Excursion Train

0 2 4 6
MILES

DELAWARE VALLEY
REGIONAL PLANNING COMMISSION
SEPTEMBER 1997

RAIL LINES OF THE REGION'S PAST

In order to compete with New York's Erie Canal, Pennsylvania built a "Main Line of Public Works" from Philadelphia to Pittsburgh which opened in 1834. The Main Line was a combination of canals, short rope-drawn "inclined plane" railways and long horse-drawn double track "level" railways. Anyone with a horse and flanged-wheel vehicle could operate on it through the payment of tolls. As steam locomotives grew in popularity, private horses were prohibited and private corporations formed monopolies that dominated freight and passenger transit.

The Pennsylvania Railroad (PRR)

The Pennsylvania Railroad (PRR) was organized by leading Philadelphians in 1846. PRR bought and rebuilt Pennsylvania's Main Line of Public Works, creating a monopoly on east-west transportation in Pennsylvania. Smaller independent shortline railroads were purchased and taken over by the PRR as branch lines. Competition from other modes forced the PRR to defer maintenance for short-term savings, and line by line, branches were downgraded or abandoned. Out of desperation from the competition from trucking, the PRR merged with the New York Central RR in 1968, creating the Penn Central RR. Penn Central declared bankruptcy just two years later in June, 1970. A number of these lines subsequently became part of the Southeastern Pennsylvania Transportation Authority (SEPTA) system, the Amtrak system and the Consolidated Rail Corporation (Conrail).

The Philadelphia & Reading Railroad (RDG)

The Reading Railroad (RDG), originally called the Philadelphia & Reading Railroad (P&R) was organized to build a route to carry anthracite coal from upper Schuylkill Valley mining areas to Philadelphia's ports. Reading's City Branch (east of Belmont) was bought from the state at the same time that the PRR bought most of the Main Line of Public Works to use as its entrance to Philadelphia via a connection to the Richmond Branch to the port facilities at Port Richmond. The Reading Railroad "trace(s) its history to the Philadelphia and Reading Railroad Company, chartered by an Act of the Pennsylvania Legislature approved by Governor George Wolf on April 4, 1833.Construction began on the P&R during 1835, and on December 5, 1839, the entire 58 mile railroad was opened between Philadelphia and Reading."⁷ Shipping of anthracite coal was the primary business at the time, although other freight and passenger service was also offered. By the mid-1850s, passenger and merchandise traffic was increasing and the first way stations appeared as converted houses.

Starting with the Lebanon Valley Railroad in 1858, the P&R absorbed many railroads, and leased the East Pennsylvania RR, the Philadelphia, Germantown & Norristown Railroad and the Colebrookdale Railroad by 1870. In 1872, the North Penn Railroad was built through Lansdale and terminated at 9th and Green Streets in Philadelphia. In 1893, the

⁷Edward A. Lewis, Reading's Victorian Stations, The Baggage Car, Strassburg, PA, 1976.

North Penn Railroad was also transferred to P&R control. In 1879, the company employed Frank Furness, a renowned Philadelphia architect, who designed more than 125 new stations or alterations. Many of the Victorian Gothic train stations designed by Furness still stand today. For this reason, passenger stations along the RDG line that were originally built by different railroads share architectural similarities.

The economic strength of the coal industry allowed the Reading to prosper, buying up mining operations and lands near its lines. For a time, the Reading Railroad was the world's largest industrial corporation. Competition from the PRR and from the trucking industry as well as deferred maintenance lead to the Reading's demise. The Reading went bankrupt in 1971. Some of these lines became part of SEPTA, others went to Conrail, while still others were abandoned.

The Pennsylvania-Reading Seashore Lines (PRSL)

Competition between the PRR and Reading resulted in the creation of many parallel lines, such as the Schuylkill Valley, New York and New Jersey seashore lines. In New Jersey, PRR interests were under the West Jersey & Seashore RR, while the Reading Railroad interests were held under the Atlantic City RR. Because of competition with each other, as well as from other modes of travel, these operations became unprofitable by the late 1920s. The parent companies merged their New Jersey interests in 1933 as the Pennsylvania-Reading Seashore Lines. Parallel lines were abandoned and operations were streamlined to cut costs. The PATCO High Speed Line was built in 1969, which competed for passengers into Philadelphia. By the end of 1969, PRSL trains discontinued service to 30th Street Station and made Lindenwold the new western terminus of its trains.

PRR made no more payments into PRSL after their merger with Penn Central and neither did RDG. Nearly bankrupt in 1976, the federal government once again intervened and forced the PRSL lines into the Seashore District of Conrail's Philadelphia Division.

The Baltimore & Ohio Railroad (B&O)

The Baltimore & Ohio was created in 1827 in Baltimore with intentions of running northwest to Ohio and west. B&O extended their own tracks to Philadelphia in 1886, after the PRR took over the previously independent Philadelphia, Wilmington and Baltimore Railroad in 1881, which paralleled the B&O between Philadelphia and Washington, D.C. B&O made its eastern connection to Reading's City Branch at Park Junction and built three tunnels in the area: Park (near the Art Museum), Gray's Ferry and Boone (in Darby). They had a good working relationship with the Reading and the Central RR of NJ, so that the B&O did not need to lay tracks north of Philadelphia because through service could be carried out by these other railroads. Most activity was freight, but the famous Royal Blue Line provided luxury passenger service between New York City and Washington D.C. via Philadelphia.

B&O passenger service north of Philadelphia ended in 1958 and most passenger stations were demolished. Because of decreasing use, the line was reduced to single track south of Darby (Delaware County) by 1960. The B&O was merged with the Chesapeake and Ohio Railway (C&O) in 1963 and the two were renamed the CSX Corporation in 1980 which still serves the region today.

The Central Railroad Company of New Jersey (CNJ)

The Jersey Central Lines began as a series of railroads and car ferries connecting New York with Baltimore. All-rail routes were completed after the Civil War, but the system fell into disrepair. It was later absorbed by the Central Railroad of New Jersey. The Central Railroad of New Jersey entered final bankruptcy in 1967. In 1976, these lines were merged into Conrail.



The West Trenton Branch once paralleled the left side of this road. Infill housing has obliterated all signs of this ROW along Oakland Street, (Trenton, Mercer County)

RAIL LINES OF THE REGION'S PRESENT

Today, passenger rail service in the region is provided by four primary carriers (Amtrak, SEPTA, PATCO, New Jersey Transit) while three primary railroads provide freight service (Conrail, CSX, CP Rail). However, there is a growing trend in the operation of shortline freight railroads, which boast more flexible operating schedules and are more cost-effective in door-to-door service than long-haul operators such as Conrail. Also, shortline railroads can provide specialized services, such as historic steam excursions, which SEPTA would not be in the position of offering. Below are descriptions of the railroads that are or will be servicing the region in the near future.

Consolidated Rail Corporation (Conrail)

The Consolidated Rail Corporation is a private company created by the federal Railroad Revitalization and Regulatory Reform Act of 1976 (4R Act) that began operations on April 1, 1976. Seven bankrupt or financially failing railroads in the northeastern United States were merged, putting over 17,000 miles of rail in the control of Conrail, including the Penn Central, Reading, PRSL, and the Jersey Central Lines. Years of deferred maintenance and needed equipment modernization were addressed through millions of dollars in federal grants and low-interest loans. Conrail connected the PRR and Reading by rebuilding the historic Belmont Branch between Zoo Interlocking and Belmont and connecting the former City branch between Belmont and River Interlocking (near East Falls on the Schuylkill River).

In the early 1980s, many abandonments of industrial spurs and sidings were made by Conrail. Also, trackage traditionally used for passenger service was sold to SEPTA, Amtrak and NJ Transit. By April 1995, Conrail announced its final plan for streamlining its operations, which included a decision to sell 1,800 miles of their 11,700 mile system to shortline railroad operators. In this region, a cluster of South Jersey routes was put up for sale, known as the Camden Cluster, which included the Bordentown Secondary (from Trenton to Camden) and the Millville Branch (from Woodbury/Glassboro to Millville), which serve as a backbone for rail freight in South Jersey.

Today, Conrail operates the largest freight service in the region, but a purchase agreement between CSX and Norfolk Southern will see an end to Conrail, except for neutral terminal switching. Also, since negotiations for the sale of Conrail were announced in 1997, all disposal of assets were frozen, and the sale of the Camden Cluster voided.

Preliminary discussion about the division of Conrail assets shows the Camden Cluster, as well as other lines, operated as a joint asset, with Conrail responsible for neutral switching.

Canadian Pacific Railway (CP Rail or CPR)

The Canadian Pacific Railway is the historic railway company that bound Canada together more than a century ago. On November 7, 1885 in British Columbia, the last spike was driven on Canada's first transcontinental rail line. CPR had connected the eastern population centers of Canada with the Pacific coast six years ahead of schedule.

Today, CPR is one of the largest railways in North America, with over 17,500 miles of rail line in Canada and the United States. A sweeping reorganization in 1995 created the St. Lawrence & Hudson Railway, headquartered in Montreal, which is responsible for operations in eastern Canada and the Northeast U.S. In the DVRPC region, CPR operates on Conrail rights-of-way along the Schuylkill and Delaware Rivers, leading to Harrisburg and Washington D.C.

CSX Corporation (CSX)

CSX Corporation came into being November 1, 1980, resulting from the merger of the Chessie System Inc. and Seaboard Coast Line Industries Inc. (SCL). The Seaboard System Railroad Inc. was formed through the merger of SCL, the Louisville & Nashville Railroad, Carolina, Clinchfield & Ohio Railroad and others on January 1, 1983. That same year, operation of the Western Maryland (WM) Railway was taken over by the B&O, and WM's ownership was assumed by the C&O. On July 1, 1986, Seaboard System Railroad Inc. name was changed to CSX Transportation Inc. C&O and B&O continued to exist corporately, though some aspects of the business were handled on an agency basis. Sea-Land Corporation then joined CSX. The B&O was merged into the C&O on April 30, 1987 and the C&O was merged into CSX Transportation September 2 of the same year. In the late 1980s, CSX built an auto distribution terminal in Twin Oaks (near the City of Chester), which is one of the largest of its kind on the east coast.

Transportation remains the principal business of CSX today. It is an international transportation company with interests in rail, container-shipping, intermodal, trucking, barge and contract logistics services. In the Philadelphia region, CSX has made a move to strengthen its presence by negotiating the acquisition of the Conrail network, in cooperation with its competitor, Norfolk Southern.

Norfolk Southern (NS)

Norfolk Southern Corporation was formed June 1, 1982, with the consolidation of Norfolk & Western Railway (N&W) and Southern Railway. The N&W was the product of more than 200 railroad mergers spanning one and a half centuries. Beginning in 1838 with a ten-mile line from Petersburg to City Point, Virginia, the N&W grew to a system serving fourteen states and a province of Canada on more than 7,000 miles of railroad. Southern Railway was the final product of nearly 150 predecessor lines that were combined, reorganized and recombined since the 1830s.

Norfolk Southern acquired North American Van Lines (NAVL) in 1985. Today, NAVL's Relocation Services and High Value Products shipping transports products all over the globe. By using both motor carrier and rail service, Norfolk Southern has created a seamless transportation system that remains competitive. Although Norfolk Southern does not currently operate in this region, their cooperation with CSX in the acquisition of Conrail will give them a major presence.

Southeastern Pennsylvania Transportation Authority (SEPTA)

SEPTA provides public transportation services to Philadelphia and neighboring counties. In addition to its City and Suburban Transit Divisions, SEPTA operates thirteen Regional Rail routes, serving nearly 153 stations. SEPTA's Regional Rail System is based on the remains of the Pennsylvania and the Reading Railroads. SEPTA assumed direct control of passenger operations of these railroads from Conrail in 1983.

New Jersey Transit (NJT)

Although less extensive than SEPTA's regional rail network in the DVRPC region, NJT operates commuter passenger service from 30th Street Station in Philadelphia to Atlantic City, as well as service on the Northeast Corridor from Trenton, NJ to New York City, with a spur to Princeton.

Port Authority Transit Corporation (PATCO)

Planning began for a high speed rail line between New Jersey and Philadelphia in 1960. Construction began on the PATCO High-Speed Line in June 1964. Service between Lindenwold and Camden began in February, 1969. It is highly automated, using only one operator per train and ticket vending machines in all stations. PATCO quickly earned the reputation as a customer-friendly system and one of the most efficient and dependable public transit system in the United States.

PATCO operates a 14.2 mile rail line between Lindenwold, NJ and Center City Philadelphia. The Hi-Speedline has a total of thirteen stations, nine in New Jersey and four in Philadelphia. PATCO operates 24-hours-a-day, 7-days-a-week, 365 days-a-year service.

National Rail Passenger Corporation (Amtrak)

Amtrak is responsible for the long-distance, interstate train service in the United States. In this region, Amtrak operates out of its 30th Street Station Philadelphia hub, with service to New York, Washington, Harrisburg and beyond.

SHORTLINE RAILROADS

A national trend of downsizing and streamlining railroads began in 1980 with the passing of the Staggers Act, which deregulated railroads. Since then, the number of short-line railroads has more than doubled, and the rail mileage that they operate has increased by more than five times.

One of the many reasons for this explosion is that shortline railroads have a more flexible work schedule than larger railroads. According to John P. Cannon, Conrail's Senior Vice President, "If a customer wants a shipment picked up at midnight, the small railroads can call a guy back to work for an hour. We'd have to call our people back for eight hours".

Shortlines can also allow larger railroads to concentrate efforts on improving equipment and track along the main lines, while they focus on smaller customers and operate the door-to-door delivery of cargo.

A comprehensive list of shortline railroads and passenger excursion railroads operating in the DVRPC region can be found on the next page in Table I.

**Table I
Shortline Freight and Passenger Excursion Railroads***

RAILROAD	NOTES
SMS Railroad	This railroad operates within the Pureland Industrial Park.
Southern New Jersey RR	Atlantic City Line (from Winslow Jct. east) Vineland Branch (from Winslow Jct. south)
Brandywine Valley Railway	A small operation at the Lukens Steel site in South Coatesville.
Bristol Industrial Terminal Company	This railroad operates a small line in Bristol.
Chester Valley Railway	Freight service from Bridgeport to Henderson Road.
Delaware Valley Railway (formerly Octoraro RR)	Operates on the former Wilmington & Northern line from South Coatesville to Wilmington (now owned by the state) and along the Octoraro line from Chadds Ford Jct. to West Nottingham (now owned by SEPTA). Brandywine Scenic Railroad also operates out of Northbrook and travels between Modena and Brinton's Bridge on this line.
East Penn Railways (formerly Blue Mt. and Reading RR)	This company has won a five-year contract with PennDOT to provide service on these state owned lines from Pennsburg to Emmaus and from Pottstown to Boyertown.
New Hope & Ivyland Railroad	A historic steam passenger excursion line with some light freight activity along this former Reading Northeast Pennsylvania RR line from Ivyland to New Hope.
Penn Jersey Rail line	A small operation at Fairless in Bucks County.
Tyburn Railroad Company	Another shortline in the Fairless Works area.
Upper Merion & Plymouth RR	The railroad of the former Alan Wood Steel, which now services Lukens Steel at the same site and shipments to the Inquirer.
West Chester Railroad	Passenger excursion and freight from Glen Mills

* in the 9-county DVRPC region.

NOTE: Due to the flexibility of the shortline railroads, many passenger excursion railroads offer occasional freight service and vice versa.

The predominant trend has been consolidation into larger mega-railroads for most of the twentieth century. However, the rapid growth of the shortline railroads over the last twenty years seems to be reversing this trend. It is too soon to tell what the future holds, but by understanding the past, we may be able to anticipate changes in the railroad industry and work these changes into a more favorable outcome.



The right-of-way of the former Pemberton - Hightstown Branch was purchased by Jersey Central Power & Light and is used to access their transmission lines.



Graterford Prison Branch

*Bridge of the former spur overlooks the scenic Perkiomen Creek.
(Perkiomen & Skippack Twps., Montgomery County)*

CHAPTER 2 INVENTORY AND RE-USE OPTIONS



A primary reason for conducting this study was to identify abandoned rail rights-of-way and develop an inventory of abandonments in the DVRPC region. A few railroads were abandoned before federal legislation was passed in 1920, which created a uniform abandonment process. For this reason, the abandonment dates and ownership may not be known. Also, as mentioned earlier, trolleys that only transported people (and not freight goods) were not regulated by the ICC. Therefore, the abandonment dates and ownership of some of these lines are also not known or easily traceable. The fact that abandonment is a two-step process, meaning that there is an ICC approval date and the actual property abandonment date, complicates the matter in that the true date of abandonment is not always clear. Luckily, most of the abandoned railroads in this region are documented in some fashion through the ICC process.

For purposes of this report, abandonments of less than one mile were omitted from this inventory. Even though these abandonments can accumulate into a large number of miles, they have only limited reuse potential and are too numerous to document. Most of these abandonments include road crossings and trackage to sidings that are no longer operational. They are mostly in urban and industrial areas and would serve little purpose in future transportation or recreation needs. However, a right-of-way that is larger than one mile in length may have individual abandoned segments that are listed which are less than one mile.

Private sidings (trackage within a private property, such as an industrial park) were also not inventoried because there are no rights-of-way and usually no potential for future uses except for freight deliveries to a new property owner. The private sidings off of the Bustleton Branch, which serve the Northeast Philadelphia Airport and many large industries, are relatively extensive (over one mile) and may have the potential for other uses if one day abandoned, but this is an exception to the rule. Most sidings are less than one-eighth of a mile and connect the active freight tracks to individual warehouses.

There are also many abandoned trolley lines within the region, but few of them had exclusive rights-of-way. The Lehigh Valley Transit Company's "Liberty Bell" Route and the Elizabeth and Trenton Railroad are the most notable and are shown on the map and inventory. Both of these abandoned rights-of-ways reach beyond our region with over fifteen miles of rights-of-way each. Other abandoned trolley lines may have had small lengths of right-of-way alternating with on-street alignments, but are not shown here.

The date of abandonment is not always easy to find. In many cases, a right-of-way has been inactive for over thirty years and is believed to be abandoned, however, no dates for abandonment have been found.

DVRPC developed the Abandoned Railroad Inventory and accompanying map based on a series of phone interviews and meetings with advocacy groups as well as transportation and regulatory agencies. Field investigations of select rail rights-of-way were conducted by nonprofit organizations, rail enthusiasts and DVRPC staff. Extensive historical research was also required to determine alignments of certain rights-of-way and the dates of their abandonment.

Figure IV shows the abandoned and inactive rail rights-of-way within the region. Table V at the end of this chapter includes the inventory which corresponds to the map.

These inventories are intended for the use of state and local transportation planners, transit operating agencies, light rail, trail and greenway advocacy groups, municipalities and the general public. It is important for all parties to be aware that these resources exist, especially if current downsizing trends continue within the rail industry. The current abandonment process provides only a small window of opportunity to react to an abandonment notification. This inventory can be used as a tool if and when any future abandonments or sales take place.

Additional research and efforts are needed. Information such as the ownership of these rights-of-way needs to be collected by conducting deed searches. In addition, pipeline and electronic transmission rights-of-way should be inventoried. The current condition and status of each of these rights-of-way will have to be obtained through the cooperation of local municipalities and trail advocates. Also, local municipalities and planners need to be consulted to determine how each right-of-way fits into their comprehensive plan. Future work at DVRPC could include working with its state and local partners to develop a detailed plan for reuse of specific priority corridors identified in this inventory.

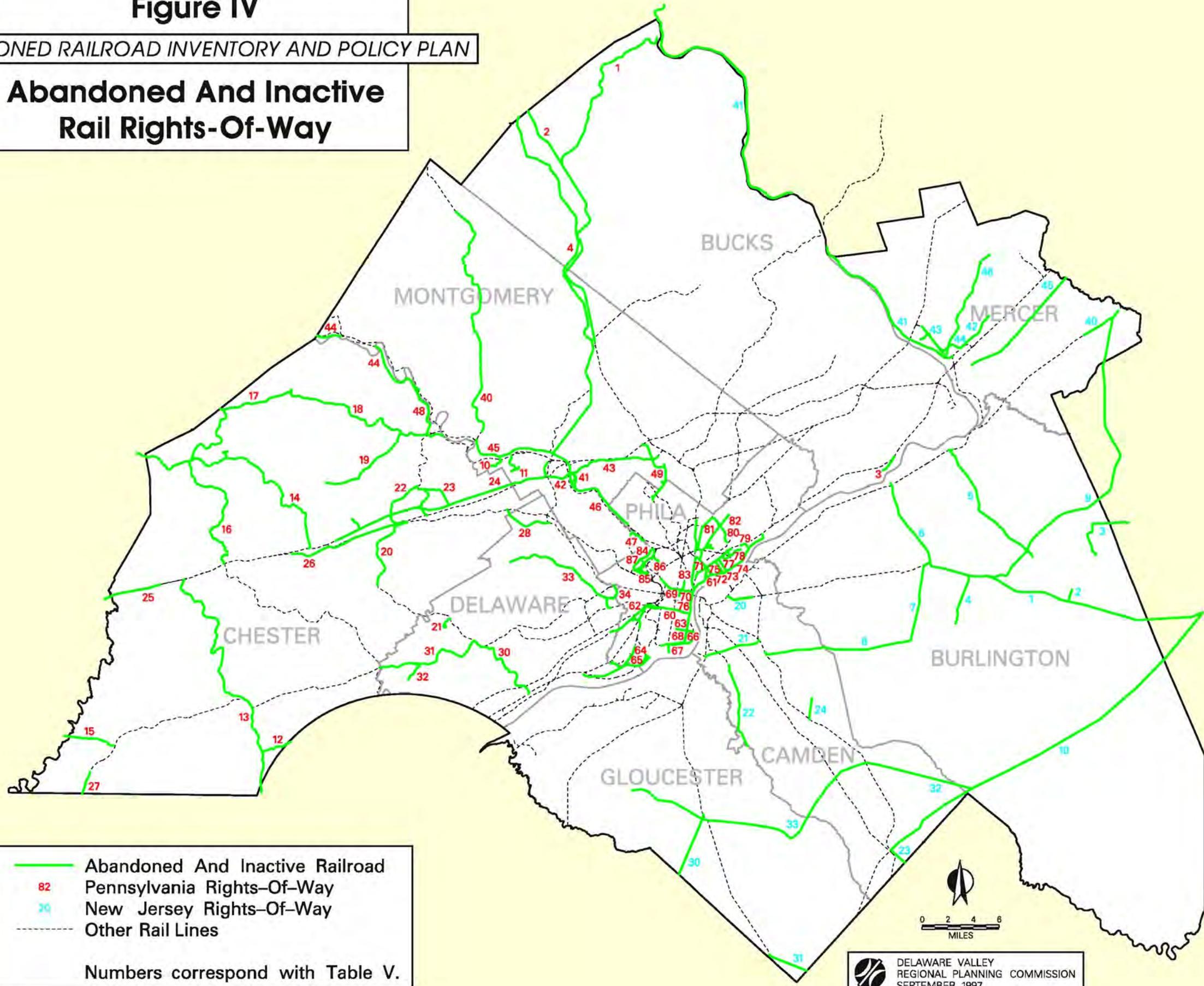
GENERALIZATION OF THE NETWORK

The New Jersey portion of the region has over 200 miles of abandoned and inactive rights-of-way (about one-third), while the Pennsylvania portion has over 400 miles (about two-thirds). In Philadelphia, the majority of the abandonments occur within developed industrial areas, while in the outlying areas, these abandonments are mostly in undeveloped rural and suburban areas. Chester County carries the greatest share of the region's rights-of-way with 25 percent of the region's total and 39 percent of the Pennsylvania trackage, while Gloucester County only has 4 percent of the region's rights-of-way. A county-by-county breakdown is presented in Table II.

Figure IV

ABANDONED RAILROAD INVENTORY AND POLICY PLAN

Abandoned And Inactive Rail Rights-Of-Way



— Abandoned And Inactive Railroad
82 Pennsylvania Rights-Of-Way
20 New Jersey Rights-Of-Way
- - - Other Rail Lines

Numbers correspond with Table V.

0 2 4 6
MILES

DELAWARE VALLEY
REGIONAL PLANNING COMMISSION
SEPTEMBER 1997

Table II Mileage of Abandoned and Inactive Rail Rights-of-Way		
County	Number (miles)	Regional Share (percent)
Bucks	45	7%
Chester	154	25%
Delaware	40	7%
Montgomery	86	14%
Philadelphia	77	13%
PA Counties	402	66%
Burlington	90	15%
Camden	42	7%
Gloucester	24	4%
Mercer	48	8%
NJ Counties	204	34%
TOTAL DVRPC Region	606	100%

Source: DVRPC, 1997.

The Northeast Rail Service Act (NERSA) of 1981 required the ICC to grant all Conrail abandonment applications filed before November 1, 1985, which made the early 1980s a good time for Conrail to get rid of its least productive lines. Because of this, about 25 percent of the rights-of-way inventoried were abandoned in the early 1980s and about 12 percent were more recently made inactive or abandoned. This accounts for about 220 of the 603 miles inventoried, or about 37 percent. Although there appears to be a vast resource of abandoned rights-of-way when looked at as a whole, many of these abandonments are shorter than two miles and hold little possibility for reuse.

Including a line in this inventory does not necessarily mean the right-of-way is still intact. In fact, many of the rights-of-way of these lines have already been compromised. The inventory's purpose is solely as a comprehensive starting point for documenting all abandoned rights-of-way within the region. When more than one length for a right-of-way has been historically documented, each is displayed. In some cases, the sum of these smaller abandonments is less than the total length of the line because of earlier abandonments or incorporation into other active lines. When exact mileage of a right-of-way is not available, an approximation has been made and is indicated as such. Since lines are not always abandoned in their entirety, segments may have different dates for abandonment. These lines are therefore split into multiple abandonments.

There are a variety of potential reuses of abandoned rail corridors. Since many railroad beds follow the relatively flat slopes of stream or river corridors, a greenway, bikeway or walking path could be developed. If in an industrial area, economic development and redevelopment can be focused around these resources to spur growth and reuse of these lines for new industries. New roadway connections and highway by-passes can be constructed on these rights-of-way to ease traffic congestion, or may also be suitable for new passenger rail service. A former railroad right-of-way informally used by the community may give local residents a bargaining chip when negotiating a new trail easement, since the easement was previously granted. And of course, the community can always buy back the land from the underlying property owners of the former easement.

REUSE AND PROPERTY RIGHTS

Ever since the colonists first settled this land, property rights have been an issue. This sensitive issue continues today, as rights-of-way that were acquired through easements are abandoned. Property owners feel that they deserve the property returned to them after an abandonment while many legislators, transit agencies and trail advocates want to preserve the rights-of-way for other uses.

In Delaware, for example, the state has the right of first refusal, but does not have the right of eminent domain. This means that for any rights-of-way that are owned outright by the railroad, the state must purchase the property at fair appraised market value. Easements that were acquired for railroad purposes cannot be simply shifted to state ownership for other uses. Chapter 4 provides a more detailed discussion of federal and state approaches to reuse, including the tools available in this area.

RECENT STUDIES ON PRESERVING RAILROAD RIGHTS-OF-WAY

As the Delaware Valley becomes more developed, the preservation of abandoned rail lines offers the greatest potential for increasing transportation and recreational opportunities. A 1988 Rails-to-Trails Conservancy (RTC) study for the Philadelphia metropolitan area emphasizes that appropriate steps must be taken quickly if these resources are to be preserved. RTC's assessment identifies resources that already have been lost for trail use or have limited chance of success for conversion. Of the 29 corridors studied, three have only limited potential for conversion and two have been completely lost for trail use. All told, almost one-fifth of the known inactive or abandoned lines in the Philadelphia metropolitan area have little or no chance of conversion to public trails.

The RTC assessment highlights the many rail-trail opportunities still available in the Philadelphia area. Throughout the region, many abandoned corridors already have been successfully converted to rail-trails. A few more corridors are proposed for conversion, and since the 1988 study, many additional efforts have taken place.

DVRPC also conducted a study, Potential Reuse of Inactive Rail Lines, in 1991. Thirty-four inactive lines were identified and mapped, and recommendations on reuse were made. The inventory, however, concentrated on recently abandoned or inactive lines that may have potential for future freight and passenger service, and was therefore not as comprehensive as this current effort.

Many more conversion efforts have since been initiated; however, no studies since 1991 have investigated the current status of abandoned railroad corridors in the entire bi-state Delaware Valley region. Due to the continuing decentralization of the region, many of the previously identified rights-of-way may have already been compromised, deteriorated, or lost entirely.

RECENT PROJECTS FOR PRESERVING RAILROAD RIGHTS-OF-WAY

When analyzing hundreds of miles of abandoned railroad, it is difficult to address every conceivable type of land use along these corridors. Many localized reuses exist, such as driveways, parking lots and short dirt trails. To inventory all of this would require walking every right-of-way within the region. Since this is not a feasible option, only the major reuses have been documented. Table III lists some of the completed and planned rail-trail projects within the region.

Due to New Jersey state land use laws and the fact that railroads owned their land in fee simple, many more of New Jersey's rights-of-way have remained intact and transferred to other uses than is the case in Pennsylvania. Most abandoned corridors in New Jersey have been purchased by utility companies, such as Jersey Central Power & Light (JCP&L) and Public Service Electric & Gas (PSE&G). Recently, the state has been purchasing rights-of-way to be preserved for future freight and recreational trail use.

In Pennsylvania, PECO Energy owns a number of abandoned rights-of-way as does Montgomery County, due to their proactive County Trails Program. PennDOT has also purchased a number of rights-of-way at the time of abandonment. Of these, some have been or are proposed to be used for new roadway alignments, such as parts of Routes 422, 309 and 202, while others have been maintained for active freight in Montgomery and Chester Counties. Planned passenger and freight expansion projects are listed in Table IV, which summarizes all planned rights-of-way reuse projects.

EXISTING REUSE PROJECTS (TABLE III)

There are a number of abandoned railroad rights-of-way that have already been converted to other uses, some more formal than others. One of the most notable reuse projects is the eleven mile Schuylkill River Trail, which was designated a National Recreation Trail in 1994 for being one of the nation's first 500 rail-trails. The D&R Canal Towpath was also

designated as a National Recreation Trail in 1992, as well as an official segment of the East Coast Greenway in 1996. Existing reuses including roadway, rail, infill housing and utility projects within the region are listed in Table III. Project numbers are keyed to Figure IV.

PLANNED REUSE (TABLE IV)

A planned reuse is typically more advanced than a proposed reuse in that a planned reuse is actually receiving funding and is usually scheduled for construction. Proposed reuses are not as concrete and may or may not actually be constructed.

For example, the Chester Valley Secondary roadway project and trail are due to start construction this year. PennDOT has contracted for the design of the P&W Trail which is well underway. The rights-of-way of many of these planned trails are already owned, or are being purchased for reuse. The planned reuses are listed in Table IV.

The inventory also lists numerous planned reuse of railroad rights-of-way. Many of these were identified in DVRPC's Southeastern Pennsylvania and Southern New Jersey Bicycle and Pedestrian Mobility Plans. Others stem from the recently updated New Jersey Trails Plan and from recommendations of DVRPC's Abandoned Railroad Steering Committee. All of these planned reuses share the fact that not only have they been proposed, but are receiving funding for study and/or construction.

Table III			
Existing Reuse of Railroad Rights-of-Way			
<u>ROADWAY</u>			
4.	New Jersey	Vincentown Branch	Rt. 206 widening
5.		Kinkora Branch	Private driveways (portions near Jobstown)
9.		Pemberton Hightstown Branch	Private driveways (portions)
40.		Windsor Branch	Dirt road in Hightstown
46.		Trenton-Princeton Traction Company	Private driveway (portions)
1.	Pennsylvania	Quakertown & Bethlehem RR	Local roads/ private driveways
16-7		Joanna Industrial Track	Private driveway (portions)
21.		House of Refuge Branch	Private driveway
26.		Philadelphia & Thorndale Branch	Exton Bypass construction access
49.		Ft. Washington/Cresheim Branch	Rt. 309 Expressway
<u>TRAIL</u>			
33.	New Jersey	Williamstown Branch	Monroe Twp. Bikepath - 1.5 miles paved
41.		Belvedere-Delaware RR	D&R Canal Towpath - 32.0 miles gravel
42.		Bakersville Branch	
43.		West Trenton Branch	
46.		Trenton-Princeton Traction Company	Lawrence Twp. Bikepath - 0.5 miles paved
3.	Pennsylvania	Old PRR Main Line	Bristol Spurline Trail - 2.5 miles paved
14.		New Holland Branch	Struble Trail - 2.5 miles paved/cinder
16		Joanna Industrial Track	Hibernia Trail - 5.0 miles built paved
17.		St. Peter's Branch	Elverson to St. Peters (State Game Lands #43)
33.		Newtown Square Branch	Informal trail (portions)
40.		Perkiomen Branch	Perkiomen Trail - informal dirt trail
4.		Lehigh Valley Transit Route	Liberty Bell Trail - 0.7 miles built
			Betzwood Trail - 2.0 miles ballast/cinders
45-6		Schuylkill Valley Branch	Schuylkill River Trail - 11.5 miles paved

INFILL HOUSING & BUILDING			
9.	New Jersey	Pemberton Industrial Track	Homes near Smithville
33.		Williamstown Branch	Homes near Rt. 322
40.		Windsor Branch	Shopping Center in Hightstown
43.		W. Trenton Branch	Along Oakland Street
46.		Trenton-Princeton Traction Company	Lawrenceville
UTILITY			
1.	New Jersey	Philadelphia & Long Branch RR	JCP&L
9.		Pemberton & Hightstown RR	JCP&L
		Camden & Amboy	Telephone poles (portions)
21.		Westville Cutoff	PSE&G - from 1955 to 1980
31.		Newfield Branch	AC Utilities Commission
32.		Lakewood Branch: Atco to Atsion	Pipeline (portions)
33.		Atco Branch: Atco-Williamstown	Pipeline (portions)
43.		West Trenton Branch	Telephone poles (portions)
45.		Elizabeth & Trenton RR	PSE&G
46.		Trenton-Princeton Traction Company	Telephone poles (portions)
1.	Pennsylvania	Quakertown & Bethlehem RR	Telephone poles (portions)
4.		Lehigh Valley Transit - Liberty Bell Route	PECO Energy
24.		Chester Valley Secondary	
		Octoraro RR	Telephone poles (portions)
40.		Perkiomen Branch	telephone poles (portions)
45-6		Schuylkill Valley Branch	PECO Energy
49.		Fort Washington/Cresheim Branch	PECO Energy
82.		Oxford Road Branch	PECO Energy

Note: The numbers preceding the railroad reuse correspond to the inventory at the end of the chapter.

Table IV			
Planned Reuse of Railroad Rights-of-Way			
<u>ROADWAY</u>			
24.	PA	Chester Valley Secondary	Rt. 202/422 High Speed Ramp
<u>TRAIL</u>			
33.	NJ	Williamstown Branch	Monroe Twp. Bikepath - 4.7 miles Glassboro to Williamstown
46.		Trenton - Princeton Traction Company	Lawrence Twp. Bikepath - 5 mile loop
4.	PA	Lehigh Valley Transit - Liberty Bell Route	Liberty Bell Trail - Norristown to Hatfield 17 miles
16.		Wilmington & Northern RR: Coatesville to Elverson	Hibernia Trail - 20 additional miles
24.		Chester Valley Secondary	Chester Valley Trail - 16 miles funded King-of-Prussia to Exton
			Chester Valley Extension - 2 miles - to be completed in 2005
27.		Philadelphia & Western Railway	P&W/Radnor Trail - 2.4 miles - open by 2000
30.		Chester Creek Branch	Chester Creek Branch Trail - 6.2 miles
40.		Perkiomen Branch	Perkiomen Trail - 25.5 miles
43.		Plymouth Branch	Plymouth Trail - 3.6 of 8 mile trail - to be completed in 2005 on rail ROW
44.		Phoenixville Secondary	Schuylkill River Trail Extension Phoenixville to Pottstown
44-5.		Schuylkill Valley Secondary	Betzwood Trail - Betzwood to Mont Clare 7 miles - to be completed by 2005
49.	Fort Washington Branch	Cresheim Trail - 3.5 miles	
<u>REACTIVATED RAIL</u>			
N.A.	PA	Trenton Cut-off (Morrisville Branch)	Cross County Corridor
		Center City Branch	Schuylkill Valley Metro
N.A.		Schuylkill Valley Branch	
N.A.		West Chester Branch	R3 West Chester Extension
N.A.	NJ	Bordentown Secondary	NJ Transit Camden-Trenton Rail line
N.A.		Millville Branch	NJ Transit - Gloucester County Corridor
N.A.		Pemberton Secondary	NJ Transit - Burlington County Corridor

Note: The numbers preceding the railroad reuse correspond to the inventory at the end of the chapter.

OTHER PROPOSED REUSE PROJECTS

Proposals that are unfunded or have not advanced far in the planning process have been included in the last column of the inventory (Table V). In addition, proposals for a reuse of an active or suspended rail line are listed below. (A suspended rail line is temporarily inactive with the intentions of reactivating it in the near future.) These reuses do not appear in the inventory, since the right-of-way is not technically abandoned.

- **Reactivated Newtown Line:** This proposal would either use the existing right-of-way from Fox Chase or portions of the Conrail Morrisville Branch and existing right-of-way north of Byberry Road, allowing for Montgomery County's Greenway Trail.
- **Octoraro Rail Line (Delaware County to Rt. 272):** This active freight line passes through Kennett Square, Avondale, West Grove and Oxford Boroughs and passes adjacent to Lincoln University. Service terminates at Herr's Potato Chips in West Nottingham, but the right-of-way continues inactive into Maryland. If service is terminated, this right-of-way could potentially be used as an off-road trail.
- **Reactivated West Chester Branch (West Chester to Delaware County):** This proposed reuse utilizes the suspended SEPTA R3 right of way. It also connects with two other proposed abandoned railroad reuse projects.
- **Pennypack Trail (Bucks County to Philadelphia County):** This proposed 6.5 mile off-road primary route connects Pennypack Park to Lorimer Park and the Cross County Trail using SEPTA's suspended R8 Fox Chase-Newtown line. The trail could be the unifying link to the Pennypack Greenway open space network.
- **Cross County Trail (Chester County to Bucks County):** This 17.5 mile regional trail is proposed along the Trenton/Morrisville Branch as well as local roads and utility corridors. It would connect with the Schuylkill River Trail, the Chester Valley Trail, the Plymouth Trail, the Powerline Trail, the Pennypack Trail and the Wissahickon Trails.
- **Schuylkill River Park (Spruce St. to the Art Museum):** This is an off-road route between the Schuylkill River and active CSX right-of-way. This route connects with Fairmount Park trails and incorporates two Schuylkill River Trail projects, which are programmed on the DVRPC Transportation Improvement Program (TIP). This project connects with the Westbank Greenway, which is also a programmed TIP project.

THE ABANDONED RAILROAD INVENTORY

Table V, which concludes this chapter, is the inventory of abandoned rail rights-of-way in the Delaware Valley Region. The inventory is delineated by state and by county, with New Jersey lines beginning on page 36 and Pennsylvania lines beginning on page 48. When an abandoned line segment crosses a county boundary, the abandonment is broken down by county. Therefore, a letter corresponding to the county of origin for the abandonment follows the mileage of rights-of-way. Designations are as follows:

<u>NEW JERSEY</u>	<u>PENNSYLVANIA</u>
Burlington - Bu	Bucks - Bc
Camden - Ca	Chester - Ch
Gloucester - Gl	Delaware - De
Mercer - Me	Montgomery - Mo
	Philadelphia - Ph

The first two columns in Table V list the most current name of the railroad that controlled the abandoned or inactive segment, followed by the previous names of railroads that built and operated that line. An attempt has been made to list previous names of railroads in chronological order. This is followed by the individual line names, its service route, date of abandonment, length and width, if known. A brief historical description and comments on current conditions are also included, and the final column lists any planned, proposed or programmed reuse.

Providing consistent names to these various railroads and lines proved to be a challenge. More than one railroad company often used the destinations of Philadelphia, Reading, Chester, Wilmington, Delaware and Jersey in their corporate names. The Penn Central, which only existed from 1968 to 1976 and encompassed the entire Pennsylvania Railroad (PRR) is here only listed as the PRR since that is how it is most commonly known. Also, emerging railroads sometimes would use the name of a previous line which may have served the same destinations.

The length of many rights-of-way inventoried often extends beyond county boundaries. An attempt was made to include only mileage within the region in the inventory matrix. Letters indicating which county these rights-of-way fall within follow the number. If the rights-of-way extended beyond the region's boundary and the mileage of total rights-of-way are known, it is indicated in the following column.

Some rights-of-way may have no hope for reuse in some areas, while other areas are prime candidates for reactivated rail or even a trail. For this reason, under the last column, more than one potential reuse may be listed, such as NONE and TRAIL. Other potential reuses include FREIGHT, PASSENGER, ROAD, BIKEPATH, GREENWAY or BUSWAY.

TABLE Va: Inventory of Southern New Jersey Abandoned/Inactive Rail Rights-of-Way

	Railroad	Former Names	Line or Branch	Service to	Year Aban.	Length of ROW (County)	Width of ROW
1	PRR	Pemberton & New York RR Co Pemberton & Seashore RR Co. (1879) Philadelphia & Long Branch RR PA & Atlantic	Philadelphia & Long Branch RR	Birmingham (Burlington Co) -Pine Beach (Ocean Co.) (Mt. Holly - S. Toms River and Seaside Park/Bayhead) (Pemberton - Whiting)	1968	12.9 Bu	
2	PRR	PA & Atlantic	Browns Mills Branch	Browns Mills Jct. - Browns Mills	1925	1.8 Bu	
3	unknown			mostly within Fort Dix Military Reservation.	before 1948	about 4 Bu	
4	PRR	Burlington County RR Camden & Burlington Co RY	Vincentown Branch	Vincentown-Evansville	1927	2.8 Bu	1 track narrow
5	PRR	Kinkora & New Lisbon RR PA & Atlantic	Kinkora Branch	Kinkora - Columbus - Jobstown - Juliustown - Lewistown (New Lisbon)	1969 1973	10.7 Bu	1 track narrow
		Union Transportation Company	Main Line	Lewistown - Fort Dix (Pemberton)	1978	2.5 Bu	
6	Penn Central (PRR) West Jersey and Southern RR	Camden & Amboy RR Camden & Burlington Co. RR (Railway) (United Jersey Lines)	Burlington and Mt. Holly Branch	Burlington - Fountain Woods - Deacon - Woodlane - Mt. Holly	1925	7.1 Bu	

Historical Description	Current Conditions/ Comments	Potential Reuse: FREIGHT, PASSENGER, TRAIL, ROADWAY, NONE
The Philadelphia and Long Branch Railway was completed in 1881 from Whitings to the seacoast and northward to Bay Head. Connections with Central RR of NJ, PRR and the NY & Long Branch RR Co. allowed this RR to provide through service from Philadelphia to New York without building all of the tracks. Total ROW is 45.72 miles.	Owned by JCP&L. The Mt. Holly to Pemberton section is sometimes referred to as the S-3025 purchase bill. It passes wetlands, bogs and swamps, connects with the Lebanon State Forest and the Pine Barrens, the communities of Pemberton and Browns Mills as well as several newer communities and housing developments. The line is mostly continuous, has good access, only one bridge is missing, and links various communities from west-east. Rails have been removed along most of this ROW.	Identified in the Pemberton Township Master Plan and the New Jersey Trails Plan as a potential trail through Pemberton Borough and Township. Because this ROW links population centers with significant natural resources and has good access, it would be most suitable for a trail. Existing Reuse: Power Transmission Potential Reuse: TRAIL
	All that remains of this abandonment is a dirt road branching off the Philadelphia & Long Branch Line toward Browns Mills. The ROW is intact. Railroad Drive goes north-south along the abandoned ROW.	ROW is very short and within residential area. Potential Reuse: BIKE PATH or LOCAL ROAD.
Going north from Browns Mills, the ROW is along the east side of Rt. 667, Meany Road, Browns Mills Road and Cookstown Road. Looping around Taylor Mountain from Hockamick, the ROW goes east along the south side of Hockamick Road.	The ROW was shown as abandoned on a 1948 USGS Quadrangle map. The ROW is mostly within the Fort Dix Military reservation. Because of no references to it in consulted resources, this ROW may have been used during the construction of the base to haul building materials.	Probably all gone and within Fort Dix. Potential Reuse: NONE
Incorporated in 1866. Leased to Camden & Amboy RR in 1868 and then to PRR in 1871.	Recent widening of Rt. 206 has rendered this ROW unnoticeable on a 1996 site investigation.	Potential Reuse: NONE
This was originally a spur off of the Camden & Amboy RR , built between 1830 and 1850. Starting near Bordentown and ending within Fort Dix. It was incorporated into the PA & Atlantic in 1915. (1 of 2)	This right-of-way passes all types of land use. It has become severely overgrown along most of its length. The ROW was still intact during a 1996 site visit, except where it is severed by I-295 near Columbus. An abandoned wood trestle is still noticeable. Rt. 130 bridges over the ROW in Kinkora, where there is an informal trail or an access road.	Existing Reuse: INFORMAL TRAIL OR ROAD PRIVATE DRIVEWAYS Potential Reuse: TRAIL
The Union Transportation Company was incorporated in 1888 and leased this line from PRR from 1915 until the 1970's. (2 of 2)	All tracks have been removed. Tracks used to continue past Lewistown & over Hightstown Branch into Fort Dix.	Potential Reuse: NONE
This was originally a spur off of the Camden & Amboy RR , built between 1830 and 1850. Known as the Camden & Burlington Co. Railway in 1871. Burlington was the northernmost terminus.	Where this line is not overgrown and used by power-line poles, it is taken by roads, shopping malls and parking lots. The right-of-way is, however, recognizable and intact along Rt. 541. It terminates near a park on the edge of Burlington, but is unrecognizable in Burlington.	Potential Reuse: NONE

	Railroad	Former Names	Line or Branch	Service to	Year Aban.	Length of ROW (County)	Width of ROW
7	Conrail Penn Central (PRR) West Jersey and Southern RR	Mt. Holly, Lumberton & Medford RR Camden & Burlington Co. RR (Railway) (United Jersey Lines)	Mt. Holly & Medford Branch	Mt. Holly - Lumberton - Bram - Reeves - Wilkins - Medford	1976	6.1 Bu	1 track narrow
				near Haddonfield	1942	1.0 Bu	
			Medford Branch	Mt. Holly - end	1982	1.3 Bu	
8		Philadelphia, Marlton & Medford RR (W Jersey & Seashore)	Merchantville -Haddonfield Branch Medford Branch	Haddonfield - Freeman - Orchard - Springdale - Locust Grove - Cropwell - Marlton - Elmwood - Melrose - Medford (Merchantville)	1931	5.8 Bu 4.0 Ca	1 track
9	Conrail Penn Central (PRR)	Pemberton & Hightstown RR (PA & Atlantic) United NJ Lines Union Transportation Co.	Camden & Burlington County Branch Pemberton Industrial Track	Mt. Holly - Pemberton	Inact. and aban. since 1982	6.2 Bu	1 track
				Hightstown Branch	Pemberton(Ft. Dix) - Imlaystown/New Egypt	1979	10.5 Bu
			Hightstown Branch	Imlaystown/New Egypt - Hightstown (Shrewsbury Road)	1978	3.5 Me	1 track narrow

Historical Description	Current Conditions/ Comments	Potential Reuse: FREIGHT, PASSENGER, TRAIL, ROADWAY, NONE
Running north-south along Rt. 541 from Mount Holly to Medford. The ROW ends into a siding that continues south past the Haddonfield ROW. (1 of 2)	Portions of the ROW have been sold to Lumberton Township and Medford Leas (a retirement community). However, it is still recognizable. Some rails and a bridge are still in place.	Potential Reuse: SHORT TRAIL
This branch was built by the Camden and Amboy RR in 1881, running east-west parallel to Rt. 70. (2 of 2)	The ROW is interrupted by a housing development in Cropwell (Marlton). Portions are informally used as an off-road bike trail.	Potential Reuse: TRAIL
From Mt. Holly northward to Mercer County, where it terminates in Hightstown, the ROW is 24.4 miles. Rail service began in the 1860's. The Union Transportation Co. operated over the line from Pemberton to Hightstown after 1888 under agreement with PRR. Passenger service to Camden ended in 1969. The last train ran from Fort Dix to Mount Holly in 1982 and the tracks were torn up in 1983.	This route passes through forested and residential areas, crosses the Rancocas Creek, runs a short distance along a fiber-optic cable line and traverses the southern end of Smithville County Park and Historic District connecting to the park's trail system. The tracks and ties have been removed along all but 50 feet of the entire route. Burlington County owns 1.3 miles of ROW within Smithville County Park. The rest of the ROW is owned by Conrail and JCP&L. Pemberton Twp is trying to acquire the ROW for a 10 mile trail.	Mt. Holly's Island Creek Park utilizes the Conrail owned ROW through their jurisdiction. The ROW is compromised by wetlands and the L&D Landfill west of Mt. Holly, as well as some residential development on the ROW. Proposed in the Pemberton Township Master Plan (B5) and identified in New Jersey Trails Plan as a potential trail route. Existing Reuse: Landfill, Park Potential Reuse: TRAIL
The ROW is 18.1 miles extending into Ocean County.	This section is mostly outside our region, but connects two segments of abandonment within the region. Acquired by JCP&L through the S-3025 purchase bill from Pemberton to Ft. Dix.	The ROW connects Pemberton to the high school and elementary school near Ft. Dix. Existing Reuse: POWER TRANSMISSION Potential Reuse: TRAIL
Only a small portion of this abandonment is within the region, running south out of Hightstown. The entire ROW is 6.3 miles.	Although, the ROW connects with an abandonment in Hightstown, at its northernmost terminus, this ROW is unrecognizable north of the NJ Turnpike. South of the turnpike, it is owned and maintained by JCP&L.	Existing Reuse: POWER TRANSMISSION, ACCESS ROAD Potential Reuse: TRAIL, NONE

	Railroad	Former Names	Line or Branch	Service to	Year Aban.	Length of ROW (County)	Width of ROW
10	Central Railroad of NJ	NJ Southern Raritan & Delaware Bay RR	Southern Branch	Woodmansie-Winslow Jct. (Winslow Twp.)	inact. since 1978	17.5 Bu 7.0 Ca	50 ft. - 100 ft.
20	Conrail	PRR	Pemberton Secondary Track	Pavonia - Merchantville	1982	1.8 Ca	single track
21	West Jersey & Seashore	Cape May Line	Westville Cutoff	Haddonfield - Westville	1908	4.7 Ca	
22	Pennsylvania - Reading Seashore Lines (RDG)	Camden, Gloucester & Mt. Ephraim RR (Philadelphia & Atlantic City RR) (Atlantic City RR)	Gloucester-Mt. Ephraim Branch	Glendora-Grenloch	1974	4 Ca	single track
			Gloucester-Mt. Ephraim Branch	Bellmawr - Glendora	1983	1.5 Ca	
23	Pennsylvania-Reading Seashore Lines	Philadelphia & Atlantic City RR Atlantic City RR (RDG)	Winslow Jct. - Atlantic City	Winslow Jct. - Hammonton - Atlantic City/Brigantine	1936	2 Ca	
24	Lucaston RR	Camden & Atlantic RR (Atlantic City RR)		Lucaston - Gibbsboro		2 Ca	

Historical Description	Current Conditions/ Comments	Potential Reuse: FREIGHT, PASSENGER, TRAIL, ROADWAY, NONE
Created in 1850 with the consolidation of Elizabethtown & Somerville Railroad Co and the Somerville & Easton RR. This line appeared on an 1887 map as NJ Southern. Short leases by the RDG occurred in 1883, 1901 and 1933, and thus appear on some of their system maps.	14 miles of this ROW is heavily forested through Wharton State Forest and crosses several fields and cranberry bogs. Either end is met by active freight operations (Clayton Sand Co. at the northern terminus (Woodmansie), and SRR of NJ at the south). This ROW connects Lebanon and Wharton State Forests, passes near Atsion Recreation Area, connects with the Batona Trail, and is in close proximity to historic Atsion Village, Greenwood Forest and Winslow Wildlife Management Areas.	NJ DOT owns the ROW and is negotiating weekly freight service to Lakehurst. Tracks are intact except where a small section was bulldozed at the northern terminus. This line is continuous, has good access and nine of ten stream crossings have bridges intact. Identified in the Southern NJ Bike Plan and the NJ Trails Plan as a potential trail route by NJ DEP. Potential Reuse: TRAIL, FREIGHT
Owned by NJT & connects to active Conrail line at a lumber company.	Most of the tracks are still in place. ROW passes park and housing projects in Pensauken. Bridge over Rt. 130 intact.	Potential Reuse: FREIGHT, PASSENGER
WJ & S planned to use the PRR Delair Bridge over the Delaware, pass under the main line to A.C. and connect to their existing lines in Westville for nonstop service to Atlantic City. Grading completed from Westville to Crystal Lake Av. (Haddon Twp) and limited from Crystal Lake Av. to Haddonfield. All bridges were installed. Tracks were installed from Westville to Market St. (Gloucester City).	This branch was 70% complete when abandoned. Tracks and bridges were scrapped in 1942. Transmission line was constructed in 1922 and used by the RR until 1949. Sold to PSE&G in 8/1955. Line between White Horse Pike (Audubon) and West Haddonfield was abandoned in 1980 and all poles/wires were removed. The ROW is still visible.	Potential Reuse: TRAIL
It was opened in 1874 to Gloucester, then Grenloch in 1891, where it ended at Grenloch Lake (10.86 mi). Merged into the AC RR in 1889. Freight service cut back to Brooklawn in 1983 due to the loss of major shipper.	This section has a cinder base and is being used intensively by local citizens as a bike and walking trail (1996). It parallels Rt. 168 and passes some schools and playgrounds. Development of adjacent land may endanger this ROW. A bridge is missing and some of the fill is eroding.	Potential Reuse: TRAIL
	There is very light freight activity north of abandonment. This ROW is overgrown but passable, according to a 1996 site investigation. The surrounding area is built up and residential. Some dumping on ROW.	Potential Reuse: TRAIL
Merged into the AC RR in 1889. Built from Winslow to Sea Isle in 1894. The entire ROW from Winslow Jct. to Atlantic City is 31 miles.	Paralleled current NJT (ex PRR) line on the northern side.	Potential Reuse: NONE
This ROW extends from NJT's Atlantic City Line at about milepost (mp) 13.7 and the old Lucas Paint Co. into Gibbsboro.	This ROW leads to the Lucaston Industrial Park.	

	Railroad	Former Names	Line or Branch	Service to	Year Aban.	Length of ROW (County)	Width of ROW
30	Pennsylvania-Reading Seashore Lines (PRR)	Philadelphia & Bridgeton Railway W. Jersey RR WJ & S	Bridgeton Secondary	Glassboro-Bridgeton	1984-1985	5.1 Gl	wide double track
31	Pennsylvania-Reading Seashore Lines (PRR)	West Jersey & Atlantic RR (W. Jersey & Seashore)	Newfield Branch	Newfield - Forest Grove - Buena Vista Twp. (Atlantic County) - McKee City (Pleasantville) - Great Egg Harbor	1968 1958	3.1 Gl	double track
32	Central RR of NJ	NJ Southern Delaware & Raritan Bay RR Raritan & Delaware Bay RR	Lakewood Branch	Atco - Atsion	before 1934 after 1910	1.5 Bu 8.0 Ca	1 track
33	Pennsylvania-Reading Seashore Lines (RDG)	Williamstown-Delaware River RR Atlantic City RR	Atco Branch	Atco - Wilton - Williamstown Jct.	1942	2.5 Ca	1 track narrow
				Williamstown Jct. - Andrews - Sicklertown Sta. - Darix - Williamstown	1936	2.2 Ca 4.3 Gl	
			Williamstown Branch (Atco Branch)	Williamstown - Church St. - Robanna - Downer - Glassboro	1969	8 Gl	
				Glassboro - Elsmere - Heritage - Richmond - Sherwin - Jefferson Sta. - Mullica Hill	1958	6 Gl	

Historical Description	Current Conditions/ Comments	Potential Reuse: FREIGHT, PASSENGER, TRAIL, ROADWAY, NONE
<p>Operated in 1882 as the Philadelphia & Bridgeton Railway. The route was extended in 1884 to Port Norris along the Cumberland & Maurice River RR. The C&M was acquired by the CRR of NJ in 1889. The West Jersey RR opened in 1861. Passenger service was suspended in 1952. The entire ROW is 20.83 miles.</p>	<p>Starting at the active line in Gloucester County and terminating at an active line in Cumberland County, this line passes through a residential neighborhood and is in close proximity to the Glassboro Wildlife Management Area and Garrison Lake. A major interruption of this ROW exists at the Route 55 crossing. Tracks remain for about 1.0 mile, from which point the remaining tracks have been removed. Portions have been sold, but the majority of the ROW is owned by Conrail (1995).</p>	<p>Legislation in the NJ Assembly to include the ROW in a rail-banking bill, funded from the NJ Bridge Rehabilitation and Improvement and Railroad ROW Preservation Fund Act, dropped the ROW from consideration due to the need and expected expense of crossing Route 55. Also included in NJ Trails Plan.</p> <p>Potential Reuse: TRAIL, NONE</p>
<p>This line appeared on an 1887 map. The entire ROW is between 27 and 34.5 miles.</p>	<p>The ROW from Newfield to Rt. 54 has been encroached upon by adjacent property owners, who have incorporated the ROW into their own lots and erected sheds within the ROW.</p>	<p>The AC Utilities Commission is erecting a sewer and proposed a paved bikeway for 10 miles along this ROW, but outside the region.</p> <p>Potential Reuse: NONE</p>
<p>This line was originally built in 1861 by the Raritan & Delaware Bay RR to serve the glass manufacturers in the area and to provide a through route from the New York area to Camden.</p>	<p>The ROW appears to follow Raritan Av. as a dirt road to the power line and an undetermined alignment to Atsion. There is housing growth in the area, but it is still relatively undeveloped. A bridge abutment over a creek remains near Atsion.</p>	<p>Potential Reuse: TRAIL, ROAD</p>
<p>The oldest segment was built by an unknown RR pre-dating the Williamstown RR from Atco to Williamstown in 1874. It was later extended to Glassboro in 1883. An extension from Glassboro was built in 1888, to complete 22.65 miles of track. In 1889 it was merged into the RDG system as the AC RR.</p>	<p>The ROW is not intact. Portions of the ROW are used by a utility company for a pipeline. A sand pit occupies another portion of the ROW.</p>	<p>Potential Reuse: NONE</p>
	<p>The Monroe Twp. Bikepath occupies 1.5 mile of the eastern portion of this ROW and plans to extend along the rest of the ROW, which is heavily used by motorcycles and trail bikes. This ROW crosses farmland and wooded areas.</p>	<p>Citizens for Alternative Rail (CFAR) proposed a Gloucester County light rail option that includes a portion of this ROW.</p> <p>Existing Reuse: BIKEPATH, TRAIL</p> <p>Potential Reuse: TRAIL, PASSENGER</p>
	<p>Service was discontinued by 1952. Significant housing growth could impinge on this ROW.</p>	<p>Potential Reuse: TRAIL, NONE</p>

	Railroad	Former Names	Line or Branch	Service to	Year Aban.	Length of ROW (County)	Width of ROW
40	Conrail	Camden and Amboy Penn Central (PRR)	Windsor Branch	Windsor-Hightstown	1963	3 Me	1 track wide
				Hightstown - Cranbury Station	1982	1 Me	
41	Conrail	Penn Central (PRR)	Belvadere - Delaware RR	Trenton - Washington Crossing - Titusville - Moore - Lambertville	1977	13 Me	1 track
				Lambertville - Frenchtown	1981	about 18 Hu	1 track
42	Conrail	Penn Central (PRR)	Bakersville or Enterprise Branch	Trenton - Bakersville	1982	4.1 Me	1 track
43	Conrail	Delaware & Bound Brook RR RDG	Former Trenton Industrial Track (West Trenton Branch)	Calhoun Street - Ewing (Homosote)	1982	3.5 Me	1 track wide
44	Conrail	RDG	Former East Trenton Ind. Track (East Trenton Br.)	Exton Ave & Dale Street - Whitehead Road	1982	3.1 Me	
45 #	Elizabeth & Trenton (Trenton Fast Line)	Trenton-North Brunswick (Trenton - Milltown)			1939 1936	23.4 Me	2 track 100 ft. wide

Historical Description	Current Conditions/ Comments	Potential Reuse: FREIGHT, PASSENGER, TRAIL, ROADWAY, NONE
The Camden and Amboy RR was the first RR in NJ, which ran from Philadelphia to New York City (South Amboy) in the 1830's and enjoyed a state guaranteed monopoly on this service. It became part of the PRR before 1887.	This ROW terminates at active freight in Washington Twp, Mercer County and Cranbury Township in Middlesex County. The section that crosses Rt 130/Rt 33 is gone. All tracks and the highway overpass were removed. Two smaller bridges in town were also removed, while other bridges north remain intact.	Because this is such a small section in an otherwise continuous rail line from Camden to Perth Amboy and New York and the first RR in NJ, reactivated freight and/or passenger service is not unreasonable. Potential Reuse: FREIGHT, PASSENGER, TRAIL
The entire ROW is about 15 miles.	This ROW runs from the active Conrail tracks in Gilbert to the active Conrail tracks in Trenton.	It is an active bike trail along the D&R Canal and owned by NJ DEP. The portion in Trenton has been recently upgraded and is extensively used by bicyclists and joggers. A portion around Lambertville is owned by Black River & Western RR and used for its trains. Existing Reuse: BIKEPATH, RAILROAD
Outside our region, but continues to carry active freight.		
	Along the D&R Canal. Owned by NJ DEP. Public Service developed Chauncey Park on a portion of the ROW.	Official Segment of the East Coast Greenway, and being developed as the Trenton Greenways, which began its second phase in January 1997. A portion will be used for future extension of the D&R Canal. Existing Reuse: BIKEPATH
A 3.74 mile line segment was opened in 1877 to connect the main line south into Trenton.	A quarter mile spur from the active Amtrak/ NJT Main Line (Trenton Jct.) is used by Conrail to service Homosote. Homes have been constructed within the ROW in West Trenton. The industrial area south of here is a haven for drug users. Between Parkside Ave. and Prospect St., with special emphasis between Oakland St. & Stuyvesant Ave. Much of the area is zoned industrial and is vacant. This area was slated for development as a Greenway, but the city is rethinking its plan due to the lack of continuity brought by the construction of new homes on the ROW in W. Trenton.	Trenton is planning to address this area in their revised land use plan, with the idea of creating a housing subdivision on the ROW and extending the street network across the ROW, where most streets now dead end. Existing Reuse: HOUSING Potential Reuse: BIKEPATH, GREENWAY
Incorporated in 1884 from a point on the West Trenton Branch to Millham.		
This was a trolley ROW that was operated by PSE&G. The line originally ran from Milltown to Hamilton on an exclusive ROW, then into Trenton City along city streets.	The route passes several residential areas & ballfields, and passes through Mercer County Community College and Mercer County Park, where it is joined with a paved bike path. The ROW parallels Route 1.	The ROW is currently servicing a PSE&G heavy power transmission line. It was identified in the NJ Trails Plan. Potential Reuse: TRAIL, ROADWAY

	Railroad	Former Names	Line or Branch	Service to	Year Aban.	Length of ROW (County)	Width of ROW
46 #	Trenton Princeton Traction Co. Conrail Operations (RDG)		Lawrenceville - Princeton	Lawrenceville - Maple's Switch - Leigh's Siding - Princeton terminal	1921	5 Me	1 track 40 ft. wide
			Trenton - Lawrenceville	Trenton Terminal - Willow Street Barn - East Trenton Crossing - Reed's Switch - Lawrenceville	1980s	7.6 Me	

Historical Description	Current Conditions/ Comments	Potential Reuse: FREIGHT, PASSENGER, TRAIL, ROADWAY, NONE
<p>The line entered Princeton from the north and terminated at Witherspoon St. (just north of Nassau St.). In Trenton, it connected with trolley lines across Calhoun St. into Morrisville, PA. Trolleys at either terminus were run along streets, therefore no ROW exists.</p>	<p>The remaining abandoned ROW runs between Ewing and Lawrence. The path passes Central Park, Moody Park and athletic fields at Rider College. Portions are overgrown and virtually disappear while other portions are missing bridges.</p>	<p>Currently in multiple private ownership and is interrupted by a residential development and infill housing.</p> <p>The Lawrence Twp. Bikepath currently use 0.5 paved miles of this ROW. Recently, a rail bridge over the Shabakunk Creek was rehabilitated with Mercer County Greenlinks money just south of the paved ROW. A larger plan is to create a 5 mile loop between Rider University , College of New Jersey and Ewing Twp.</p> <p>Existing Reuse: BIKE/WALK PATH, INFILL HOUSING Potential Reuse: BIKE/WALK PATH</p>

TABLE Vb: Inventory of Abandoned and Inactive Rail Rights-of-Way in Southeastern Pennsylvania

	Railroad	Former Names	Line	Service to	Year Aban.	Length of ROW (County)	Width of ROW
1	Quakertown & Bethlehem RR (Q&B) (1916 - 1936)	Quakertown & Eastern RR (QE) (1886 - 1910) Quakertown & Delaware River RR (1911 - 1916)		Quakertown - Richlandtown - Pleasant Valley - Springtown - Durham - Riegelsville	1936	15 Bc	1 track narrow
2	Conrail SEPTA	North Penn RR RDG	Bethlehem Branch	Quakertown - Shelly - Coopersburg - Center Valley - Hellertown - Saucon - Allentown - Bethlehem	inact. since 1981	5 Bc	2 track wide
				Lansdale - Quakertown	inact. since 1996		
3	Conrail	PRR	Bristol I.T. Bristol Spurline	Main Conrail line to Mill & Pond Streets (Bristol)	Aban. before 1990	2.4 Bc	1 track wide
4#	Lehigh Valley Transit Company (1905)	Philadelphia & Lehigh Valley Traction (Tra.) Co. (1901) Lehigh Valley Tra. Co. Quakertown Tra. Co. (1896) Inland Tra. Co. (1898) Allentown & Coopersburg St. RY Montgomery Tra. Co.	The "Liberty Bell"	69th Street Terminal (Philadelphia) - Erdenheim - Norristown - Lansdale - Ambler - North Wales - Quakertown - Richlandtown - Perkasio - Sellersville - Center Valley - Allentown	1951	17 Bc 17 Mo	2 track
10	Conrail	Port Kennedy RR RDG	Port Kennedy Industrial Track	Schuylkill River to lime kilns	1970s	1.3 Ch	
11	Conrail	RDG	North Abrams Industrial Track		inact. since 1994	2.0 Ch	

Historical Description	Current Conditions/ Comments	Potential Reuse: FREIGHT, PASSENGER, TRAIL, ROADWAY, NONE
Incorporated in 1896 to serve farming and Durham Iron Furnace. Interchange with RDG Bethlehem Branch in Quakertown. Service to Richlandtown in 1897 and to Riegelsville by 1901.	Discontinued service in 1936 when a stone quarry opened in Riegelsville. ICC abandonment in 1937 and tracks were removed in 1939. Portions on private property, many are posted.	The Durham Link Parks proposed by Bucks County parallels the ROW. Existing Reuse: PRIVATE DRIVEWAYS, ROAD Potential Reuse: TRAIL
Built in the 1850's as the North PA RR, which started at Front & Willow Streets in Philadelphia.	Although SEPTA (the owner) stops operations at Lansdale, Conrail operations continue to Telford, where service to Quakertown along this SEPTA owned ROW has recently been discontinued (mp 30.5 to mp 45.4). Trackage north of Quakertown to Hellertown (Lehigh County) is up for sale.	SEPTA has identified this ROW for future expansion to Quakertown and is maintaining it. All rails and crossings are intact. Potential Reuse: PASSENGER, FREIGHT
The original alignment of the PRR through Bristol before tracks were relocated to improve train speed and eliminate crossings.	Currently owned by Bristol Borough. Received grant in 1994 to convert into the Bristol Spurline Park Trail, which is paved.	Existing Reuse: TRAIL Potential Reuse: TRAIL
This High Speed trolley line was considered one of the best in the region. Through service to Chestnut Hill from Allentown began in 1903. Within the region, there were also three spurs to Telford, Richlandtown & Strafford which were abandoned in the later 1920's.	The ROW begins at the north end of Markley St. in Norristown, just after crossing Johnson Rd. Many bridge abutments and ex-station buildings and carbarns still exist. Much of the ROW is presently used by PECO Energy. Hatfield Boro received a grant for constructing a 3/4 mile trail on the ROW through their community.	Montgomery County has included this ROW as a part of its Trail Strategy. It also appears on the Proposed Bicycle Network of the Southeastern PA Bicycle Mobility Study. Existing Reuse: POWER TRANSMISSION, TRAIL Potential Reuse: TRAIL
Incorporated in 1859 and built a year later to connect the once active lime kilns to the river. Leased to RDG in 1864 and merged in 1872.	This ROW was used for access to a quarry. It was abandoned in the mid-1970's and all tracks have been removed. Some ties and ballast are still in place.	This ROW is within Valley Forge Park. Existing Reuse: ROAD Potential Reuse: NONE
Built by the Reading in the late 1960's or early 1970's.	Extending from Conrail's Main Line to King of Prussia, just east of Valley Forge Park within an industrial park. Included in the Schuylkill Valley Metro study for a possible transit connection.	Potential Reuse: FREIGHT, PASSENGER

	Railroad	Former Names	Line	Service to	Year Aban.	Length of ROW (County)	Width of ROW
12	Baltimore and Ohio RR	Wilmington & Western RR (W&W) Delaware Western RR Baltimore & Philadelphia RY		Landenberg - Southwood (DE) at state line	1942	about 2 Ch	1 track narrow
13	PRR	PA & Delaware Railway/RR Pomeroy & State Line RR Pomeroy & Newark RR Philadelphia, Baltimore & Washington RR		Pomeroy -Doe Run	1976	5.7 Ch	1 track
				Doe Run - Chatham	1964	5.6 Ch	
				Chatham - Avondale - Landenberg	1945	6.5 Ch	
				Landenberg - DE	1936	about 2 Ch	
14	Conrail (PRR)	East Brandywine RR East Brandywine & Waynesburg RR Downingtown & Lancaster RR	New Holland Branch	Honeybrook - Beartown	1981	2.6 Ch	1 track
				Honeybrook - French Creek Jct. (w) - Glen Moore	1955	8.1 Ch	
				Glen Moore to Cornog	1963	1.9 Ch	
				Cornog to Downingtown	1970	6.7 Ch	
				In Downingtown	1982	1.2 Ch	

Historical Description	Current Conditions/ Comments	Potential Reuse: FREIGHT, PASSENGER, TRAIL, ROADWAY, NONE
<p>Built by the W&W RR in 1872-5 from Wilmington to Landenberg, PA (18.2 miles). Bought by the B&O RR for access to Philadelphia from Baltimore in 1883. PRR discontinued connecting service at Landenberg after the Great Depression. Residential growth after WWII reduced trackage along this line. A large trestle was also demolished, making Hockessin, DE the terminus of the line.</p>	<p>This abandonment runs east-west and crosses over the state line to Southwood. The ROW extending from this abandonment has been owned and maintained by the Historic Red Clay Valley since 1982, avoiding abandonment by the Chessie System. Historic Red Clay operates the Wilmington & Western RR steam excursions from Hockessin (which is just east of Southwood abandonment) to Greenbank, DE.</p> <p>The ROW is visible south of Landenburg on a hillside east of White Clay Creek.</p>	<p>Potential Reuse: NONE, TRAIL</p>
<p>Built as the PA & Delaware Railroad between 1860 and 1872. It originally went from Pomeroy (East of Parkesburg) to Delaware City. (North-south). The tracks ran side by side with the Octoraro RR through Avondale to the east side, at which point it crossed to go southward.</p>	<p>Total abandoned went past state line to Thomson, DE for 3.4 miles. The last segment was abandoned by Conrail in 1976. There are no tax records for the abandonments south of Avondale and the ROW is assumed lost. Used as a private driveway at north end of Avondale. ROW is also noticeable from Pomeroy extending south, where most bridges remain intact. ROW becomes a private drive with a RR bridge before becoming overgrown.</p>	<p>It appears that the ROW has partially been taken up by Penn Green and South Creek Roads, on the west side of White Clay Creek. Portions of the ROW were sold to an individual and the County Redevelopment Authority. Chester County has also proposed the White Clay Greenway on or around this corridor from Avondale and West Grove south. The Buck and Doe Run Greenway proposed by Chester County is near the northern portions of this ROW.</p> <p>Existing Reuse: ROAD? PRIVATE DRIVEWAYS Potential Reuse: TRAIL, FREIGHT, NONE</p>
<p>E. Brandywine RR incorporated in 1854 and renamed in 1860 as the East Brandywine & Waynesburg RR. Built from Downingtown to Waynesburg (now Honeybrook) by 1863 for 17 mi along the E. Branch of Brandywine Creek, then leased to PRR. Reorganized as the Downingtown & Lancaster RR in 1888 from Downingtown to New Holland (27 mi) and later merged into PRR system.</p>	<p>From 1979 to 1983, 7.4 miles were abandoned west of the region from Beartown to the terminus of this line in New Holland. In 1983, Conrail sold the ROW.</p> <p>Much of it is used for private driveways, but some are informally used as trails. The Struble Trail is located on a portion of this ROW north of Downingtown.</p>	<p>A portion of this ROW was proposed in the PA Bicycle Study as an off-road corridor. The existing trail could be extended along the ROW into Lancaster. Chester County has also proposed this corridor from Downingtown to Honeybrook as the East Branch Brandywine Greenway.</p> <p>Existing Reuse: TRAIL, DRIVEWAYS, INFORMAL TRAILS Potential Reuse: TRAIL</p>

	Railroad	Former Names	Line	Service to	Year Aban.	Length of ROW (County)	Width of ROW
15	Lancaster Oxford & Southern RR	Peach Bottom Railway		Oxford - White Rock - Fairmont - Peachbottom - Quarryville (Lancaster Co)	1919	about 5 Ch	1 track
16	Conrail	Wilmington & RDG Wilmington & Northern RDG	Joanna Industrial Track	Coatesville - Valley - Wagon-town - Icedale - Birdell - Supplee - Conestoga - Elverson (French Creek Jct.)(w) - Joanna	1984	about 13 Ch	1 track
17	Conrail	Wilmington & Northern RDG	Joanna Industrial Track French Creek Industrial Track	Elverson (French Creek Jct.)(w) - Warwick	1970	2.9 Ch	1 track
				Warwick - Trythall - St. Peters	1977-1978	2.8 Ch	
18	Delaware River & Lancaster RR			French Creek Jct. (e) - Pughtown - Coventryville - Knauertown - St. Peters	1895	12.0 Ch	1 track
19	Conrail	Valley Forge Scenic RR Pickering Valley RR RDG	Pickering Valley Industrial Track	Byers - Kimberton	1948	6.7 Ch	
				Kimberton - Ironsides	1964	2.3 Ch	
				Ironsides - Phoenixville	1982	1.8 Ch	

Historical Description	Current Conditions/ Comments	Potential Reuse: FREIGHT, PASSENGER, TRAIL, ROADWAY, NONE
Incorporated in 1868 as the Peach Bottom Railway. Built from Oxford to Dorsey (Lancaster Co) at an unusual 3' gauge. Reorganized as the Peach Bottom RR in 1881 and the Lancaster, Oxford and Southern RR in 1890.	Tracks were removed in 1919 at abandonment. It once connected to the Philadelphia, Baltimore & Washington RR in southern Oxford. This ROW was considered in 1922 for the relocation of the Columbia & Port Deposit RR required by the construction of the Conowingo Dam. Appears to be used as an access driveway for a water treatment facility just outside Oxford.	Potential Reuse: NONE
Built by the Wilmington and Northern in 1874. This line continues past Joanna as active freight.	This abandonment terminates at the active Conrail tracks at Joanna. The County used a quit claim purchase for the section from Valley to Elverson. Bridges were removed.	Chester County has proposed the West Branch Brandywine Greenway from Coatesville to Honeybrook and the Welsh Mountain Greenway from Honeybrook to Elverson, which is on or near this abandonment. Potential Reuse: TRAIL
Built 5.85 miles in 1881-2. A trolley line was proposed along this ROW in 1915, but never materialized.	All tracks have been removed. There is no sign of the ROW in St. Peters. It is used as a driveway and extensively as a trail.	Chester County's proposed St. Peter's Branch Trail and Horseshoe Trail are located along this abandonment. Existing Reuse: DRIVEWAY, TRAIL Potential Reuse: TRAIL
One of the earliest RR abandonments in PA. This RR was incorporated in 1868 to run from Point Pleasant, Bucks County to Lancaster. Built in 1892 to serve a quarry and used trackage rights on the Pickering Valley RR from Phoenixville to French Creek Jct.	Operations discontinued in December 1893 and tracks were torn up in 1895, when the corporation was dissolved.	Chester County's proposed French Creek Greenway runs along an alignment that is similar to the abandoned rail corridor, from Saint Peters to Phoenixville. Also, the Sowbelly Trail and East Vincent Greenway, proposed by East Vincent Township, follows admittedly along "century-old railroad remains" implying that the ROW may still be identifiable running along the north side of French Creek. Potential Reuse: TRAIL
Incorporated in 1869 and built 11.21 miles from Phoenixville to Byers before 1872 along French Creek. Leased to RDG then merged by 1945.	Portions are owned by adjacent property owners. All tracks have been removed.	Chester County's proposed French Creek Greenway runs along an alignment that is similar to the abandoned rail corridor, from French Creek Jct. to Phoenixville. Potential Reuse: TRAIL, NONE

	Railroad	Former Names	Line	Service to	Year Aban.	Length of ROW (County)	Width of ROW
20	PRR	West Chester RR West Chester & Philadelphia RR		Frazer - Fern Hill	1969	5.2 Ch	single track
				Fern Hill - West Chester	1977	1.4 Ch	
				branch	1859	1.2 Ch	
21	PRR	West Chester Branch	House of Refuge Branch	between Glen Mills & Locksley Stations and Glen Mills School	before 1961	1.5 De	1 track
22	Conrail	Phoenixville & West Chester RR Schuylkill Valley RR PRR	Phoenixville Branch	Frazer - Swedesford Rd - (then active to Phoenixville)	after 1936	3.27 Ch	
23	Conrail	Philadelphia & Chester Valley RR RDG	Cedar Hollow Branch	Cedar Hollow - Chester Valley Secondary	1995	2.5 Ch	
24	Conrail	Norristown & Valley RR(1835) Chester Valley RR (1850) Philadelphia & Chester Valley RR (1888) RDG	Chester Valley Secondary & running track	Downingtown - Exton - Planebrook - Valley Store - Cedar Hollow	1976 1981	11.5 Ch	
				Cedar Hollow - Chesterbrook - New Centerville - Maple - Henderson	1984	6.1 Ch	
25	Conrail		Enola Branch	Parkesburg Jct. - Parkesburg Boro - Lenover (in W Sadsbury Twp) - Atglen Boro - Lancaster County.	1993	4.0 Ch	1 to 2 tracks

Historical Description	Current Conditions/ Comments	Potential Reuse: FREIGHT, PASSENGER, TRAIL, ROADWAY, NONE
Began operation in 1832, using horses until 1840. Connected with the Phila. and Columbia RR in Frazer, which ran from Phila. to Lancaster & Columbia. Operated by the West Chester & Philadelphia RR in 1864 until merged with PRR in 1903.	This ROW connects Immaculata College with West Chester and the planned Chester Valley Trail. However, ownership has fallen to the adjacent land owners. Bridges are still intact.	Identified in the PA Bike Study as an off-road corridor. Potential Reuse: TRAIL, NONE
The House of Refuge later became the Glen Mills School for Problem Juveniles. This spur rose at a 2% grade to the school, which was 100 feet above the main line.	Tracks have been removed and ties were noticeable and rotting in 1961. Appears to be a dirt road on 1985 DVRPC USGS Quadrangle Map, which is probably owned by the school.	Existing Reuse: ROAD, DRIVEWAY Potential Reuse: NONE
This line was built in 1883 from Phoenixville to Frazer and merged into Schuylkill Valley RR. 2.9 mi. abandoned from Swedesford Rd. (mp 9.2) to Devault (mp 5.93) after operations ceased in 1931, when bridge traffic rerouted to Cedar Hollow.	Frazer - Swedesford Rd is active. ROW is lost from Swedesford Rd to Devault, where the track becomes active to Phoenixville. Development seems to have erased all traces of this ROW.	Potential Reuse: NONE
This was a branch off of the Chester Valley Secondary, which connected in Devault with PRR lines to Phoenixville.	After losing a major shipper and to avoid constructing a new bridge over the Exton Bypass, Conrail rerouted operations.	Warner Rail Spur Trail was proposed in the PA Bike Study. Potential Reuse: TRAIL
Incorporated in 1850, opened in 1853, leased to RDG in 1859 and operated by RDG after 1888. It was merged into the RDG system in 1945. This rail line could not compete with the duplicate PRR service along their main line.	21.5 mile ROW to Downingtown. Most of the rails have been torn up. Conrail has recently deeded portions of the line to Chester County. PennDOT owns the ROW from Cedar Hollow Road into Montgomery County. The Vanguard facility portion has been abandoned.	Chester County has secured funding for a bike route along this ROW, which was identified in DVRPC's Southeastern PA Bicycle and Pedestrian Mobility Study. Half of the entire ROW will be paved in segments by the end of 1997. The Great Valley Greenway, which is proposed by Chester County, will follow this alignment past Downingtown to Atglen. A proposed route of the East Coast Greenway will utilize this bikeway. Programmed Reuse: TRAIL, ROADWAY
This line starts from Parkesburg off of Amtrak's Harrisburg line. There are 4.03 miles in Chester County with 13 bridges. Of these, 2 are eligible for listing in the National Register of Historic Places, at mp 2.89 & mp 3.81 and two others are of significance in Atglen. The line continues into Lancaster County with 70 more bridges. Conrail applied for abandonment in 1986 and had ceased operations in 1989.	Controversy over this line continues today. Lancaster Co. petitioned for an interim trail use condition. No agreement could be reached and Conrail was authorized to abandon the line on 4/19/93, since removing rail and track materials for salvage. Conrail's most recent action was a Notice of Exemption Abandonment, which was applied for in May 1996. Friends of the Atglen-Susquehanna Trail, Inc (FAST) petitioned Conrail to reopen proceedings and 32 bridges were found eligible for listing on the National Register of Historic Places by the SHPO as well as known or potential historic sites near others.	Friends of the Atglen-Susquehanna Trail, Inc (FAST) are pushing for a trail development. The Great Valley Greenway, which is proposed by Chester County, will follow this alignment past Parkesburg to Downingtown and Valley Forge. Potential Reuse: TRAIL

	Railroad	Former Names	Line	Service to	Year Aban.	Length of ROW (County)	Width of ROW
26	Conrail		Philadelphia & Thorndale Branch "P&T"	Frazer - Thorndale	1994	about 11 Ch	
27	SEPTA PRR	Philadelphia Wilmington & Baltimore RR Philadelphia Baltimore & Washington RR	Octoraro RR	West Nottingham - Sylmar, Maryland	inact.	2 Ch	single track
28 #	Philadelphia & Western	Villanova - Strafford			1956	2.4 to 2.7 De	2 to 4 tracks
30	SEPTA PRR	Chester Creek RR Philadelphia & Baltimore Philadelphia Baltimore & Washington RR PRR	Chester Creek Branch	Lenni - Rockdale - Mount Alverno - Knowlton - Morgan - Bridgewater - Crozer - Upland	1975	5.6 De	
				Upland - Lamokin - Chester	1981	0.4 De	
31	SEPTA PRR	Philadelphia, Wilmington & Baltimore RR Philadelphia Baltimore & Washington RR	Octoraro Branch	Wawa (Chester Heights) - Markham - Concordville - Brandywine Summit - Chadd's Ford Jct.	inact.	7.9 De 8.9?	Single track
32			Brandywine Summit Br.			1.3 De	
33	Conrail PRR	Philadelphia, Baltimore and Washington RR Co. Philadelphia & Delaware County RR Philadelphia & Chester County RR Philadelphia Midland Rail Road Co.	Newtown Square Branch	Fernwood/Yeadon Station (R3 Media/ West Chester Branch) - Pembroke	active	0.8 De	single track
				Pembroke - Cardington Branch siding - Garretford - Arlington - Llanerch - Grasslands	1981	3.8 De	
				Grasslands - Brookthorpe - Foxcroft - Newtown Square	before 1967	4.6 De	
34	Conrail PRR	Philadelphia, Baltimore and Washington RR Co.	Cardington Branch	Millbourne Sta - Pembroke (Newtown Square Branch)	1982	1.5 De	

Historical Description	Current Conditions/ Comments	Potential Reuse: FREIGHT, PASSENGER, TRAIL, ROADWAY, NONE
This is the Downingtown high line & trestle bridge, which is a landmark of the area. It bypasses Downingtown to the south. Abandonment is due to the high cost of constructing a new bridge over the Exton Bypass.	Abandonment is from Dale (mp 24) to Thorn (mp 35) at the western end of the Trenton Branch. The ROW is interrupted, but still intact. A portion was used as an access road in constructing the Exton Bypass.	The Great Valley Greenway is proposed along a portion of this corridor. Potential Reuse: TRAIL
Built from 1855-1859 by the Phila. & Balt. Central and the Phila., Wilmington & Balt. RR and merged into Phila., Balt. & Washington RR in 1902. Originally extended to Susquehanna River at Rock, MD. Maryland portions were abandoned by the PRR.	Active freight activities stop at Herrs in West Nottingham, near Rt. 272. All tracks are still in place, but crossings have been paved over. The active freight line north of this ROW was proposed as an off-road trail in the PA Bike Study, in the event that service was terminated.	The proposed trail would start from Delaware County and would terminate at this ROW. Potential Reuse: FREIGHT, TRAIL
This was the original alignment of the P&W line. This portion was abandoned after a new extension to Norristown was constructed. It was initially acquired by PennDOT for an expressway spur.	There has been a controversial discussion about converting the ROW into a trail. However, a vote was taken and the majority was for the trail conversion. All of the bridges are intact.	This ROW is owned by PennDOT and is currently in design phase. Potential Reuse: TRAIL
Incorporated in 1866. Built in 1867 and leased to Philadelphia & Baltimore RR. Merged into the Philadelphia, Baltimore and Washington RR Co. in 1917. It parallels the Chester Creek and runs from Amtrak /SEPTA's R2 line in Chester to the Lenni Station (SEPTA's R3 line).	The ROW is still intact with rails in place. It is owned by SEPTA and carries transmission lines for the SEPTA R3 Media line. Portions are used as a trail.	The Friends of the Chester Creek Branch Trail received a grant to study the conversion of the rail line into a trail. They have much support in the County and the region. Potential Reuse: TRAIL
Built from 1855-1859 by the Philadelphia & Baltimore Central and the Philadelphia, Wilmington & Baltimore RR and merged into Philadelphia, Baltimore & Washington RR in 1902. Operated by PRR until a hurricane and flood in 1971 destroyed eastern portions of the ROW.	SEPTA was encouraged to purchase the inactive line from Wawa to Rock, MD. The ROW is intact, except for the bridge which was damaged by the 1971 hurricane and flood.	The Octoraro Trail was proposed in the PA Bike Study as an off-road trail. Potential Reuse: TRAIL, FREIGHT, PASSENGER
Originally planned as a RR to Chester County in 1872. Construction began after 1885 under the Philadelphia Midland RR Co. In 1890, reorganized as the Philadelphia and Delaware County RR Co. and built between 1893 and 1895. Operations began in 1894 before the line was complete. Operated under the Philadelphia, Wilmington & Baltimore RR - Central Division until 1902, when it was operated by the Philadelphia, Baltimore and Washington RR Co. until 1913, when it became a branch of the PRR. Passenger service stopped in 1908.	Many steel and wood bridge and trusses existed along this line. Remnants of the watershed trestle (near Brookthorpe) and Darby Creek trestle (at Foxgrove) still remain, but the bridges are gone. Portions are heavily used as a trail. The bridge over Baltimore Pike is still intact with rails in place. This ROW is currently owned by PECO Energy.	The Newtown Trail was proposed as an off-road trail from Rt. 252 to Philadelphia County along this ROW in the PA Bike Study. This route would connect the funded Cobbs Creek Trail Project with Upper Darby, Haverford and Newtown townships. Potential Reuse: TRAIL
Built in 1900 by the Philadelphia, Baltimore and Washington RR Co.	Line reverted back to adjacent property owners.	Potential Reuse: NONE

	Railroad	Former Names	Line	Service to	Year Aban.	Length of ROW (County)	Width of ROW
40	RDG	Norristown & Freemansburg RR Norristown & Allentown RR Perkiomen RR	Perkiomen Branch	Perkiomen Jct. (Oaks) - 8th Street (Pennsburg) along the Perkiomen Creek	1978	22 Mo	1 track
41	Upper Merion & Plymouth RR			Ivyrock - Swedeland	1987	5.51 Mo	
42	Conrail		Swedeland Industrial Track	Chester Valley (at bend) - Schuylkill River (UMP RR)	after 1983	1.5 Mo	
43	Conrail	Plymouth RR RDG	Plymouth Branch (Industrial Track)	Oreland - Williams	1984	2.8 Mo	
				Williams - Conshohocken	after 1986	6.2 Mo	
44	Conrail	Phoenixville, Pottstown & Reading RR Schuylkill Valley RR PRR	Pottstown Industrial Track	Schuylkill River (Pottstown) - Parker Ford	inact.	2.9 Mo	
			Phoenixville Secondary	Parker Ford - Phoenixville	1982	5.8 Mo	
45	Conrail	Philadelphia, Norristown & Phoenixville RR PA Schuylkill Valley RR	Phoenixville Secondary Track	Phoenixville-Oaks	active		
Oaks - Betzwood - Norristown				1982	5.0 Mo		
Norristown - Earnest				active			
46				Earnest - Conshohocken - Spring Mill - Ivy Ridge	1982	5.1 Mo 1.0 Ph	
47		Pencoyd & Philadelphia RR PA Schuylkill Valley RR	Pencoyd Branch	West Manayunk - Pencoyd	1984	1.1 Mo	
48	Conrail	PRR	Royersford Branch		1960s	1.04 Mo	

Historical Description	Current Conditions/ Comments	Potential Reuse: FREIGHT, PASSENGER, TRAIL, ROADWAY, NONE
Incorporated in 1852. Opened 38.21 miles from Perkiomen Jct. to Emmaus Jct. in 1868-9 and leased to RDG. Merged into RDG in 1945.	The ROW was severed in 1978 with the construction of Rt. 422. Sections north of that have fallen into private ownership. Some bridges still exist while others have been demolished. The ROW is cinder and is used as a trail. The northern terminus is at the active East Penn Railway owned by the state.	The ROW is owned by the county and multiple private parties. The County plans to construct the Perkiomen Trail along this ROW. Existing Reuse: INFORMAL TRAIL Potential Reuse: TRAIL
Incorporated by the Alan Wood Steel Co. in 1907 to service their mill. 13.9 miles of track operated. Company shut down in 1980 and the RR ceased operations in 1987 until Lukens Steel purchased the property and reactivated the railroad.	The abandonment is off of the Phoenixville Secondary at I-476 to Swedeland Industrial Track at the Plymouth Branch.	The trackage at the Alan Wood Steel Co. was relocated numerous times within their private property. Potential Reuse: NONE
Part of the Alan Wood Steel Company.	This yard is still active for Lukens Steel.	Potential Reuse: NONE
Incorporated in 1836 and built 9.22 miles in the late 1860s. Leased to RDG in 1870. The southern section was abandoned between 1978-1980, but later reactivated.	This line lies just south of the Cross County - Trenton Branch (Cutoff) and runs through Fort Washington State Park.	Potential Reuse: TRAIL, FREIGHT
Incorporated in 1882 and built to Phoenixville by 1883 and Reading by 1884. Both ex-RDG and ex-PRR lines run along the Schuylkill River, duplicating service through this area.	This abandonment is flanked by the active Phoenixville Secondary (5.2 mi) to the south and the active Pottstown Industrial Track (milepost 35 and north). Just north of the active SEPTA (RDG) line to Conshohocken. The ROW from Ivy Ridge - 52nd Street Jct. was acquired by SEPTA in 1983 to be used as part of their R6 line.	Portions of this abandoned rail (from Shawmont to Betzwood) have been converted into a paved bikeway, known as the Schuylkill River Trail - Philadelphia. to Valley Forge. The northernmost portion of this ROW is owned by the Chester County Industrial Development Organization. Potential exists for use as part of the Schuylkill River Trail Extension, proposed from Reading to Philadelphia. Existing Reuse: TRAIL, PASSENGER Potential Reuse: FREIGHT
Incorporated in 1899, 0.5 mile east of Manayunk Station to Pencoyd Jct. on the SW side of the river.	Off of the inactive portion of the R6 Ivy Ridge line.	Potential Reuse: TRAIL
This branch crosses the Schuylkill River from the Phoenixville Secondary (also abandoned).	It is used as a bike trail, in portions.	Existing Reuse: TRAIL Potential Reuse: TRAIL

	Railroad	Former Names	Line	Service to	Year Aban.	Length of ROW (County)	Width of ROW
49	SEPTA	Philadelphia, Germantown & Chestnut Hill RR Connecting RR PRR	Fort Washington Industrial Track (Branch) Cresheim Branch	Wyndmoor - Wissahickon Hts (Allen Lane Station)	after 1983 before 1986	0.7 Mo 1.4 Ph	1 track wide
				Sunnybrook - Wyndmoor	1954	3.1 Mo	
				Fort Hill - Sunnybrook	1945-1954	1.0 Mo	
60	PRR	Southwark RR Philadelphia Wilmington and Baltimore RR	Washington Ave Branch	Schuylkill - Delaware	1985	2.3 Ph	
					1984	0.5 Ph	
					1984	0.5 Ph	
61	Conrail	Riverfront RR PRR		Philadelphia & Trenton RR at Lehigh Ave (Kensington) - Dock Street	before 1985	about 1.0 Ph	
62	PRR	Washington Avenue Tracks	Grays Ferry Av & Bridge		1984	2.2 Ph	
63	PRR		Swanson Street Branch	Washington Av Federal St. to Swanson Street Yard	1986	3.26 Ph	1 track
64	PRR		60th Street Branch	Brill to Passayunk	1981	1.2 Ph	
					1984	1.1 Ph	
65	RDG		Chester & Philadelphia Branch	0.5 mi north of Fort Mifflin to north end of Chester	1984	0.8 Ph	
66			Girard Point Branch	Where Delaware Ave turns east and south to Girard Point		1.9 Ph	
67			Schuylkill River Branch Extension	Girard Point Branch - League Island		1.5 Ph	
68	Conrail	B&O	Oregon Avenue Branch		1920	2.94 Ph	

Historical Description	Current Conditions/ Comments	Potential Reuse: FREIGHT, PASSENGER, TRAIL, ROADWAY, NONE
After the completion of the Trenton Cut-off in 1891, this branch was built from Cresheim Jct. (near Allen Lane Station) to Fort Hill (5.8 miles) on the Trenton Cut-off and opened in 1893.	Currently, the Rt. 309 expressway occupies most of the ROW. A utility line runs along the ROW at either end. SEPTA has abandoned the Fort Washington Industrial Track portion (1.4 miles) at the southern end. Bridge is still intact at Germantown Ave.	Gardens are being planted on portions of the ROW. Existing Reuse: ROADWAY Potential Reuse: TRAIL
Southwark RR, a horse-drawn RR, was incorporated in 1831, then taken over and relocated one block north to Washington Ave. This line was completed in 1835 by the Philadelphia., Baltimore & Washington RR, including 2 bridges over the Schuylkill.	ROW is wholly within Washington Avenue. There is no foreseeable reuse.	Potential Reuse: NONE
Incorporated in 1876 and opened 3.6 miles along the Delaware River by 1882. Merged into PRR in 1903 to complete waterfront beltway around Philadelphia.		Potential Reuse: NONE
From Grays Ferry Bridge(over Schuylkill) to South Philadelphia, connecting to Amtrak Main Line.	Bridge is still intact and may be utilized in connecting east and west bank trails of the Schuylkill River.	Potential Reuse: BICYCLE/PEDESTRIAN BRIDGE
Built before 1872. It briefly parallels Delaware Extension Br. It connects with the Delaware Extension Br. at both ends.	Portions are in a rail yard while others are within the street.	Potential Reuse: NONE
Built after 1900 and ran off the main line at 60th St. in SW Philadelphia and ran south for 4.4 miles to Fort Mifflin, where it connected with the Chester & Philadelphia Br.	It is mostly abandoned.	Potential Reuse: NONE
Along Mud Island, this line used to serve the Baldwin Locomotive Works.	Only a small portion of the entire ROW was abandoned.	Potential Reuse: TRAIL
		Potential Reuse: NONE
This line runs east-west from Girard Point Branch to the Naval Base.	Future use will be determined by the type of uses that occupy the former Navy Base.	Potential Reuse: FREIGHT
	This is the current ROW of Oregon Avenue.	Potential Reuse: NONE

	Railroad	Former Names	Line	Service to	Year Aban.	Length of ROW (County)	Width of ROW
69	Conrail	Northern Liberties RR N. Liberties & Penn Twp Branch RDG	City Branch CC Line	Active SEPTA (near Green St) - Reading Terminal - active CSX tracks (just before Park Jct.)	1995	1.34 Ph	2 track wide
70	Conrail	RDG	CC Approach (9th Street Branch)	Reading Terminal to the new Commuter Tunnel	1984	About 1 Ph	4 tracks wide
71	PRR	Connecting Railway	Richmond Branch	Erie Ave to Frankford St	active w/ adjnt. aban.	1.7 Ph	about 10 tracks wide
				Weikel Street to Balfour Street	1984	1.2 Ph	
72	B&O	PRR	Canal Street Track		1920s	0.4 Ph	
73	Conrail		Commerce St. Branch		1986	1.2 Ph	
74	Conrail	PRR	Delaware Av. Branch		after 1983	about 3 Ph	
75	Conrail	Connecting Railway PRR	Trenton Av. Elevated Line	Market-Frankford El (north of Girard) - Richmond Branch.	1982	1.0 Ph	1 track narrow
				Richmond Branch - Amtrak line (along Sepviva St)	1983	about 2.0 Ph	
76	Conrail	North Penn RR RDG	Willow Street Industrial Track	Shackamaxon Street Yard - City Branch	1983	1.0 Ph	1 track
77	Conrail	Kensington & Tacony RR Connecting Railway PRR	Kensington & Tacony Branch	Trenton Ave. Elevated - Tioga Marine Terminal along river - Princeton Av (Tacony)	1982 1983	5.5 Ph	
78	Conrail	PRR	Westmoreland St. Siding	Trenton Ave. Elev Line - Tioga Marine Terminal	after 1983	1.2 Ph	

Historical Description	Current Conditions/ Comments	Potential Reuse: FREIGHT, PASSENGER, TRAIL, ROADWAY, NONE
This line was built in 1834-6 by PA as a "Main Line of Public Works" from Philadelphia to Pittsburgh, which included canals, inclined planes and horse drawn RR's. It was later taken over by Reading, grade separated and relocated to present location.	The ROW is currently owned by SEPTA, who is leasing a portion to a police station for parking. They are also studying the feasibility of reactivating the line as light rail to Reading, known as the Schuylkill Valley Metro.	Existing Reuse: PARKING Potential Reuse: BUSWAY, LIGHT RAIL, BIKEWAY
This grade-separated ROW was the approach to the Reading Terminal and use was discontinued when the commuter tunnel was built.	The ROW continues intact south to Vine Street.	At the south side of Vine Street a new ramp was constructed on the ROW for access to the second story of the Pennsylvania Convention Center. Existing Reuse: RAMP
The alignment of this line continues to Port Richmond Yard.	There are 2 tracks that are currently in use on this wide multi-track elevated ROW. A local effort to convert a nearby ROW into a trail may connect to this.	Potential Reuse: TRAIL, WATERFRONT PARK, FREIGHT
		Potential Reuse: NONE
PRR used for approach to waterfront. Relocated when B&O took over.		Potential Reuse: NONE
	ROW no longer exists	Potential Reuse: NONE
Off of the Trenton Ave Elevated Line and down Delaware Avenue ROW.	Still actively used to serve the port in the southern portions.	Potential Reuse: FREIGHT, TROLLEY
	This portion of the Trenton Ave. Elevated line has been dismantled. It terminates at the active Market-Frankford El and Port Richmond Yard.	Potential Reuse: NONE
This branch to Bethlehem was built in the 1850's as the North PA RR, which started at Front & Willow Streets in Philadelphia.	Reading's former freight house is now a 'gentleman's club' along this former track. Tracks between 3rd to 11th are paved.	Potential Reuse: NONE
Incorporated in 1884 to open up the waterfront area to railroad. The Kensington & Tacony RR was completed in 1892 from a junction with the Philadelphia & Trenton RR at Tioga St. to Tioga & Tacony Streets off of the Trenton Av Elevated Line. Merged into Connecting RR in 1902.	First abandonment was the south end from Frankford Creek to Kensington in 1982. The rest was abandoned later. This abandonment runs from mp 78 to mp 81 on the Amtrak Main Line to Trenton.	Potential Reuse: NONE
Off of the Trenton Ave Elevated Line		

	Railroad	Former Names	Line	Service to	Year Aban.	Length of ROW (County)	Width of ROW
79	Conrail	PRR	Frankford Street Track		after 1983	about 1.5 Ph	
80	Conrail	RDG	Frankford Industrial Track	Summerdale - Frankford	1982	about 1.5 Ph	
				Crescentville - Summerdale	1982	1.5 Ph	
81	Conrail		Olney Running Track	From the Low Grade Branch (R8 Fox Chase) - Fairhill Jct.	after 1983	2.7 Ph	
82	Conrail	Philadelphia & Frankford RR Philadelphia & Bustleton RR Bustleton & Eastern RR Philadelphia, Bustleton & Trenton RR PRR	Oxford Rd. Branch	Amtrak Main Line - Volunteertown (Bustleton)	1973	1.0 Ph	
				Roosevelt Blvd to Penn Street	1981	1.2 Ph	
				Oxford Rd. Branch Jct. and south	1984	1.6 Ph	
83	Conrail SEPTA	North Penn RR RDG	American St. Br. Berks St. Br. Bethlehem Br.	Tabor - Fairhill Jct.	1984	4.5 Ph	single track
				Fairhill Jct. - Willow Street	1983	2.5 Ph	
84	West End Passenger Railway Narrow Gauge RR		"The Centennial Lines"	within the Centennial Exposition grounds in Fairmount Park	1877	5.5 Ph	
85	Transportation Freight RR					1.5 Ph	
86	Philadelphia & Columbia RR	PA Main Line of Public Works	The Belmont Plane	within Fairmount Park	1850	?Ph	
87 #	Fairmount Park Trolley			within Fairmount Park	1946		2 tracks

Historical Description	Current Conditions/ Comments	Potential Reuse: FREIGHT, PASSENGER, TRAIL, ROADWAY, NONE
Off of the Trenton Ave Elevated Line, along Castor and Aramingo to the Frankford Arsenal.	A small trackage through the Aramingo Ave Yard. The Church St. and Roxboro St. Sidings extended from these tracks.	Potential Reuse: NONE
The Unity Frankford Depot, which supplied many small "mom & pop" stores in the region, used to use these tracks.	This abandonment runs from the milepost 9.5 (in Summerdale) to Frankford Ave. Many of the bridges have been disassembled.	All bridges have been removed. Potential Reuse: NONE
This track used to serve the Sears Mid-Atlantic Distribution Center as well as Ms. Pauls and other surrounding industries.	This is the first of three tracks that forms a 6.0 mile loop in NE Philadelphia with Oxford Branch & Olney Running Track.	
	This is the second of three tracks that forms a 6.0 mile loop in NE Philadelphia.	Potential Reuse: NONE
Incorporated in 1893 and opened 3.55 miles in 1896. Merged into Connecting Railway in 1902 & operated by PRR. The Lycoming St. and Pike St. Sidings from this branch used to serve PECO, Potts Steel and Franks Beverage Co. The U.S. Naval Supply Center was once serviced by this line. About 0.5 mile of ROW was never built but extends past mp 3.2 to Oxford Road.	The ROW continues in a straight line due to a proposed extension to reach the Bustleton Branch, which never culminated. This is the third of three tracks that forms a 6.0 mile loop in NE Philadelphia. The last 2.2 miles of this track were not being used as of 1983.	This ROW is for sale by Conrail. Potential Reuse: FREIGHT, TRAIL, PASSENGER
This branch to Bethlehem was built by 1867 from the Delaware Ave Branch at Front & Willow Sts. to Lehigh Av. at Fairhill Junction and was leased to RDG.	The northern terminus of abandonment is at the active Berks St. Branch (Conrail). South of Huntingdon to Willow Street is within the ROW of American, Cadwallader, 2nd and Beach Streets and Germantown Avenue.	Conrail has put 2 miles of this ROW up for sale. SEPTA may have plans for reactivated rail along this ROW. Potential Reuse: FREIGHT, PASSENGER, NONE
Constructed a double-track narrow-gauge steam railway loop which served a great part of the fairgrounds.	Service discontinued after the exposition.	Potential Reuse: TRAIL
Constructed a single-track railroad along current Belmont Avenue and South Concourse Avenue, which went from the Machinery Building to the Main Exhibition Building and Agricultural Hall.		
The Columbia line was constructed between 1829 and 1834, which included the Belmont "incline plane". It was replaced with a new route through Ardmore to Market Street, completed in 1850.	The old route was sold to the RDG, which only used part of the route, avoiding the incline plane.	Potential Reuse: TRAIL
All steel bridges, except 1 pedestrian bridge, were scrapped after abandonment.	Most grading of the ROW is still noticeable and stone bridges continue to carry roads over former ROW.	Potential Reuse: TRAIL

indicates an exclusive ROW of a former trolley line, which also appears in Figure I and Appendix A of the report.



Pomeroy & Newark Branch

A private driveway along the ROW just south of Pomeroy.
(East Fallowfield/Highland Twps., Chester County)

CHAPTER 3

THE ABANDONMENT PROCESS



A major roadblock to preserving railroad rights-of way upon proposed abandonment is reacting quickly enough to the Surface Transportation Board's (STB) abandonment process. Since 1887, the federal government has regulated all rail lines in which interstate commerce originates, terminates or passes through. None of these lines may be abandoned without prior authorization from the STB. The STB's authority preempts all state and local authority, meaning that a state or local government cannot require a railroad to abandon a line, and it cannot force a railroad to continue service once the STB authorizes abandonment.

Railroads were initially regulated by the federal Interstate Commerce Commission (ICC). As of January 1, 1996, the Interstate Commerce Commission Termination Act of 1995 and companion Interstate Commerce Commission Sunset Act abolished the ICC under the Department of Commerce and replaced it with the Surface Transportation Board (STB) in the U.S. Department of Transportation. An initial overview of the legislation indicates no major changes in authority. The Surface Transportation Board will now oversee the abandonment process and some other regulatory powers that were formerly with the ICC.

A railroad abandonment is a two stage process. The first stage is the abandonment authorization given by the federal government. The second stage is the final physical abandonment of the corridor, which is determined by state law. After a railroad applies to the STB, the STB issues abandonment authorization or a "Certificate/Notice of Abandonment," which extinguishes the railroad's obligations and allows the railroad to proceed with the physical abandonment of the line. Once the STB grants an abandonment authorization, state law determines when abandonment takes place for property law purposes.

Because easements almost always expire upon abandonment of the corridor, abandonment for state property law purposes causes all of the parcels held in easement to revert to adjacent landowners, thereby fragmenting the right-of-way. State definitions of abandonment vary from state-to-state because the definition typically is based on court case precedents.

However, in most states, mere non-use of the corridor by the railroad is not sufficient for the corridor to be considered abandoned. Often, state laws require the railroad to make one or more demonstrable acts of its intention to abandon the line, ranging from removing tracks and ties to selling off its interests in the corridor.

It is often difficult to determine who owns land following an abandonment. Because a rail corridor may consist of many owners, ownership is often fragmented into numerous small segments. Name changes, mergers and lease of non-owned lines from other companies

complicate this matter.

Railroads historically procured land in three ways:

- by purchasing or condemning the right-of-way outright (often called fee simple or absolute ownership);
- by purchasing or condemning some form of easement from an adjacent property owner (rights of passage across non-owned land); or
- by receiving a grant or easement over public land from a federal, state or local government.

If a railroad owns the entire right-of-way outright ("in fee"), it can do whatever it wishes with the land after an abandonment has been approved. Easements, on the other hand, only give the railroad ownership rights until the easement expires because then the rail corridor reverts back to the current owners of the underlying property. Because a rail corridor may consist of many owners, ownership is often fragmented into numerous small segments.

If a right-of-way easement was granted by the federal government, local governments have one year from the date of the actual abandonment to take the route for public highway use. Bicycle and pedestrian trails are also considered public highways under federal law. Actual abandonment of federally-granted rights-of-way does not occur unless Congress or a court issues a decree of abandonment.



The rail and ties on the Merchantville Branch between Pavonia Yard and Merchantville remain intact although there are no plan for reuse in the near future. (Pensauken Twp., Camden County)

FEDERAL LEGISLATION AFFECTING ABANDONMENT PROCESS

Congress has frequently revisited the issue of railroad abandonment, continually attempting to balance the rights of railroads with those of shippers and communities serviced by these railroads. The following are some of the more important pieces of legislation.

THE INTERSTATE COMMERCE ACT OF 1887.

The Interstate Commerce Commission was established to carry out the provisions of the Interstate Commerce Act of 1887, whose purpose was to help regulate the railroads, especially in their construction.

THE TRANSPORTATION ACT OF 1920.

The Transportation Act of 1920 gave the ICC the authority to regulate abandonments. The Act required a railroad to petition the ICC for permission to abandon or discontinue service on its lines. The ICC would then grant or deny the railroad's request. The Transportation Act of 1920 also provided the ICC with a general standard to use in guiding its decisions on whether to grant or deny an abandonment request. The standard allows an abandonment only if ICC finds that "...the present or future public convenience and necessity requires or permits such abandonment or discontinuance." Although the act did not define the standard, the ICC interpreted it to mean that they must weigh the loss incurred by the railroad and the line's potential for profitability against any potential hardship the abandonment would cause communities and shippers.

THE REGIONAL RAIL REORGANIZATION (3R) ACT OF 1973. The 3R Act established a new branch line policy for the District of Columbia and seventeen states in the Northeast and Midwest regions that had been adversely affected by railroad bankruptcies in the late 1960s and early 1970s. This policy had two premises: (1) railroads in these regions should no longer be forced to subsidize uneconomical rail service; and (2) communities and shippers served by these railroads should not be unduly disadvantaged by loss of rail service previously provided by failing railroads. To implement this policy, the 3R Act authorized \$180 million in federal assistance for rail continuation under a two-year Local Rail Service Assistance (LRSA) program. LRSA grants were given directly to the states in the form of an entitlement to subsidize the operation and rehabilitation of those rail lines the states wanted to retain for communities and shippers.

The 3R Act also provided for a long term solution to the northeast-midwest rail crisis. The Act established the United States Railway Association (USRA) as a nonprofit entity to plan the modernization, reorganization, and transition to the public ownership of railroads in the northeast and midwest. USRA was to determine which lines of the existing northeast rail system were suitable for transfer to a new northeastern railroad system and which lines should be abandoned. USRA's reorganization plan called for the creation of the Consolidated Rail Corporation (Conrail) from Penn Central and six other bankrupt or nearly bankrupt railroads. The 3R Act ordered suspension of abandonment petitions by the

affected railroads until the reorganization plan was finalized, which occurred in 1976. The seven railroads identified to form Conrail were not eligible to receive subsidies under LRSA. Instead, subsequent legislation authorized \$1 billion in federal loan guarantees to USRA to operate the Conrail system.

RAILROAD REVITALIZATION AND REGULATORY REFORM (4R) ACT OF 1976

The 4R Act enabled all states to receive federal assistance for rail service continuation. The Act also required railroads to provide the public with early warning of lines subject to abandonment. It also gave the ICC authority to exempt certain railroads from routine abandonment case processing.

LRSA funds were made available to all states, except Hawaii, in the form of loans and grants. Funds could be used to continue rail service and to purchase, rehabilitate, and/or construct the physical facilities of the railroads. The terms of the funding agreements also were extended from two to five years. Any state with a Federal Rail Administration-approved state rail plan, which details a state's rail network and proposed abandonments, was eligible to apply for rail continuation subsidies. All rail lines not part of the Conrail System were eligible to receive LRSA funds. States were required to contribute a percentage share of the requested assistance through cash payments or in-kind benefits such as forgiveness of railroad property taxes.

The 4R Act also required railroads to notify the public in advance of proposed abandonments and to provide information to rail users on how to respond to abandonment applications (i.e. petitions). Specifically, the Act required each rail carrier to submit to the ICC a diagram of its entire transportation system. The System Diagram Map, which must be filed annually, must contain descriptions of rail lines by categorizing them as follows: (1) lines for which the carrier plans to submit an abandonment petition within three years, (2) lines that are operating at a loss but for which the abandonment is not planned, (3) lines for which abandonment petitions have already been filed, (4) lines already operating under some form of financial assistance, and (5) all other lines. The Act requires that a line be listed in category 1 for at least four months prior to a carrier's being allowed to file a petition with the ICC.

In addition to submitting a System Diagram Map, carriers who want to file an abandonment petition with the ICC must publish a "Notice of Intent to Abandon" 15 to 30 days prior to the petition filing date. The notice identifies the specific line for which the abandonment will be requested; the reasons for the proposed abandonment; and procedures for the public to follow if they wish to file a protest, request an investigation by ICC and/or engage in financial assistance arrangement with the rail carrier to maintain service. Railroads must make the notice of intent available to appropriate federal and state government officials and parties that might be affected by the proposed abandonment through direct mail, newspaper publication, and rail station posting.

The 4R Act also gave the ICC the authority to exempt carriers from the routine abandonment process under certain circumstances. The ICC adopted procedures to apply

this exemption authority to rail lines if, for example, the railroad certifies that (1) no traffic has moved over the line for at least two years and (2) the ICC has not found any rail user complaints regarding cessation of service to be valid within the two-year period. The ICC was required to approve the abandonment application of a railroad that meets these exemption criteria.

THE STAGGERS RAIL ACT OF 1980 was designed to allow railroads to compete more effectively among themselves and with other modes of transportation throughout the nation. The Staggers Rail Act enabled railroads to, among other things, adjust their rates more quickly for inflationary increases in costs. With this design in mind, the Staggers Rail Act also significantly changed the abandonment process to (1) require more expeditious processing of abandonment petitions, (2) give the ICC the authority to decide whether an investigation of an abandonment case was warranted, and (3) empower the ICC to set the terms for sale of a branch line when a bona fide purchase offer was made.

Prior to 1980, the ICC had been required to investigate all protested abandonment cases. The Staggers Act gave the ICC the authority to decide which protested abandonment cases it would investigate. The Act also required the ICC to approve all unopposed abandonment petitions within 45 days of the petition filing date.

The Staggers Rail Act also established the Feeder Line Development Program to provide shippers, communities, and other interested parties the legal means to purchase rail lines before an abandonment application has been filed. The program enables any financially responsible party to compel the ICC to require a railroad to sell a rail line that appears on a carrier's System Diagram Map as subject to abandonment. The acquisition price is determined by the ICC at the net liquidation value or the market value, whichever is greater.

THE NORTHEAST RAIL SERVICE ACT (NERSA) OF 1981

USRA developed a plan for the reorganization and consolidation of seven northeast and midwest railroads into a new rail system, Conrail, that was formed in 1976. The plan identified specific rail lines to be included in the final system, as well as lines to be abandoned in much the same manner as the System Diagram Map did for other railroads. NERSA amended the abandonment provisions of the 3R Act to allow Conrail greater latitude to abandon rail lines compared to other railroads in an effort to achieve the objectives of the USRA plan. Specifically, the ICC was required to grant all Conrail abandonment applications filed before November 1, 1985, unless a reasonable offer of financial assistance to purchase or subsidize the line was filed within 90 days of the application filing date. The purchase price is negotiated between the potential buyer and Conrail. If the two parties cannot agree, either party may request the ICC to set the terms. The ICC has 60 days to do so, and the offerer then has ten days to accept or reject ICC's terms. Conrail must accept an offer at the terms the ICC establishes.

THE INTERSTATE COMMERCE COMMISSION TERMINATION ACT OF 1995 eliminated the Interstate Commerce Commission and transferred its authority to the Departments of Justice and Transportation. Those duties relating to railroads and their abandonment that had been carried out by the ICC were transferred to a newly created Surface Transportation Board within the US Department of Transportation. The Board has jurisdiction over “the construction, acquisition, operation, abandonment, or discontinuance of spur, industrial, team, switching, or side tracks, or facilities, even if the tracks are located, or intended to be located, entirely in one State, unless there is a joint owner or joint use.” The Board shall consist of three members to be appointed by the President with no more than two members from the same political party. At least two members of the Board shall be knowledgeable in the fields of transportation or transportation regulation, and at least one member shall be an individual with professional or business experience (including agriculture) in the private sector. The term of each member of the Board shall be five years, however, the President may remove a member for inefficiency, neglect of duty, or malfeasance in office at any time. The Board has the authority to oversee the abandonment or discontinuance of service and the sale of rail properties for public purposes.

The Board shall perform all functions that were functions of the Interstate Commerce Commission or by its officers. However, the Chairman of the STB may allocate or reallocate any function of the Board and may establish, consolidate, alter, or discontinue in the Board any organizational entities that were entities of the Interstate Commerce Commission, as the Chairman considers necessary or appropriate. The STB is also authorized to provide for the orderly transfer of pending proceedings from the ICC.

Filing and procedure for application to abandon or discontinue service

A rail carrier who intends to abandon any part of its railroad lines or discontinue the operation of all rail transportation over any part of its railroad lines, must file an application with the Board.

The application must include:

- an accurate and understandable summary of the rail carrier's reasons for the proposed abandonment or discontinuance;
- a statement indicating that each interested person is entitled to make recommendations to the Board on the future of the rail line;
- a statement that the line is available for subsidy or sale in accordance with regulations;
- a statement that the rail carrier will promptly provide to each interested party an estimate of the annual subsidy and minimum purchase price; and,
- the name and business address of the person who is authorized to discuss the subsidy or sale terms for the rail carrier.

Required notification to be carried out by a rail carrier prior to an abandonment or discontinuation of service includes:

- sending notice of the application, by certified mail, to the chief executive officer of each State that would be directly affected by the proposed abandonment or discontinuance;
- posting a copy of the notice in each terminal and station on each portion of a railroad line proposed to be abandoned or over which all transportation is to be discontinued;
- publishing a copy of the notice for three consecutive weeks in a newspaper of general circulation in each county in which each such portion is located;
- mailing a copy of the notice to all shippers that have made significant use of the railroad line during the twelve months preceding the filing of the application; and
- attaching an affidavit to the application certifying the manner in which these requirements have been satisfied within 30 days prior to the date the application is filed with the Board.

Each rail carrier shall maintain a complete diagram of the transportation system operated, directly or indirectly, by the rail carrier. The rail carrier shall submit to the Board and publish amendments to its diagram that are necessary to maintain the accuracy of the diagram. The diagram shall include a detailed description of each of its railroad lines potentially subject to abandonment; and identify each railroad line for which the rail carrier plans to file an application to abandon or discontinue.

A rail carrier may abandon any part of its railroad lines or discontinue the operation of all rail transportation over any part of its railroad lines only if the Board finds that the present or future public convenience and necessity require or permit the abandonment or discontinuance. The Board can either approve the application as filed; approve the application with modifications and require compliance with conditions that the Board finds are required by public convenience and necessity; or deny the application.



Much of the former right-of-way of the Quakertown & Bethlehem RR is still noticeable, albeit in private ownership. Springfield Twp., Bucks County.

No purchaser of a line or portion of line sold under this section may transfer or discontinue service on such line prior to the end of the second year after consummation of the sale, nor may such purchaser transfer such line, except to the rail carrier from whom it was purchased, prior to the end of the fifth year after consummation of the sale. No subsidy arrangement approved under this section shall remain in effect for more than one year, unless otherwise mutually agreed by the parties.

Offering abandoned rail properties for sale for public purposes

When the Board approves an application to abandon or discontinue, the Board shall find whether the rail properties are appropriate for use for public purposes, including highways, other forms of mass transportation, conservation, energy production or transmission, or recreation. If found that the rail properties are appropriate for public purposes and not required for continued rail operations, the properties may be sold, leased, exchanged, or otherwise disposed of under conditions set forth by the Board. The conditions may include a prohibition on any such disposal for a period of not more than 180 days after the effective date of the order, unless the properties have first been offered, on reasonable terms, for sale for public purposes.

A rail carrier may enter into arrangements for the joint ownership or joint use of spur, industrial, team, switching, or side tracks. Under this condition, the Board does not have authority over construction, acquisition, operation, abandonment, or discontinuance of spur, industrial, team, switching, or side tracks.

THREE TYPES OF ABANDONMENTS AND TIME LINES

In 1920, procedures were originally established to regulate abandonments. Since 1976, efforts have taken place to streamline the abandonment process. There are now three types of abandonment procedures under the STB, each with their own process and time lines. These include Regulated Abandonments, Notice of Exemption Abandonments and Petition for Exemption Abandonments.

Regulated Abandonments. The regulated abandonment procedure is used for lines still in service. This procedure is characterized by extensive filing requirements for the railroad to prove its loss of income on the line, a time consuming process, which provides trail advocates and other potential users with plenty of advance warning of the upcoming abandonment. The use of this abandonment procedure is declining, currently accounting for only 30 to 40 percent of all filings. Table VI summarizes the process for regulated abandonments.

Table VI Regulated Abandonment Time Line	
From four months up to three years,	The railroad places the track into Category 1 status on its System Diagram Map, which means it can institute the abandonment proceeding in four months. The map and any amendments must be provided to the STB, the designated state recipient of rail abandonment notices and also must be published in a local newspaper.
At least 15, but no more than 30 days before the abandonment application is filed,	The railroad files a Notice of Intent to Abandon. The notice is mailed to the designated state recipient of rail abandonment notices, as well as to all shippers along the line and several other agencies, including the STB and the National Park Service's Rivers, Trails, and Conservation Assistance Program. The Notice of Intent must also be published in a local newspaper. Information can also be requested directly from the STB.
No less than 15 and no more than 30 days after the Notice of Intent is filed,	The railroad files an Application to Abandon. From this filing date, trail advocates have only 30 days to formally request railbanking and the imposition of a Public Use Condition. Once a railroad receives a railbanking request, it must respond within 10 days.
At this point, various scenarios are possible. If shippers along the line protest the abandonment application, the STB can order an investigation. If a shortline railroad offers to purchase the corridor, the STB can grant its request. If the state offers to subsidize rail service, the STB can require the railroad to continue operating under subsidy. However, in most cases the abandonment is approved. If trail advocates have properly filed their public use and railbanking requests, the STB will issue both a Public Use Condition and, if the railroad agrees, a Certificate of Interim Trail Use	

Source: Montange, Charles H., Preserving Abandoned Railroad Rights-Of-Way for Public Use, RTC, 1989.

Notice of Exemption Abandonments. This procedure is used to exempt lines that have been out-of-service for two or more years from the standard filing requirements. This procedure is used most frequently by railroads seeking abandonment authorization. It is used for lines out of service (no interstate commerce traffic has originated or terminated on the line) for two or more years. As long as there is no opposition to discontinuation of service from other rail operators and the rail corridor meets the criteria, the railroad company will file for an "exemption" from the standard procedure. The railroad is not required to file any documents showing economic losses on the line, and is only required to file a three-page "Notice of Exemption." These abandonments are not required to be included in the System Diagram Maps and are characterized by minimal advance notice. Table VII summarizes this process.

Table VII Notice of Exemption Time Line	
30 days Prior to Notice (P.N.)	The railroad must give notice of its intention to abandon the line to the designated state recipient of rail abandonment notices, including the National Park Service's Rivers, Trails, and Conservation Assistance Program and several other agencies.
20 days P.N.	The railroad files a "Notice of Exemption" with the STB and must also publish notice in a local newspaper. At this time, the railroad must file an environmental report with several federal and state agencies including the head of each county traversed by the corridor.
0 days P.N.	Publication in Federal Register: The STB issues a Notice of Exemption that becomes effective 30 days after publication (that day or the next business day). Notice is sent to the designated state recipient of rail abandonment notices.
5 days After Notice (A.N.)	STB environmental assessment (based on the environmental report filed by the railroad) is available to the public.
10 days A.N.	Deadline for railbanking and interim trail use request filings. Once the railroad receives a railbanking request, it must respond within 19 days. Also due date for petitions for stay on non-environmental grounds.
20 days A.N.	Due date for petitions for reconsideration, "Public Use Condition" filings and proposed due date for requests for environmental stays.
approx. 25 days A.N.	De facto last date for environmental stay requests, and for late-filed 8(d) requests absent an environmental stay.
30 days A.N.	Abandonment Certificate becomes effective; tariffs canceled; the STB takes the position it loses jurisdiction.

Source: Montange, Charles H., Preserving Abandoned Railroad Rights-Of-Way for Public Use, RTC, 1989.

Petition for Exemption Abandonments. This procedure allows the railroad to apply the exempt procedure guidelines to lines still in active use. The railroad will petition the STB for an exemption from some or all of the economic showings required for a regulated abandonment. The timetable for filing is the same as the Notice of Exemption procedure, as seen in Table VII, except that the STB retains the right to request further information or solicit, through the Federal Register, additional information from third parties.

In an exemption case, a local agency has only 20 days after an abandonment notice has been published in the Federal Register to request railbanking or a Public Use Condition. Often the 20 day period will actually occur after the abandonment is granted; the STB uses the unusual process whereby the abandonment is approved without debate and then must be reconsidered or "stayed." Because a citizen activist or agency official may not learn about an exemption request in 20 days--much less be able to prepare the requisite

documents--they must stay in contact in advance with those most closely involved in the abandonment, namely, the railroad, the state rail planning office, the STB, the National Park Service's Rivers, Trails, and Conservation Assistance Program, New Jersey Department of Environmental Protection (NJ DEP), Pennsylvania Department of Conservation and Natural Resources (PA DCNR) and the Rails-to-Trails Conservancy (RTC).

STB deadlines are not necessarily as rigid as shown. The agency has the ability to extend deadlines, reopen cases and otherwise take reasonable measures if it has good reason to do so. Deadlines should be met if possible, but filings are often accepted after the listed deadlines and time extensions are generally given.

If a line is already abandoned, the following options can be pursued:

- buy the corridor;
- negotiate a donation from its current owner or owners;
- arrange for joint use of the corridor, possibly with a utility or a developer who might build on a portion of the right-of-way; or,
- generate sufficient public enthusiasm and political pressure that some governmental entity appropriates funds to buy it.

A simplified version of the three types of abandonment is shown as a flow chart in Figure V.

PROBLEMS WITH THE EXISTING PROCESS

The Notice of Exemption abandonments process creates a small window of opportunity for local agencies or organizations to act to preserve rights-of-way before they are disbanded. Many states are not organized to convey notice to interested parties within the short time frame and are not permitted to respond on their own behalf on such slight notice. Without this notification process, local communities and public interest organizations seeking to preserve corridors for alternative public use have to rely on notification through the Federal Register. The Federal Register, however, is published daily and is filled with legal and regulatory notices which makes it relatively difficult to thoroughly review on a regular basis.

The existing procedures have also not been well received by the shipper community and state transportation agencies who are not given sufficient time under the process to evaluate the competitive effects of the "snap" abandonment and to search for a possible shortline purchaser. The STB's rationale for allowing such quick abandonments has to be questioned. If a line has been out of service for two years due to a lack of customers or non-competitive pricing, the railroad has had a significant amount of time to consider what it intends to do with the corridor. The process should require railroads to provide effective

notice to state agencies, local communities, or rail-to-trail groups who may be interested in acquiring the line for alternative use.

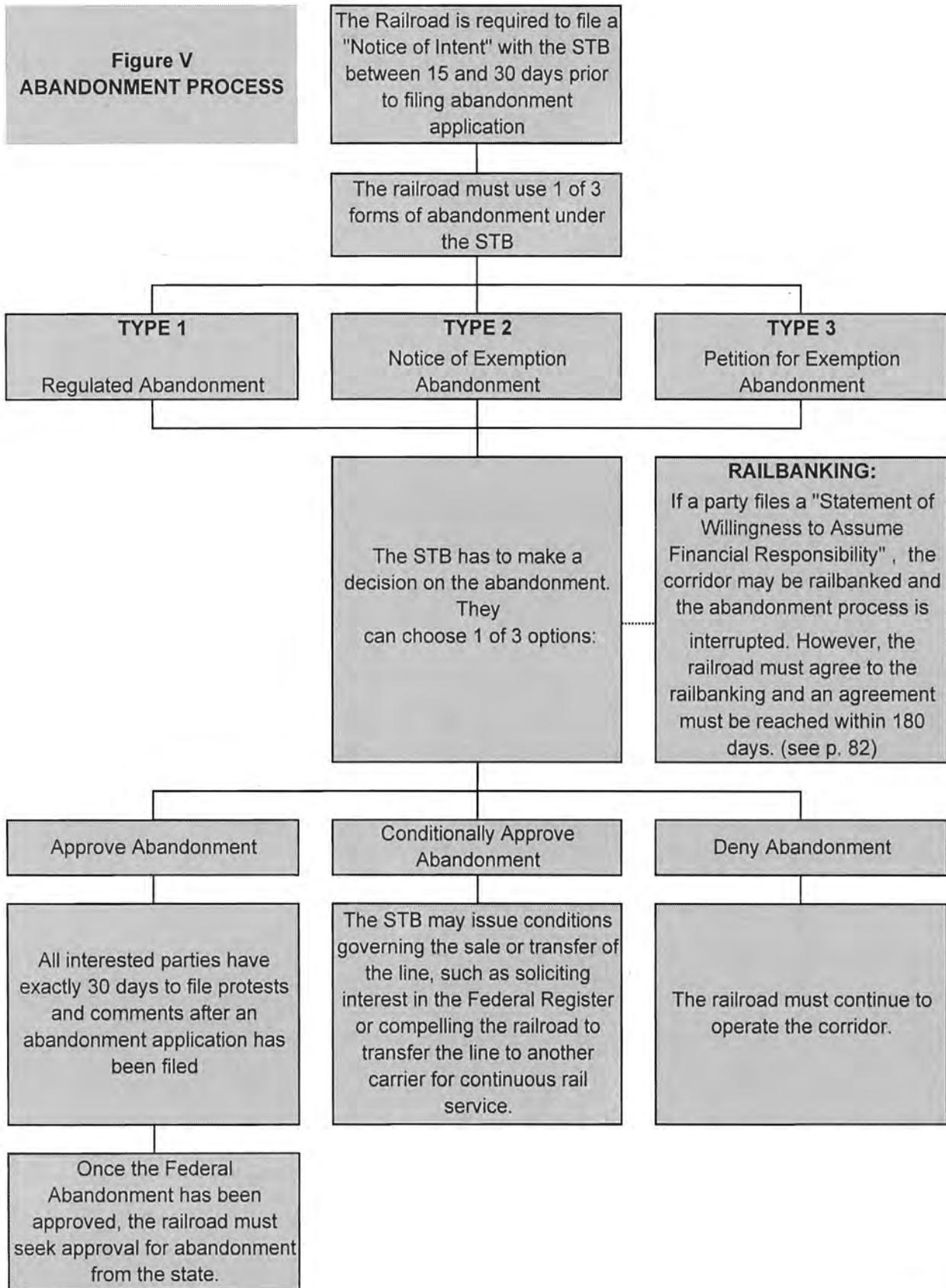
While the abandonment notification process in many states has become more efficient, one of the major problems of the corridor preservation process is that it is set in motion only when the abandonment notification is made. Since there is little time to respond to these notifications, stakeholders are often thrust into a process which does not allow for thoughtful reaction.

State and local communities need a comprehensive planning approach to corridor preservation which documents and assesses rail resources, viewing them in the context of the larger transportation network. Through an understanding of these resources, it is possible to anticipate some abandonments and have a strategy in place for reuse. Once a rail corridor is abandoned, states need to upgrade and institutionalize provisions to promptly notify all potentially interested parties of rail abandonment applications or authorizations and use federal remedies to preserve corridors, such as public use conditions under 49 U.S.C. 10906 and interim trail use under section 8(d) (railbanking) as described in Chapter 4.

Since the key to success in preserving an abandoned rail right-of-way is timely information, the following chapter will elaborate on the notification process and other public awareness efforts.



This timber-constructed bridge of the former Pomeroy & Newark RR has held up well over the years. Efforts should be put in place to preserve these historic resources and protect them from decay, vandalism and destruction. East Fallowfield/Highland Twps., Chester County.





Bethlehem Branch

This inactive ROW extends from Lansdale to Bethlehem. The former Quakertown Freight Station can be seen on right. (Quakertown Borough, Bucks County)

CHAPTER 4 FEDERAL AND STATE APPROACHES TO REUSE



There are several pieces of legislation that affect the preservation of abandoned railroad rights-of-way. The following chapter deals with some of this legislation and its effect on abandonments.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

ISTEA's declaration of policy states that "the National Intermodal Transportation System shall consist of all forms of transportation in a unified, interconnected manner, including the transportation systems of the future, to reduce energy consumption and air pollution while promoting economic development and supporting the Nation's preeminent position in international commerce." Railroad corridors - active, inactive and abandoned - play an important role in this transportation system.

ISTEA has changed the way the Federal Highway Administration (FHWA) and others operate by providing greater flexibility to states and local agencies by diminishing FHWA oversight and by providing more flexibility in the use of funds. ISTEA recognizes the transportation value of bicycling and walking and offers mechanisms for increasing consideration of pedestrians' and bicyclists' needs. ISTEA sets national goals for improved air quality and energy conservation and advocates funding for non-traditional projects like rail-trails.

As of 1993, 140 rail-trails have been funded nationwide and \$90 million earmarked for rail-trails under this new law. The following major programs in ISTEA are potential rail-trail funding sources:

- Transportation Enhancement Program (TE);
- The Surface Transportation Program (STP);
- The Congestion Mitigation and Air Quality Improvement Program (CMAQ);
- The National Recreational Trails Fund (NRTF); and,
- other programs.

ISTEA is up for reauthorization in 1997. The scope of some or all these programs may be revised and the overall level of appropriations may be changed from the 1991 legislation.

The National Highway System (NHS) Designation Act of 1995. This legislation, which was signed into law on November 28, 1995, released \$6.5 billion of highway funds to states. This law made some significant changes to federal transportation policy, but left most of the Intermodal Surface Transportation Efficiency Act (ISTEA) intact. Among some of the improvements in this bill are the following:

- Unspent CMAQ program funds can be reprogrammed to a state's "highest priority" surface transportation project, such as a rail or trail project.;
- Section 316 has been streamlined, so that funds can be advanced for TE projects, given the proper selection process and public involvement. No longer would a project have to be completed before reimbursement.;
- Section 310 allows the federal share for bicycle and pedestrian projects to exceed 80 percent in states with significant federal land holdings.;
- Section 322 allows for donated funds, materials and in-kind services to be credited against the state's required share of matching funds.;
- The National Recreational Trails (NRT) Fund was granted \$15 million a year for the next two years. The NRT Fund had not had a stable funding source for the past four years.

MECHANISMS WITHIN THE STB PROCESS TO PRESERVE RIGHTS-OF-WAY

Those interested in preserving rail rights-of-way in the face of abandonment have several means at their disposal to do so within the STB process. The following sections of legislation deal with preservation issues through the STB process.

49 U.S.C. §10905 authorizes the STB to compel the transfer of a potentially abandoned rail line for continued railroad purposes at a price set by the STB; that price is the constitutional minimum. The main intent of §10905 is to protect shippers and shortline railroads.

Although there has been some controversy about eligible uses for the rail line, the statute can serve as a powerful tool for preserving the corridor for alternative public uses. Generally the STB takes the position that rails acquired by §10905 are available only for freight purposes but there are means by which a public agency or historic rail group can use §10905 to acquire a line as part of a passenger rail system, tourist train or historic railroad. Often these uses can also be combined with trail or utility uses.

For example, a party can purchase a line for non-freight use with an agreement to hold the line out for freight service on reasonable terms for two years, and not to sell it to anyone other than the carrier from which it was obtained for five years. At the end of the five year period, the line can be completely devoted to alternative uses such as historic rails, recreational trails, public utility use, or highway use.

"Railbanking:" Section 8(d) of the National Trails System Act of 1969

Railbanking is a means by which a public agency or organization can preserve railroad corridors for trail use. Railbanking occurs when a public agency or a qualified private organization sends a request to the STB asking them to interrupt the abandonment process, to place the corridor in a "land bank" for future transportation uses (including rail use), and converting the corridor for interim recreational trail use. Railbanking is a voluntary

process and cannot be mandated by the STB. Because railbanked lines are not considered abandoned under federal or state law, easements are not extinguished and the corridors are not fragmented. The Supreme Court unanimously upheld the constitutionality of railbanking in 1990, and as of mid-1993, more than 85 corridors have been or are in the process of being railbanked.

The only requirement for requesting railbanking is filing a copy of the "Statement of Willingness to Assume Financial Responsibility" with the STB and the railroad. A party filing this statement does not accept any financial responsibility for the corridor; it is merely expressing an interest in doing so. In effect by filing the "Statement of Willingness", the filer is only stating a willingness to assume financial responsibility for the corridor if and only if the corridor is purchased.

If a railroad agrees to railbank, it will notify the STB, which will then issue either a "Certificate of Interim Trail Use" (CITU) or a "Notice of Interim Trail Use" (NITU) in the place of an "Abandonment Certificate." Railbank agreements are negotiated directly between the railroad and the requesting party. The STB will grant extensions to the negotiation period with showings of good cause if the negotiations cannot be completed within the 180-day limit. If either party stops the negotiations or if a railbanking agreement is not reached within the negotiating period, including extensions, abandonment authorization will be granted.



A portion of the former Williamstown Branch between Glassboro and Williamstown has been converted to a bikeway by Monroe Twp. (Gloucester County)

The "Public Use Condition:" Section 809 of the 4R Act and 49 U.S.C. §10906

The main intent of §10906 is to preserve rights-of-way for public use. Potential public users of a right-of-way can obtain two "public use conditions" under the statute. If they ask for the conditions and support their requests in the fashion required by the Commission's regulations at 49 C.F.R. § 1152.28, a "Notice of Interim Trail Use" (NITU) will be issued.

The first condition is an order prohibiting the railroad from disposing the real estate in the corridor for 180 days from the effective date of the abandonment authorization, except to a public user. The advantage of this condition is that it maintains the corridor intact pending negotiations for public acquisition or the institution of eminent domain proceedings under state law.

The second condition that the STB will append to an abandonment authorization is a requirement that prevents the railroad from selling off or otherwise disposing any property or trail-related structures, such as bridges and tunnels, for a period of 180 days from the effective date of the abandonment without first offering the property "on reasonable terms" for public use. These structures once removed would be very expensive to replace. Tracks and ties, however, may be salvaged by the railroad.

A NITU does not prevent the STB from issuing an Abandonment Certificate, but may--depending on the state--prevent abandonment and reversions for state law purposes. The 180-day period gives trail advocates some breathing room to prepare an offer to the railroad. While railbanking agreements are voluntary negotiations between the railroad and interested parties, the STB decides whether to issue a NITU. Because a NITU does not require a railroad's consent, it is also a good back-up to a railbanking request should the railroad refuse to negotiate for railbanking.

As in filing for railbanking, the STB follows a strict procedure for requests for public use. The party must explain four points:

- the condition sought;
- the public importance of the condition;
- the period of time for the condition (which cannot surpass 180 days); and,
- justification for the requested period of time.

Without careful compliance to these filing guidelines, the request will be denied.

Although the STB is strict about filing deadlines, a party interested in public use may receive an extension if they raise a bona fide environmental issue within the first 20 to 25 days of Federal Register publication of a notice of exemption.

A NITU that has been properly requested under this section may be granted by the STB even over the railroad's opposition. However, the STB maintains that it does not have the powers to force the sale of property from a railroad to a public user. The STB will usually extend the NITU at the public agency request beyond the initial 180 days. Multiple extensions are also possible and have been granted to counties for lines within this region.

STATE INITIATIVES TO PRESERVE RAILROAD RIGHTS-OF-WAY

There are a number of states which have innovative approaches to railroad right-of-way preservation. Many have established efficient mechanisms for notification and some state agencies have taken an active role in acquiring corridors for public use. A number of these state programs are highlighted in Preserving Abandoned Railroad Rights-of-way for Public Use, which was published by the Rails-to-Trails Conservancy and by the Pennsylvania Transportation Institute.

Florida has a "Rails-to-Trails Act" which requires its Department of Transportation to coordinate with the Department of Natural Resources with respect to information on abandonments and priorities for corridor acquisitions. The DOT must lease corridors for interim trail use, and must accommodate trail use on such corridors where feasible if reclaimed for other transportation purposes. Further, the statute permits the state to accept title to abandoned railroad rights-of-way conveyed by 'quit claim' deed. The Department of Natural Resources is granted the power to exercise eminent domain to cure defects in titles obtained under such deeds. Finally, the Act facilitates the process for evaluation and selection of abandonments for acquisition (thus better fitting the Florida program to the realities of fast-track federal abandonment procedures and deadlines).

Minnesota expressly provides for a state rail bank to preserve suitable corridors for future transportation or energy transmission use. The Commissioner of Transportation is authorized to purchase all or any portion of any abandoned rail line or right-of-way, and to use eminent domain to acquire title. The Commissioner may lease the line for a variety of purposes including public transportation, or make it available without fee to a government agency for such purposes. The Commissioner of Natural Resources may acquire or lease interests in abandoned railroad rights-of-way for use as trails.

New York. The Commissioner of Transportation in New York has a preferential right to acquire abandoned railroad rights-of-way for future transportation use. In general, the railroad must notify the Commissioner prior to any disposition. The Department of Transportation must then inform other state agencies and units of local government about the abandonment and within 120 days of the notice, must inform the railroad whether it intends to exercise its preferential right or assign it to some other unit of government. The property owner may then request and be granted a written release. If the department or unit of local government wish to exercise the preferential right, they have 120 days in which to do so.

Washington (State) adopted very aggressive legislation in 1984 finding that railroad rights-of-way are "suitable for public use upon cessation of railroad operations thereon." The legislature further found that "it is in the public interest of the State of Washington that such properties retain their character as public utility and transportation corridors."⁸ The statute then provided that in the event railroad operations ceased and the property was acquired by a state, a political subdivision, or a utility for use as a highway or mass transportation, or for conservation or recreation, then the railroad corridor was "not subject to reversion..." The Washington Supreme Court, with two dissents, subsequently held that this statute was a taking without compensation for purposes of the Washington State Constitution and the legislation was ultimately amended to clarify that just compensation must be paid.

EFFORTS IN OUR REGION

FEDERAL AGENCIES

The **National Park Service** has a Rivers, Trails and Conservation Assistance Program (RTCA), which offers technical assistance, research and education for converting rails to trails. RTCA encourages cooperation between local public and private groups. The RTCA program in the region is managed by the Philadelphia Office of the National Park Service.

NEW JERSEY

In New Jersey, there are a number of public and private initiatives to inventory rail resources and plan for reuse in the form of passenger rail service or trails. Most of these inventories have focused on lines that are already abandoned.

New Jersey Transit has prepared an inventory of abandoned rail lines as well as active rail lines used solely for freight purposes. The inventory provides a basis for examining potential lines for expansion of the rail passenger system or for preservation of strategic rail rights-of-way. The inventory provides an initial prioritized list of rights-of-way for use in decisions regarding preservation of rail rights-of-way for future passenger rail service. NJ Transit's inventory of all known active and abandoned rail rights-of-way within the state includes information on each line's status (active verses abandoned), ownership, rights-of-way integrity, physical condition, and relationship to the existing transit system.

The **New Jersey Department of Transportation** produces the New Jersey State Rail Plan, which is the final authority on rail freight activity and abandonment. The New Jersey DOT has also recently conducted a study of abandonments and an inventory of available railroad properties.

⁸ Preserving Abandoned Railroad Rights-of-way for Public Use, Charles H. Montange, Rails-to-Trails Conservancy, 1989.

A statewide non-profit organization in New Jersey working towards railroad corridor preservation is the **New Jersey Conservation Foundation**. In 1980 (with an update in 1994), they published New Jersey Rails-to-Trails, an inventory of abandoned railroad rights-of-way in New Jersey for possible recreational trail use. The study prioritized corridors throughout the state based on such criteria as length, population density, nearby attractive areas and connections with potential loops.

Several other organizations are working in a public and private partnership to preserve railroad corridors. In 1996, the **New Jersey Trails Council** in cooperation with the **NJ DEP's Green Acres** program published the New Jersey Trails Plan, which inventoried and mapped trails throughout the state according to use. The plan proposed the development of a statewide trails system which incorporated abandoned rails into the network.

There is a strong policy initiative to acquire railroad rights-of-way in New Jersey for restored rail passenger and/or freight service as well as for trail use. But to a large degree, New Jersey has preserved these corridors through acquisition after abandonment rather than employing federal remedies to prevent abandonments. While there is both federal and state legislation (New Jersey Senate 347 3R) authorizing interim use for trails, New Jersey has been more cautious in this regard. Many communities still do not react enthusiastically to trail possibilities. And even at the state level, there is some concern that once a community takes a line for trail use, it will no longer be available for rail purposes. So while interim use is legislated, there is a need for better implementation.

Preservation and reuse efforts in New Jersey have often followed abandonments because New Jersey lacks an efficient mechanism for notification prior to an abandonment. The Department of Environmental Protection, Office of Natural Lands Management, Trails Program, is notified about abandonments from the STB or directly from the National Rails-to-Trails Conservancy. New Jersey Department of Transportation does not have an in-house procedure to react to abandonments. There is little communication regarding abandonments between NJ DEP, NJ Rail-Trails and New Jersey Department of Transportation. The Rails-to-Trails Conservancy does not have a chapter in New Jersey, which weakens the notification procedure.



Montgomery County purchased a portion of the former Perkiomen Branch for use as a bikeway. Signs like this are posted where the right-of-way intersects the street network between Collegeville and Pennsburg. Future plans include extending the trail south to connect with the Schuylkill River Trail.

PENNSYLVANIA

In Pennsylvania, 76 rails-to-trails have been completed, accounting for 700 miles of useable trail. In addition, almost 140 additional rail-trails are planned accounting for over 1,600 miles of rail corridor.

In Pennsylvania, the **Rails-to-Trails Act of 1990** established the Pennsylvania Rails-to-Trails Program within the Pennsylvania Department of Environmental Resources (now PA DCNR). The purpose of the program "is to acquire, operate, maintain and develop available railroad rights-of-way for public recreational trail use." A major thrust of this program focuses on the grass-roots actions which can be taken to preserve and protect abandoned railroad rights-of-way.

The Act empowers and/or directs the DCNR to:

- Acquire land for the development of the Rails-to-Trails Program;
- Participate in abandonment proceedings before the STB and PUC;
- Accept title to properties for use in trail projects;
- Publish and distribute appropriate maps of recreational trails;
- Establish access routes and related public use facilities;
- Evaluate existing and potentially available railroad rights-of-way; and
- Update lists of available railroad rights-of-way on a quarterly basis.

The **Pennsylvania Department of Transportation** produced the Pennsylvania Transportation Policy Plan (September 1995), which includes a discussion of the state's extensive transportation infrastructure. In this report, PennDOT looks at abandoned rails as a component of the transportation network. State law allows transfer of railroad easements to roadway use. Because a paved bike trail is considered a roadway and bicycling is considered a non-motorized transportation, this law also applies to use for bicycle facilities. This law has been challenged, however, but not for transfer of a right-of-way for trail use. PennDOT has a rail abandonment committee that reviews each proposed abandonment for its effect on the state's transportation system.

The **Rails-to-Trails Conservancy** is also very active in Pennsylvania. They have a number of publications available on rights-of-way preservation and converting rails-to-trails. The agency also offers assistance to communities that are actively pursuing conversion of abandoned rail lines to trails.

The process for abandonment notification is more structured in Pennsylvania than it is in New Jersey. The STB sends rail abandonment notification to the Governor's office, the Secretary of PennDOT and the Secretary of DCNR. PennDOT and DCNR cross check to make sure each agency has received notification. DCNR sub-notifies interested state and local agencies and rail-to-trail groups, acting as a clearinghouse within the state.

In addition to the STB notices, **PA DCNR** directs rail notices from the Pennsylvania Public Utilities Commission, and from companies that wish to comply with Title 66, the Pennsylvania Utilities Act. Currently, only Conrail and CSX participate in this voluntary program. Notification letters are sent by the Resources Management and Planning Division at the Bureau of State Parks within PA DCNR, to a specific list of contacts. Contacts differ based on the location and nature of the abandonment. Since abandoned rails provide various opportunities, it is imperative that persons in all disciplines are notified of each abandonment.

DCNR also has a web site at (<http://www.dcnr.state.pa.us>) which includes an inventory of active and abandoned rail rights-of-way within the state and proposed and constructed rail-trail projects. This is another means to promote the preservation of these rights-of-way by easily disseminating information to the public.

The many efforts underway are necessary to continue to open the lines of communications and to create awareness of these resources. Educational efforts are needed for those that do not understand the process or the value of these resources. Only then will stakeholders comprehend each others' needs, enabling the response to abandonment notification to improve. However, there is still a need for additional legislation and adjustment to current policy to assure the preservation of abandoned railroad rights-of-way. Interpretation of the intent of federal legislation may also need to be clarified and the takings issue must be resolved. Adjacent property owners must also come to appreciate the value of continuous rights-of-way. Ultimately success stories are the best educational tool.



The former Newtown Square Branch, just feet from the active R3 Media line as it crosses Baltimore Pike in East Lansdowne, Delaware County.

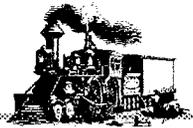


Quakertown & Bethlehem RR

The former ROW is posted as private property- No Trespassing,
(Springfield Twp., Bucks County)

CHAPTER 5

GOALS, POLICIES AND RECOMMENDATIONS



The Delaware Valley Regional Planning Commission has attempted to identify all railroad and light rail resources within the region, including active, inactive and abandoned lines and provide recommendations for reuse alternatives of the abandoned and inactive lines. The resulting inventory will provide the state, region and local communities with a long term vision of how these resources can continue to serve vital transportation functions, such as passenger rail or roadway connections, or be integrated into a larger network of trails for bicyclists and pedestrians.

These corridors could help ease traffic congestion by encouraging alternative transportation linkages that could reduce congestion and improve air quality. Maintaining the integrity of these rights-of-way can support more compact land use patterns and transit-oriented development proposals. If redeveloped as recreational trails, railroad rights-of-way can function as linear parks, promoting the goal of maintaining open space and enhancing recreational opportunities. Finally, if preserved, these rights-of-way will be available for any future freight and/or transit expansion plans. The key is to preserve railroad rights-of-way before these resources are lost.

Long before railroads are abandoned, planning agencies and other interested parties must consider how these resources fit into the larger network. Most abandonments give stakeholders little time to evaluate and react to news of an abandonment. Therefore, communities need to identify not only the abandoned lines, but those that are inactive or potentially inactive to be situated to act on an abandonment when one is announced.

Educational efforts need to be expanded so that communities realize the benefits of corridor preservation. Local communities need to be included in the planning process to have a choice in how their community will look in the future. The community needs to be aware of the long-term effects of their decisions. Choosing not to ride public transit may lead to discontinuation of service or abandonment of a line, which in turn puts more vehicles on the road, increasing traffic congestion and air pollution and decreasing quality of life. Property owners adjacent to rail corridors need to have their concerns addressed, in part through more intensive education on the successes of rail-trails and linear parks.

Preservation of rail corridors needs to be institutionalized so that it becomes common practice rather than a rare occurrence. Only then will the future of active and inactive rail corridors be secure. This can be done through legislative and policy changes and will be easier when all stakeholders agree to cooperate. Stakeholders in abandoned railroad preservation include, but are not limited to: the National Park Service, the Rails-to-Trails Conservancy, the state departments of transportation, the state environmental protection

and conservation departments, the Public Utilities Commission, DVRPC, transit agencies, railroads, utilities, the Surface Transportation Board, watershed associations, counties, municipalities, local communities and recreation departments, greenway preservationists, bicyclists and walkers.

As financial resources become more scarce, the Delaware Valley region must pursue cooperative relationships between the public and private sector to develop projects which preserve abandoned railroad corridors at a reasonable cost. A variety of funding sources need to be identified and cost effective design and materials must be adopted. Dedicated funding needs to be secured in federal, state and municipal budgets.

This abandoned rail study is another component in developing a regional trails plan for the Delaware Valley region which seeks to link existing trails, scenic rivers, greenways, public parks and forests, and population centers. DVRPC's recently completed bicycle and pedestrian plan and rail freight plan for Pennsylvania and New Jersey are complementary pieces for creating a larger network.

If we are to preserve these historic, cultural, transportation and recreation resources, we need to set goals and undertake actions to achieve success. Seven goals and 41 strategies have been identified for preserving and re-using abandoned railroad rights-of-way in the Delaware Valley Region:

- Improve Notification;
- Expand Education and Outreach;
- Improve the Planning Process;
- Address Adjacent Landowner's Concerns;
- Manage Revenues and Costs;
- Enact Legislative Reform; and
- Improve Coordination between Stakeholders.

Specific policy recommendations for each goal are described in the concluding section of this report. The organization(s) most directly responsible for implementing each recommendation are listed in parentheses.

Goal 1: Improve Notification

In order to have time to react to an abandonment notification, all stakeholders must be kept informed of all rail activities. This includes changes to the System Diagram Map, proposed changes in legislation, proposed railroad mergers and any other relevant news. Notification can be improved by the following:

- 1.1 Develop and maintain an information database on abandonments and a prioritized list of corridors for acquisition, as in New Jersey Trails Plan. (PA DOT, NJ DOT, PA DCNR, NJ DEP)

- 1.2 Institutionalize provisions to promptly notify all potentially interested parties of rail abandonment applications and authorizations, such as an e-mail list and a phone chain. (RTC, STB, PA DCNR, NJ DEP, Railroads)
- 1.3 Enact legislation similar to Pennsylvania's Rails-to-Trails Act of 1990 (discussed in Chapter 4) to foster improved notification. (NJ Legislature)
- 1.4 Foster ongoing attentiveness to the legal challenges to reuse in state and federal courts (such as the takings issue) by establishing a communications network. (RTC)
- 1.5 Create an internet discussion area for abandoned rail activities. (RTC)

Goal 2: Expand Education and Outreach

The biggest enemies to railroad rights-of-way preservation are the lack of knowledge and the proliferation of misinformation. When people do not understand the process or how it affects them, they may not realize the benefits to preservation. Misconceptions need to be eliminated through educational efforts, while the local community is brought into the process. Steps to expand education and outreach include:

- 2.1 Establish a clearinghouse of information on reuse options, such as information on the development and management of rail trails. (RTC)
- 2.2 Encourage local participation in the planning process by improving communication with the state. (NJ DEP, PA DCNR, PA DOT, NJ DOT, DVRPC, Counties)
- 2.3 Educate local communities about the economic and recreational benefits associated with right-of-way reuse projects such as historic rail excursions or rail-trails. (RTC, PA DCNR, NJ DEP, DVRPC)
- 2.4 Stem abandonments by promoting a "Rails First" attitude for transit agencies and educating the public on the benefits of rail transit to sustain ridership. (SEPTA, PATCO, NJT, Amtrak)
- 2.5 Provide technical guidance to municipal stakeholders for planning, rezoning, funding, and construction. (PA DCNR, NJ DEP, DVRPC, Counties)
- 2.6 Identify stakeholders and create educational programs which tailor messages to different groups about the need for railway corridor preservation. (RTC, PA DCNR, NJ DEP, DVRPC)

Goal 3: Improve Planning Process

While a variety of planning tools exist to facilitate rail conversions, these techniques have not been fully applied. Comprehensive and master plans need to be updated periodically to reflect changes in the community and new opportunities along active, inactive and abandoned rail corridors. Creative planning techniques can help keep abandoned corridors intact. To improve the planning process:

- 3.1 Use zoning and the official map in municipal and county plans as official support for trail development along rail corridors. (Municipalities, Counties)
- 3.2 Develop and maintain an updated trails plan, which includes abandoned, inactive and active rail lines, considering actions that might be taken if lines become abandoned. (PA DCNR, NJ DEP, DVRPC, Municipalities, Counties)
- 3.3 Develop a network of linear corridors which serves recreation, transportation, historic and ecologic purposes. (PA DCNR, NJ DEP, Counties, DVRPC)
- 3.4 Pursue linkages in the development of a regional transportation network which connect abandoned rail lines with existing transit, utility corridors, parks, public forests, and population centers. (DVRPC, Municipalities, Counties)
- 3.5 Approach railroads and transit authorities in the region to develop strategies for assuring the transfer to public ownership or use of abandoned or about-to-be abandoned rail corridors. (PA DOT, NJ DOT, DVRPC)
- 3.6 Institutionalize a rail corridor preservation process, as presented by the Pennsylvania Transportation Institute and the Center for Rural Pennsylvania. (Pennsylvania and New Jersey state legislatures and agencies)
- 3.7 Incorporate rail corridor studies and recommendations into local land use, recreation, open space and transportation plans at various levels of government. (Counties, Municipalities, DVRPC)
- 3.8 For corridors that have long-term, but not immediate, potential for transportation users, promote practices such as leasing that encourage interim uses such as trails or greenways as a way to keep the corridor intact. (PA DOT, PA DCNR, NJ DOT, NJ DEP, Counties, Municipalities)
- 3.9 Encourage land use patterns that provide for a mix of residential, commercial, employment and recreational opportunities in a layout that encourages use of public transit services in order to enhance demand for rail-based travel. (Counties, Municipalities, DVRPC)

Goal 4: Address Adjacent Landowner's Concerns

Most people do not know what to expect when a rail-trail is built. Will it be used by thousands of people from across the region, or just the people of their community? What about liability, noise and safety issues? These questions are legitimate and need to be answered. People need to understand what to expect based on past experience. Ways to address adjacent landowner's concerns include:

- 4.1 Design facilities to minimize impact on adjacent landowners, utilizing techniques such as providing vegetative screening and fencing where necessary. (Trail builders)
- 4.2 Plan support facilities, such as restrooms, rest areas and emergency call boxes to minimize the need to leave trail. (Trail builders)
- 4.3 Assure proper management and maintenance of potential new trails and identify responsible parties. (Trail builders, Municipalities, Counties)
- 4.4 Prepare a document exploring perceived versus actual safety and security issues related to reuse of rail rights-of-way which can be provided as educational information to concerned adjacent landowners. (RTC, PA DCNR, NJ DEP, DVRPC)
- 4.5 Share success stories from around the region and the nation along with information about the process required to obtain those results. (Trail builders, RTC, DVRPC)

Goal 5: Manage Revenues and Costs

Because state, county and municipal budgets are under pressure, public resources need to be stretched as far as possible. There is always more than one way to finance a rail right-of-way preservation. Costs can vary depending on design and the types of problems encountered. Actions to eliminate unnecessary costs while containing other expenses include:

- 5.1 Encourage county planning offices to take the lead in obtaining funds for rail-trail projects and to provide administrative support for getting projects underway. (Nonprofits, DVRPC, RTC, Municipalities, Counties, Trail builders)
- 5.2 Encourage the use of materials and design specifications that are cost effective and low maintenance. (AASHTO, PA DOT, NJ DOT, RTC)

- 5.3 Pursue a variety of funding sources for corridor conservation and management such as private donations, state, federal and foundation grants as well as public financing. (Trail builders, Municipalities, Counties, Nonprofits)
- 5.4 Avoid expensive and time consuming conflicts by establishing support from local stakeholders/landowners during the early stages of rail corridor preservation. (States, Counties, Municipalities, Trail builders, RTC)
- 5.5 Include funding for reuse projects such as trail development and maintenance in comprehensive planning and municipal budgets. (Counties, Municipalities)

Goal 6: Enact Legislative Reform

A number of states, including Pennsylvania, have undertaken legislative initiatives to establish mechanisms for the review and notification of abandonment proposals. The abandonment process can be improved if more procedures are clearly defined and included into everyday activities in both Pennsylvania and New Jersey. Such improvements should:

- 6.1 Streamline the process for evaluation and selection of abandonments for acquisition. (PA DOT, NJ DOT, PA DCNR, NJ DEP)
- 6.2 Institutionalize a willingness to use federal remedies to preserve rights-of-way such as railbanking and public use condition. (PA DOT, NJ DOT, PUC)
- 6.3 Establish a dedicated funding source for trails of regional or statewide significance. (Legislature)
- 6.4 Review state law to determine how it may be changed to prevent parcels taken by eminent domain by a railroad to revert to abutting land owners if parcels are devoted to alternative transportation uses such as trails. (PA DCNR, legislature, RTC, Citizens)
- 6.5 Explore legislative remedies to limit liability to trail owners, adjacent property owners and state and local governments for trail use. (Legislature)

Goal 7: Improve Coordination between Stakeholders

Improving coordination between government agencies (at all levels), non-profit advocacy groups and local citizens can increase understanding and help eliminate unnecessary duplication, thus making everyone more efficient. Coordination efforts should:

- 7.1 Foster public-private partnerships and cooperative relationships among local, county, state, and federal governments, railroads, transit authorities and the private sector. (All)
- 7.2 Ensure coordination between New Jersey and Pennsylvania in preserving railway corridors which connect both states. (PA DOT, NJ DOT, PA DCNR, NJ DEP, DVRPC)
- 7.3 Facilitate the development of joint proposals among recreation, conservation and historic preservation advocates to preserve abandoned railroad corridors. (States, Counties, RTC, Trail builders)
- 7.4 Develop a policy for interim and joint use before the rail line becomes abandoned. (Railroads, Transit Agencies, PA PUC, NJ PUC, PA DOT, NJ DOT, PA DCNR, NJ DEP)
- 7.5 Support the development of multiple use trails, including rails with trails, in conjunction with fiber optics, power and sewer lines. Utilities can derive good public relations benefits and cut their costs through joint ventures. (PA DOT, NJ DOT, PA PUC, NJ PUC, utilities)
- 7.6 Seek help from land trusts to act on opportunities to conserve land along abandoned rail lines and secure trails where possible. Trusts can also provide technical assistance and guidance to local conservation and recreation organizations. (Land Trusts)

APPENDICES



Hightstown Branch

Just north of Cookstown, the ROW is still visible and appears to be used as an informal trail. (New Hanover Twp., Burlington County)

APPENDIX A Historic Trolley Lines

NEW JERSEY

	Trolley	Branch and Termini	Year Aban.	Length of ROW (miles)	Historical Description
1	Public Service RY. Camden Horse RR & the WJ Traction Co Camden & Suburban Railway Co. (1896)	Haddonfield Line: PRR Ferry at Federal St. (Camden) - Haddonfield (at active NJT)	1932	6.1	This line was part of a network of trolleys in NJ operated as the Public Service Corporation of NJ Railway. This right-of-way is on the north side of active PATCO tracks, and followed Federal Street and Haddon Ave.
2		Haddon Heights Line: PRR Ferry at Federal St - Haddon Heights - Clementon Lake Park (along private ROW)	1935		The private ROW lay just north of the RDG line to Atlantic City. This ROW is now occupied by extensions of Atlantic Ave and can be driven virtually the entire distance.
3		N. Cramer Hill Line: Market St - 36th St (along River Ave and State St)	1923		
4		Riverside Line: Camden - Trenton (Camden & Trenton Railway)	1931		This line, built by the Camden & Trenton Railway in 1901, serviced the waterfront communities along the Delaware River.
5		6th & 8th Street Line	1926		
6		Westfield Ave Line	1932		
7		Crosstown Line	1924		
8		Kaighn Ave Line	1923		
9	Public Service RY. (Burlington County Railway)	Federal Street Line: Camden - Mt. Holly then northwest to Burlington	1932	25.2	
10	Public Service Railway	Broadway Line: Main Line (in South Camden) - Collingswood.	after 1923	2.25	About 1.25 miles of this line parallel the southeast side of the active PATCO tracks from the city limit of Camden to Collingswood.
11	Camden, Gloucester & Woodbury Railway	Broadway (Blackwood) Line: Woodbury Station - Blackwood Station (Along Cooper St and Good Intent Rd)	1927	5.1	West of Woodbury Station, this line ran north-south from Camden to Mantua.
12		5th & Broadway Line	1924		

	Trolley	Branch and Termini	Year Aban.	Length of ROW (miles)	Historical Description
13	Public Service Railway	Broadway (Gloucester) Line: S. along the river Camden - Gloucester	1931		
14	Camden, Gloucester & Woodbury Railway	Broadway (Mantua) Line: Camden south - Woodbury - Mantua	1925	9.5	
15		Broadway (National Park) Line: southwest to National Park from main north-south line Gloucester - Blackwood - National Park	1927	2.6	
16		Broadway (Yorkship/Fairview) Line	1924		
17	Trenton Princeton Traction Co. Conrail Operations (RDG)	Trenton Terminal - Willow Street Barn - East Trenton Crossing - Reed's Switch - Lawrenceville - Maple's Switch - Leigh's Siding - Princeton terminal Trenton - Phillips Lane (Lawrenceville)	1921 1980s	12.6 (5)	The line entered Princeton from the north and terminated at Witherspoon St. (just north of Nassau St.). In Trenton, connected with Trolley lines across Calhoun St. into Morrisville, PA. The remaining abandoned ROW runs between Ewing and Lawrence. The path passes Central Park, Moody Park and athletic fields at Rider College. Portions are overgrown and virtually disappear while other portions are missing bridges. Currently in multiple private ownership and appears to be interrupted by a residential development for a portion. Trolleys at either terminus were run along streets, therefore no right-of-way exists.
18	Elizabeth & Trenton (Trenton Fast Line)	Trenton-North Brunswick (Trenton - Milltown)	1937 1939	23.4	This was a trolley right-of-way that was operated by PSE&G. The line originally ran into Trenton City from the exclusive right-of-way in Hamilton along city streets. This right-of-way runs between Hamilton Township to North Brunswick. The route passes several residential areas and ballfields, and passes through Mercer County Community College and Mercer County Park, where it is joined with a paved bike path. The right-of-way is currently servicing a PSE&G heavy power line and is approximately 100 ft. wide. It also parallels Route 1, a congested highway.
19	Trenton & Mercer County Traction Co.	Trenton - Hopewell	1931		
20		Trenton - Trenton Jct.	1928		
21		Trenton - Princeton Boro	1931		
22		Trenton - Hamilton Square	1931		This trolley ran within the street from Trenton to Hamilton Square.
23		Trenton - Yardville	1929		PUC granted White Horse-Yardville abandonment.

PENNSYLVANIA

	Trolley	Branch and Termini	Year Aban.	Length of ROW (miles)	Historical Description
1	Philadelphia and Easton Electric Railway (P&E)(1907) Doylestown & Easton St. Railway (1897) Philadelphia & Easton Railway (1903)	Easton - Riegelsville - Pipersville - Plumsteadville - Danboro - Doylestown	1926	32	The only street car to tow a canal boat. Could not connect in Easton due to a difference in gauge of track.
2	Philadelphia & Western	Villanova - Strafford	1956	2.6	This was the original alignment of the P&W line. This portion was abandoned after a new extension to Norristown was constructed. The ROW is owned by PennDOT. Engineering and design for a trail along this ROW began in April 1997.
3	PA - NJ Railway Co. (1917)	Bucks County Railway Co. (1894): Doylestown - Wycombe - Bristol	1941	26	The Newtown Electric St. Railway Co. and the Newtown, Langhorne & Bristol Trolley St. Railway Co. were combined into one operation in 1898. The line was extended in 1899 to Wycombe and Doylestown, where it came close to the tracks of the Bucks County Railway, which connected Doylestown to Willow Grove. In 1907, the two former lines were bought out and merged into the Bucks County Electric Railway. In 1910, a switch was installed in Doylestown, which connected the BC Railway with the Philadelphia Rapid Transit Co. (to Willow Grove) & the Philadelphia & Easton electric cars (north of Doylestown). The BC Railway purchased the NJ & PA Traction Co. in 1911.
4		Newtown Langhorne & Bristol Trolley Street Railway Co. (1895): Newtown - Langhorne - Bristol	1923		
5		Union Traction Co. (1899)			
6		Bucks County Electric Railway Co. (1907)			
7	Trenton New Hope & Lambertville St. Railway Co. (1903)	Trenton - Morrisville - New Hope - Lambertville	1924		
8	NJ & PA Traction Co. (1901) Bucks County Interurban Railway Co. (1913)	Yardley, Morrisville & Trenton St. Railway (1899): Yardley - Morrisville - Trenton			
9		Newtown Yardley St. Railway Co. (1903): Newtown - Yardley - Trenton	1924		

	Trolley	Branch and Termini	Year Aban.	Length of ROW (miles)	Historical Description
10	Philadelphia Rapid Transit Co. (1925)	Philadelphia and Bristol Passenger Railway Co. (1896) Philadelphia, Bristol and Trenton St. Railway Co. (1901) Interstate Railways (1906) Trenton, Bristol and Phila. Railway Company (1909) Trenton, Bristol & Phila. St. Railway (TB&P): Morrisville - Bristol - Croydon - Eddington - Andalusia (Poquessing Creek) -Torresdale - Philadelphia	1934	16	In 1897 all but 800 feet were completed between Red Lion and Bristol. At Poquessing Creek (Red Lion), passengers could cross and connect with the Holmesburg, Tacony and Frankford Electric Railway into Philadelphia. Service was extended to Morrisville in 1903. Connected over Poquessing to the Holmesburg, Tacony & Frankford Electric RY in 1904. In 1911, PRT ran package freight from Front & Market in Philadelphia to Bristol. PRR installed new elevated tracks in Bristol in 1911 allowing trolleys to cross old grade for continuous service from Torresdale to Morrisville. Joint service to Philadelphia from Morrisville until 1917. Merged into the city's system (Philadelphia Rapid Transit Co) in 1925.
11		Holmesburg, Tacony and Frankford (HTF) Electric Railway (1895) Frankford, Tacony and Holmesburg (FTH)Electric Railway (1915): Andalusia (Poquessing Creek) - Torresdale - Holmesburg - Frankford - Kensington			Merged into the city's system (Philadelphia Rapid Transit Co) in 1925.
12	(Philadelphia Rapid Transit Co.) (1902) (PRT)	Union Traction Co. (People's Traction Co.)			
13		Bucks County Railway Co. (1894) Union Traction Co. (1899) Doylestown & Willow Grove Railway Co. (1900): 15th & Huntingdon (Phila.) - Willow Grove - Horsham - Warrington - Neshaminy - Edison - Hallowell - Doylestown	1931	12	Known as the Glenside line, which ran along Easton Rd. The success of the Willow Grove Park created much of the business for this trolley line.
14		Philadelphia & WC Traction Co "Red Arrow Line" Phila. - West Chester	1954		Mostly single-track along West Chester Pike. Replaced by bus due to high demand and road widening to 4 lanes.
15		Philadelphia - Media			
16	Philadelphia, Castle Rock & West Chester	Newtown Square - West Chester			Began in 1898 to compete with the Red Arrow line to West Chester.
17	West Chester Street Railway Co	West Chester - Downingtown - Thorndale - Coatesville	1929	14.5	Private right-of-way from Brookworth - Copeland Schoolhouse and from Alton -East Bank Brandywine River.
18	West Chester Street Railway Co	West Chester - Lenape - Kennett Square	1929	12.8	Connected with Wilmington & Northern RR at Lenape, providing many passengers and freight.

	Trolley	Branch and Termini	Year Aban.	Length of ROW (miles)	Historical Description
19	West Chester Street Railway Co	West Chester Boro - High Street line	1929	2	All WC properties were sold to Eric. H. Biddle on 1/22/30.
20	West Chester, Kennett & Wilmington Electric Railway	Kennett Square - Brandywine Springs (6 mi from downtown Wilmington, DE)	1923	14	Running parallel with the Philadelphia, Baltimore & Washington RR and slightly west of it to the state line, where it followed the B&O RR Landenberg Branch to Hockessin.
21	West Chester, Kennett & Wilmington Electric Railway West Chester Street Railway Co	Kennett Square - Avondale - West Grove	1928	7.5	Widening of Baltimore Pike from Kennett Square to Avondale consumed trackage. A private right-of-way existed from Avondale to West Grove.
22	Philadelphia, Coatesville & Lancaster Electric Railway Conestoga Traction Co.	Coatesville - Parkesburg - Christiana (Lancaster Co)		10 (in region)	The right-of-way of the oldest part of Columbia & Philadelphia RR (1834)- PRR main line was converted to trolley use. Service was coordinated for through service from 69th Street Terminal to Lancaster.
23	DEP (SPT) Delaware - Philadelphia?	Media - Chester			
24	DR&U Delaware River & ?	Media and west: Marcus Hook and south			
25	Pottstown & RDG Street Railway Company	Pottstown Passenger Railway Co			

	Trolley	Branch and Termini	Year Aban.	Length of ROW (miles)	Historical Description
26	Lehigh Valley Transit Company (1905) The "Liberty Bell" Philadelphia & Lehigh Valley Traction Co. (1901) Lehigh Valley Traction Co. Quakertown Traction Co. (1896) Inland Traction Co. (1898) Allentown & Coopersburg St. Railway Montgomery Traction Co	69th St. Terminal (Phila.) - Erdinheim - Norristown - Lansdale - Ambler - North Wales - Quakertown - Richlandtown - Perkasio - Sellersville - Center Valley - Allentown	1951	17 Bc 17 Mo	This line of High Speed trolleys was considered one of the best in the region. Through service to Chestnut Hill from Allentown began in 1903. Within the region, there were spurs to Telford, Richlandtown and Strafford. Trackage from Telford Jct. To Telford was abandoned in 1925; Wales Jct. To Chestnut Hill (Erdinheim) in 1926; the Quakertown to Richlandtown spur was replaced by bus in 1929. Montgomery County has included this right-of-way as a part of its Trail Strategy. It also appears on the Proposed Bicycle Network of the Southeastern PA Bicycle Mobility Study. The right-of-way begins at the north end of Markley St in Norristown, just after crossing Johnson Rd. Many bridge abutments and ex-station buildings and car barns still exist. Much of the right-of-way is presently used by PECO Energy.
27	MC	East Greenville - Green Lane - Lansdale			
28	Montgomery Transit Co. MC (SUT)	Norristown - Jeffersonville - Trooper Jct. - Fairview Village - Center Point - Cedars - Skippack - Lederach - Harleysville - Souderton Boro	After 1923	15	
29	P & P RY Philadelphia & Pottstown RY	Pottstown - Sanatoga - Linfield	after 1923	7	
30	Montgomery County Rapid Transit Company				
31	PVFS Philadelphia Valley Forge	Valley Forge Park			
32	Reading Transit Company United Power & Transportation Company	P&R Line: Philadelphia - Plymouth Mtg. - Conshohocken - Norristown - Trooper Jct. - Eagleville - Collegeville - Trappe - Limerick - Sanatoga - Pottstown	after 1923		

	Trolley	Branch and Termini	Year Aban.	Length of ROW (miles)	Historical Description
33	Reading Transit Company United Power & Transportation Co.	Oley Valley Railway Company (RS): Pottstown - Ringing Rock - New Hanover - Gilbertsville - Reading	after 1923		
34	Reading Transit Company United Power &	Pottstown & Northern Street Railway Co. Ringing Rocks Electric RY	1923 1927		Used a private right-of-way and elevated viaduct over Manatawny Creek near Ringing Rocks.
35	Transportation Company Schuylkill Valley Traction Co	Boyertown & Palm St. RY Boyertown & Pottstown RY Co. United Traction Co.			
36		Trappe & Limerick Street RY Co.	1932		
37	Reading Transit Company United Power &	Norristown, Bridgeport & Conshohocken Traction Co.	1927		
38	Transportation Company	Collegeville Electric RY	1927		
39	Schuylkill Valley Traction Co	Ambler Electric RY Co.	1927		
40	Norristown Passenger RY Co. -	Citizen's Passenger RY Co.	1927		
41	Norristown Division	Conshohocken Passenger RY Co.	1927		
42	Reading Transit Company United Power & Transportation Company Schuylkill Valley Traction Co	Montgomery County Passenger Railway Co.			

	Trolley	Branch and Termini	Year Aban.	Length of ROW (miles)	Historical Description
43	Reading Transit Company United Power & Transportation Company Schuylkill Valley Traction Co Roxborough, Chestnut Hill & Norristown Traction Co.	Chestnut Hill & Norristown Pass. RY Co	1931		
44		Roxborough & Chestnut Hill	1933		
45		Manayunk & Roxborough	1931		
46		Wissahickon	1931		
47	Montgomery & Chester Electric Railway Pottstown & Phoenixville RY	Phoenixville - Spring City	1924		A private right-of-way from Douglasville to Pottstown.
48	Phoenixville, Valley Forge & Strafford Electric Railway	Valley Forge - Phoenixville	1923		Connected with the M&C in Phoenixville for service to Spring City and planned, but never did connect to the P&W at Strafford for service to Philadelphia.
49	Fairmount Park Transportation Co.	Wholly within Fairmount Park	1946	8.80	Opened in 1897 with the completion of the Strawberry Mansion Bridge, which carried a double-tracked private ROW. Also constructed 19 additional viaducts and stone arches as to avoid every grade crossing of footpaths and drives. Other than a small portion taken in the construction of the Schuylkill Expressway, the remaining ROW is intact. However, the large steel trestles that carried the lines over the deep valleys were sold for scrap. All stone arches remain and a steel pedestrian bridge was also left intact. A portion of the right-of-way is used as a cross-country path, while the remainder is slightly overgrown, but noticeable.
50	JG Brill Works (site)	Lester - Philadelphia International Airport			This is the site of the largest builders of Railway Cable & Electric Cars (Trolleys) in the region. Finished products would be shipped via steam railroad to their final destination. This area is just south of the Philadelphia International Airport.

APPENDIX B

Active Freight Lines

	Railroad	Service to	Miles	Historical Description / Current Conditions / Comments
1	Conrail (NJT)	Trenton - NY	57.1	
2	Black River & Western RR	Belvedere - Delaware Br: Bridgeton - Camden		The Belvedere - Delaware RR built a line along the Delaware in 1851-3. The Flemington RR & Transportation Co opened up a line from Flem Jct. - Flemington a year later. Both came under control of the United NJ Railroad & Canal Co., who later leased operations to PRR in 1871. The Black River & Western started to run steam excursions in 1965 under agreement with PRR, then purchased the Bel-Del and South Branch when Conrail did not take them over.
3	Conrail (NJT)	Princeton Branch		
4	Conrail Delaware & Bound Brook RR	West Trenton - Pennington - Hopewell - Raritan and north	27.86	Chartered in 1874 and opened in 1876 from Bound Brook (in north NJ) to the Delaware River (just north of Trenton). The SEPTA R3 West Trenton line enters the state on this line.
5	Conrail	Bordentown - Windsor		Part of the Camden & Amboy RR, chartered in 1830. It is now interrupted in Hightstown, the northern terminus of active freight.
6	Conrail	Cranbury and north to South Amboy	about 1	Part of the Camden & Amboy RR, CHARTERED in 1830. It is now interrupted at the southern terminus in Cranbury.
7	Conrail Bordentown Secondary Trk.	Bordentown - Trenton and north to New York		From Trenton north, Conrail uses trackage rights along Amtrak.
8	Bordentown Secondary	Camden - Pavonia - Delair - Riverton - Riverside - Beverly - Burlington - Florence - Bordentown	about 16	Part of the Camden & Amboy RR (route of the John Bull), built between 1832 and 1834. Part of the New York to Atlantic City route of the 'Nellie Bly', which ran from the turn of the century until 1961.
9	Conrail PRR	Pennsauken Branch	1.1	Off of the Bordentown Secondary Track in Pennsauken.
10	Conrail	Trenton Branch		
11	NJDOT	Princeton - Princeton Jct.	2	

	Railroad	Service to	Miles	Historical Description / Current Conditions / Comments
12	Conrail PRR	Pemberton Branch Haddonfield Running Trk.: Delair Bridge - Pennsauken - West Haddonfield	8.0	
		Haddonfield - Lindenwold		This segment shares rights-of-way with the PATCO Highspeed line.
13	PRR	Lindenwold - AC	46.1	
14	Conrail	Seashore District from Pavonia Yard (Camden)		
15	Conrail PRR	Delair Branch		
16	Conrail	Pemberton Secondary Trk.: Merchantville - Pennsauken - Maple Shade - Lenola - Moorestown - Mount Holly	about 5.5	Chartered in 1867 and became a part of the PRR in 1871. Camden & Burlington County Railway carried all troop movements in and out of Ft. Dix during WW II and some during the Korean War.
17		Shell Secondary	1.9	Off of the Deepwater Branch at the Midatlantic Industrial Park.
18	Conrail PRSL	Deepwater or Penns Grove Branch: Woodbury - Deepwater (Penns Grove)	21.6	mp 9 to mp 23 at Monsanto
19	Conrail PRSL	Salem Secondary Trk.: Woodbury - Swedesboro	10	The entire line runs 28.35 miles from Woodbury to Port Salem.
20	Southern RR of NJ PRSL	Salem Secondary Trk: Swedesboro and south to Port Salem	4.2 w/in region	
21	Conrail (NJ) PRSL	Millville Branch: Woodbury - Newfield and south to Vineland		mp 9 to mp 14.5 (past Sewell, where the trackage becomes inactive).
22	Conrail PRSL	Clementon Branch: Camden - Winslow Jct.		mp 12 at Laurel Springs (parallel and south of Lindenwold)

	Railroad	Service to	Miles	Historical Description / Current Conditions / Comments
23	Southern RR of NJ (NJT)	Winslow Jct. and southeast to Pleasantville		
24	Conrail (NJT)	Winslow Jct. and south to Beesley Point		
25	Southern RR of NJ	Winslow Jct. and south to Vineland		
26	Clayton Sand Co. Central RR of NJ	Woodmansie and northeast		Connects with the abandoned Winslow Jct. - Woodmansie right-of-way that is currently owned by NJ DOT.
27	Conrail	Clementon Branch: to Cape May		
28	New Hope and Ivyland RR NE PA RR RDG	New Hope Branch: Warminster - New Hope	16.7	Built by the Northeast PA RR in the 1870's and ended at Hartsville Station (Bristol Rd). It opened to New Hope by 1891 under RDG's control. Took over by Steam Trains Inc as the NHIR in 1966 who sold the trackage and went bankrupt by 1970. Bought by BC IDC plus 0.9 mi to Street Rd. NHIR received state aid by 1976 to repair trackage and operate passenger service from New Hope - Warminster. The Buckingham Valley Trolley Association and the New Hope and Ivyland RR have an agreement to both operate on these tracks for excursion trips. Freight connections with Conrail in Ivyland provide additional revenue.
29	Conrail	Warminster Branch: Glenside - Warminster	8.2	Conrail shares the right-of-way of the SEPTA R2 Warminster line.
30	Conrail	Freight Line: Morrisville - Frazer	14.1 B 20 M ?? C	Known as the Morrisville line, the Trenton Branch, the Trenton Cut-off and the cross-county line.
31	Conrail	Del-Morr I.T: Morrisville - end	2.6	
32	Conrail	Morrisville Br: Fairless Jct to Morrisville	6.0	
		Fairless Br: Fairless Jct. - Morrisville	5.9	
		Fairless Spur: Morrisville - Fairless Works	2.7	
33	Conrail	Trenton Line: Neshaminy - Phila Co. Line	2.3 B	
		Phila. Co. Line - Frankford Jct.	1 P	

	Railroad	Service to	Miles	Historical Description / Current Conditions / Comments
34	Conrail (SEPTA) (RDG)	Bethlehem Branch: Jenkintown - Quakertown	9.3 B 6.7 M	The right-of-way is owned by but not used by SEPTA. Conrail anticipates discontinuing part of this service north of Telford to Quakertown.
35	Conrail	Doylestown Branch: Lansdale - Doylestown	9.9	The right-of-way is shared with the SEPTA R5 Doylestown line.
36	Conrail (RDG)	Pottsville branch: Amtrak Main Line to Harrisburg		Conrail runs from Philadelphia to Pottsville along this high-capacity line. From Pottsville a shortline RR operates into Reading.
37	Reading & Northern	Pottsville - Reading		This shortline RR continues freight service from Pottsville to Reading.
38	Conrail (SEPTA) (RDG)	New York Branch: Jenkintown - Neshaminy Jct.	6.2	
39	Conrail	Plymouth Branch: Conshohocken (Schuylkill Secondary) to Gallagher Rd. in Plymouth	2.5	2.5 miles currently under NITU for purchase by Montgomery County for Trail Use. If the terms of an interim trail use cannot be settled, the abandonment will take place.
40	Conrail (RDG) (Stoney Creek RR)	Stoney Creek Branch: Norristown - Lansdale	8.8	Incorporated in 1868 and built 10.23 miles by 1874. Leased to RDG and later merged in 1945. Service was discontinued between 1978-1981 but reactivated in 1993 to haul bigger freight cars. The track is active from Lansdale to milepost 1.2 (Kneedler) through to milepost 10 (Elm) and the Abrams Line.
41	Conrail (SEPTA)	Bethlehem, Low Grade & 9th St. Branches: Jenkintown - connecting railway and south	about 11	This right-of-way is shared with SEPTA's R1 Airport Express, R2 Warminster, R3 West Trenton and R5 Doylestown.
42	East Penn Railways Bristol Terminal Industrial RR Blue MT & Reading RR	Pennsburg and north to Emmaus Jct. (near Allentown)	about 5 (w/in region)	Built by the Perkiomen RR and leased to Reading RR. Inherited by Conrail. PennDOT acquired this line from Conrail in 1982-3 and bids out its operation to private railroads in 5 year increments.
43	East Penn Railways Bristol Terminal Industrial RR Blue MT & Reading RR	Pottstown - Glasgow - Colebrookdale - Boyertown	13.0 About 2 (w/in region)	Built in 1869 by the Colebrookdale RR and Anthracite Railway and leased to the P&R RR in 1870, the terminus of this line in Barto was only 4 miles from the Cataqua & Fogelsville RR, which would provide a direct route linking Allentown with Pottstown. PennDOT acquired this line from Conrail in 1982-3 and bids out its operation to private railroads in 5 year increments. About 2 miles of this line are within the DVRPC region.

	Railroad	Service to	Miles	Historical Description / Current Conditions / Comments
44	Conrail PRR & RDG	Phoenixville Branch: Phoenixville - Wilmer - Charlestown (Devault)	5.93	
		Phoenixville Secondary: Oaks - Phoenixville	5.2	
		Perkiomen Industrial Trk.: Harrisburg Main Line - Oaks	1.5	
45	Conrail Frankford & Holmes- burg RR Bustleton RR Phila. & Trenton RR PRR	Bustleton Branch: Holmesburg Jct. - Bustleton.	3.4 4.12	Incorporated in 1863 and built from Bustleton to Holmesburg Jct. in 1870. Running from the Holmesburg Jct. off of the east side of the R7 Trenton line. This branch almost reaches the Roosevelt Boulevard and served the NE Philadelphia Airport as well as a large industrial complex, each with their own private trackage.
46	Conrail	Richmond Branch: from West Falls - Port Richmond	2.3	Many side tracks and spurs have been abandoned, but the main track remains active.
47	Conrail	9th Street Branch		
48	Conrail North Penn RR RDG	Berks St. Branch: Abandoned Berks St. Branch - Fern Rock Sta. (Tabor Jct.)	3	
49	Conrail	Millville Branch		Once part of a route extending from Camden to Cape May.
50	Conrail	West Phila. Elevated Branch "the High Line" between ZOO and BRILL		
51	CSX BO	Schuylkill River Branch: north of 30th Street - bridge to South Philadelphia		Along the east side of the Schuylkill River, from the Pennsylvania Avenue Tunnel at 25th Street south along the river to Grays Ferry. This trackage is used by CSX who crosses the bridge at such an angle that it must pass over these tracks only to back up into South Philadelphia. There are plans for a riverfront park along a portion of these tracks and the bridge may be realigned for easier access to South Philadelphia, thus abandoning the northern segment of this line.
52	Conrail	Delaware Extension: from middle of high line at ARSENAL		Crosses Schuylkill on movable bridge, continuing south as an elevated line above 25th St then descends to ground at STADIUM and enters South Philadelphia Yard

	Railroad	Service to	Miles	Historical Description / Current Conditions / Comments
53	Conrail	Schuylkill Valley Branch and Secondary Trk		Branch where electrified, secondary elsewhere.
54	Conrail	Chester Branch: in Philadelphia		
55	Conrail	Delaware Branch		B&O serving South Philadelphia following the Ex PC Delaware Extension transfers to Delaware & Hudson Railway
56	Conrail	River Line: Current PHL Airport - Baldwin - Marcus Hook and DE		Built south of Chester by 1892, from Baldwin to current Airport by 1918 and between Baldwin and Chester by 1924, by the Philadelphia, Baltimore and Washington RR Co. Tracks connecting this line with the current R2 line in Marcus Hook and Lamokin were constructed in 1893.
57	CSX (Conrail)	South Phila. - Upper Chichester and south to Wilmington		
58	Conrail (SEPTA)	R2/R3 Jct. - Marcus Hook and Wilmington	about 14.5 (w/in region)	The Wilmington Branch from R2/R3 junction to Wilmington is about 24 miles or about 14.5 miles within the region
59	Phila. Beltline RR	Running north-south along the Delaware River in South Phila.		Current freight activity terminates where Washington Avenue crosses Christopher Columbus BLVD. Extensive efforts have been undertaken to preserve this right-of-way north of Washington Ave within Christopher Columbus BLVD.
60	Conrail	Tinicum - Southwest Philadelphia		
61	CP Rail (Conrail)	South Phila. - Pottstown and west		
62	Conrail (Amtrak)	West Phila. - Atglen and west.		
63	Conrail	Chester Valley Branch: Bridgeport to Henderson Rd.		Line is abandoned from Henderson Road to Ackworth and is now owned by Chester County. The ends of the original line in Downingtown and Bridgeport are still active. Abandonment of the line was necessary for the construction of the Exton Bypass.
64	Conrail (SEPTA) PRR	Octoraro Line: Chadds Ford Jct - West Nottingham, PA	25.6	Built to Avondale by 1859, to Oxford by 1865 and to Rising Sun (MD) by 1867 by the Philadelphia, Baltimore and Washington RR Co. This branch line extended into Octoraro and Baltimore, MD. Passenger service ceased in 1948 by PRR. Current freight service continues as far west as West Nottingham (near MD) by Delaware Valley Railways. Track remains with paved over crossings to Sylmar, MD, with most track remaining as far as Colora, MD (minus a few bridges). South to the Susquehanna River (Rock, MD) was abandoned by PRR in 1961.

	Railroad	Service to	Miles	Historical Description / Current Conditions / Comments
65	Delaware Valley Railway Octoraro Railways RDG Wilmington & RDG RR Wilmington & Northern RR	Coatesville - South Coatesville - Modena	3.6	Built by the Wilmington & RDG RR (thru DuPont) in 1870-74. Control passed to RDG in 1900 and operated as Wilmington & Northern Branch until it was deemed redundant from Elsmere, DE to S. Modena, PA by USRA. Trackage from Modena to the DE state line was acquired by PA and sold to Octoraro RR in 1977. North of Modena to Coatesville was sold to Brandywine RR in 1982.
		Modena - Chadds Ford Jct		
		Chadds Ford Jct. - state line (DE)		
67	Conrail (SEPTA) PRR	West Chester Branch: Phila - Wycombe - Morton	about 10	Conrail abandoned service from Morton to West Chester in 1984.
68	Brandywine Valley RR	Milepost 22 to Lukens Steel		mp 22 (Coatesville at Rt. 372 - Valley Rd) to Lukens Steel.
69	Conrail PRR	Coatesville Branch: Pomeroy to Coatesville	2.2	Connects to Brandywine Valley RR (east) and abandoned Pomeroy & Newark RR in Pomeroy (west) and runs parallel to Amtrak's Main Line to Harrisburg.



Railroad abutments along the former Haddonfield-Medford Branch stand high as one of the few remnants of this former right-of-way (Haddonfield, Camden County)

APPENDIX C

Active and Suspended Passenger Lines

	Operator	Termini	Miles	Historical Description / Current Conditions / Comments
1	SEPTA R1 Airport	Sub. Sta. - PHL International Airport	9.0	Built in 1917 by the Philadelphia, Baltimore and Washington RR Co, with extensions over I-95 and Rt. 291 built in 1985. In 1985, the City of Philadelphia gave this line to SEPTA for passenger service to the airport.
2	SEPTA R2 Warminster	Suburban Sta. - Warminster	20.6 3.1 B	Incorporated 1870 as NE PA RR and built from Glenside to Hartsville (Bristol Rd)(9.8 mi) 1872 and from Hartsville to New Hope (16.7 mi) in 1891 under RDG's control. A gas electric car ran from Hatboro (end of electrification) to New Hope until 1952. Electrification expanded to Warminster in the mid 1960's. Along the New Hope Branch, it is the most heavily traveled single track north of Roslyn Station. The New Hope/Warminster Branch is 8.2 miles from Glenside to Warminster.
3	New Hope & Ivyland RR	Ivyland - New Hope	16.7	Took over by Steam Trains Inc as the NHIR in 1966 who sold the trackage and went bankrupt by 1970. Bought by BC IDC plus 0.9 mi to Street Rd. NHIR received state aid by 1976 to repair trackage and operate passenger service from New Hope - Warminster. The Buckingham Valley Trolley Association and the New Hope and Ivyland RR have an agreement to both operate on these tracks for excursion trips. Freight connections with Conrail in Ivyland provide additional revenue.
4	SEPTA R2 Wilmington	Suburban Sta. - Wilmington	26.4	The Wilmington Branch from R2/R3 junction to Wilmington is about 24 miles.
5	SEPTA R3 West Trenton	Suburban Sta. - W. Trenton	33.0	Built by 1838 by the Philadelphia, Baltimore and Washington RR Co. The West Trenton Branch from Jenkintown to West Trenton is 21.7 miles.
6	SEPTA R3 Media - Elwyn	Suburban Sta. - Elwyn	15.0	Built to Media by 1854 and West Chester by 1858, 26.4 miles. Ownership passed from PRR to Penn Central to SEPTA in 1983. Passenger services between Elwyn and West Chester ceased in 1986. Since most of the rail was relaid in 1927, severe speed restrictions required the temporary suspension of service. Rail is lightly used just past Wawa station for quarry activity (Amtrak shipped gravel for ballast from Glen Mills). A bridge is missing just before entering West Chester. Steam excursion trains will begin from Glen Mills to West Chester in September 1997. This right-of-way was identified as a potential trail in the PA Bike Study.
7	Four States Railway Service	Glen Mills - West Chester		
8	SEPTA R4 Quaker- town	Lansdale - Quaker- town	? Inact.	This line is inactive for passenger service, but is still used by Conrail for freight. However, Conrail anticipates abandonment of service between Telford and Quakertown.
9	SEPTA R5 Doyles- town	Suburban Sta. - Doylestown	34.7	Built by the North Penn RR by 1867 and leased to RDG in 1879 until Conrail in 1976 and SEPTA acquisition in 1983. Doylestown Branch from Lansdale to Doylestown is 9.9 miles.
10	SEPTA R5 Paoli, Downing- town, Parkesburg	Suburban Sta. - Parkesburg	44.2	SEPTA currently operates frequent service to Malvern, with limited service to Downingtown. Service to Parkesburg was terminated in November 1996. Amtrak operates through service between Philadelphia and Harrisburg. Harrisburg Branch from 52nd Street Jct to Downingtown is 28.5 miles.

	Operator	Termini	Miles	Historical Description / Current Conditions / Comments
11	SEPTA (RDG) R6 Norristown	Suburban Sta. - Norristown	18.6	The Norristown Branch from the Swampoodle connection to the 9th Street Branch to Norristown is 14.5 miles.
12	SEPTA R6 Cynwyd / Ivy Ridge	Suburban Sta. - Cynwyd	6.1	Continues as inactive from Cynwyd to Manayunk and Ivy Ridge. The Ivy Ridge/Manayunk Branch from 52nd Street Jct. to Cynwyd is 2.6 miles.
		Cynwyd - Ivy Ridge	4.5	At the northwestern terminus of the Ivy Ridge/Manayunk Branch (mp 8.6), this right-of-way turns into the Schuylkill River Trail. At the southern terminus (mp 4.1), this branch joins the R5 Paoli/Amtrak Line at 52nd Street Jct.
13	SEPTA (PRR) R7 Trenton	Suburban Sta. - Trenton	34.5	The Trenton Branch from Frankford Jct. to Trenton is about 25 miles. This line follows along the Amtrak Main Line to New York from mp 88(Zoo) and north.
14	SEPTA (RDG) R7 Chestnut Hill E	Suburban Sta. - Chestnut Hill East	11.3	The Germantown Branch from Wayne Jct. To Chestnut Hill East is 5.6 miles.
15	SEPTA (RDG) R8 Fox Chase	Suburban Sta. - Fox Chase	11.1	From Newtown Jct on the Low Grade Branch to Fox Chase (mp 11.1) is 5.1 miles. The Philadelphia, Newtown & New York RR was built in 1873 from Philadelphia - Fox Chase and extended to Newtown in 1878. It was leased by the Philadelphia & RDG in 1879 and merged into the RDG system in 1945. It was essentially a passenger line in later years, and was even used as a part of the B&O New York Shortline's route to Wayne Junction.
16	SEPTA (RDG) R8 Newtown	Fox Chase - Newtown	4.3	The Phila., Newtown & New York RR was built in 1873 from Phila. - Fox Chase and extended to Newtown in 1878. It was leased by the Phila. & RDG in 1879 and merged into the RDG system in 1945. It was essentially a passenger line in later years, and was even used as a part of the B&O New York Shortline's route to Wayne Junction. The Fox Chase - Newtown route was the only line not electrified in the 1930s. The Newtown Greenway Trail is a proposed off-road primary route along this right-of-way that was identified by Montgomery County in the PA Bike Study. It connects Pennypack Park to Lorimer Park and the proposed Cross County Trail.
17	SEPTA (PRR) R8 Chestnut Hill W	Suburban Sta. - Chestnut Hill W	12.8	The Chestnut Hill Branch from North Phila Station to Chestnut Hill W Station is 6.6 miles.
18	SEPTA Market-Frankford Subway - Elevated	Bridge & Pratt Sts. (Frankford) - 69th St. Terminal (Upper Darby)		Along Frankford and Kensington Avenues and Front and Market Streets.
19	SEPTA Broad St. Subway	Fern Rock - Pattison		Under Broad Street.
20	Amtrak Philadelphia & Trenton RR PRR Conrail	Philadelphia - NJ	16.5 B	Amtrak's Main Line to New York from 30th Street Sta. (Philadelphia) to Morrisville, Trenton & West Windsor then north to NY. Incorporated in 1832 from Kensington to Trenton. Later connected with Northern Liberties RR at Front Street and built a spur to Holmesburg. Leased to PRR in 1871 and given to Conrail in 1976. Tracks transferred to Amtrak later in the 1970s. Northbound to New York.
21	Amtrak PRR	Phila - Harrisburg		Amtrak's Main Line 30th Street Station to Atglen & northwest to Harrisburg. Used by SEPTA's R5 trains.

	Operator	Termini	Miles	Historical Description / Current Conditions / Comments
22	Amtrak Phila. & Delaware County RR Phila., Wilmington & Baltimore RR Phila. Baltimore & Wilmington RR PRR Conrail	Philadelphia - Washington DC		Amtrak's Main Line 30th Street Station to Marcus Hook & south to Washington DC. Incorporated in 1831 and completed in 1838. Tracks to Conrail in 1976 and then to Amtrak. Also used by SEPTA's R2 line.
23	PATCO Lindenwold High Speed Line	Lindenwold, NJ - 16th & Locust St., Philadelphia	12	Along the NJT (NJ DOT) Main Line to AC. PRSL(1933) and Bridge Line (1936) became the PATCO High Speed Line in 1969.
24	New Jersey Transit Atlantic City Line	30th Street Station, Philadelphia - Atlantic City, NJ.		
25	New Jersey Transit (Amtrak)	Trenton - West Windsor and north to NY		
26	New Jersey Transit	Princeton - Princeton Jct.		The Princeton Dinky, which shuttles people from the main line into downtown Princeton.



A bridge from the former Philadelphia & Western (P&W) which will be utilized in the Radnor Township Bike Path. (Radnor Twp., Delaware County)

APPENDIX D Bibliography

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INTERNET RESOURCES

American Association of Railroads	< http://www.aar.org/ >
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CSX Corporation	< http://www.csx.com >
Conrail	< http://www.conrail.com >
CP Rail	< http://www.cprailway.com >
Conrail Technical Society	< http://www.rrhistorical.com/crts/index.html >
Delaware Valley Association of Rail Passengers	< http://www.transit-center.com/resource/dvarp.html >
International Right of Way Association	< http://www.irwa.com >
Norfolk Southern	< http://www.nscorp.com >
NJ Transit	< http://www.njtransit.state.nj.us >
Pennsylvania Department of Conservation and Natural Resources, Bureau of State Parks	< http://www.dcnr.state.pa.us/dcnr/deputate/pksfor/stpks/r2thome.htm >
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APPENDIX E Notification List

The following is a draft version of individuals and organizations that should be included in a revised notification list. The list was compiled from previous rail abandonment notices of PA DCNR (PA DER), and additional suggestions made by other contacts on this project.

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(where appropriate)



A dirt trail or access road along the former Kinkora Branch as seen from the Rt. 130 overpass.
(Kinkora, Burlington County)

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