

STB

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183843

**DENNIS J. KUCINICH**

10TH DISTRICT, OHIO

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WASHINGTON, DC 20515  
(202) 225 - 5871

14400 DETROIT AVENUE  
LAKEWOOD, OHIO 44107

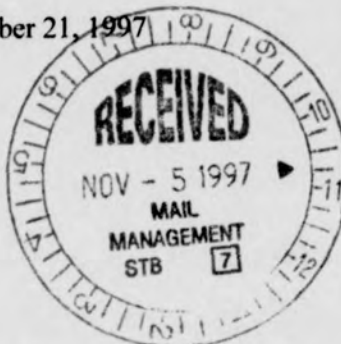


183843

**Committees:**  
Government Oversight  
Education and Labor

**Congress of the United States**  
**House of Representatives**

October 21, 1997



The Honorable Linda J. Morgan  
Chairman  
Surface Transportation Board  
1925 K St. NW #820  
Washington, D.C. 20423

RE: Finance Docket No. 33388

~~Subsequent to~~

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Dear Ms. Morgan:

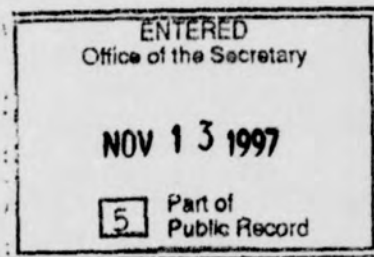
I, Dennis J. Kucinich, a Member of Congress representing Ohio's 10th district and as a Party of Record to this proceeding, hereby submit my Responsive Application to the Railroad Control Application for Finance Docket No. 33388 and declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Responsive Application. Executed on October 21, 1997.

Sincerely,

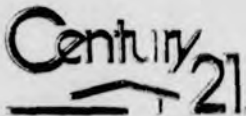
*Dennis J. Kucinich*

Dennis J. Kucinich  
Member of Congress

DJK:mg







**Lucien & Associates, Inc.**

20680 Center Ridge Rd.  
Rocky River, Ohio 44116  
(216) 331-8500



September 26, 1997

Congressman Dennis Kucinich  
U.S. House of Representatives  
10th District of Ohio  
14400 Detroit Avenue  
Lakewood, Ohio 44107

Dear Congressman Kucinich:

As a Lakewood resident, and particularly as a Realtor specializing in Lakewood and the West Shore suburbs, I am seriously concerned about the effect of increased train traffic through Cleveland's western suburbs.

The buzzword in real estate is location, location, location. And the one specific Realtors often hear from prospective buyers is that they don't want to look at any houses "on the tracks". In my opinion, houses located next to the railroad tracks generally sell for 20%-30% less than they would if they were located elsewhere.

I have already seen the effect that merely the prospect of increased train traffic has had on the real estate market. Two couples to whom I had been showing houses in Lakewood and Bay Village decided to look elsewhere after the Sun Newspaper article regarding the increased traffic. One couple then purchased a house in Strongsville, passing up a house on Wellfleet in Bay Village located probably 100 yards from the tracks.

The most telling incident, however, was this: I wrote an offer on a Wednesday evening for a Lakewood house located several blocks south of the tracks. After the news of tripling the train traffic broke the next morning, the buyers withdrew their offer.

Lakewood particularly, as an inner-ring suburb with an aging housing stock and the highest taxes on the West Side, fights hard to remain an attractive community. Increased train traffic is a negative Lakewood doesn't need.

I am concerned, especially after listening to the testimony at Sunday's meeting, that the communities involved are being used by Norfolk & Southern to serve their business purposes in ways other than just to run their trains through. Nevertheless, my over-riding concern is for the viability and safety of the communities effected.

It is my hope that the Surface Transportation Board will heed the pleas of the people and block the merger that will benefit a few and adversely affect many.

Sincerely,

*Paula Reed*

Paula Reed

*Subscribed and sworn to before me  
this 26th day of September, 1997  
Barbara Lindsay BARBARA LINDSAY  
Notary Public in and of the  
County of Cuyahoga  
State of Ohio My commission expires 4-11-99*

Each Office Is Independently Owned And Operated

**STATEMENT TO THE FEDERAL RAILROAD ADMINISTRATION  
SEPTEMBER 21, 1997**

**BY:  
WESTERN-ELMWOOD-BEREA CORPORATION (WEBCO)  
Anita R. Brindza, Executive Director**

**The Western-Elmwood-Berea Corporation (WEBCO) is a twenty-three year old industrial-based not-for-profit economic development corporation primarily serving the manufacturing and service base on the west side of Cleveland in the Berea Road/West 117th Street area. The forty member group focuses on industrial retention and growth through strategies based in investment, vision, planning, cohesion and collaboration.**

**The WEBCO membership is opposed to any decision by the Surface Transportation Board that will divert freight traffic now being served by CONRAIL on the line that runs through the heart of the west side manufacturing district to the area of the airport and city of Berea. WEBCO does not support putting additional freight on the Westshore line that runs through the heart of residential neighborhoods in Cleveland and the west suburbs.**

**Receipt of raw materials and shipping of finished products by WEBCO members and other industrial plants is now virtually "invisible" to the residential population of Cleveland and its suburbs due to the availability of below grade or above grade track service that CONRAIL provides. Most residents remain unaware of the large machinery, paper products, chemicals, steel, automotive components and other raw materials and finished products that are shipped weekly in and out of the west side via rail.**

**If companies were forced into making a decision to only ship via truck, surface traffic would quadruple. For every rail car that now is utilized, it would take three to four tractor trailers to service the company's needs. Quadrupling truck traffic exponentially increases the likelihood of accidents throughout our area.**

**In addition to safety issues, it is critical to note that many of the WEBCO member companies have been in business more than 50 years and employ hundreds of Cleveland and Lakewood residents in good paying positions with full benefits. At a time when companies are attempting to compete in a global economy, forcing manufacturers to increase costs through higher shipping expenses and perhaps longer shipping times only defeats our ability to remain competitive in the marketplace. When operating costs soar, businesses close, residents are laid-off and tax dollars are lost.**

**This stable, viable and growing industrial pocket of industry WEBCO represents has been serviced by CONRAIL and its predecessor for decades. Most of the companies own railroad sidings connecting their businesses to CONRAIL service. Whether the sidings are currently in use or not, the access to rail is imperative relative to decisions and choices about current and future competitiveness. Industrial real estate is greatly devalued when rail service is diminished or abandoned.**

**In closing, I stress the key words are SAFETY and COMPETITIVENESS. The WEBCO companies strongly advocate to maintain the status quo on the rail line that now services their current and future needs. While the trackage is in need of investment, the status quo is far more desirable than shipping through residential neighborhoods or losing access to the tracks through any merger agreements. Ensuring the public's safety and the ability to make sound business decisions are paramount to the WEBCO membership.**

**Thank you.**

**Western-Elmwood-Berea Corporation  
The One Fifteen Hundred Building  
11500 Franklin Blvd. Suite 104  
Cleveland, Ohio 44102  
(216) 228-4383  
Fax: 228-3328**

***Rick Wiedemer, Hinkley Lighting, President  
Anita R. Brindza, Executive Director***

**DENNIS J. KUCINICH**  
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**Congress of the United States**  
**House of Representatives**

**Committees:**  
Government Oversight  
Education  
and the  
Workforce

November 4, 1997

Ms. Linda J. Morgan  
Chairman  
Surface Transportation Board  
1925 K St. NW #820  
Washington, D.C. 20423

Dear Ms. Morgan:

RE: Finance Docket No. 33388  
~~Subnumber 74~~

I certify that I have served copies of the attached Responsive Application upon all Parties of Record in this proceeding, by first class mail on October 21, 1997, as required by the Surface Transportation Board under 49 C.F.R. § 1104.12(a).

Sincerely,

Dennis J. Kucinich  
Member of Congress

DJK:ec

DISTRICT OF COLUMBIA  
SWORN AND SUBSCRIBED BEFORE ME  
THIS 4TH DAY OF NOVEMBER, 1997

DAVID J. ROBINSON  
Notary Public  
District of Columbia  
My Commission Expires September 14, 2002

RECEIVED  
SURFACE TRANSPORTATION  
BOARD  
NOV 5 3 11 PM '97  
CHAIRMAN MORGAN

STB

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LAW OFFICES

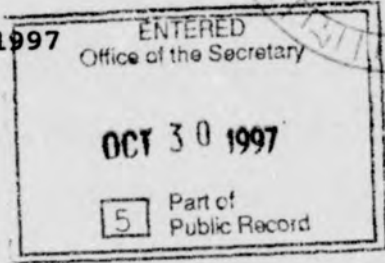
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RICHARD A. ALLEN



October 29, 1997



Via Hand Delivery

Vernon A. Williams  
Secretary  
Surface Transportation Board  
1925 K Street, N.W.  
Washington, D.C. 20423-0001

Re: CSX Corporation and CSX Transportation Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company -- Control and Operating Leases/Agreements -- Conrail, Inc. and Consolidated Rail Corporation, Finance Docket No. 33388

Dear Secretary Williams:

On behalf of CSX Corporation, CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company, I enclose for filing an original and twenty-five copies of CSX/NS-119, Supplement to Volume 3 of 8, CSX/NS Operating Plan for the North Jersey Shared Assets Area and Supporting Verified Statement, filed in compliance with Decision No. 44. Also enclosed is a 3 1/2" computer disk containing the pleading in Wordperfect 5.1 format, which is capable of being read by Wordperfect 7.0.

Should you have any questions regarding this, please call.

Sincerely,

*Richard A. Allen*  
Richard A. Allen

Counsel for Norfolk Southern Corporation and Norfolk Southern Railway Company

Enclosures

cc: The Honorable Jacob Leventhal  
All Parties of Record

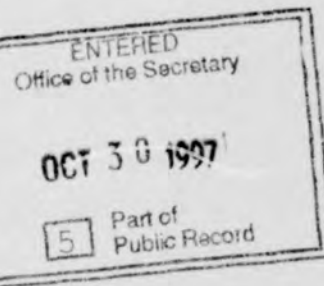
BEFORE THE  
SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 33388

CSX CORPORATION AND CSX TRANSPORTATION, INC.,  
NORFOLK SOUTHERN CORPORATION AND  
NORFOLK SOUTHERN RAILWAY COMPANY  
--CONTROL AND OPERATING LEASES/AGREEMENTS--  
CONRAIL INC. AND CONSOLIDATED RAIL CORPORATION

RAILROAD CONTROL APPLICATION

SUPPLEMENT TO VOLUME 3 OF 8  
CSX/NS OPERATING PLAN  
FOR THE NORTH JERSEY SHARED ASSETS AREA  
AND SUPPORTING STATEMENT



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Counsel for CSX Corporation and  
CSX Transportation, Inc.

October 29, 1997

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FINANCE DOCKET NO. 33388

JOINT VERIFIED STATEMENT

OF

JOHN W. ORRISON AND D. MICHAEL MOHAN

I. INTRODUCTION

We are John W. Orrison and D. Michael Mohan. We are the same individuals who submitted verified statements in support of the CSX and NS Operating Plans that were submitted as part of the primary Application filed in this proceeding on June 23, 1997. See CSX/NS-20, Vol. 3A (V.S. of John W. Orrison in support of the CSX Operating Plan); CSX/NS-20, Vol. 3B (V.S. of D. Michael Mohan in support of the NS Operating Plan). Our qualifications are set forth in our original verified statements.

II. PURPOSE AND OVERVIEW OF NJSAA PLAN

The purpose of this joint statement is to support the supplemental details concerning CSX and NS proposed operations in the North Jersey Shared Assets Area (NJSAA) that are being submitted in compliance with an October 15, 1997 decision of the Surface Transportation Board (STB). In Decision No. 44, the STB ordered the Applicants to file an operating plan for the NJSAA that would demonstrate that the proposed operations were feasible and would not unduly impact passenger and commuter operations.

The NJSAA plan is based upon the CSX and NS Operating Plans submitted with the primary Application, but reflects further developments resulting from the on-going analyses of CSX and NS

transition teams charged with addressing the details of coordinating and implementing the parties' initial Operating Plan objectives.

The plan sets forth the carriers' proposed patterns of service, train schedules, blocking plans and yard assignments within the NJSAA, as well as the schedules for passenger and commuter service within the NJSAA and the manner in which the proposed freight operations will coexist with and accommodate such services.

It is important to keep in mind that, as with any operating plan, this NJSAA plan is an evolving instrument that is intended to guide CSX and NS operating personnel in anticipating traffic flows and in developing the train schedules and road and yard crew assignments that will most safely and efficiently handle that anticipated traffic. The plan must, therefore, remain flexible to allow CSX and NS to continually reassess the changing marketplace and the changing service requirements of their customers.

It is also important to note that this NJSAA plan is not being submitted to replace the Operating Plans in the Application. The purpose of the CSX and NS Operating Plans submitted in June 1977 is to enable the STB to evaluate the changes in traffic flows and densities that will occur as a result of the transaction over the three year period following approval by the STB. In accordance with STB regulations, the Operating Plans provide a comparison between the Conrail base year (in this case 1995) traffic and that

of the expanded CSX and NS for three years following approval of the transaction. The Plans do not -- and indeed should not -- take into account changes in Conrail traffic resulting from changing markets or new Conrail business **which are not driven by the transaction.**

However, in implementing the CSX and NS Operating Plans, the implementation teams, especially those preparing for Day 1<sup>1</sup> operations, must take into account changes in the Conrail traffic base since 1995 and tailor operations to handle all traffic that Conrail serves on that date. Because this NJSAA plan is intended to address concerns about the feasibility of the CSX and NS proposed operations, it incorporates the most recent information on NJSAA customers and operations in order to demonstrate how CSX and NS will continue to provide the level of service currently provided by Conrail. To the extent that this NJSAA plan reflects such changes, it may vary somewhat from the Operating Plans submitted in the Application, and therefore should be used only for its intended purpose, i.e., to determine the feasibility of the proposed operations and their compatibility with passenger and commuter operations in the NJSAA.

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<sup>1</sup> Day 1 refers to the date on which CSX and NS will actually begin to operate their respective portions of Conrail.

### III. APPLICANTS' PROPOSED OPERATIONS IN NJSAA ARE FEASIBLE

#### A. The CSAO Concept Enables CSX and NS to Achieve Efficient Operations with Least Disruption to Customers

Much of the concern about the feasibility of the Shared Assets Area concept, and particularly operations in the NJSAA, is based upon a misconception of the role of Conrail after the transaction is approved. Contrary to the concerns expressed by the Port of New York/New Jersey and others, after the transaction there will not be three carriers operating within the NJSAA. The Conrail Shared Assets Operations (CSAO) will operate only on behalf of CSX and NS and will not hold itself out to offer service directly to customers. It will not participate in rates, nor will it be included on the bill of lading. It will receive operating information, such as classification and outbound services required by CSX or NS, directly from the appropriate line haul carrier. When a customer sends a bill of lading to CSX or NS, the CSX or NS customer service system will pass along electronically to the CSAO the information needed to allow the CSAO to handle the car properly.

CSX and NS adopted the CSAO concept precisely to ensure smooth operations and, to the extent possible, limit congestion in the NJSAA. CSX and NS will delegate to the CSAO the authority to provide and supervise switching and dispatching services within the area **for the exclusive benefit of CSX and NS**. CSX and NS plan to maintain, for the most part, existing Conrail yard assignments and operations, as well as to continue Conrail dispatching of the area,

and retain Conrail (NORAC) operating rules within the NJSAA. They also plan to provide the CSAO with the necessary equipment to perform such services.

By taking advantage of Conrail's corporate knowledge and experience in operating this area, CSX and NS will be able to continue to provide services within the NJSAA in substantially the manner that Conrail provides them today. Preserving the Conrail (CSAO) operations will effectively coordinate CSX and NS service within the NJSAA and will enable CSX and NS to achieve the most efficient rail operations within the NJSAA with the least disruption of service to customers.

The retention of Conrail in the Shared Assets Areas will promote seamless integration and implementation of CSX and NS operations in the SAA's. A General Manager of the Shared Assets Areas will be appointed far enough in advance of Day 1 to enable the General Manager to become familiar with the CSX and NS Operating Plans and to participate in the implementation of those Plans. The CSX and NS implementation teams, together with the General Manager, will establish operating policies and practices for the NJSAA. In developing NJSAA operations, CSX and NS will also draw on the experience and expertise of the NJDOT and the Port Authority of New York and New Jersey for input concerning existing conditions and service requirements in the NJSAA. If Port Authority business and facilities expand, CSX and NS intend to adopt service and operations to accommodate such expansion.

To further ensure smooth operations, both CSX and NS have



teams of individuals dedicated to working on all aspects of technology issues that must be addressed prior to full integration of Conrail into their respective systems, including updating computer systems, and integrating customer service and dispatching systems. New technology systems will be fully tested before they are put into place. Therefore, technological integration will be phased in deliberately, beginning with those integrations that are essential to Day 1 operations.

**B. The Availability of Competitive Service Will Not Increase Congestion**

The fact that there will be two carriers serving the NJSAA whereas currently the area is served exclusively by Conrail does not mean increased congestion. As noted above, CSX and NS will have the CSAO perform switching and dispatch services within the SAA in order to prevent increased congestion that might occur if both CSX and NS attempt to perform uncoordinated switching services within the area. Moreover, CSX and NS will be replicating -- not duplicating -- existing Conrail service. After the transaction, part of the traffic currently handled by Conrail will be handled by CSX and part by NS. CSX will take the traffic out of the NJSAA over Conrail lines allocated to CSX (e.g., north toward Selkirk) and NS over Conrail lines allocated to NS (e.g., the Southern Tier). On Day 1, CSX and NS will move exactly the same traffic that Conrail moved on the preceding day. As the Day 1 service essentially will be the same service offered by Conrail, and conducted in substantially the same manner as conducted by

Conrail, the proposed service is clearly feasible.

With respect to future service, CSX and NS will compete vigorously for traffic in the NJSAA. Thus, CSX and NS are, and indeed must be, prepared to offer service for as much of the existing Conrail traffic as they can reasonably expect to capture. The result is two robust Operating Plans containing train schedules that, at first glance, may suggest an increase in trains in the NJSAA. However, a number of the CSX and NS proposed train schedules anticipate capturing the same traffic and duplicative train service will be reconciled.

**C. Cooperation Between CSX and NS Will Best Serve The Interests of Both Carriers to Improve and Expand Operational Capacity**

Concerns that the shared assets concept is not feasible because either CSX or NS potentially could prevent capacity improvements are also unfounded. While it is true that capacity improvements, expenditures and other operating issues will require cooperation between CSX and NS, it is clearly in the carriers' interest to provide that cooperation. CSX and NS are as concerned about and as committed to developing efficient, effective customer-oriented plans within the NJSAA as are the Port of New York/New Jersey and other customers. CSX and NS are aware that if operating difficulties occur in the NJSAA, they could not only affect the NJSAA itself, but could negatively impact services across their respective networks. Therefore, it is clearly in their best interests to cooperate and coordinate the implementation of their respective Operating Plans to minimize problems in the NJSAA.

CSX and NS both plan to invest heavily in capital improvements to their respective systems in order to assure that they have the necessary facilities to compete effectively in this market. Investments in new and improved service routes, increased track capacity, and new or upgraded facilities will improve service to and from the NJSAA. With respect to the NJSAA, CSX is expanding the Little Ferry facility so that it can route intermodal trains through Little Ferry and thus increase capacity at other terminals within the NJSAA. It is also planning an expansion of the developable property around Elizabethport. NS likewise has plans to expand E-Rail. These investments will not only improve service to NJSAA customers, but will also provide a greater incentive for CSX and NS to cooperate in developing and maintaining NJSAA facilities and coordinating NJSAA operations as each carrier seeks to reap the benefits of its substantial investments.

In short, the NJSAA plan demonstrates that by replicating existing Conrail schedules, retaining existing switching and yard assignments, investing in infrastructure, cooperating on implementation plans, and carefully integrating all necessary systems, CSX and NS have proposed operations in the NJSAA that are not only feasible, but beneficial to the NJSAA.

#### **IV. CSX AND NS OPERATIONS IN THE NJSAA WILL SUFFICIENTLY ACCOMMODATE PASSENGER AND COMMUTER SERVICE**

Conrail, CSX and NS guide their operations by the basic principle that railroad operations should be conducted in the most efficient manner, without impairing the safety or efficiency of



existing passenger or commuter service on the lines the carriers own or over which they operate. After the transaction, CSX and NS will continue to acknowledge and accept all existing rights of present passenger and commuter operations on the lines over which CSX and NS will operate in the NJSAA, and will continue to negotiate and cooperate with passenger and commuter service providers.

CSX and NS proposed train schedules take into consideration the existing passenger traffic on NJSAA line segments and have been designed to protect passenger train schedules. The freight train schedules comply with the operating windows established by the passenger and commuter services, as demonstrated in section 8 of the NJSAA plan. In addition, CSX and NS have been negotiating with Amtrak and other passenger services to assure coordination of schedules and to make efforts to improve on-time performance records.

CSX and NS are also cooperating with Conrail in reviewing NJT plans for an additional passenger station at Townley on the Aldene-NK line segment which Conrail shares with NJT. It is expected that the station and related track and schedules, will be designed to accommodate continued effective and efficient freight service.

CSX and NS also intend to comply with the Amtrak requirement that locomotives operating over Amtrak's Northeast Corridor (NEC) be equipped with LSL cab control. CSX and NS have also been in negotiations with the New Jersey Transit Corporation

(NJT) concerning the use of train control equipment and have agreed to install technology compatible with NJT's prospective train control equipment on all necessary CSAO locomotives that will operate over NJT owned lines.

**V. CSX AND NS ARE COMMITTED TO CAUTIOUS AND SAFETY-CONSCIOUS INTEGRATION**

In this proceeding, CSX and NS -- each the product of several successful mergers -- have been challenged to produce assurances that service and safety will not suffer in this transaction.<sup>2</sup> The Conrail transaction involves three successful, well-run, service-oriented transportation companies with long-standing commitments to safety. Although CSX and NS each intends to expand its system, the additional Conrail railroad facilities to be absorbed by each carrier do not compare in magnitude to the combinations of the recent western rail mergers. Importantly, history also reflects that the mergers that formed CSX and NS were accomplished smoothly and successfully, without sacrifice to safety or service.

Nevertheless, a critical part of CSX's and NS' on-going planning process is a study of the experiences of western rail carriers in recent merger transactions. This study already has identified a number of principles that CSX and NS are following in the planning, scheduling and communication areas, including

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<sup>2</sup> CSX and NS are cognizant of concerns expressed in recent months about the effects of this transaction on safety, particularly in light of the recent experience of the Union Pacific and Southern Pacific rail systems in implementing their merger.

selection of best practices, people and organization that will be put in place. For example, CSX and NS intend to:

- Involve as many employees from all parties in planning for implementation.
- Plan at a high level of detail and provide for flexibility.
- Be realistic about what can be done on Day 1 and consider a phased implementation as an alternative to immediate achievement of all goals.
- Create effective communications channels within and between railroads and keep in touch regularly.
- Be flexible and open minded in selecting best practices.
- Provide sufficient locomotives, cars, facilities and employees to accomplish an effective and smooth integration.

In addition to these general principles, with respect to the NJSAA, CSX and NS are also committed to meeting with NJT as they develop operating policies and practices, including safety practices and training of employees in matters related to safety. CSX and NS have devoted high-ranking company officials to oversee the safety, transition, and implementation issues within the NJSAA and are developing unified operating procedures and rules for the SAAs. These operating rules will be in place well before Day 1, allowing personnel to be trained fully and to become familiar with all procedures. The uniformity of procedures will decrease the potential confusion for SAA managers and the potential safety hazards associated with such confusion.

In summary, the results of the CSX and NS implementation efforts have resulted in a feasible operating plan that implements

a measured, phased-in approach for operations until all operations and procedures of the two railroads are fully integrated. The plan is developed to ensure safety and service; it carries CSX's and NS' full commitment in both dollars and personnel and allows for the expansion of facilities and modification of operations in order to address adequately capacity needs, market demands, customer service, and, of course, safety requirements on an on-going basis.

STATE OF FLORIDA            )  
  ) SS.  
County of Duval                )

**VERIFICATION**

John W. Orrison, being duly sworn, deposes and says that he is Vice President - Service Design, CSX Transportation, Inc., that he has read the foregoing statement, knows the contents thereof, and that the same is true and correct.

John W. Orrison  
John W. Orrison

Subscribed and sworn to before me this 27<sup>th</sup> day of October, 1997.

Dianne L. Johns  
Notary Public

My Commission expires:  
January 29, 1998

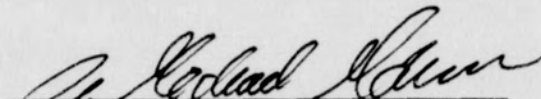




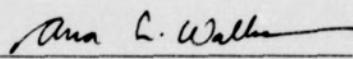
VERIFICATION

WASHINGTON )  
 ) ss.  
DISTRICT OF COLUMBIA )

D. Michael Mohan, being duly sworn, deposes and says that he is a consultant employed by the Kingsley Group Inc., that he is qualified and authorized to submit this Verified Statement, that he has read the foregoing statement, knows the contents thereof, and that the same is true and correct.

  
D. Michael Mohan

Subscribed and sworn to before me by D. Michael Mohan  
this 28th day of October, 1997.

  
Notary Public

My Commission Expires: 7/14/98



## NORTH JERSEY SHARED ASSETS AREA

### OPERATIONS

|  |    |
|--|----|
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## NORTH JERSEY SHARED ASSETS AREA OPERATIONS

### 1.0 INTRODUCTION

#### 1.1 Purpose and Scope

On October 15, 1997, the Surface Transportation Board (STB) issued Decision No. 44 in this proceeding,<sup>1/</sup> requiring Applicants to submit additional detailed information setting out in further detail their plans for the operation of the North Jersey Shared Assets Area (NJSAA). The STB directed Applicants to demonstrate that the operations that Applicants contemplate for the NJSAA are feasible and will not unduly interfere with passenger and commuter operations in the NJSAA area.<sup>2/</sup>

This consolidated operating plan is being submitted in compliance with the STB's October 15 order.<sup>3/</sup> It represents the CSX and NS effort to date to coordinate the implementation of the rail operations that CSX, NS and Conrail's Shared Assets Operation (CSAO) will undertake in the NJSAA upon approval of the Transaction. The plan sets forth the carriers' proposed operations, including patterns of service, train schedules, blocking plans and yard assignments within the NJSAA. As the plan demonstrates, the CSX, NS and CSAO proposed operations in the NJSAA are designed to handle efficiently on Day 1 the existing Conrail traffic

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1/ Finance Docket No. 33388.

2/ In doing so, the Board recognized that Applicants' Operating Plans, submitted with their Application, fulfilled the requirements of the Board's regulations. The Board requested the additional information due to "the unique situation that has been shown to exist in the North Jersey Shared Assets Area" and pursuant to its authority (noted in Decision No. 12) to require the filing of supplemental information. Decision No. 44 at 4-5.

3/ As contemplated by the Board, this plan has been produced by CSX and NS, not by present Conrail. See Decision No. 44 at 4-5, n. 8.

and to accommodate anticipated increases in traffic in the future. Day 1 is the date on which CSX and NS will actually begin to operate their respective portions of Conrail. The plan also sets forth the schedules for existing passenger and commuter service within the NJSAA, and the manner in which the proposed freight operations will coexist with and accommodate such services. Thus the NJSAA operating plan demonstrates that the Applicants proposed operation is both feasible and will not unduly impact passenger or commuter service within the NJSAA.<sup>4/</sup>

As with any operating plan, this is an evolving instrument that is intended to guide CSX and NS operating personnel in anticipating traffic flows and developing train schedules and road and yard crew assignments that will most safely and efficiently handle that anticipated traffic. To achieve its goal, the plan must be flexible enough to adapt to changing market conditions, changing needs of the shippers served, and changing conditions of the facilities themselves.

The purpose of the Operating Plans in the Application is to show the changes over the three year period following approval of the transaction that would occur **as a result of the transaction**. Those Plans do not take into account changes in Conrail traffic resulting from changing markets or new Conrail business, which are **unrelated to the transaction**.

However, the teams that have been working on implementing the CSX and NS operating plans, and especially those preparing for Day 1, must take into account changes in the Conrail traffic base since 1995 and tailor the plan to handle all traffic that Conrail currently serves. To the extent that this NJSAA operating plan reflects such changes, it may vary slightly from the Operating Plans submitted with the Application. Those Operating Plans were prepared in accordance with STB regulations for the purpose of determining changes driven by the transaction.

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4/ Applicants agree that the Board's proper standard for review of rail operating plans is whether the proposed operations are feasible.

Because this document reflects operational changes made by Conrail since the base year 1995, those reviewing this document should not attempt to use it for purposes other than that for which it is prepared, i.e., to show that the proposed operations in the NJSAA will be feasible.

Applicants recognize that recent problems in the western U.S. have heightened interests in safe and efficient integration of rail operations. Applicants believe that it is the responsibility of private industry to solve such problems and to make sure that they do not occur in the first place. Applicants are working hard and devoting substantial resources to plan for the integration of Conrail assets into the CSX and NS systems and for the smooth operation of the Shared Assets Areas. Operation in the NJSAA must and will be planned and coordinated in great detail. The evolving planning process for implementation of operations on the NJSAA will be building not only on the past, but also on the present and it will look to the future.

This operating plan is divided into the following principal subject areas:

- Description of NJSAA and CSAO Organization and Responsibilities within NJSAA
- Development of the NJSAA Operating Plan
- NJSAA Traffic Flows and Patterns of Service
- NJSAA Operations: Facilities, Yards and Terminals
- Capital Investments
- Passenger and Commuter Service
- Maintenance
- Dispatching Functions, Operating Rules and Train Dispatching
- Safety, Hiring and Training
- Phasing and Implementation

Generally, the shared operations within the NJSAA will produce significant benefits for CSX, NS, shippers and for the public at large. Shippers will benefit from extended single-line routing opportunities, improved service and increased competition in one of the country's largest industrial areas. Public benefits are created by increased competition, and the projected diversion of freight traffic from the highways, improving public safety and the environment at the same time. CSX's and NS' summary of benefits exhibits in the primary Application detail the expected traffic gains and operating efficiencies resulting from the Acquisition. Many of those benefits will inure to the NJSAA and to customers shipping to and from it.

## **1.2 Description of North Jersey Shared Assets Area**

Under the terms of the Transaction Agreement, certain Conrail properties and rights in the Northern New Jersey area will be allocated jointly to CSX and NS.<sup>5/</sup> Much of the Northern New Jersey area is to be operated as a Shared Assets Area (SAA) under arrangements described more fully in Section 1.3 below.

The limits of the North Jersey Shared Assets Area (NJSAA) will encompass all of Conrail's northern New Jersey trackage east of, and including, Amtrak's Northeast Corridor, plus Conrail's Lehigh Line west to CP Port Reading Jct., New Jersey Transit Corporation's (NJT) Raritan Line, Conrail's Port Reading Secondary west to Bound Brook and Conrail's Perth Amboy Secondary west to South Plainfield and north on Conrail's Northern Branch and River Line to

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<sup>5/</sup> As always, the Transaction Agreement is the definitive source for definition of the NJSAA.



CP2 to access Ridgefield Heights.<sup>6/</sup> The NJSAA includes the Northeast Corridor local service south to but not including the Trenton market. Within the NJSAA, certain Conrail facilities will be accessible to both CSX and NS, and others will be assigned exclusively to one or the other of the carriers, as follows:

- The Port Newark/Elizabeth Marine Terminal area will be accessible to both CSX and NS including: Port Newark, Dockside (ExpressRail), and Portside (Triple Crown).
- CSX will be assigned Conrail's North Bergen and South Kearny (non-APL portion) intermodal terminals. CSX will also be assigned Conrail's developable property encompassing the current Conrail Elizabethport Yard (Trumbull St. Yard). NS will be afforded use of two tracks for support of the E-Rail intermodal facility.
- CSX and NS both will have access to the APL terminal in Kearny.
- NS will be assigned Conrail's Croxton and E-Rail intermodal facilities. NS will also be assigned the Conrail developable property adjacent to E-Rail (the former CNJ shops area).
- Oak Island Yard and the auto terminals at Doremus Avenue, Greenville, and Ridgefield Heights will be included in the NJSAA, and will be accessible to both CSX and NS.

Figure 1 portrays the NJSAA.

Figure 2 summarizes principal NJSAA lines and facilities on a schematic basis.

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<sup>6/</sup> This will include trackage rights only, and not commercial access to either the Northern Branch or the River Line.

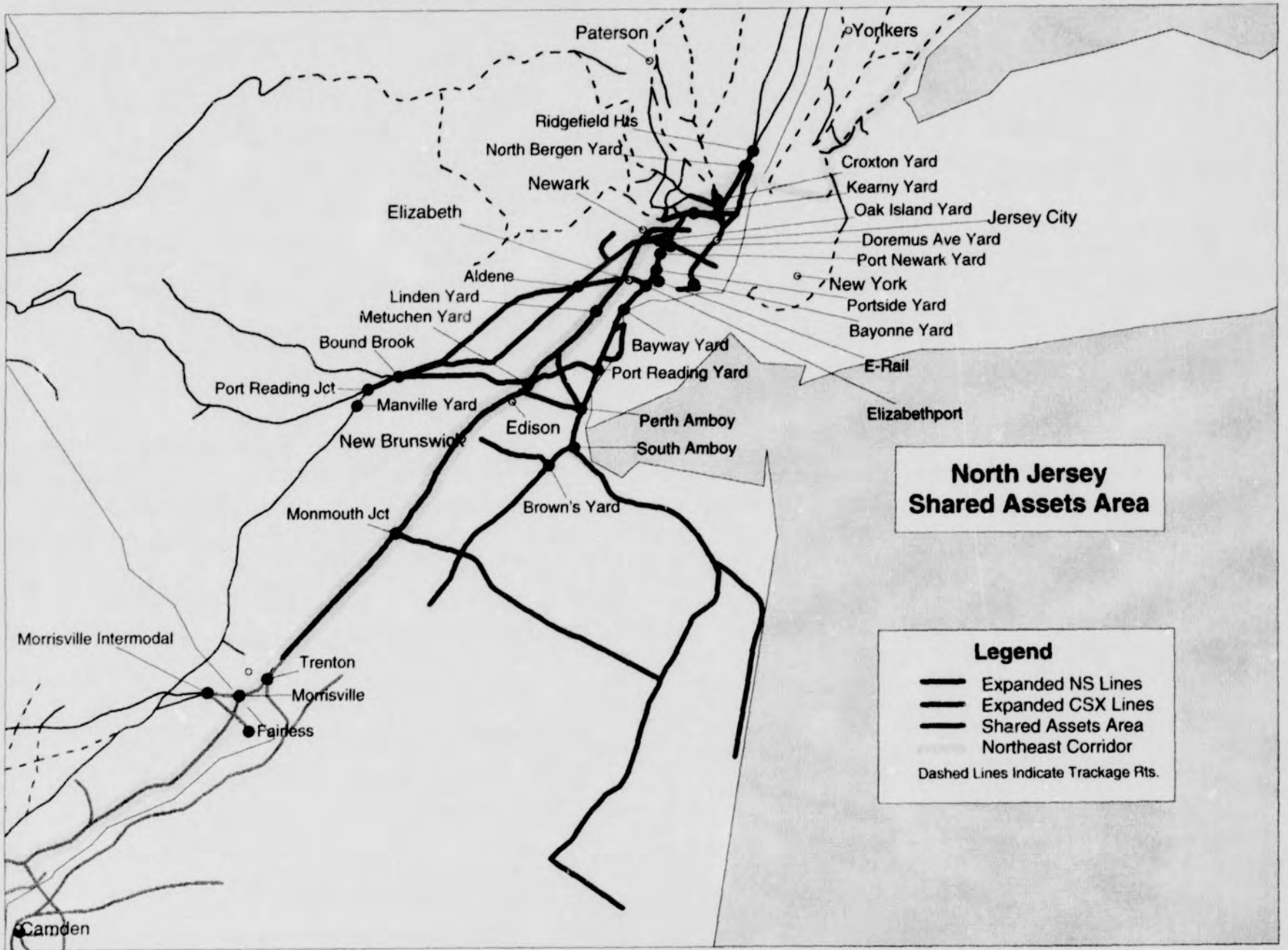
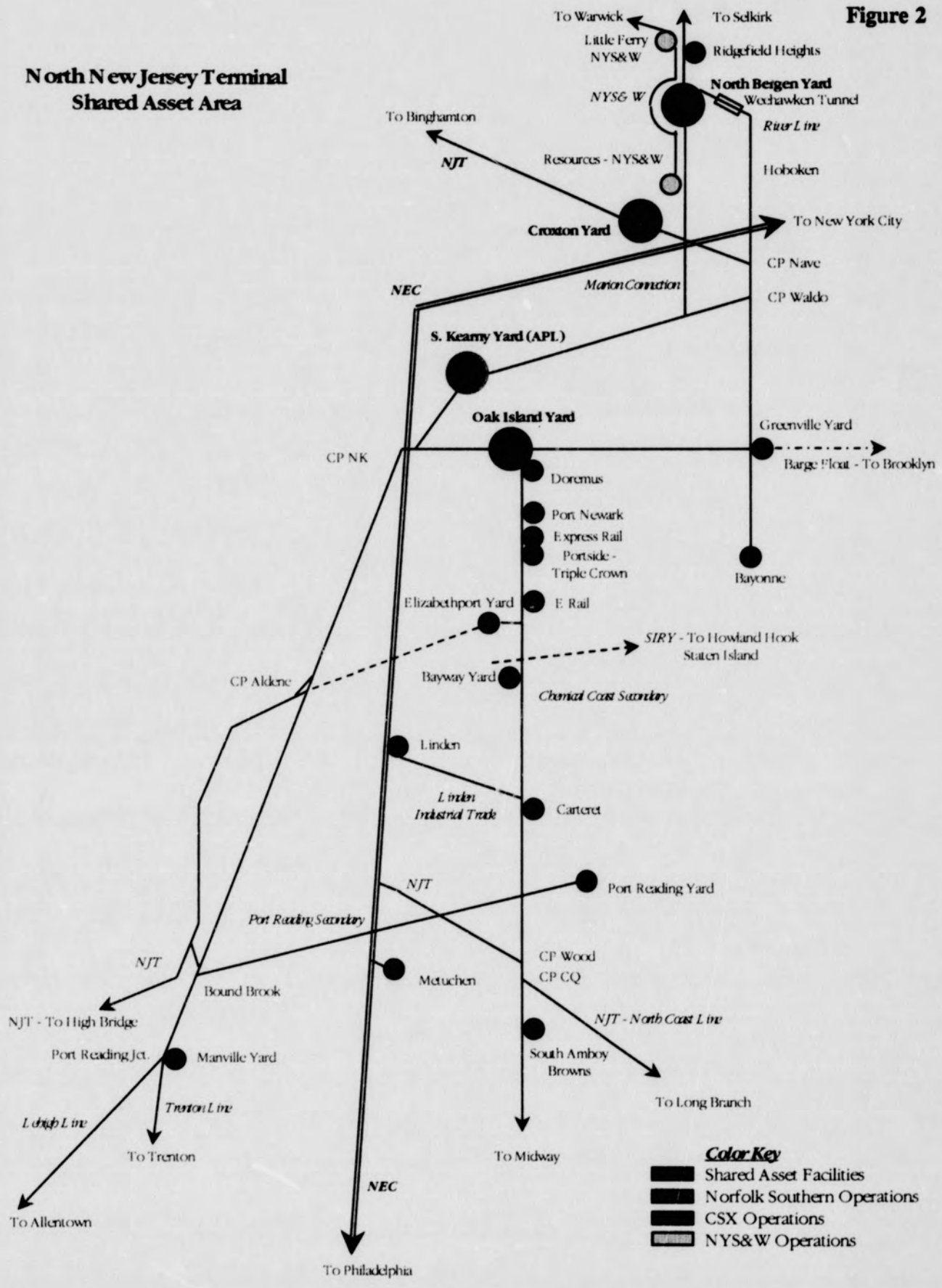


Figure 1

**Figure 2**

**North New Jersey Terminal Shared Asset Area**





### 1.3 Description of NJSAA Operation

Upon approval of the Transaction, CSX Corporation, which owns CSX Transportation, Inc. (CSX), and Norfolk Southern Corporation, which owns Norfolk Southern Railway Company (NS), will jointly control Consolidated Rail Corporation (CRC). CRC will own, operate and maintain the Shared Assets in the three Shared Assets Areas<sup>7/</sup> for the exclusive use and benefit of CSX and NS.

The Board of Directors of the CRC (CRC Board) will manage the Shared Assets. The CRC Board will appoint a general manager. The general manager will have authority to manage and supervise the Shared Assets in accordance with directives and policies of the CRC Board and, with respect to the North Jersey Shared Assets Area, in accordance with the terms of the Shared Assets Operating Agreement for North Jersey. See Exhibit G to the Transaction Agreement dated as of June 10, 1997, Application, Vol. 8C at page 57. The general manager will appoint the North Jersey Shared Assets Area superintendent and any other Shared Assets Area executives as necessary, subject to the approval of the CRC Board.

To assure continuity and smooth, efficient operations within the NJSAA, CSX and NS will take advantage of the CRC corporate knowledge and experience in this critical area by having CRC continue to operate this area with its own crews and personnel, using facilities that will continue to be owned and maintained by CRC. CRC will, however, operate this area for the exclusive benefit of CSX and NS, and under the control of a superintendent who will report to the SAA General Manager who, in turn, will report to the CRC Board, whose members will be appointed equally by CSX and NS.

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<sup>7/</sup> The three Shared Assets Areas are Detroit, South Jersey/Philadelphia and North Jersey.

CRC operations in the Shared Assets Areas are referred to as the Conrail Shared Assets Operations (CSAO). CSAO responsibilities will include providing local switching, train break-up, classification and assembly services for CSX and NS, equipment servicing (including minor repairs), and routine track, communications and signal maintenance for its facilities. Shippers seeking transportation service to, from or within the NJSAA, will make all arrangements for transportation from origin to destination through the linehaul railroad, and necessary operational instructions will be automatically and electronically conveyed to CSAO personnel. CSAO personnel will be provided movement data necessary to monitor all cars within the North Jersey Shared Assets Area through direct real-time linkage with both CSX and NS data systems. CSAO will report actual location, spotting and status changes to those CSX and NS systems.

It is important to understand that CSAO will operate solely on behalf of CSX and NS and will not hold itself out to offer service directly to customers. Accordingly, CSAO will not participate in any rates, routes, contract or billing arrangements with any shippers and will not have access to any customer or rate information proprietary to either CSX or NS.

All CSX and NS car movements within CSAO will remain in the accounts of either CSX or NS. All rights and obligations of existing Conrail arrangements for movements within each Shared Assets Area will be preserved. CSAO will apportion the expense of its operation to CSX and NS based on an accounting methodology agreed upon by CSX and NS.

Both CSX and NS will operate trains into, out of, or through the NJSAA and will be able to operate trains with their own road crews to any shared, customer-operated or respectively allocated facility, subject to the local movement guidelines as referred to in the

Shared Assets Area Operating Agreement (Volume 8C of the Application)<sup>8</sup> and under the direction of NJSAA (CSAO) train dispatchers and other operating personnel. While operating on NJSAA controlled trackage, CSX and NS trains will be under the dispatching control and direction of the NJSAA (CSAO) dispatcher. In areas that are not dispatched (e.g., within yard limits) a single specific CSAO official or designee reporting to that official will control and direct operations.

In essence, the operation will be substantially the same as that in place today.

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8/ Existing Conrail (NORAC) rules will be adopted. See Section 10.1.

## **2.0 DEVELOPMENT of the OPERATING PLAN**

### **2.1 Base Period Traffic Flows**

This NJSAA operating plan is essentially a further development of the CSX and NS Operating Plans that comprised Volumes 3A and 3B of the primary Application submitted to the STB on June 23, 1997. This plan incorporates developments resulting from the on-going analyses of CSX and NS transition teams tasked with addressing the details of coordinating and implementing the initial plans.

In the Application, CSX and NS used 1995 as the base year for purposes of showing the changes in traffic flows attributable to the proposed transaction. The base period traffic flows for the NJSAA were based on the 1995 STB Waybill Sample supplemented with waybills from Conrail's 1995 100% traffic tapes for movements terminated in Canada. (Movements terminated in Canada by Canadian railroads are not captured in the Waybill Sample).<sup>9</sup>

### **2.2 Post-Acquisition Period Traffic Flows**

The traffic projection that is incorporated into the CSX and NS Operating Plans, in Vols. 3A and 3B of the Application, represents the 1995 Conrail traffic allocated between CSX and NS based upon the division of Conrail's lines and assets agreed upon by CSX and NS, including the Shared Assets Areas. The allocation was based on a study performed by ALK Associates. The assumptions underlying the ALK allocation of Conrail traffic between CSX and NS are set forth in the Verified Statement of Howard A. Rosen, Application Vol. 2A at 157-159.

To create post-Acquisition CSX and NS traffic flows, the adjusted base period traffic database described above was modified to reflect a number of CSX and NS traffic diversion

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<sup>9/</sup> For further detailed explanations of the traffic studies, see generally Vols. 2A and 2B of the primary Application.

studies and the effects of several specific new rail marketing opportunities. Study results are estimates of traffic volume at the end of the third year following the approval of the transaction.

However, the teams that have been working on implementing the CSX and NS operating plans, and especially those preparing for Day 1, must take into account changes in the Conrail traffic base since 1995 and tailor the plan to handle all traffic that Conrail currently serves. To the extent that this NJSAA operating plan reflects such changes, it may vary slightly from the Operating Plans submitted with the Application. Those Operating Plans were prepared in accordance with STB regulations for the purpose of identifying changes driven by the transaction. Because this document reflects operational changes made by Conrail since the base year 1995, those reviewing this document should not attempt to use it for purposes other than that for which it is prepared, i.e., to show that the proposed operations in the NJSAA will be feasible.



### **3.0 MAJOR TRAFFIC FLOWS and PATTERNS of SERVICE**

#### **3.1 Current Conrail Traffic Flows**

Current Conrail traffic includes movements of general merchandise (i.e. petrochemicals, food and agriculture products, forest and manufactured products and metals), intermodal (i.e., containers and trailers) shipments, automotive shipments and unit train operations (i.e., coal and ore).

The petrochemicals and minerals commodity group consists of agricultural and organic chemicals, plastic pellets, soda ash, construction minerals, petroleum products and waste. Loaded traffic flows are primarily from Texas and Louisiana to Delaware, New Jersey and Pennsylvania.

Intermodal traffic consists of three segments – parcel/package, domestic TOFC/COFC and international container. The parcel/package segment principally involves shipments for the U.S. Postal Service and United Parcel Service. International container traffic includes goods produced in the Pacific Basin and shipped by rail from West Coast ports to East Coast markets. Conrail also serves the New York/New Jersey ports handling import/export trade with European and Mediterranean markets.

The automotive segment consists of automotive parts used in both new vehicle manufacture and finished vehicles. Nearly 20 percent of the finished vehicles produced in America by the Big Three auto makers and international manufacturers are shipped via Conrail. In terms of revenues, General Motors and Ford are among Conrail's largest customers and Chrysler is among Conrail's ten largest.



### 3.2 CSX Proposed Traffic Flows

Today CSX provides joint-line service with Conrail for movements of intermodal, automotive, chemical and other general merchandise traffic between the NJSAA and points on the CSX rail network. After the Acquisition, CSX will move much of that traffic in improved single-line service, in many cases via more direct routes to many more markets, not currently accessible to Conrail.

#### 3.2.1 CSX Improved Traffic Flows

CSX has established several important service routes that will enable it to enhance service across its network. Several of these service routes are designed to promote improved service at various gateways including Chicago, St. Louis, Memphis, New Orleans and the Atlantic Seaboard. CSX blocking strategy will consolidate merchandise traffic at Willard for the Chicago gateway, at Indianapolis for the St. Louis gateway, at Nashville for the Memphis gateway and at Toledo for traffic to and from Michigan. This will allow CSX to design train service to operate trains longer distances, thereby avoiding intermediate handlings. The routes that most directly benefit the NJSAA are described below.

**The Northeastern Gateway Service Route.** A significant focus of CSX's operating plan is the development of service routes to promote more efficient service between the NJSAA and other Northeastern points and Chicago. Chicago is a major gateway for traffic to and from all parts of the country and for interchange with all major eastern and western carriers. Improved service to and through Chicago is key to improved service for much of the NJSAA traffic. This service route extends from Chicago to Albany, NY, where it branches eastward to Boston (the Boston Line) and southward to Newark, NJ (the River Line). The service route

combines CSX's mainline from Chicago to Greenwich, OH (the former B&O line) and Conrail's line between Greenwich and Albany (part of the former NYC). The lines comprising this service route currently contain some of the most heavily traveled track on the proposed combined system. CSX is making substantial improvements to this service route prior to Day 1 to assure that on Day 1 CSX will be able to provide high quality service over this route and that the route will have the capacity to handle anticipated increased traffic volumes. The B&O Line from Greenwich to Chicago will be double-tracked with bi-directional train control systems and upgraded to handle the 70 mile per hour speed required for competitive intermodal service.

In addition, CSX will expand Willard Yard facilities in Ohio, upgrade and double track the current Conrail line between Greenwich and Cleveland, and increase siding capacity and line speed between Albany and the NJSAA. These combined improvements will allow CSX to provide transit times of less than 30 hours from North Jersey to Chicago.

The Northeastern Gateway Service Route is a primary route for intermodal and automotive traffic. After the Acquisition, CSX will improve service between Chicago and the NJSAA by developing a hub-based operating strategy for both intermodal and automotive traffic. Service over this route will be the fastest and most efficient between Chicago and the NJSAA.

**The Eastern Gateway Service Route** also connects the Chicago gateway to the New Jersey area and provides an alternative route. Traffic on the Eastern Gateway Service Route includes intermodal, automotive, coal, grain and general merchandise.

**The St. Louis Gateway Service Route** provides direct service between the NJSAA and the St. Louis gateway. CSX has scheduled direct intermodal train service. Merchandise traffic will be hubbed at Conrail's Indianapolis Avon Yard. Combining Conrail and CSX traffic on a single route will create opportunities to reduce intermediate handlings, to

provide opportunities to build large blocks and to operate additional solid run-through trains to overhead the St. Louis gateway.

**The Memphis Gateway Service Route** combines Conrail's lines in and to the Northeast with CSX's present line between Memphis and Cincinnati. This service route will provide efficient single-line service between the Memphis gateway and important eastern markets, including Boston and New York. This improved service route will particularly benefit shippers of auto parts, finished motor vehicles and chemicals routed via Memphis to or from western carriers. The Memphis Gateway Service Route will also provide an opportunity for significant growth of intermodal traffic.

**The New Orleans Gateway Service Route** provides service between New Orleans and NJSA. The combination of existing CSX and Conrail lines will create an attractive new routing option for merchandise and intermodal traffic from the West to points north of Philadelphia with single-line service from the New Orleans gateway.

**The Atlantic Coast Service Route**, which combines CSX's existing line between Florida and Philadelphia and Conrail's existing line between Philadelphia and Boston, will create the first single-line rail service between New England and Florida. The Conrail route between Philadelphia and Boston is a primary service route for intermodal, auto, and general merchandise traffic. In the past ten years, Conrail has undertaken extensive upgrades on track, signals, and bridges along this line. The high quality of the existing Conrail line together with the new CSX single-line service will make intermodal and carload rail service competitive for container and trailer traffic that now moves over Interstate highways I-81, I-85, and I-95. Diversion of truck traffic to intermodal service relieves congestion on heavily traveled highways, causing a net reduction of air emissions and contributing to the general safety of highway users.

Similarly, significant amounts of truck traffic will be diverted to carload service, especially for shipments of lumber/wood products and pulp/paper moving between the Southeast and New Jersey. (See Application, Vol. 3 A, Section 3.2.13; Vol. 2A, Bryan V.S. and Jenkins V.S.). To improve movements of multi-levels over the Atlantic Coast Service Route, CSX will clear Conrail's Virginia Avenue Tunnel in Washington, D.C.

### **3.2.2 CSX Proposed Intermodal Operation**

#### **3.2.2.1 CSX Improved Intermodal Operations.**

The NJSAA is a major center for intermodal traffic moving between NY/NJ ocean ports and large distribution facilities and points throughout the United States.

Accordingly, CSX plans to improve its intermodal service to take advantage of this market. Conrail facilities in North Jersey will position CSX to offer attractive and more competitive single-line service to domestic and international shippers and steamship lines that utilize the NY/NJ area ocean ports and intermodal terminals.

CSX intermodal traffic moving between the NY/NJ area and southern points is currently either handled in joint-line service with Conrail via Conrail's South Kearny terminal or, more frequently (due to the relatively high cost of short-haul joint-line rail service in the area), drayed to and from the Philadelphia terminal on CSX. This long-haul drayage of freight, and joint-line rail service, will be replaced in many important markets with efficient new single-line CSX rail service.

After the Acquisition, CSX will operate into Conrail's North Bergen and Kearny intermodal facilities, which currently serve major intermodal shippers with nationwide markets. Both of these large and well-designed North Jersey facilities have direct access to the River Line, which CSX will operate after the Acquisition as part of its Northeastern Gateway Service Route. These terminals also have excellent highway and rail access for traffic moving in any direction from or to the NJSAA.

CSX and NS will both operate directly in and out of intermodal facilities at the Port Newark/Elizabeth Marine Terminal, where Conrail today handles substantial volumes of intermodal cargo. The ExpressRail facility (Dockside) and the Portside facility (currently used by Triple Crown) at Port Newark/Elizabeth Marine Terminal will be accessible to both CSX and



NS. CSX and NS will also both have access to the private APL terminal in Kearny. In addition CSX will have the right to the property encompassing Conrail's Elizabethport Yard (Trumball Street Yard). This property will be used for future expansion of intermodal services.

CSX Intermodal (CSXI), a CSX affiliate, operates an intermodal terminal in Ridgefield (Little Ferry), NJ on the NYS&W Railroad. This terminal is used primarily for traffic moving between Chicago and the NJSAA. Services at the North Bergen, Kearny and Port Newark/Elizabeth Marine facilities will be aligned with those conducted at the CSXI Little Ferry intermodal facility to optimize the use of each of these facilities. At Little Ferry, connections will be built between the River Line and the NYS&W, facilitating access from the Conrail River Line to the Little Ferry terminal at points north and south of the terminal. These connections will allow traffic to enter and exit the Little Ferry terminal efficiently as well as allow CSX to coordinate traffic flows between Little Ferry and other North Jersey terminals in order to provide customers with the maximum number of service options and frequencies. NJSAA traffic moving to or from southern points will use the River Line and the Trenton Line, which will be a link to CSX's current rail network at Philadelphia. Traffic moving to or from New England, as well as from northern and western points, will use the River Line and connections to the Water Level Route and the Boston Line. Port area traffic will access the River Line from the National Docks Branch, which will be served by both CSX and NS.

CSX has agreed to provide Canadian Pacific (CP) additional commercial access into the Port of New York and New Jersey for intermodal traffic.

### 3.2.2.2 CSX New Intermodal Service.

CSX will also initiate new intermodal services that will benefit the NJSAA along various routes where truck currently prevails.

**Southeastern Seaboard/NJSAA.** Currently, CSX provides joint-line service with Conrail between the Southeastern Seaboard and NY/NJ. After the Acquisition, CSX will extend service in the I-95 corridor, operating two single-line intermodal trains in each direction, each providing service six days per week.<sup>10/</sup> Trains Q173 and Q174 will provide second-morning service between Jacksonville and northern New Jersey, operating direct from Florida and making a connection to a new Atlanta-New England train. Trains Q175 and Q176 will operate between Florida, Savannah, and Charleston in the Southeast, and Baltimore and Philadelphia, in the Northeast. Service improvements in this corridor are expected to divert more than 26,000 truck loads annually to rail movement. See Byran V.S.

**Atlanta/NJSAA.** CSX will take advantage of the linkage of the CSX and Conrail systems to introduce one new train per day each way between Atlanta and New England, serving Baltimore, Philadelphia and NY/NJ, as well as Springfield, Worcester, and Boston (trains Q195 and Q196). Connections will also be provided to Mobile and New Orleans.

**Nashville/Memphis/NJSAA.** There are currently no economically feasible single-line rail intermodal operations by any carrier in this service corridor. CSX will provide single-line double-stack intermodal service from Memphis and Nashville to the NJSAA (trains Q131 and Q132). This service will handle both local Memphis and Nashville traffic as well as

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<sup>10/</sup> For simplicity, much of the discussion of intermodal service in the new service corridors refers to service in one direction. The discussion should be read as including service in the opposite direction as well. For example, a reference to service from Florida to Philadelphia should be read as also referring to service from Philadelphia to Florida.

traffic to and from the Southwest that moves via the Memphis gateway. CSX will provide third-morning service between Memphis and New England, northern NJ/NY, Philadelphia, and Baltimore.

### 3.3 NS Proposed Traffic Flows

#### 3.3.1 NS Improved Traffic Flows

NS has established major service improvement lanes as discussed in Volume 3B of the filing, the NS Operating Plan. While traffic to and from Northern New Jersey will benefit from improvements proposed in all lanes, five are of particular importance to the NJSAA.

**The Penn Route** will connect Northern New Jersey and the Northeast with Chicago using Conrail's Lehigh, Reading, Harrisburg and Pennsylvania mainlines. This high capacity route will offer the shortest rail distance between Northern New Jersey and Chicago. The route will consist entirely of Centralized Traffic Control, double track or both. The route will also be improved to accommodate full dimension double-stack traffic to and from New Jersey Ports. Details of service improvements are discussed in Volume 3B, and train schedules using the Penn Route to and from Northern New Jersey are included in this submission as well.

NS will reduce transit times between the NJSAA on the one hand and Chicago and Kansas City on the other by replacing Conrail's current blocking strategy with a plan which will minimize intermediate terminal handlings. As discussed in the primary Operating Plan filing, this strategy will also improve service reliability for Northern New Jersey traffic.

**The Southern Tier Route** will extend from NS' Croxton Intermodal Terminal in Northern New Jersey to Buffalo and then on to Cleveland on NS' present mainline. Proposed investments on this route will improve line capacity and quality and allow expanded NS to create a second highly competitive route for intermodal and automotive traffic between Northern New Jersey and the West. The route will also facilitate NS access to New England over Binghamton, NY in conjunction with CPRS.

**Southwest Gateway Routes.** The consolidation of NS and Conrail traffic flows will generate sufficient traffic to permit efficient transcontinental blocks and trains to and from Western destinations as described in the Operating Plan. In conjunction with the Penn Route, NJSAA rail customers will now be afforded efficient access to the Kansas City gateway. As described in the Operating Plan, NJSAA traffic for the West would be processed at Pittsburgh (Conway), then consolidated on a close connection basis for through handling to Western points creating a significant improvement in both transit time and reliability via the service-efficient Kansas City gateway.

NS will also establish new connections and gateways on its Kansas City Line at Sidney and Tolono, IL with the Union Pacific and Illinois Central systems respectively. With CSX's operation of Conrail's St. Louis Line, these new NS gateways will offer fully competitive service to CSX's operations over Salem and Effingham for the petrochemical traffic flows moving between Northern New Jersey and the Southwest and Gulf Coast states.

**The Piedmont Route.** The acquisition of Conrail's routes and rights from the Northern New Jersey area to Alexandria, VA will permit NS to form a single-line route from Northeastern points to Atlanta and other Southeastern points via Greensboro and Charlotte, NC. Traffic between the Southeast and Northeast will grow on this route or the parallel Shenandoah Route, depending upon NS' negotiations relative to the use of the North Carolina Railroad.

New train service targeting traffic moving between NJSAA and the Southeast will be established between Oak Island, NJ and Linwood, NC operating directly via Amtrak's Northeast Corridor, again reducing transit times while improving service reliability.



**The Shenandoah Route.** Control of Conrail's routes and access to its Northeastern traffic base on a permanent basis will permit NS to create a second major northeastern-southeastern route, paralleling the Piedmont Route. The Shenandoah Route, which parallels I-81, will provide a direct route between Northern New Jersey, Tennessee, Georgia, Alabama and Mississippi and the gateways of Memphis, Meridian and New Orleans.

The Operating Plan describes some of the new services which will be offered by NS over this route. For Northern New Jersey traffic, the establishment of new train service between Allentown, PA, a facility which supports Northern New Jersey, and Knoxville, TN will improve transit times to the Southeast and Southeastern gateways.

### **3.3.2 NS Proposed Intermodal Operations**

#### **3.3.2.1 NS Improved Intermodal Operations**

As discussed above, the NJSAA is a major center for intermodal traffic moving between NY/NJ ocean ports and large distribution facilities and points throughout the United States and NS, like CSX, plans to improve its intermodal service to take advantage of this market. Conrail facilities in North Jersey will position NS to offer attractive and more competitive single-line services to domestic and international shippers and steamship lines that utilize the NY/NJ area ocean ports and intermodal terminals.

NS intermodal traffic moving between NY/NJ area and NS points is currently handled in joint-line service with Conrail. Post-Acquisition, NS will serve the E-Rail and Croxton intermodal facilities, which currently serve major intermodal shippers with nationwide markets. Both of these facilities have efficient access to the Lehigh Line, the Southern Tier and Amtrak's NEC which will become NS' principal access routes to Northern New Jersey. NS' Triple Crown operations will continue to be conducted at the Portside facility. These terminals have excellent highway and rail access for traffic moving in any direction from or to the NJSAA.

As discussed previously, CSX and NS will both operate directly in and out of intermodal facilities at the Port Newark/Elizabeth Marine Terminal, ExpressRail (Dockside) and Portside (currently used by Triple Crown) at Port Newark/Elizabeth Marine Terminal and the private APL terminal in Kearny. In addition, NS will have the right to the property in the vicinity of the E-Rail facility. This property will be used for future expansion of intermodal services.

Services provided by NS at any NJSAA location will be coordinated to insure optimum facility use. Intermodal freight moving to or from points throughout the United States can be efficiently consolidated and served from these facilities.

NS NJSAA traffic moving to and from the Croxton Intermodal facility will generally enter or exit the Southern Tier via the Bergen County Line at Croxton. Access to E-Rail and Portside will generally be via Oak Island to and from the Lehigh Line or Amtrak's NEC.

Importantly, both NS and CSX road crews will be able to operate on any mainline within the NJSAA under the control of NJSAA dispatching. This provides alternate routes and will allow operations to remain fluid.

### **3.3.2.2 NS New Intermodal Services**

NS will institute new intermodal and Triple Crown operations that will improve service to and from Northern New Jersey and provide a viable alternative to trucks in several service lanes.

**Southern Tier.** Extended NS will provide new doublestack and automotive services between the NJSAA, Croxton and the Chicago area. After Southern Tier upgrading is accomplished, Chicago-Croxton transit times will be fully competitive with other route options, with planned schedules offering transit times of less than 30 hours.

**Piedmont Route.** New services to Atlanta and the Southeast will be established with transit times of 36 hours or less. Triple Crown Services plans a reroute of its present RoadRailer service between Portside and Atlanta to Amtrak's Northeast Corridor, with scheduled transit time planned for less than 30 hours.

**Shenandoah Route.** New services to New Orleans and intermediate points will be provided from NJSAA points via the proposed NS Eastern intermodal hub near Harrisburg.

**Penn Route and Southwestern Gateways.** Expanded NS will maintain or improve current Conrail schedules via the Penn Route between Northern New Jersey and Chicago as customer preferences become apparent.

NS' construction of intermodal hubs at Harrisburg, PA and Toledo, OH will also expedite shorter haul and other intermodal traffic, including new schedules between Kansas City and Harrisburg which will give NJSAA intermodal users efficient connections to the service efficient Kansas City gateway.

#### 4.0 SERVICE and FACILITIES in NJSAA

This section discusses through trains, local trains and yard service in the NJSAA. Activity summaries are also provided for each major facility. Finally, a discussion of how rail customers will interface with line haul carriers and the NJSAA operator is provided.

CSX currently has no operations in the North Jersey area other than the intermodal operations at the Little Ferry facility operated by CSXI. Likewise, except for the Triple Crown operation that NS conducts at Portside Yard, NS has no current operations in North Jersey. Conrail, however, has extensive operations in this area.

CSX and NS are very aware of the fact that on Day 1 they must be prepared to replicate as closely as possible existing Conrail operations. The railroads are also aware of the interdependencies of the operations in this area and that close cooperation and coordination are essential. Seamless integration and efficient operations in this critical area are as important to the carriers as they are to the shippers in this area. Operations in the NJSAA will impact not only shippers and receivers within the area, but across the entire CSX and NS networks.

For that very reason, operations within the NJSAA will be coordinated through the CSAO, which will be responsible for managing operations for both CSX and NS. The CSAO will draw on Conrail experience and expertise to provide efficient switching and yard operations and to supervise and coordinate all operations and dispatching functions within the NJSAA.



#### 4.1 Through Train Service

Figures 3, 4 and 5 following summarize respectively:

- "Current" Conrail Freight schedules serving the NJSAA
- Proposed CSX schedules intended to serve the NJSAA
- Proposed NS schedules intended to serve the NJSAA

Section 3 of this submission and Volume 3A and 3B of the filing provide additional information and discussion regarding the new services.

While the proposed service described in this submission is, for the most part, consistent with the proposed operations as filed in Volumes 3A and 3B, where the progress of transition teams has indicated the need for additional services, they are so identified.

As discussed previously, proposed train schedules are driven by traffic data developed in formulating the Application, then allocated by ALK Associates to CSX and NS respectively. Traffic data were then evaluated in light of perceived customers' needs and operational efficiencies to formulate the proposed operation to satisfy the requirements of statute to describe patterns of service.

In practice, as customers' needs become better known, schedules may be adapted. Competition in the marketplace will also influence traffic allocations by customers and hence actual train operations. This plan reflects such changes since the 1995 base year. Additions and changes to train services will be made so as not to interfere with then-existing passenger services, as further described in Section 6.

CR Current Schedules - NJSAA

Figure 3

| RR | Train    | Location            | Arr/Dep | Time | Days Op  | Origin             | Destination        |
|----|----------|---------------------|---------|------|----------|--------------------|--------------------|
| CR | ALSE     | Kearny TV           | ARR     | 1130 | Daily    | Allentown, PA      | Selkirk, NY        |
| CR | ALSE     | Kearny TV           | DEP     | 1225 | Daily    | Allentown, PA      | Selkirk, NY        |
| CR | ALSE     | Kearny              | ARR     | 1230 | Daily    | Allentown, PA      | Selkirk, NY        |
| CR | ALSE     | Kearny              | DEP     | 1330 | Daily    | Allentown, PA      | Selkirk, NY        |
| CR | BUOI     | Croxtan             | PS      | 1500 | Mo-Sa    | Buffalo, NY        | Oak Island, NJ     |
| CR | BUOI     | Oak Island          | ARR     | 1700 | Mo-Sa    | Buffalo, NY        | Oak Island, NJ     |
| CR | CCAL     | Brown's/South Amboy | DEP     | 0900 | Daily    | South Amboy, NJ    | Allentown, PA      |
| CR | CCAL     | Port Reading        | ARR     | 1000 | Daily    | South Amboy, NJ    | Allentown, PA      |
| CR | CCAL     | Port Reading        | DEP     | 1300 | Daily    | South Amboy, NJ    | Allentown, PA      |
| CR | CSOJ     | Greenville          | ARR     | 0545 | Mo/We/Sa | CSXT/Bradenton, FL | Greenville, NJ     |
| CR | CSSE     | Oak Island          | ARR     | 2045 | Daily    | CSXT/Waycross, GA  | Selkirk, NY        |
| CR | CSSE     | Oak Island          | DEP     | 2200 | Daily    | CSXT/Waycross, GA  | Selkirk, NY        |
| CR | CSSE     | North Bergen        | PS      | 2330 | Daily    | CSXT/Waycross, GA  | Selkirk, NY        |
| CR | KAOI-D   | Oak Island          | ARR     | 1630 | We       | Kankakee, IL       | Oak Island, NJ     |
| CR | LMPI     | Linden              | DEP     | 2200 | Su-Fr    | Linden, NJ         | Conway, PA         |
| CR | LMPI     | Metuchen            | ARR     | 2245 | Su-Fr    | Linden, NJ         | Conway, PA         |
| CR | LMPI     | Metuchen            | DEP     | 0115 | Su-Fr    | Linden, NJ         | Conway, PA         |
| CR | Mail03   | Kearny              | DEP     | 0715 | Daily    | Kearny, NJ         | East St. Louis, IL |
| CR | Mail04-K | Kearny              | ARR     | 0745 | Tu       | East St. Louis, IL | Kearny, NJ         |
| CR | Mail08   | North Bergen        | ARR     | 1000 | Mo-Fr    | Chicago, IL        | North Bergen, NJ   |
| CR | Mail08   | North Bergen        | ARR     | 1030 | Sa-Su    | Chicago, IL        | North Bergen, NJ   |
| CR | Mail44   | Kearny              | ARR     | 0820 | We-Fr    | East St. Louis, IL | Kearny, NJ         |
| CR | Mail44   | Kearny              | ARR     | 0900 | Sa-Mo    | East St. Louis, IL | Kearny, NJ         |
| CR | ML401    | Doremus Avenue      | DEP     | 0230 | Daily    | Doremus Ave., NJ   | Columbus, OH       |
| CR | ML403    | Metuchen            | DEP     | 2200 | Daily    | Metuchen, NJ       | Columbus, OH       |
| CR | ML403    | Linden              | ARR     | 2320 | Daily    | Metuchen, NJ       | Columbus, OH       |
| CR | ML403    | Linden              | DEP     | 2359 | Daily    | Metuchen, NJ       | Columbus, OH       |
| CR | ML405    | Doremus Avenue      | DEP     | 1800 | Daily    | Doremus Ave., NJ   | Selkirk, NY        |
| CR | ML405    | Ridgefield Heights  | ARR     | 1930 | Daily    | Doremus Ave., NJ   | Selkirk, NY        |
| CR | ML405    | Ridgefield Heights  | DEP     | 2030 | Daily    | Doremus Ave., NJ   | Selkirk, NY        |
| CR | ML440    | Doremus Avenue      | ARR     | 0700 | We-Su    | Sterling, MI       | Doremus Ave., NJ   |
| CR | ML440    | Doremus Avenue      | ARR     | 0730 | Mo       | Sterling, MI       | Doremus Ave., NJ   |
| CR | ML480    | Ridgefield Heights  | ARR     | 0630 | Daily    | Toledo, OH         | Doremus Ave., NJ   |
| CR | ML480    | Ridgefield Heights  | DEP     | 0700 | Daily    | Toledo, OH         | Doremus Ave., NJ   |
| CR | ML480    | Doremus Avenue      | ARR     | 0900 | Daily    | Toledo, OH         | Doremus Ave., NJ   |
| CR | NSSE     | Oak Island          | ARR     | 0930 | Daily    | NS/Hagerstown, MD  | Selkirk, NY        |
| CR | NSSE     | Oak Island          | DEP     | 1030 | Daily    | NS/Hagerstown, MD  | Selkirk, NY        |
| CR | NSSE     | Ridgefield Heights  | ARR     | 1400 | Daily    | NS/Hagerstown, MD  | Selkirk, NY        |
| CR | NSSE     | Ridgefield Heights  | DEP     | 1500 | Daily    | NS/Hagerstown, MD  | Selkirk, NY        |

CR Current Schedules - NJSAA

Figure 3

|    |         |                     |     |      |           |                  |                       |
|----|---------|---------------------|-----|------|-----------|------------------|-----------------------|
| CR | OIAL-A  | Oak Island          | DEP | 0930 | Mo-Sa     | Oak Island, NJ   | Allentown, PA         |
| CR | OIAL-B  | Oak Island          | DEP | 1530 | Tu-Su     | Oak Island, NJ   | Allentown, PA         |
| CR | OIBU    | Oak Island          | DEP | 1100 | Tu-Su     | Oak Island, NJ   | Buffalo, NY           |
| CR | OIBU    | Croxtton            | PS  | 1230 | Tu-Su     | Oak Island, NJ   | Buffalo, NY           |
| CR | OIIIH-D | Oak Island          | DEP | 0800 | Sa        | Oak Island, NJ   | Gibson, IL            |
| CR | OJCS    | Greenville          | DEP | 1800 | As Needed | Greenville, NJ   | CSXT/Bradenton, FL    |
| CR | CJCS    | Oak Island          | ARR | 1845 | As Needed | Greenville, NJ   | CSXT/Bradenton, FL    |
| CR | OJCS    | Oak Island          | DEP | 2030 | As Needed | Greenville, NJ   | CSXT/Bradenton, FL    |
| CR | PIOI    | Oak Island          | ARR | 1730 | Daily     | Conway, PA       | Oak Island, NJ        |
| CR | RR261   | Portside            | DEP | 2045 | Mo-Fr     | Portside, NJ     | Fort Wayne, IN        |
| CR | RR262   | Portside            | ARR | 0825 | We-Sa     | Fort Wayne, IN   | Portside, NJ          |
| CR | RR262   | Portside            | ARR | 1530 | Su        | Fort Wayne, IN   | Portside, NJ          |
| CR | SEAL    | Kearny TV           | ARR | 1630 | Daily     | Selkirk, NY      | Allentown, PA         |
| CR | SEAL    | Kearny TV           | DEP | 1725 | Daily     | Selkirk, NY      | Allentown, PA         |
| CR | SEAL    | Kearny              | ARR | 1730 | Daily     | Selkirk, NY      | Allentown, PA         |
| CR | SEAL    | Kearny              | DEP | 1830 | Daily     | Selkirk, NY      | Allentown, PA         |
| CR | SECS    | Oak Island          | ARR | 1730 | Daily     | Selkirk, NY      | CSXT/Jacksonville, FL |
| CR | SECS    | Oak Island          | DEP | 2130 | Daily     | Selkirk, NY      | CSXT/Jacksonville, FL |
| CR | SENS    | North Bergen        | ARR | 1100 | Daily     | Selkirk, NY      | NS/Linwood, NC        |
| CR | SENS    | North Bergen        | DEP | 1400 | Daily     | Selkirk, NY      | NS/Linwood, NC        |
| CR | SESA    | Oak Island          | ARR | 1615 | Daily     | Selkirk, NY      | South Amboy, NJ       |
| CR | SESA    | Oak Island          | DEP | 2100 | Daily     | Selkirk, NY      | South Amboy, NJ       |
| CR | SESA    | Bayway              | ARR | 2200 | Daily     | Selkirk, NY      | South Amboy, NJ       |
| CR | SESA    | Bayway              | DEP | 2330 | Daily     | Selkirk, NY      | South Amboy, NJ       |
| CR | SESA    | Port Reading        | ARR | 0130 | Daily     | Selkirk, NY      | South Amboy, NJ       |
| CR | SESA    | Port Reading        | DEP | 0430 | Daily     | Selkirk, NY      | South Amboy, NJ       |
| CR | SESA    | Brown's/South Amboy | ARR | 0530 | Daily     | Selkirk, NY      | South Amboy, NJ       |
| CR | TOMT    | Oak Island          | PS  | 2230 | Daily     | Toledo, OH       | Metuchen, NJ          |
| CR | TOMT    | Linden              | ARR | 0001 | Daily     | Toledo, OH       | Metuchen, NJ          |
| CR | TOMT    | Linden              | DEP | 0110 | Daily     | Toledo, OH       | Metuchen, NJ          |
| CR | TOMT    | Metuchen            | ARR | 0300 | Daily     | Toledo, OH       | Metuchen, NJ          |
| CR | TVLA    | North Bergen        | DEP | 0730 | Tu-Sa     | North Bergen, NJ | BNSF/Los Angeles, CA  |
| CR | TVLT    | Kearny TV           | ARR | 2115 | Su        | Chicago, IL      | Kearny, NJ            |
| CR | TV03    | Kearny              | DEP | 1900 | Mo-Fr     | Kearny, NJ       | East St. Louis, IL    |
| CR | TV04    | Kearny              | ARR | 0900 | We-Fr     | Indianapolis, IN | Kearny, NJ            |
| CR | TV10    | Ridgefield Heights  | ARR | 0810 | Daily     | Chicago, IL      | North Bergen, NJ      |
| CR | TV10    | Ridgefield Heights  | DEP | 0825 | Daily     | Chicago, IL      | North Bergen, NJ      |
| CR | TV10    | North Bergen        | ARR | 0840 | Daily     | Chicago, IL      | North Bergen, NJ      |

CR Current Schedules - NJSAA

Figure 3

|    |       |                         |     |      |             |                       |                          |
|----|-------|-------------------------|-----|------|-------------|-----------------------|--------------------------|
| CR | TV11  | Elizabethport/E-Rail TV | DEP | 1900 | Mo-Sa       | Elizabethport, NJ     | Chicago, IL              |
| CR | TV11  | Pt. Newark              | ARR | 1930 | Mo-Sa       | Elizabethport, NJ     | Chicago, IL              |
| CR | TV11  | Pt. Newark              | DEP | 2000 | Mo-Sa       | Elizabethport, NJ     | Chicago, IL              |
| CR | TV12  | Pt. Newark              | ARR | 0400 | We-Mo       | Chicago, IL           | Elizabethport/E-Rail, NJ |
| CR | TV12  | Pt. Newark              | DEP | 0430 | We-Mo       | Chicago, IL           | Elizabethport/E-Rail, NJ |
| CR | TV12  | Elizabethport/E-Rail TV | ARR | 0545 | We-Mo       | Chicago, IL           | Elizabethport/E-Rail, NJ |
| CR | TV12K | Kearny                  | ARR | 0600 | Mo          | Harrisburg, PA        | Kearny, NJ               |
| CR | TV77  | Kearny TV               | DEP | 2030 | Mo-Fr       | Kearny, NJ            | Chicago, IL              |
| CR | TV77  | North Bergen            | ARR | 2145 | Sa          | Kearny, NJ            | Chicago, IL              |
| CR | TV77  | North Bergen            | DEP | 2245 | Sa          | Kearny, NJ            | Chicago, IL              |
| CR | TV78  | Kearny TV               | ARR | 0600 | We-Fr/Mo    | Chicago, IL           | Kearny, NJ               |
| CR | TV78  | Kearny TV               | ARR | 0715 | Sa-Su       | Chicago, IL           | Kearny, NJ               |
| CR | TV79  | North Bergen            | DEP | 0115 | Tu-Sa       | North Bergen, NJ      | Chicago, IL              |
| CR | TV80  | North Bergen            | ARR | 1430 | Fr          | Chicago, IL           | North Bergen, NJ         |
| CR | TV173 | Kearny                  | DEP | 0300 | Daily       | Kearny, NJ            | CSXT/Jacksonville, FL    |
| CR | TV174 | Kearny                  | ARR | 0100 | Mo-We       | CSXT/Jacksonville, FL | Kearny, NJ               |
| CR | TV174 | Kearny                  | ARR | 1830 | We-Sa       | CSXT/Jacksonville, FL | Kearny, NJ               |
| CR | TV200 | Kearny                  | ARR | 0230 | We-Fr       | Chicago, IL           | Kearny, NJ               |
| CR | TV201 | Kearny TV               | DEP | 0025 | Tu-Sa       | Kearny, NJ            | UP/Chicago, IL           |
| CR | TV201 | Croxtan TV              | ARR | 0045 | Tu-Sa       | Kearny, NJ            | UP/Chicago, IL           |
| CR | TV201 | Croxtan TV              | DEP | 0115 | Tu-Sa       | Kearny, NJ            | UP/Chicago, IL           |
| CR | TV202 | Croxtan TV              | ARR | 0200 | We-Mo       | Chicago, IL           | Kearny, NJ               |
| CR | TV202 | Croxtan TV              | DEP | 0330 | We-Mo       | Chicago, IL           | Kearny, NJ               |
| CR | TV202 | Kearny TV               | ARR | 0430 | We-Mo       | Chicago, IL           | Kearny, NJ               |
| CR | TV203 | Kearny                  | DEP | 0200 | Sa          | Kearny, NJ            | UP/Chicago, IL           |
| CR | TV203 | Croxtan TV              | ARR | 0230 | Sa          | Kearny, NJ            | UP/Chicago, IL           |
| CR | TV203 | Croxtan TV              | DEP | 0315 | Sa          | Kearny, NJ            | UP/Chicago, IL           |
| CR | TV204 | Croxtan TV              | ARR | 0630 | Daily       | Chicago, IL           | Kearny, NJ               |
| CR | TV204 | Croxtan TV              | DEP | 0730 | Daily       | Chicago, IL           | Kearny, NJ               |
| CR | TV204 | Kearny TV               | ARR | 0900 | Daily       | Chicago, IL           | Kearny, NJ               |
| CR | TV207 | Port Newark             | DEP | 2100 | Mo-Fr       | Port Newark, NJ       | Chicago, IL              |
| CR | TV209 | Port Newark             | DEP | 0030 | As Required | Port Newark, NJ       | Selkirk, NY              |
| CR | TV211 | Kearny TV               | DEP | 0500 | Tu-Sa       | Kearny, NJ            | NS/Atlanta, GA           |
| CR | TV212 | Kearny TV               | PS  | 1000 | We-Fr       | NS/Atlanta, GA        | North Bergen, NJ         |
| CR | TV212 | North Bergen            | ARR | 1130 | We-Fr       | NS/Atlanta, GA        | North Bergen, NJ         |
| CR | TV212 | Kearny TV               | ARR | 1130 | Sa-Su       | NS/Atlanta, GA        | Kearny, NJ               |

CR Current Schedules - NJSAA

Figure 3

|    |        |             |     |      |             |                |                  |
|----|--------|-------------|-----|------|-------------|----------------|------------------|
| CR | TV213  | Kearny TV   | DEP | 1900 | Sa          | Kearny, NJ     | NS/Atlanta, GA   |
| CR | TV213  | Kearny TV   | DEP | 2000 | Mo-Fr       | Kearny, NJ     | NS/Atlanta, GA   |
| CR | TV214  | Kearny TV   | ARR | 0430 | We-Mo       | NS/Atlanta, GA | Kearny, NJ       |
| CR | TV24-P | Port Newark | ARR | 0500 | Mo/We/Th/Fr | Selkirk, NY    | Port Newark, NJ  |
| CR | TV261  | Kearny      | DEP | 2200 | Mo-Th       | Kearny, NJ     | BNSF/Chicago, IL |
| CR | TV261  | Croxtan TV  | ARR | 2230 | Mo-Th       | Kearny, NJ     | BNSF/Chicago, IL |
| CR | TV261  | Croxtan TV  | DEP | 2315 | Mo-Th       | Kearny, NJ     | BNSF/Chicago, IL |
| CR | TV263  | Kearny      | DEP | 2330 | Fr          | Kearny, NJ     | BNSF/Chicago, IL |
| CR | TV263  | Croxtan TV  | ARR | 0001 | Fr          | Kearny, NJ     | BNSF/Chicago, IL |
| CR | TV263  | Croxtan TV  | DEP | 0100 | Fr          | Kearny, NJ     | BNSF/Chicago, IL |
| CR | TV265  | Croxtan TV  | DEP | 0130 | As Needed   | Croxtan, NJ    | Chicago, IL      |
| CR | TV556  | Croxtan TV  | ARR | 0400 | Th          | Chicago, IL    | Croxtan, NJ      |
| CR | TV590  | Croxtan TV  | ARR | 1030 | Th          | Chicago, IL    | Croxtan, NJ      |



CSX Proposed Schedules - NJSAA

Figure 4

| RR  | Train  | Location           | Arr/Dep | Time | Days Op | Origin                 | Destination     |
|-----|--------|--------------------|---------|------|---------|------------------------|-----------------|
| CSX | Q219   | Linden             | DEP     | 0100 | 6       | Linden, NJ             | Waycross, GA    |
| CSX | Q219   | Oak Island         | ARR     | 0200 | 6       | Linden, NJ             | Waycross, GA    |
| CSX | Q271   | Ridgefield Heights | DEP     | 1900 | 6       | Ridgefield Heights, NJ | Sterling, MI    |
| CSX | Q273   | Linden             | DEP     | 2300 | 6       | Linden, NJ             | Toledo, OH      |
| CSX | Q273   | Doremus            | ARR     | 0001 | 6       | Linden, NJ             | Toledo, OH      |
| CSX | Q273   | Doremus            | DEP     | 0100 | 6       | Linden, NJ             | Toledo, OH      |
| CSX | Q290   | Ridgefield Heights | ARR     | 0730 | 6       | Sterling, MI           | Doremus, NJ     |
| CSX | Q290   | Ridgefield Heights | DEP     | 0830 | 6       | Sterling, MI           | Doremus, NJ     |
| CSX | Q290   | Doremus            | ARR     | 1030 | 6       | Sterling, MI           | Doremus, NJ     |
| CSX | CASE   | Oak Island         | ARR     | 1746 | Daily   | Pavonia Jct, NJ        | Selkirk Yd, NY  |
| CSX | CASE   | Oak Island         | DEP     | 1846 | Daily   | Pavonia Jct, NJ        | Selkirk Yd, NY  |
| CSX | CASE   | North Bergen       | ARR     | 1927 | Daily   | Pavonia Jct, NJ        | Selkirk Yd, NY  |
| CSX | CASE   | North Bergen       | DEP     | 2012 | Daily   | Pavonia Jct, NJ        | Selkirk Yd, NY  |
| CSX | CASE   | Little Ferry       | ARR     | 2025 | Daily   | Pavonia Jct, NJ        | Selkirk Yd, NY  |
| CSX | CASE   | Little Ferry       | DEP     | 2055 | Daily   | Pavonia Jct, NJ        | Selkirk Yd, NY  |
| CSX | OIRM   | Oak Island         | DEP     | 0900 | Daily   | Oak Island, NJ         | Rocky Mount, NC |
| CSX | OIRM   | Manville           | ARR     | 1000 | Daily   | Oak Island, NJ         | Rocky Mount, NC |
| CSX | OIRM   | Manville           | DEP     | 1032 | Daily   | Oak Island, NJ         | Rocky Mount, NC |
| CSX | OISE   | Oak Island         | DEP     | 1700 | Daily   | Oak Island, NJ         | Selkirk Yd, NY  |
| CSX | OISE   | Little Ferry       | PS      | 1754 | Daily   | Oak Island, NJ         | Selkirk Yd, NY  |
| CSX | OJTA   | Oak Island         | ARR     | 1700 | Daily   | Greenville, NJ         | Tampa, FL       |
| CSX | OJTA   | Trenton            | DEP     | 2000 | Daily   | Greenville, NJ         | Tampa, FL       |
| CSX | SECA A | Little Ferry       | PS      | 0859 | Daily   | Selkirk Yd, NY         | Pavonia, NJ     |
| CSX | SECA A | Oak Island         | ARR     | 0953 | Daily   | Selkirk Yd, NY         | Pavonia, NJ     |
| CSX | SECA A | Oak Island         | DEP     | 1053 | Daily   | Selkirk Yd, NY         | Pavonia, NJ     |
| CSX | SECA A | Manville           | PS      | 1225 | Daily   | Selkirk Yd, NY         | Pavonia, NJ     |
| CSX | SECA B | Little Ferry       | PS      | 2054 | Daily   | Selkirk Yd, NY         | Pavonia, NJ     |
| CSX | SECA B | Oak Island         | ARR     | 2153 | Daily   | Selkirk Yd, NY         | Pavonia, NJ     |
| CSX | SECA B | Oak Island         | DEP     | 2223 | Daily   | Selkirk Yd, NY         | Pavonia, NJ     |
| CSX | SECA B | Manville           | PS      | 2355 | Daily   | Selkirk Yd, NY         | Pavonia, NJ     |
| CSX | SEJB   | Little Ferry       | PS      | 1744 | Daily   | Selkirk Yd, NY         | South Amboy, NJ |
| CSX | SEJB   | Bayway             | ARR     | 1858 | Daily   | Selkirk Yd, NY         | South Amboy, NJ |
| CSX | SEJB   | Bayway             | DEP     | 1928 | Daily   | Selkirk Yd, NY         | South Amboy, NJ |
| CSX | SEJB   | Port Reading       | ARR     | 2028 | Daily   | Selkirk Yd, NY         | South Amboy, NJ |
| CSX | SEJB   | Port Reading       | DEP     | 2058 | Daily   | Selkirk Yd, NY         | South Amboy, NJ |
| CSX | SEJB   | South Amboy        | ARR     | 2158 | Daily   | Selkirk Yd, NY         | South Amboy, NJ |
| CSX | TAOJ   | Trenton, NJ (NEC)  | ARR     | 2330 | Daily   | Tampa, FL              | Greenville, NJ  |
| CSX | TAOJ   | Oak Island         | ARR     | 0220 | Daily   | Tampa, FL              | Greenville, NJ  |
| CSX | TAOJ   | Oak Island         | DEP     | 0320 | Daily   | Tampa, FL              | Greenville, NJ  |
| CSX | Q156   | Kearny             | ARR     | 2359 | 6       | Chicago 59th, IL       | Kearny, NJ      |

CSX Proposed Schedules - NJSAA

Figure 4

| RR  | Train | Location     | Arr/Dep | Time | Days Op | Origin            | Destination      |
|-----|-------|--------------|---------|------|---------|-------------------|------------------|
| CSX | Q164  | Kearny       | ARR     | 0600 | 5       | Chicago 59th, IL  | Kearny, NJ       |
| CSX | Q196  | Kearny       | ARR     | 0630 | 7       | Atlanta, GA       | Boston, MA       |
| CSX | Q196  | Kearny       | DEP     | 1300 | 7       | Atlanta, GA       | Boston, MA       |
| CSX | Q195  | Kearny       | ARR     | 1400 | 7       | Boston, MA        | Atlanta, GA      |
| CSX | Q195  | Kearny       | DEP     | 1845 | 7       | Boston, MA        | Atlanta, GA      |
| CSX | Q157  | Kearny       | DEP     | 2130 | 5       | Kearny, NJ        | Chicago 59th, IL |
| CSX | Q165  | Kearny       | DEP     | 2330 | 5       | Kearny, NJ        | Chicago 59th, IL |
| CSX | Q173  | Little Ferry | DEP     | 0300 | 5       | Little Ferry, NJ  | Jacksonville, FL |
| CSX | Q132  | Little Ferry | ARR     | 0600 | Daily   | Memphis, TN       | Little Ferry, NJ |
| CSX | Q108  | Little Ferry | ARR     | 0900 | 7       | E. St. Louis Jct. | Little Ferry, NJ |
| CSX | Q174  | Little Ferry | ARR     | 1800 | 5       | Jacksonville, FL  | Little Ferry, NJ |
| CSX | Q111  | Little Ferry | DEP     | 1900 | Daily   | Little Ferry, NJ  | St. Louis, MO    |
| CSX | Q163  | Pt. Newark   | DEP     | 2130 | 5       | Pt. Newark, NJ    | Chicago 59th, IL |
| CSX | Q163  | Little Ferry | ARR     | 2315 | 5       | Pt. Newark, NJ    | Chicago 59th, IL |
| CSX | Q163  | Little Ferry | DEP     | 0001 | 5       | Pt. Newark, NJ    | Chicago 59th, IL |
| CSX | Q131  | Little Ferry | DEP     | 2300 | Daily   | Little Ferry, NJ  | Memphis, TN      |
| CSX | Q162  | Little Ferry | ARR     | 0600 | 6       | Chicago 59th, IL  | Pt. Newark, NJ   |
| CSX | Q162  | Little Ferry | DEP     | 0645 | 6       | Chicago 59th, IL  | Pt. Newark, NJ   |
| CSX | Q162  | Pt. Newark   | ARR     | 0815 | 6       | Chicago 59th, IL  | Pt. Newark, NJ   |
| CSX | Q167  | North Bergen | DEP     | 0330 | 5       | North Bergen, NJ  | Bedford Park, IL |
| CSX | Q160  | North Bergen | ARR     | 0600 | 6       | Bedford Park, IL  | North Bergen, NJ |
| CSX | Q169  | North Bergen | DEP     | 0730 | 5       | North Bergen, NJ  | Chicago 59th, IL |
| CSX | Q166  | North Bergen | ARR     | 0840 | 7       | Bedford Park, IL  | North Bergen, NJ |
| CSX | Q168  | North Bergen | ARR     | 1000 | 7       | Chicago 59th, IL  | North Bergen, NJ |
| CSX | Q161  | North Bergen | DEP     | 2030 | 6       | North Bergen, NJ  | Bedford Park, IL |
| CSX | TOMT  | Little Ferry | PS      | 2000 | Daily   | Toledo, OH        | Metuchen, NJ     |
| CSX | TOMT  | Linden       | ARR     | 0001 | Daily   | Toledo, OH        | Metuchen, NJ     |
| CSX | TOMT  | Linden       | DEP     | 0110 | Daily   | Toledo, OH        | Metuchen, NJ     |
| CSX | TOMT  | Metuchen     | ARR     | 0300 | Daily   | Toledo, OH        | Metuchen, NJ     |
| CSX | RMOI  | Manville, NJ | ARR     | 1254 | Daily   | Rocky Mount, NC   | Oak Island, NJ   |
| CSX | RMOI  | Manville, NJ | DEP     | 1339 | Daily   | Rocky Mount, NC   | Oak Island, NJ   |
| CSX | RMOI  | Oak Island   | ARR     | 1511 | Daily   | Rocky Mount, NC   | Oak Island, NJ   |

CSX Proposed Schedules - NJSAA

Figure 4

| RR  | Train | Location     | Arr/Dep | Time | Days Op | Origin       | Destination |
|-----|-------|--------------|---------|------|---------|--------------|-------------|
| CSX | WXSE  | Manville, NJ | PS      | 1524 | Daily   | Waycross, GA | Selkirk, NY |
| CSX | WXSE  | Oak Island   | ARR     | 1656 | Daily   | Waycross, GA | Selkirk, NY |
| CSX | WXSE  | Oak Island   | DEP     | 1726 | Daily   | Waycross, GA | Selkirk, NY |
| CSX | WXSE  | Little Ferry | PS      | 1820 | Daily   | Waycross, GA | Selkirk, NY |
| CSX | SETA  | Little Ferry | PS      | 1629 | Daily   | Selkirk, NY  | Tampa, FL   |
| CSX | SETA  | Oak Island   | PS      | 1838 | Daily   | Selkirk, NY  | Tampa, FL   |
| CSX | SETA  | Manville     | PS      | 2010 | Daily   | Selkirk, NY  | Tampa, FL   |

## NS Proposed Schedules - NJSAA

Figure 5

| RR | Train     | Location      | ARR/DEP | Time | Days Op | Origin          | Destination       |
|----|-----------|---------------|---------|------|---------|-----------------|-------------------|
| NS | GMCEOI    | Oak Island    | ARR     | 0300 | Daily   | Conway, PA      | Oak Island, NJ    |
| NS | AUBVOI(1) | Metuchen      | ARR     | 0200 | Daily   | Bellevue, OH    | Oak Island, NJ    |
| NS | AUBVOI(1) | Metuchen      | DEP     | 0230 | Daily   | Bellevue, OH    | Oak Island, NJ    |
| NS | AUBVOI(1) | Linden        | ARR     | 0251 | Daily   | Bellevue, OH    | Oak Island, NJ    |
| NS | AUBVOI(1) | Linden        | DEP     | 0321 | Daily   | Bellevue, OH    | Oak Island, NJ    |
| NS | AUBVOI(1) | Oak Island    | ARR     | 0340 | Daily   | Bellevue, OH    | Oak Island, NJ    |
| NS | AUBVOI(2) | Linden        | ARR     | 0218 | Daily   | Bellevue, OH    | Metuchen, NJ      |
| NS | AUBVOI(2) | Linden        | DEP     | 0300 | Daily   | Bellevue, OH    | Metuchen, NJ      |
| NS | AUBVOI(2) | Metuchen      | ARR     | 0328 | Daily   | Bellevue, OH    | Metuchen, NJ      |
| NS | IMATER(2) | E-Rail TV     | ARR     | 0430 | We-Mon  | Atlanta, GA     | E-Rail, NJ        |
| NS | DSCGCX(2) | Croxton TV    | ARR     | 0500 | Daily   | Chicago, IL     | Croxton, NJ       |
| NS | AUBVRH    | Ridgefield ML | ARR     | 0512 | Daily   | Bellevue, OH    | Ridgefield ML, NJ |
| NS | GMBFOI    | Oak Island    | ARR     | 0545 | Daily   | Buffalo, NY     | Oak Island, NJ    |
| NS | GMLIOI    | Oak Island    | ARR     | 0630 | Daily   | Linwood, NC     | Oak Island, NJ    |
| NS | TCATPS    | Portside TC   | ARR     | 0642 | Daily   | Atlanta, GA     | Portside, NJ      |
| NS | IMSLCX    | Croxton TV    | ARR     | 0900 | We-Mon  | St. Louis, MO   | Croxton, NJ       |
| NS | TCFWPS    | Portside TC   | ARR     | 0900 | We-Sat  | Ft. Wayne, IN   | Portside, NJ      |
| NS | GMMVOI    | Oak Island    | ARR     | 1105 | Daily   | Morrisville, PA | Oak Island, NJ    |
| NS | IMATER(1) | E-Rail TV     | ARR     | 1130 | We-Sun  | Atlanta, GA     | E-Rail, NJ        |
| NS | DSCGCX(1) | Croxton TV    | ARR     | 1159 | Daily   | Chicago, IL     | Croxton, NJ       |
| NS | AUBVDO    | Oak Island    | ARR     | 1348 | Daily   | Bellevue, OH    | Doremus Ave, NJ   |
| NS | AUBVDO    | Oak Island    | DEP     | 1428 | Daily   | Bellevue, OH    | Doremus Ave, NJ   |
| NS | AUBVDO    | Doremus Ave   | ARR     | 1430 | Daily   | Bellevue, OH    | Doremus Ave, NJ   |
| NS | IMHBER    | E-Rail TV     | ARR     | 1521 | Tue-Sun | Harrisburg, PA  | E-Rail, NJ        |
| NS | GMALOI    | Port Reading  | ARR     | 1510 | Daily   | Allentown, PA   | Oak Island, NJ    |
| NS | GMALOI    | Port Reading  | DEP     | 1540 | Daily   | Allentown, PA   | Oak Island, NJ    |
| NS | GMALOI    | Oak Island    | ARR     | 1700 | Daily   | Allentown, PA   | Oak Island, NJ    |
| NS | GMELOI    | Oak Island    | ARR     | 2155 | Daily   | Elkhart, IN     | Oak Island, NJ    |
| NS | AUDOBV(1) | Doremus Ave   | DEP     | 0100 | Daily   | Doremus Ave, NJ | Bellevue, OH      |
| NS | AUDOBV(1) | Oak Island    | ARR     | 0102 | Daily   | Doremus Ave, NJ | Bellevue, OH      |
| NS | AUDOBV(1) | Oak Island    | DEP     | 0132 | Daily   | Doremus Ave, NJ | Bellevue, OH      |
| NS | AUOIBV(1) | Oak Island    | DEP     | 0100 | Daily   | Oak Island, NJ  | Bellevue, OH      |
| NS | AUOIBV(1) | Linden        | ARR     | 0121 | Daily   | Oak Island, NJ  | Bellevue, OH      |
| NS | AUOIBV(1) | Linden        | DEP     | 0201 | Daily   | Oak Island, NJ  | Bellevue, OH      |
| NS | AUOIBV(1) | Metuchen      | ARR     | 0220 | Daily   | Oak Island, NJ  | Bellevue, OH      |
| NS | AUOIBV(1) | Metuchen      | DEP     | 0302 | Daily   | Oak Island, NJ  | Bellevue, OH      |

NS Proposed Schedules - NJSAA

Figure 5

| RR | Train     | Location      | ARR/DEP | Time | Days Op | Origin         | Destination             |
|----|-----------|---------------|---------|------|---------|----------------|-------------------------|
| NS | GMOIAL    | Oak Island    | DEP     | 0100 | Daily   | Oak Island, NJ | Allentown, PA           |
| NS | GMOIAL    | Port Reading  | ARR     | 0229 | Daily   | Oak Island, NJ | Allentown, PA           |
| NS | GMOIAL    | Port Reading  | DEP     | 0314 | Daily   | Oak Island, NJ | Allentown, PA           |
| NS | IMERHB    | E-Rail TV     | DEP     | 0330 | Mon-Sat | E-Rail, NJ     | Harrisburg, PA          |
| NS | IMERHB    | Oak Island    | ARR     | 0417 | Mon-Sat | E-Rail, NJ     | Harrisburg, PA          |
| NS | IMERHB    | Oak Island    | DEP     | 0457 | Mon-Sat | E-Rail, NJ     | Harrisburg, PA          |
| NS | IMERAT(1) | E-Rail TV     | DEP     | 0500 | Tue-Sat | E-Rail, NJ     | Atlanta, GA             |
| NS | IMCXSL    | Croxtan TV    | DEP     | 0300 | Tue-Sat | Croxtan, NJ    | St. Louis, MO           |
| NS | NJTML20   | Oak Island    | DEP     | 0500 | Daily   | Oak Island, NJ | Passaic Jct & Return    |
| NS | NJTML20   | Oak Island    | ARR     | 0830 | Daily   | Oak Island, NJ | Passaic Jct & Return    |
| NS | GMOIBF    | Oak Island    | DEP     | 0930 | Daily   | Oak Island, NJ | Buffalo, NY             |
| NS | DSCXCG(1) | Kearny API    | DEP     | 1215 | Daily   | Croxtan, NJ    | Chicago, IL             |
| NS | DSCXCG(2) | Croxtan TV    | DEP     | 1940 | Daily   | Croxtan, NJ    | Chicago, IL             |
| NS | GMOILI    | Oak Island    | DEP     | 2000 | Daily   | Oak Island, NJ | Linwood, NC             |
| NS | IMERAT(2) | E-Rail TV     | DEP     | 2000 | Mon-Fri | E-Rail, NJ     | Atlanta, GA             |
| NS | TCPSFW    | Portside TC   | DEP     | 2100 | Mon-Fri | Portside, NJ   | Ft. Wayne, IN           |
| NS | TCPSAT    | Portside TC   | DEP     | 2200 | Mon-Sat | Portside, NJ   | Atlanta, GA             |
| NS | AURHBV    | Ridgefield ML | DEP     | 2200 | Mon-Sat | Ridgefield, NJ | Bellevue, OH            |
| NS | GMOICW    | Oak Island    | DEP     | 2230 | Daily   | Oak Island, NJ | Conway, PA              |
| NS | BUWAGV    | Greenville    | ARR     | 0702 | Mon-Fri | Wayne, NJ      | Greenville, NJ & Return |
| NS | BUWAGV    | Greenville    | DEP     | 1002 | Mon-Fri | Wayne, NJ      | Greenville, NJ & Return |



#### **4.2 Major Facilities**

Conrail currently operates and/or serves the yards within the region encompassed by the North Jersey Shared Assets Area as shown on Figure 6, including the privately owned and operated Dockside (ExpressRail) facility. Trackage over which Conrail operates includes approximately 189 route miles of track extending from the south end of North Bergen Yard on the north to but not including Trenton, NJ, on Amtrak's NEC on the South, and to CP-Port Reading Jct. on the west.

CSX and NS do not anticipate any change in access frequency for local customers at these facilities.

For specific yard and local crew assignments by location, refer to Figure 7.

Figure 6

## Terminal Operations in North Jersey

| Current Operation      |                  |  | Proposed Operation |  |
|------------------------|------------------|--|--------------------|--|
| Yard or Facility       | Current Operator | Current Facility Use   | Proposed Operator  | Proposed Facility Use  |
| Oak Island             | Conrail          | Major classification yard  | CSAO               | Use will increase; will be operated a third shift  |
| Doremus Ave (1 & 2)    | Conrail          | Two units, both for automobile unloading   | CSAO               | Same as at present   |
| Greenville             | Conrail          | Industrial and interchange   | CSAO               | Same as Present  |
| Port Newark            | Conrail          | Intermodal, automotive and carload   | CSAO               | Same as at present   |
| Elizabethport          | Conrail          | Industrial and intermodal support  | CSX                | Two tracks will be assigned to NS to support E-Rail; sufficient tracks will be assigned to CSAO to serve local customers |
| Portside               | Conrail<br>TCS   | Triple Crown Services RoadRailer® facility   | CSAO and<br>TCS    | TCS will operate RoadRailer® operation   |
| E-Rail                 | Conrail          | Intermodal   | NS                 | Expanded Intermodal  |
| Dockside (ExpressRail) | Private/Conrail  | Intermodal   | Private/CSAO       | Same as Present  |
| Bayway                 | Conrail          | Storage for petrochemical industry   | CSAO               | Same as at present   |
| Port Reading           | Conrail          | Secondary classification and support for petrochemical traffic, and other carload. | CSAO               | Same as at present   |
| Brown's                | Conrail          | Industrial support for South Amboy area  | CSAO               | Same as at present   |
| Manville               | Conrail          | Industrial support for the area, including Raritan Line                            | CSX                | Same use, but NS and CSAO will have operating rights in this yard.   |
| Linden                 | Conrail          | Serves GM assembly plant. Auto loading ramp.                                       | CSAO               | Same as at present   |
| Metuchen               | Conrail          | Serves Ford assembly plant and other industrial customers                          | CSAO               | Same as at present   |
| Croton                 | Conrail          | Intermodal and bulk transfer   | NS                 | Intermodal and NS Southern Tier Locals   |
| South Kearny           | Conrail          | Carload support and intermodal   | CSX                | Same as at present, but used by CSX  |
| South Kearny (APL)     | Conrail          | APL Intermodal   | CSX and NS         | APL jointly served by CSX and NS   |
| Ridgefield Heights     | Conrail          | Automotive support   | CSAO               | Same as at present   |
| North Bergen           | Conrail          | Intermodal and some local carload traffic  | CSX                | CSX Intermodal; Southern Tier locals to NS move to Croton  |
| Bayonne (Mullery)      | Conrail          | Includes Mullery Yard. Industrial support principally for petrochemical industry   | CSAO               | Same as at present   |

Figure 7

## Northern New Jersey CSAO

Listed below are the current yard and local crew assignments. CSX and NS do not anticipate any changes in service frequency for local customers at those facilities.

## Yard Crew and Local Crew Assignments by Location

Yard assignment begins with "Y"; local assignment "W"

"R" indicates assigned relief position

| Position                 | On Duty   | Crew Size | Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|--------------------------|-----------|-----------|-----|-----|-----|-----|-----|-----|-----|
| <b>North Bergen Yard</b> |           |           |     |     |     |     |     |     |     |
| YPNB01                   | 0700      | 3         |     |     | X   | X   | X   | X   | X   |
| YPNB21                   | 1430      | 2         | X   | X   | X   | X   | X   |     |     |
| YPNB03                   | 0759      | 2         |     | X   | X   | X   | X   | X   |     |
| YPNB61                   | 2300      | 3         | X   | X   | X   | X   | X   |     |     |
| WPNB31                   | 0730      | 3         |     | X   | X   | X   | X   | X   |     |
| WPNB39                   | 0731      | 2         |     | X   | X   | X   | X   | X   |     |
| WPNB41                   | 0801      | 2         |     |     | X   | X   | X   | X   | X   |
| WPNB51                   | 1030      | 3         |     | X   | X   | X   | X   | X   |     |
| <b>Croxtan Yard</b>      |           |           |     |     |     |     |     |     |     |
| YPCX10                   | 0730      | 2         |     | X   | X   | X   | X   | X   |     |
| YPCX20                   | 1530      | 3         |     | X   | X   | X   | X   | X   |     |
| <b>Kearny Yard</b>       |           |           |     |     |     |     |     |     |     |
| YPSK05                   | 0700      | 2         | X   | X   | X   |     |     | X   | X   |
| YPSK03                   | 0800      | 2         |     | X   | X   | X   | X   | X   |     |
| YPSK31                   | 1500      | 2         | X   | X   | X   | X   | X   |     |     |
| YPSK32                   | 1559      | 2         |     | X   | X   | X   | X   | X   |     |
| YPSK67                   | 2330      | 2         |     | X   | X   | X   | X   | X   |     |
| YPJR02                   | As Needed | 2         |     |     |     |     |     |     |     |
| YPJR03                   | As Needed | 2         |     |     |     |     |     |     |     |
| <b>Oak Island Yard</b>   |           |           |     |     |     |     |     |     |     |
| YPOI51                   | 0630      | 2         |     |     | X   | X   | X   | X   | X   |
| YPOI09                   | 0645      | 3         |     | X   | X   | X   | X   | X   |     |
| YPOI12                   | 0645      | 3         |     | X   | X   | X   | X   | X   |     |
| YPOI10                   | 0730      | 3         |     | X   | X   | X   | X   | X   |     |
| YPOI14                   | 0730      | 3         |     | X   | X   | X   | X   | X   |     |
| YPOI33                   | 1445      | 3         | R7  | X   | X   | X   | X   | X   | R7  |
| YPOI31                   | 1545      | 3         | X   | X   | X   | R5  | R5  | X   | X   |
| YPOI60                   | 2100      | 2         | R5  | X   | X   | X   | X   | X   |     |
| YPOI69                   | 2300      | 2         | X   | X   | X   | X   | X   |     |     |
| YPOI65                   | 2315      | 2         | X   | X   | X   | X   | X   | R5  | R5  |
| YPOI11                   | 0630      | 3         | R1  | R1  | X   | X   | X   | X   | X   |
| YPOI68                   | 2230      | 2         |     | X   | X   | X   | X   | X   |     |
| YPOI21                   | 1545      | 3         |     | X   | X   | X   | X   | X   | X   |

Figure 7

Yard Crew and Local Crew Assignments by Location  
 Yard assignment begins with "Y"; local assignment "W"  
 "R" indicates assigned relief position

| Position                 | On Duty | Crew Size | Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|--------------------------|---------|-----------|-----|-----|-----|-----|-----|-----|-----|
| <b>Bayonne Yard</b>      |         |           |     |     |     |     |     |     |     |
| YPBA02                   | 0630    | 2         |     | X   | X   | X   | X   | X   |     |
| YPBA03                   | 0730    | 3         |     | X   | X   | X   | X   | X   |     |
| YPBA11                   | 1430    | 2         |     | X   | X   | X   | X   | X   |     |
| <b>Port Newark Yard</b>  |         |           |     |     |     |     |     |     |     |
| YPPN02                   | 0630    | 2         |     | X   | X   | X   | X   | X   |     |
| YPPN38                   | 1600    | 2         |     | X   | X   | X   | X   | X   |     |
| YPPN01                   | 0730    | 3         | X   | X   | X   | X   | X   | X   |     |
| YPPN20                   | 1430    | 3         | X   | X   | X   | X   | X   | X   | X   |
| YPPN30                   | 1530    | 2         |     | X   | X   | X   | X   | X   |     |
| YPPN37                   | 1600    | 3         |     | X   | X   | X   | X   | X   |     |
| YPPN61                   | 2359    | 3         |     | X   | X   | X   | X   | X   |     |
| YPPN62                   | 2230    | 2         |     | X   | X   | X   | X   | X   |     |
| YPPN03                   | 0700    | 2         | X   | X   | X   | X   | X   | X   | X   |
| <b>Bayway Yard</b>       |         |           |     |     |     |     |     |     |     |
| YPBY01                   | 0730    | 2         |     | X   | X   | X   | X   | X   |     |
| <b>Port Reading Yard</b> |         |           |     |     |     |     |     |     |     |
| YPPR08                   | 0700    | 2         |     |     | X   | X   | X   | X   | X   |
| YPPR06                   | 0730    | 3         |     | X   | X   | X   | X   | X   |     |
| YPPR23                   | 0800    | 2         | X   |     |     |     |     |     |     |
| YPPR20                   | 1501    | 2         |     | X   | X   | X   | X   | X   |     |
| YPPR23                   | 1559    | 2         |     | X   | X   | X   | X   |     |     |
| YPPR21                   | 1600    | 3         |     | X   | X   | X   | X   | X   |     |
| YPPR61                   | 2359    | 3         |     | X   | X   | X   | X   | X   |     |
| <b>Manville Yard</b>     |         |           |     |     |     |     |     |     |     |
| WPMA10                   | 0700    | 2         |     | X   | X   | X   | X   | X   |     |
| WPMA12                   | 1300    | 2         |     | X   | X   | X   | X   | X   |     |
| WPMA20                   | 2000    | 2         |     | X   | X   | X   | X   | X   |     |
| <b>Brown's Yard</b>      |         |           |     |     |     |     |     |     |     |
| YPSA02                   | 0700    | 2         |     | X   | X   | X   | X   | X   |     |
| YPSA03                   | 0800    | 3         | X   | X   | X   | X   | X   |     |     |
| YPSA22                   | 1600    | 2         |     | X   | X   | X   | X   | X   |     |
| WPSA31                   | 1000    | 2         |     | X   |     | X   | X   |     |     |
| WPSA31                   | 0800    | 2         |     |     | X   |     |     | X   |     |
| WPSA33                   | 1700    | 2         |     | X   | X   | X   | X   | X   |     |
| WPSA35                   | 2300    | 2         | X   | X   | X   | X   | X   |     |     |

Figure 7

Yard Crew and Local Crew Assignments by Location  
 Yard assignment begins with "Y"; local assignment "W"  
 "R" indicates assigned relief position

| Position             | On Duty | Crew Size | Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|----------------------|---------|-----------|-----|-----|-----|-----|-----|-----|-----|
| <b>Linden Yard</b>   |         |           |     |     |     |     |     |     |     |
| YPLI10               | 0730    | 3         |     | X   | X   | X   | X   | X   |     |
| YPLI20               | 1500    | 3         | X   | X   | X   | X   | X   |     |     |
| YPLI30               | 2300    | 3         | X   | X   | X   | X   | X   |     |     |
| WPLI26               | 0800    | 2         |     | X   | X   | X   | X   | X   |     |
| WPLI68               | 2000    | 2         |     |     | X   | X   | X   | X   | X   |
| <b>Metuchen Yard</b> |         |           |     |     |     |     |     |     |     |
| YPME05               | 0630    | 3         |     | X   | X   | X   | X   | X   | X   |
| YPME04               | 0759    | 2         |     | X   | X   | X   | X   | X   |     |
| YPME02               | 0800    | 3         |     | X   | X   | X   | X   | X   |     |
| YPME34               | 1430    | 2         |     | X   | X   | X   | X   | X   |     |
| YPME36               | 1430    | 3         |     | X   | X   | X   | X   | X   |     |
| YPME37               | 1530    | 3         | X   | X   | X   | X   | X   |     |     |
| YPME61               | 2230    | 3         |     | X   | X   | X   | X   | X   |     |
| YPME62               | 2330    | 2         | X   | X   | X   | X   | X   |     |     |
| WPME10               | 0900    | 2         |     |     | X   | X   | X   | X   | X   |
| WPME70               | 1900    | 2         | X   | X   | X   | X   | X   | X   |     |



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## Oak Island Yard

### Present Operation

Oak Island Yard is the focal point of the Conrail's operation in Northern New Jersey. It is a hump classification yard with a receiving yard, classification yard, forwarding yard and several tracks for local and industry cars. It is also adjacent to Doremus Avenue Yard, the largest automobile handling facility in the area.

Humping activities at Oak Island Yard have been restored since the filing of the Application and were recently increased from one to two shifts each day. Currently, approximately 500 cars are humped each day. Other recent changes include improved handling for northbound traffic which, in the past, had been routed to Allentown for classification. Currently, Oak Island is assembling Allentown and Conway blocks for the West and a Selkirk block for the North.

There are eight receiving tracks, thirty classification tracks, and seven forwarding tracks at Oak Island. Thirteen daily yard crews are based there. Two crews are employed as hump crews and two crews are assigned as pull back crews clearing the classification yard and building outbound trains and locals.

The following outbound road classifications are now made at Oak Island Yard:

|                     |                |
|---------------------|----------------|
| Allentown           | Camden         |
| Pittsburgh (Conway) | Frankford Jct. |
| Selkirk             | Morrisville    |
| Suffern             | Campbell Hall  |
| Corning             |                |

In addition, the following classifications are maintained for local points served from Oak Island:

|                                 |                      |
|---------------------------------|----------------------|
| Bayonne                         | Metuchen             |
| Bayway                          | Hillside             |
| Doremus Avenue                  | North Bergen         |
| Greenville                      | Brills               |
| Greenville NY Cross Harbor      | Port Newark          |
| Greenville Port Jersey Railroad | South Amboy (Browns) |
| Linden                          | Waverly              |
| Elizabethport                   |                      |

The remaining nine crews work in transfer or local service. These nine assignments include two crews performing transfer service. One crew transfers cars to Greenville Yard and Bayonne and returns. The second transfer crew moves traffic from Oak Island Yard to Port Reading Yard and returns. Two crews are employed providing service to the Doremus automobile facility. An adjacent small yard, Brills Yard, is accessed by an Oak Island based yard crew and supports service to several area industries.

Oak Island serves as the home base for crews working under a consolidated terminal rule. This rule allows these employees to be used at any outlying point within the consolidated terminal. The consolidated terminal area now includes Oak Island, South Kearny, North Bergen, Croxton, Port Newark, Bayway, Port Reading, and Bayonne. Oak Island crews can also transfer cars to and from Brown's Yard.

Oak Island Yard is also the home base for one of the two District Superintendents supervising this area. The District Superintendent located at Oak Island is responsible for all points within the proposed Shared Assets Area except those north of Oak Island. Oak Island also has four trainmasters, one clerk in the District Superintendent's Office and one yard clerk. The District Superintendent located at South Kearny is responsible for South Kearny and North Bergen.

### **Proposed Operations**

Under the proposed operating arrangements, Oak Island will serve as the headquarters for the NJSAA superintendent. This yard will continue to be the main classification yard for traffic moving to and from this SAA, especially general merchandise traffic.

The reactivation of the humping facility is consistent with the CSX and NS proposed Operating Plans. CSAO will make additional blocks at Oak Island for both CSX and NS. New CSX blocks will include Willard, Baltimore and Waycross. New NS blocks will include Linwood, Roanoke and Knoxville. In order to accommodate these new blocks and expedite the handling, it will be necessary to add two yard crews to enable the hump facility to operate three shifts per day, instead of the two shifts that are currently operated.

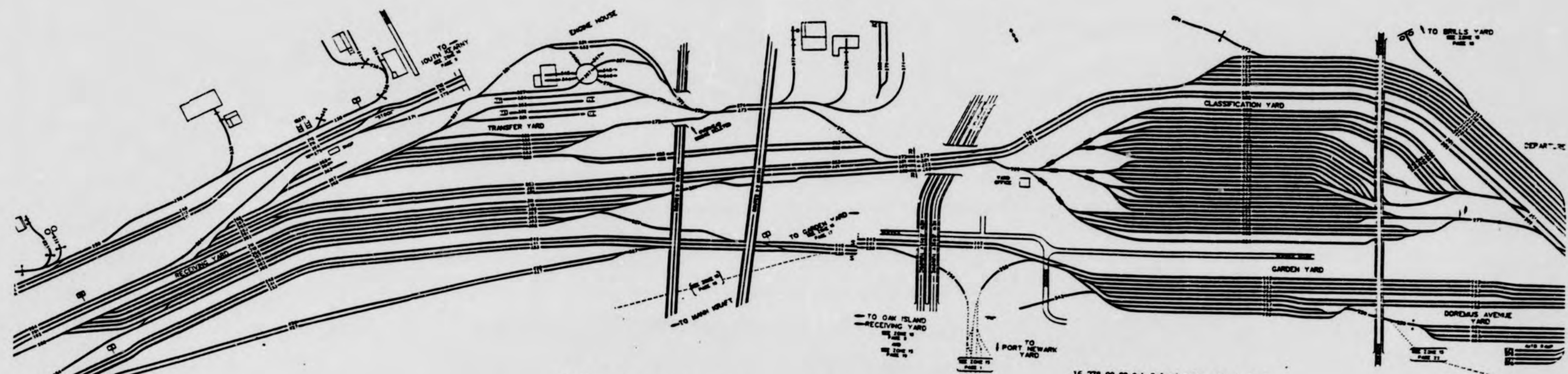
CSX and NS anticipate that Oak Island will handle an increase of 130 cars per day versus current volumes, which is within its capacity.

Under the terms of an agreement with CP, CSX and NS will protect CP's existing rights to operate into its intermodal facility at Oak Island.

Figure 8 depicts the Oak Island Yard.

FIGURE 8

NEWARK NJ  
OAK ISLAND  
YARD



- 16 264 00 00 Pack - Leader - Connecting - Tr.
- 16 265 00 00 Transfer - Yd. Lead
- 16 267 00 00 Eng. Lead
- 16 268 00 00 Shop - Lead
- 16 269 00 00 Oak Island - Hump - Lead
- 16 270 00 00 Ramp - Turntable - Lead
- 16 271 00 00 Wilson Ave. Lead
- 16 272 00 00 Newark & Passaic - Ind. Tr.
- 16 273 00 00 Oak Island - Tr.#33
- 16 274 00 00 Hill - Tr. Wood - Lead
- 16 279 00 00 Runaround
- 16 280 00 00 Industry - Lead
- 16 302 00 00 Oak Island - Rec. Yd. Tr.#2
- 16 303 00 00 Oak Island - Rec. Yd. Tr.#3
- 16 304 00 00 Oak Island - Rec. Yd. Tr.#4
- 16 307 00 00 Oak Island - Rec. Yd. Tr.#7
- 16 308 00 00 Oak Island - Rec. Yd. Tr.#8
- 16 310 00 00 Oak Island - Rec. Yd. Tr.#10
- 16 311 00 00 Oak Island - Rec. Yd. Tr.#11
- 16 502 00 00 Oak Island - Shop - Tr.#2

- 16 201 00 00 Lehigh - Line - Tr.#1
- 16 202 00 00 Lehigh - Line - Tr.#2
- 16 211 00 00 Passaic & Harrison - Line - Tr.#1
- 16 212 00 00 Lane Running - Tr.
- 16 230 00 00 Little - Tr.
- 16 233 00 00 Scale - Tr.
- 16 234 00 00 Spur
- 16 235 00 00 Tr.#5 - Running
- 16 238 00 00 Industry - Lead
- 16 241 00 00 Greenville - Running - Tr.#1
- 16 242 00 00 Greenville - Running - Tr.#2
- 16 248 00 00 W 2-5
- 16 249 00 00 Industry - Lead
- 16 250 00 00 W P - Branch - Ind. Tr.
- 16 252 00 00 Hunter Pointier St. Yd. Crossover
- 16 253 00 00 Oak Island - Running - Tr.
- 16 254 00 00 Oak Island - Rec. Yd. Lead E. End
- 16 256 00 00 S. Conn. Chemical Coast - Sec.
- 16 257 00 00 Oak Island - Rec. Yd. Lead W. End
- 16 260 00 00 Oak Island - Rec. Yd. Ladder
- 16 263 00 00 Oak Island - Running - Tr.#3

- 16 504 00 00 Oak Island - Shop - Tr.#4
- 16 505 00 00 Oak Island - Shop - Tr.#5
- 16 544 00 00 Oak Island - Eng. House
- 16 545 00 00 Oak Island - Eng. House
- 16 546 00 00 Oak Island - Eng. House
- 16 547 00 00 Oak Island - Eng. House
- 16 548 00 00 Oak Island - Eng. House
- 16 549 00 00 Oak Island - Eng. House
- 16 551 00 00 Eng. Fueling - Tr.
- 16 552 00 00 Eng. Fueling - Tr.
- 16 554 00 00 Ramp - Tr.#4
- 16 561 00 00 Eng. Yd. Tr.
- 16 562 00 00 Eng. Yd. Tr.
- 16 563 00 00 Eng. Yd. Tr.
- 16 615 00 00 Hunter - Connecting - Tr.
- 16 616 00 00 Astrak - Connection
- 16 626 00 00 Tr.#1 - Stg.
- 16 627 00 00 Tr.#2 - Stg.
- 16 645 00 00 Hunter St. Yd. Tr.
- 16 646 00 00 Hunter St. Yd. Tr.
- 16 647 00 00 Hunter St. Yd. Tr.
- 16 683 00 00 Oak Island - Transfer - Yd. Tr.#3
- 16 684 00 00 Oak Island - Transfer - Yd. Tr.#4
- 16 685 00 00 Oak Island - Transfer - Yd. Tr.#5
- 16 686 00 00 Oak Island - Transfer - Yd. Tr.#6
- 16 688 00 00 Oak Island - Transfer - Yd. Tr.#7
- 16 689 00 00 Oak Island - Transfer - Yd. Tr.#15
- 16 692 00 00 Oak Island - Transfer - Yd. Tr.#17
- 16 693 00 00 Oak Island - Transfer - Yd. Tr.#19

- 16 006 00 00 Oak Island - Class - Yd. Tr.#6
- 16 008 00 00 Oak Island - Class - Yd. Tr.#8
- 16 010 00 00 Oak Island - Class - Yd. Tr.#10
- 16 012 00 00 Oak Island - Class - Yd. Tr.#12
- 16 014 00 00 Oak Island - Class - Yd. Tr.#14
- 16 016 00 00 Oak Island - Class - Yd. Tr.#16
- 16 018 00 00 Oak Island - Class - Yd. Tr.#18
- 16 020 00 00 Oak Island - Class - Yd. Tr.#20
- 16 022 00 00 Oak Island - Class - Yd. Tr.#22
- 16 024 00 00 Oak Island - Class - Yd. Tr.#24
- 16 026 00 00 Oak Island - Class - Yd. Tr.#26
- 16 028 00 00 Oak Island - Class - Yd. Tr.#28
- 16 030 00 00 Oak Island - Class - Yd. Tr.#30
- 16 032 00 00 Oak Island - Class - Yd. Tr.#32
- 16 034 00 00 Oak Island - Class - Yd. Tr.#34
- 16 036 00 00 Oak Island - Class - Yd. Tr.#36
- 16 038 00 00 Oak Island - Class - Yd. Tr.#38
- 16 040 00 00 Oak Island - Class - Yd. Tr.#40
- 16 042 00 00 Oak Island - Class - Yd. Tr.#42
- 16 044 00 00 Oak Island - Class - Yd. Tr.#44
- 16 046 00 00 Oak Island - Class - Yd. Tr.#46
- 16 048 00 00 Oak Island - Class - Yd. Tr.#48
- 16 050 00 00 Oak Island - Class - Yd. Tr.#50
- 16 052 00 00 Oak Island - Class - Yd. Tr.#52
- 16 054 00 00 Oak Island - Class - Yd. Tr.#54
- 16 056 00 00 Oak Island - Class - Yd. Tr.#56
- 16 058 00 00 Oak Island - Class - Yd. Tr.#58
- 16 060 00 00 Oak Island - Class - Yd. Tr.#60
- 16 062 00 00 Oak Island - Class - Yd. Tr.#62
- 16 064 00 00 Oak Island - Class - Yd. Tr.#64

- 16 278 00 00 Oak Island - Dep. Yd. E. Lead
- 16 288 00 00 Bay Shore - Conn. RR
- 16 351 00 00 Oak Island - Dep. Yd. Tr.#1
- 16 352 00 00 Oak Island - Dep. Yd. Tr.#2
- 16 353 00 00 Oak Island - Dep. Yd. Tr.#3
- 16 354 00 00 Oak Island - Dep. Yd. Tr.#4
- 16 355 00 00 Oak Island - Dep. Yd. Tr.#5
- 16 356 00 00 Oak Island - Dep. Yd. Tr.#6
- 16 357 00 00 Oak Island - Dep. Yd. Tr.#7
- 16 542 00 00 Ash - Tr. (N of W)
- 16 558 00 00 Oak Island - Cab. Tr.
- 16 653 00 00 Garden - Yd. Tr.#3
- 16 654 00 00 Garden - Yd. Tr.#4
- 16 655 00 00 Garden - Yd. Tr.#5
- 16 656 00 00 Garden - Yd. Tr.#6
- 16 657 00 00 Garden - Yd. Tr.#7
- 16 658 00 00 Garden - Yd. Tr.#8
- 16 659 00 00 Garden - Yd. Tr.#9

- 16 201 00 00 Lehigh - Line - Tr.#1
- 16 202 00 00 Lehigh - Line - Tr.#2
- 16 241 00 00 Greenville - Running - Tr.#1
- 16 242 00 00 Greenville - Running - Tr.#2
- 16 256 00 00 S. - Conn. - Chemical Coast - Sec.
- 16 258 00 00 N. - Conn. - Chemical Coast - Sec.
- 16 259 00 00 Dorcas Auto Ramp - Lead
- 16 269 00 00 Oak Island - Hump - Lead
- 16 273 00 00 Oak Island - Tr.#33
- 16 276 00 00 Oak Island - Dep. Yd. W. Lead
- 16 277 00 00 High - Side - Lead

- 16 856 99 99 Toys R Us - Lead
- 16 857 99 99 Toys R Us - Tr.
- 16 858 01 04 Toys R Us - Tr.
- 16 859 01 08 Toys R Us - Tr.
- 16 861 99 99 United Terminal - Tr.
- 16 861 99 99 United Terminal - Tr.
- 16 862 99 99 United Terminal - Tr.
- 16 863 99 99 United Terminal - Tr.
- 16 864 99 99 United Terminal - Tr.
- 16 873 99 99 ADCC - T & W
- 16 874 01 02 ADCC - T & W
- 16 875 01 04 ADCC - T & W
- 16 902 99 99 United Terminal - Tr.
- 16 902 99 99 United Terminal - Tr.
- 16 906 99 99 United Terminal - Tr.
- 16 906 99 99 United Terminal - Tr.
- 16 907 99 99 United Terminal - Tr.
- 16 907 99 99 United Terminal - Tr.
- 16 907 99 99 United Terminal - Tr.
- 16 908 99 99 United Terminal - Tr.
- 16 908 99 99 United Terminal - Tr.



## YARD JOB DESCRIPTIONS - OAK ISLAND

- YPOI-51 Set out and deliver New York Cross Harbor and Port Jersey Railroad. Pull westbounds from same (transfer assignment).
- YPOI-9 Flat switch at east end Oak Island Monday, Wednesday, Thursday, Friday. Tuesday service customers at Brills. YPJR-1 Flat switch on Tuesday A trick.
- YPII-10 Service customers at Parkview Yard (Poinier St. Lumber); Hillside (Oasis Trading); and Irvington (Industrial Polymers); and east end of Lehigh Line.
- YPOI-11 Spot and pull Doremus Avenue auto terminal. Doremus I handles Fords, Doremus II handles GM, Honda and Mitsubishi. Average 130 cars per day.
- YPOI-12 Service customers at Brills , chemical companies on Bayshore lead (USI, Peridot, Riechold), produce companies at Newark Farmers Market (Wuhlshaf-Lieberman, State Produce) Naparanno.
- YPOI-14 Service Budweiser and other customers at Waverly, and customers off Amtrak northeast corridor.
- YPOI-21 Pull empties from Tropicana, pull and respot Port Jersey auto terminal.

- YPOI-31 Pull Chemical Coast trains from class yards, pull and spot shop. Other puller work as required.
- YPOI-33 Flat switch at east end of Oak Island.
- YPOI-60 Transfer job on chemical coast. Deliver Bayway, Port Reading and South Amboy blocks (may carry road symbol SESA).
- YPOI-69 Set-out cars from hump end for OI10, OI12, OI14, and Port Newark. Other puller work as required.
- YPOI-65 Work at east end of Oak Island, set out OICA train and ALBF (Southern Tier local), flat switch first arrival.
- YPOI-68 Work at Doremus Avenue auto terminal. Pull late release empties, spot first set-up to unload.

## Greenville Yard

### **Present Operation**

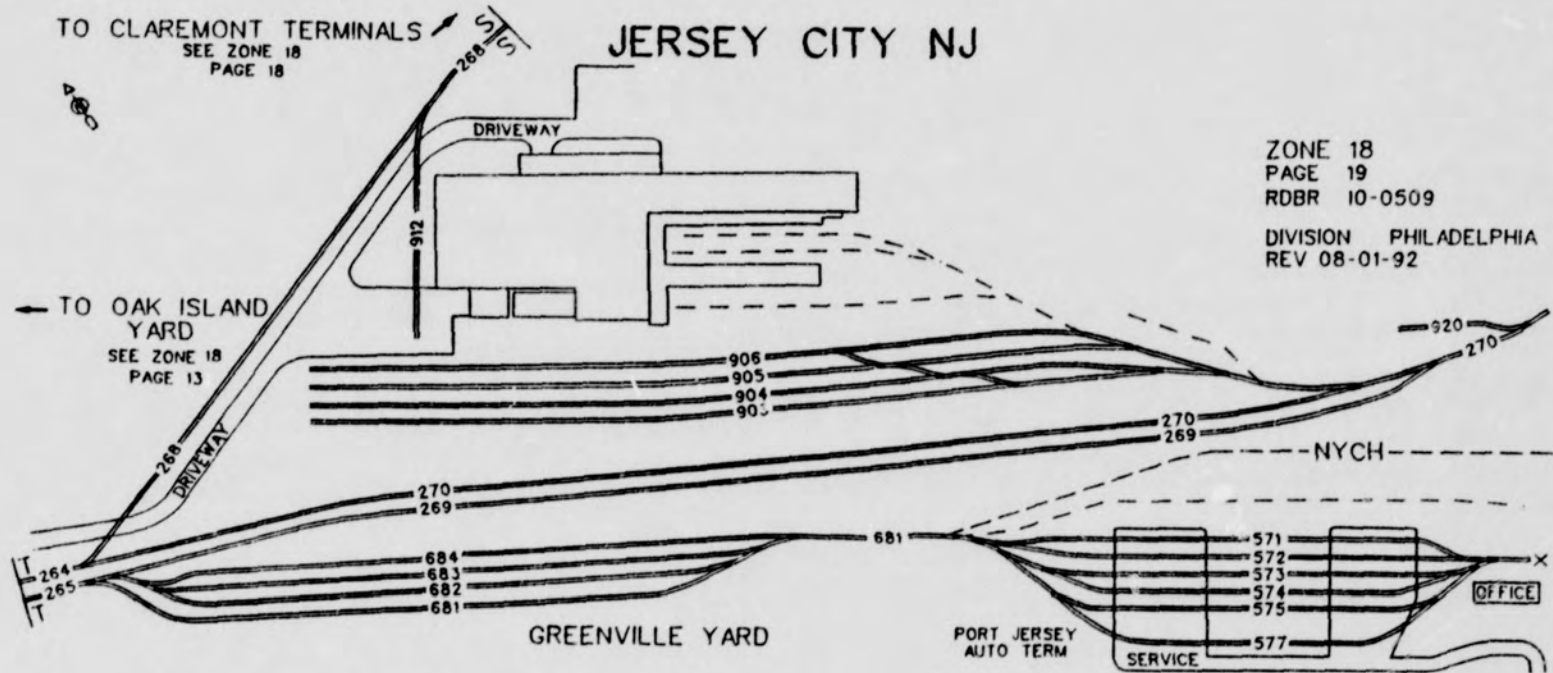
Greenville, NJ is served by first and second shift yard crews, which originate and terminate at Oak Island Yard. The first shift crew interchanges traffic with the New York Cross Harbor and Port Jersey Railroad and transfers the rail cars to Oak Island for classification.

The second shift crew pulls empties from Tropicana and pulls and sets the Port Jersey Auto Terminal.

### **Proposed Operation**

No operational changes are anticipated at Greenville.

Figure 9 depicts the Greenville Yard.



TO CLAREMONT TERMINALS  
SEE ZONE 18  
PAGE 18

JERSEY CITY NJ

ZONE 18  
PAGE 19  
RDBR 10-0509

DIVISION PHILADELPHIA  
REV 08-01-92

TO OAK ISLAND  
YARD  
SEE ZONE 18  
PAGE 13

69

- 18 264 00 00 Schiavone Bonomo - Lead
- 18 265 00 00 (A) - Yd. Lead
- 18 268 00 00 S & B - Lead
- 18 269 00 00 Tropicana - South Tk.
- 18 270 00 00 Tropicana - North Tk.
- 18 571 00 00 Port Jersey Auto Terminal - Tk.
- 18 572 00 00 Port Jersey Auto Terminal - Tk.
- 18 573 00 00 Port Jersey Auto Terminal - Tk.
- 18 574 00 00 Port Jersey Auto Terminal - Tk.
- 18 575 00 00 Port Jersey Auto Terminal - Tk.
- 18 577 00 00 Port Jersey Auto Terminal - Tk.
- 18 681 00 00 (NYCH) - I/C - (A) - Yd. Tk.#1
- 18 682 00 00 (NYCH) - I/C - (A) - Yd. Tk.#2
- 18 683 00 00 (NYCH) - I/C - (A) - Yd. Tk.#3
- 18 684 00 00 (NYCH) - I/C - (A) - Yd. Tk.#4
- 18 903 99 99 Tropicana - Yd. Tk.#3
- 18 904 99 99 Tropicana - Yd. Tk.#4
- 18 905 99 99 Tropicana - Yd. Tk.#5
- 18 906 99 99 Tropicana - Yd. Tk.#6
- 18 912 99 99 Tropicana - West TPI Spur
- 18 920 99 99 Schiavone Bonomo

Figure 9

## **Port Newark Yard**

(Including ExpressRail, Portside, Elizabethport Yard and E-Rail)

### **Present Operation**

Port Newark Yard is an industrial support yard with six tracks. This yard is the reporting location for nine crews serving area industries and intermodal facilities. The primary service area, Port Newark, is comprised of three major facilities: Elizabethport Yard, E-Rail, and ExpressRail, (also known as Dockside or Maher Terminal). ExpressRail is a private facility owned by the Port of New York and New Jersey and operated by Maher Marine Terminal, which also provides for its own internal switching. The intermodal facilities at these locations are also served directly by inbound and outbound intermodal trains operated by Conrail road crews. Portside serves Triple Crown, and is also located in the area.

Cars for customers served from Port Newark Yard are transferred from Oak Island by an Oak Island yard crew. Additionally, one crew reporting for duty at Port Newark Yard is utilized to transfer traffic from Port Newark Yard and return with cars destined to Port Newark Yard served customers.

Customers served from this location include the following:

|                            |                              |
|----------------------------|------------------------------|
| A&R Bulk                   | Amrod                        |
| Central Jersey Lumber      | Metro Metals                 |
| BGB Steel                  | Hudson Tank                  |
| Naparanno                  | Arbass                       |
| Armin Poly                 | Maher Terminal (ExpressRail) |
| Matlack                    | Gallo Wines                  |
| Nissan Automobile facility |                              |



Elizabethport Yard is used for storage and support of local industries and intermodal facilities. Crews from Port Newark service Elizabeth Yard.

Currently, Conrail Trains TV11 and TV207 originate at E-Rail. Train TV207 also picks up cars from Maher Terminal at Dockside. The pickup for Train TV207 is placed along a yard track adjacent to the Chemical Coast by yard crews. Train TV12 operates directly to E-Rail.

### **Proposed Operation**

Port Newark Yard will be operated by the CSAO, using CSAO yard crews to service area customers.

Merchandise traffic to and from Port Newark Yard will be classified at Oak Island Yard for points to and from the CSX or NS networks. In addition, CSX will provide direct service from Selkirk to Port Newark Yard.

E-Rail will become an exclusively served NS facility and will be served by NS road crews either inbound, placing cars for unloading, or outbound, pulling cars for departure. The proposed operating plan includes six NS trains originating, and three trains terminating. Additionally, there is a daily Croxton to E-Rail turn that will be utilized to reposition equipment between these two major intermodal facilities.

CSX will establish service (Q162 and Q163) direct between Dockside and Chicago. NS Dockside traffic will be transferred to and from Croxton with a CSAO crew for movement on expedited Southern Tier trains.

The Portside based Triple Crown operation will continue to function as it currently does although CSX will also have access to this facility. The operating plan includes operation of two NS Triple Crown trains in and out of this facility.

Elizabethport Yard will be assigned to CSX for intermodal expansion. CSAO crews operating out of Port Newark will switch local industries. NS will be granted access to two tracks for storage of intermodal equipment with capacity for approximately 80 rail cars. CSX is developing plans for the expansion of this facility on the developable property that will be operated by CSX. This expansion will accommodate anticipated increases in intermodal traffic.

## ExpressRail

### Present Operation

ExpressRail Intermodal Terminal, also called Dockside, is located on the east side of Conrail's Chemical Coast secondary track. The facility is within the Elizabeth Port Authority Marine Terminal on Newark Bay. It consists of five tracks located on 31 acres leased from the Port Authority. Container transfers are made on four of the five tracks which have the capacity to accommodate approximately 10,000 linear feet of intermodal rail equipment. Adjacent to the loading tracks are 13 additional tracks providing approximately 9,500 linear feet for staging rail equipment. The facility was designed for an annual capacity of 110,000 lifts. It is operated by ExpressRail which is owned by Maher Terminals.

Currently, inbound containers are delivered to Conrail's Port Newark Yard by four inbound road trains (TV24, TV12, ML480 and ML440). Outbound traffic departs from Port Newark Yard on two trains (TV207 and TV209). Light volumes decrease the number of inbound and outbound trains. Outbound blocks are as follows:

1. Global Two - UP double stacks
2. Chicago double stacks
3. Toronto - DH double stacks
4. Montreal - DH double stacks
5. Montreal - DH conventional
6. Toronto - DH conventional
7. Worcester - P & W
8. Syracuse and beyond double stack and conventional

Three yard assignments (YPPN03, YPPN30 and YPPN62) at Port Newark provide transfer moves to and from ExpressRail. They also provide inbound placement and outbound make-up service.

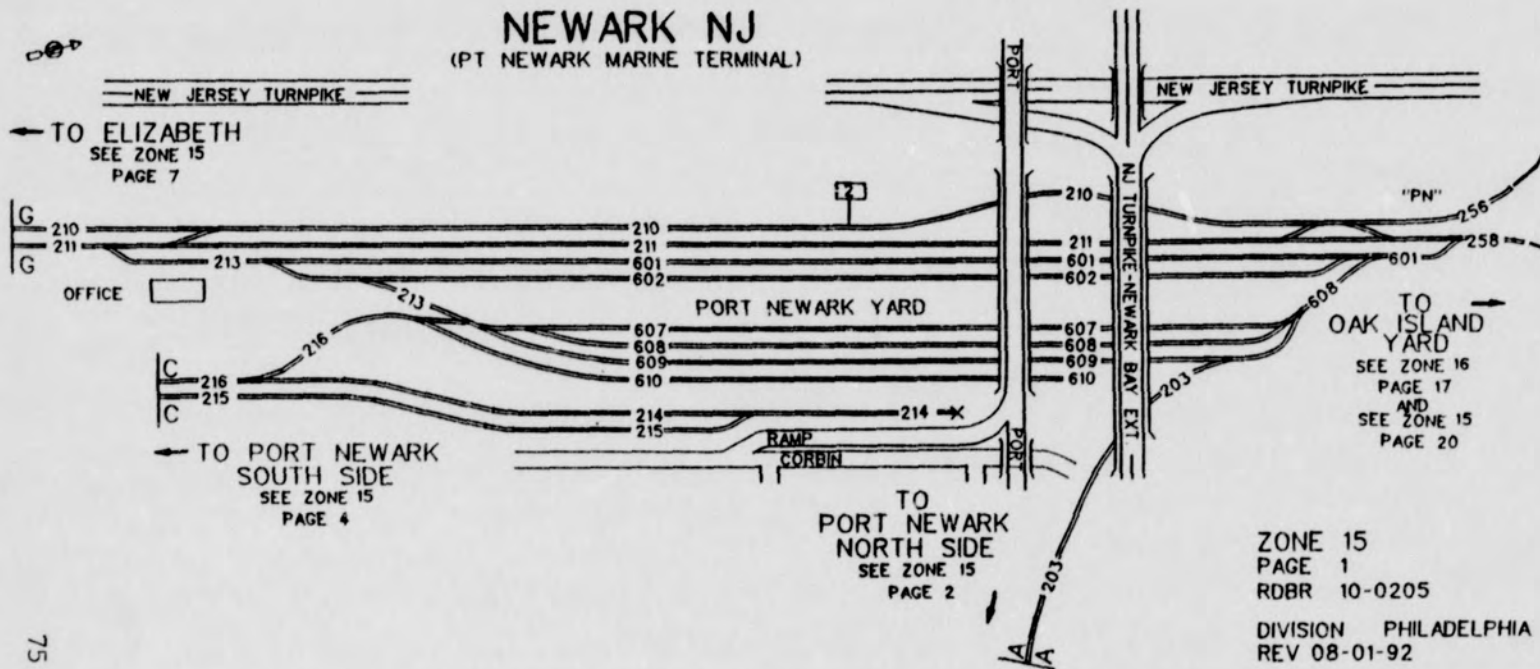
### **Proposed Operation**

CSX will provide outbound road train service, volume variable, five days per week and inbound service seven days per week. Over the road transit schedules will improve due to increased CSX track speeds and additional mainline track capacity. Trains traveling between Chicago and Port Newark will operate via Albany, Syracuse and Buffalo to points west. CSAO crews will continue to perform services currently provided by Conrail. CSX will comply with all existing commitments currently in effect between Conrail and ExpressRail/Maher.

CSX and NS are aware of the Port's plans for expansion of its ExpressRail facility and are willing to work with all concerned parties to determine ways to accommodate increased traffic safely and efficiently.

Figures 10, 11 and 12 depict Port Newark Yard, Port Elizabeth and Elizabethport respectively.

NEWARK NJ  
(PT NEWARK MARINE TERMINAL)



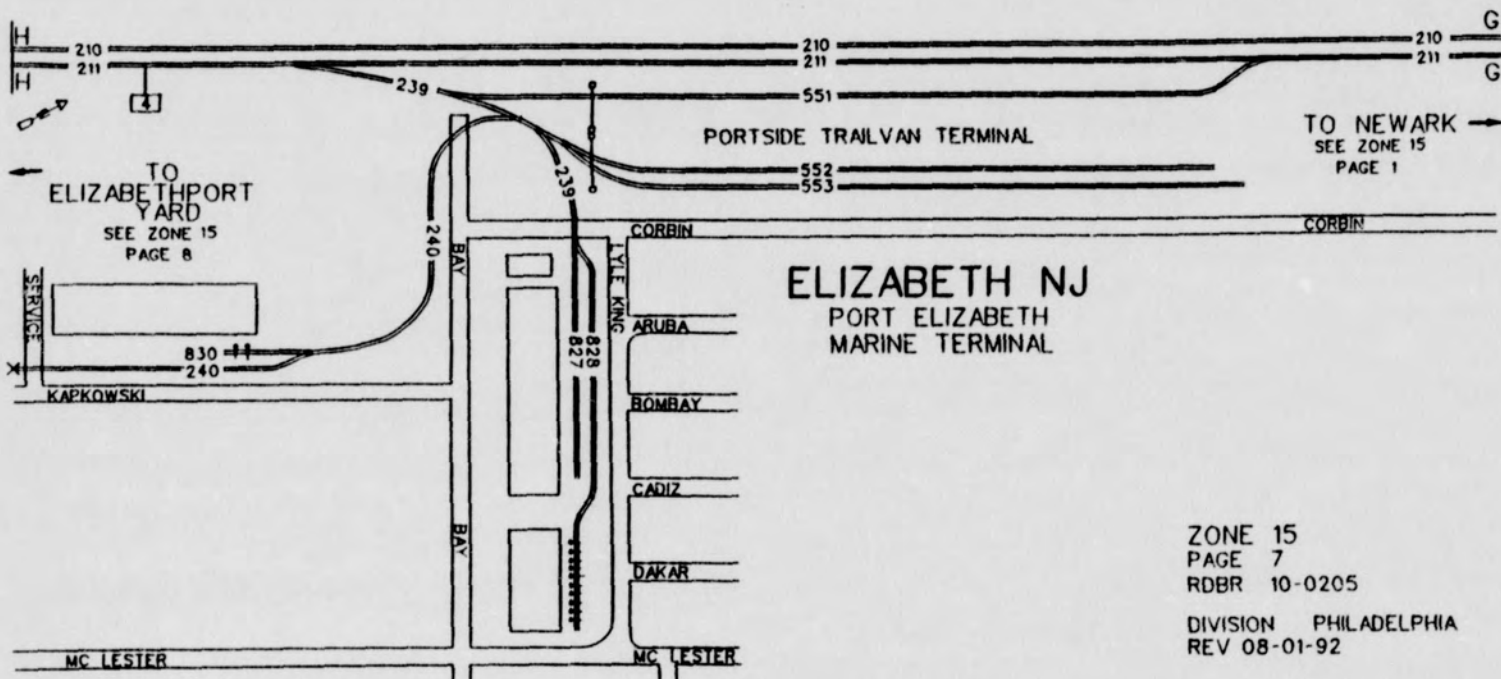
ZONE 15  
PAGE 1  
RDBR 10-0205

DIVISION PHILADELPHIA  
REV 08-01-92

- 15 203 00 00 North - Side - Tr.
- 15 210 00 00 Chemical - Coast - Secondary
- 15 211 00 00 Yd. Tr.
- 15 213 00 00 Pt. Newark - Yd. Lead
- 15 214 00 00 Pt. Newark - Yd. Cldar - Tr.
- 15 215 00 00 Corbin St. Runaround
- 15 216 00 00 Pt. Newark - Runner
- 15 256 00 00 South - Connection
- 15 258 00 00 North - Connection
- 15 601 00 00 Pt. Newark - Yd. Tr.#1
- 15 602 00 00 Pt. Newark - Yd. Tr.#2
- 15 607 00 00 Pt. Newark - Yd. Tr.#7
- 15 608 00 00 Pt. Newark - Yd. Tr.#8
- 15 609 00 00 Pt. Newark - Yd. Tr.#9
- 15 610 00 00 Pt. Newark - Yd. Tr.#10

Figure 10





**ELIZABETH NJ**  
 PORT ELIZABETH  
 MARINE TERMINAL

ZONE 15  
 PAGE 7  
 RDBR 10-0205  
 DIVISION PHILADELPHIA  
 REV 08-01-92

- 15 210 00 00 Chemical - Coast - Secondary
- 15 211 00 00 Yd. Tr.
- 15 239 00 00 Cycle King - Lead
- 15 240 00 00 Industry - Lead
- 15 551 00 00 Portside - TrailVan - Tk.#1
- 15 552 00 00 Portside - TrailVan - Tk.#2
- 15 553 00 00 Portside - TrailVan - Tk.#3
- 15 827 99 99 Vacant
- 15 828 01 03 Regal Whse. Tr.
- 15 828 04 07 Englehart
- 15 828 08 10 R.P.S.
- 15 830 01 02 Bldg. #1150 - East Coast Whse.

Figure 11

## YARD JOB DESCRIPTIONS - PORT NEWARK

- YPPN-1 Transfer job, deliver westbounds from Port Newark to Oak Island and return with train from Oak Island. Switch at Port Newark.
- YPPN-2 Service customers at Elizabethport Yard (A&R Bulk) and Storage Yard (Central Jersey Lumber), BGB Steel, Armin Poly, and Matlack.
- YPPN-3 Pull and respot Maher Terminal (ExpressRail).
- YPPN-20 Service customers north side Port Newark. Toyota Auto Facility, transfer outbound loaded imports to Garden to connect to ML-403, reset with empties. Also switch Amrod.
- YPPN-30 Build outbound intermodal train TV-207 from Maher Port Facility (ExpressRail); respot.
- YPPN-37 Switch out customer requirements and service customers south side Port Newark (Metro Metals, Naparanno, Hudson Tank, Arhuss, and other warehouse customers.)
- YPPN-38 Service customers at Elizabethport Yard, including BGB Paper, Gallo Wine, etc.

YPPN-61 (Temporary) handle 35 loaded pig iron cars from south side to Oak Island and respot.

YPPN-62 Spot Maher Terminal facility; do warehouse work in channel; pull and respot Nissan auto facility.

## **Bayway Yard**

### **Present Operation**

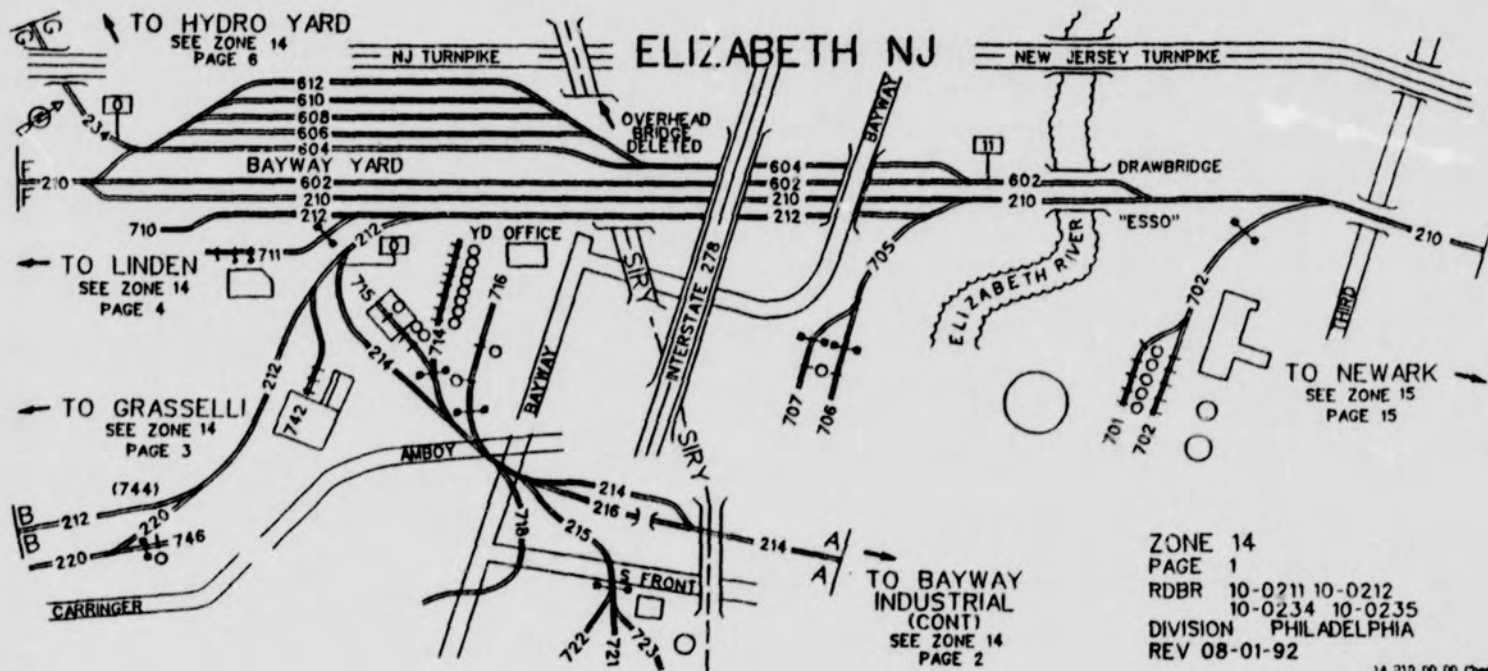
This facility is a relatively small industrial support yard. It functions as a base for one crew that delivers to and receives traffic from the Exxon refinery. Several other customers in this area are also served from Bayway, including ADM and Dupont. Within the refinery a contract switching service provides service. The crew operating from Bayway Yard also assists in handling multi-levels destined to Metuchen and the Linden Industrial Track.

Bayway Yard is comprised of five yard tracks and is operated under the direction of the yardmaster at Port Reading Yard. Outbound cars are left in the yard by the local crew and are then switched by a local crew from Port Reading Yard which assembles Allentown and Conway blocks.

### **Proposed Operation**

The industry crew located at this point will operate as a CSAO crew. Industries currently served at this location will be served by CSAO yard crews with no anticipated change in frequency. CSX intends to establish new service between Bayway and Oak Island which will require CSAO to make an additional block for this traffic.

Figure 13 depicts the Bayway Yard.



|              |                                   |
|--------------|-----------------------------------|
| 14 210 00 00 | Chemical - Coast - Secondary      |
| 14 212 00 00 | Sound - Shore - Ind. Tr.          |
| 14 214 00 00 | Bayway - Ind. Tr.                 |
| 14 215 00 00 | Industry - Lead                   |
| 14 216 00 00 | Bayway - Ind. Scale - Tr.         |
| 14 220 00 00 | Industry - Lead                   |
| 14 234 00 00 | Bayway - Ind. Tr.                 |
| 14 602 00 00 | Bayway - Yd. Tr.#3                |
| 14 604 00 00 | Bayway - Yd. Tr.#4                |
| 14 606 00 00 | Bayway - Yd. Tr.#6                |
| 14 608 00 00 | Bayway - Yd. Tr.#8                |
| 14 610 00 00 | Bayway - Yd. Tr.#10               |
| 14 612 00 00 | Bayway - Yd. Tr.#12               |
| 14 701 01 05 | Utility Propane                   |
| 14 702 01 05 | Utility Propane                   |
| 14 705 99 99 | Joint Meeting - Lead              |
| 14 706 01 01 | Joint Meeting                     |
| 14 707 01 01 | Joint Meeting                     |
| 14 710 99 99 | Archer Daniels Midland - (Leased) |
| 14 711 01 03 | Reichhold Chemical - Tr.          |
| 14 714 01 08 | Reichhold Chemical - Oil - Tr.    |
| 14 715 01 03 | Reichhold Chemical - Rosen - Tr.  |
| 14 716 01 02 | Reichhold Chemical - Spur - Tr.   |
| 14 719 99 99 | Vacant                            |
| 14 721 99 99 | Vacant - (Borne Chemical)         |
| 14 722 99 99 | Vacant                            |
| 14 723 99 99 | Vacant                            |
| 14 742 01 03 | Phelps Dodge                      |
| 14 744 99 99 | Archer Daniels Midland - (Leased) |
| 14 746 01 01 | Escon                             |

Figure 13



## Port Reading Yard

### Present Operation

Port Reading Yard is the principal general merchandise yard on the Chemical Coast Secondary. This yard is used to switch and handle traffic destined to many customers located nearby. These customers include the following:

- U.S. Gypsum
- Costeel
- Shell Oil Company
- Stolt and Haven
- Basic Line
- Sewaran
- GATX terminal
- FMC at Cartaret
- Ball Glass
- Minnesota Corn Processors

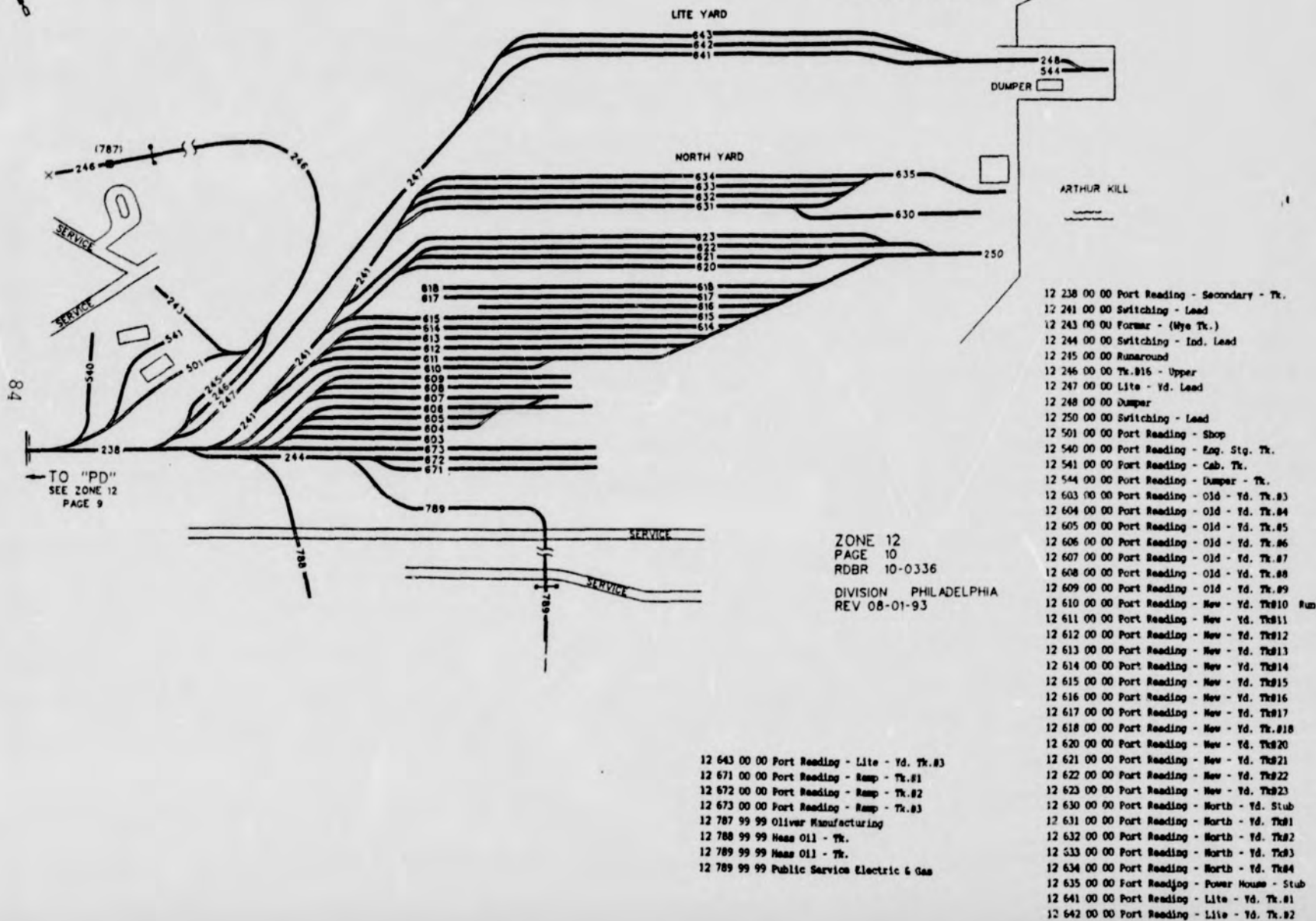
Port Reading Yard has sixteen yard tracks and is served by six yard assignments. Yardmasters are employed on all shifts. The Port Reading area includes the Carteret area, Reformatory Branch, Sound Shore Industrial, Perth Amboy Industrial and Third Industrial.

### **Proposed Operation**

This yard will be a CSAO yard and will be utilized in a similar manner to the present operation. Inbound traffic, however, may also be delivered directly to Port Reading Yard by NS or CSX direct or transferred from Oak Island Yard as is current practice. NS and CSX may require outbound cars be switched into several blocks to expedite movement beyond the SAA. These blocks will include at least Alientown and Conway for NS, and Selkirk for CSX. Port Reading Yard will also be used to make blocks for NS as necessary.

Figure 14 depicts the Port Reading Yard.

PORT READING NJ  
PORT READING YARD



- 12 238 00 00 Port Reading - Secondary - Tk.
- 12 241 00 00 Switching - Lead
- 12 243 00 00 Former - (Wye Tk.)
- 12 244 00 00 Switching - Ind. Lead
- 12 245 00 00 Runaround
- 12 246 00 00 Tk.#16 - Upper
- 12 247 00 00 Lite - Yd. Lead
- 12 248 00 00 Dumper
- 12 250 00 00 Switching - Lead
- 12 501 00 00 Port Reading - Shop
- 12 540 00 00 Port Reading - Eng. Stg. Tk.
- 12 541 00 00 Port Reading - Cab. Tk.
- 12 544 00 00 Port Reading - Dumper - Tk.
- 12 603 00 00 Port Reading - Old - Yd. Tk.#3
- 12 604 00 00 Port Reading - Old - Yd. Tk.#4
- 12 605 00 00 Port Reading - Old - Yd. Tk.#5
- 12 606 00 00 Port Reading - Old - Yd. Tk.#6
- 12 607 00 00 Port Reading - Old - Yd. Tk.#7
- 12 608 00 00 Port Reading - Old - Yd. Tk.#8
- 12 609 00 00 Port Reading - Old - Yd. Tk.#9
- 12 610 00 00 Port Reading - New - Yd. Tk.#10
- 12 611 00 00 Port Reading - New - Yd. Tk.#11
- 12 612 00 00 Port Reading - New - Yd. Tk.#12
- 12 613 00 00 Port Reading - New - Yd. Tk.#13
- 12 614 00 00 Port Reading - New - Yd. Tk.#14
- 12 615 00 00 Port Reading - New - Yd. Tk.#15
- 12 616 00 00 Port Reading - New - Yd. Tk.#16
- 12 617 00 00 Port Reading - New - Yd. Tk.#17
- 12 618 00 00 Port Reading - New - Yd. Tk.#18
- 12 620 00 00 Port Reading - New - Yd. Tk.#20
- 12 621 00 00 Port Reading - New - Yd. Tk.#21
- 12 622 00 00 Port Reading - New - Yd. Tk.#22
- 12 623 00 00 Port Reading - New - Yd. Tk.#23
- 12 630 00 00 Port Reading - North - Yd. Stub
- 12 631 00 00 Port Reading - North - Yd. Tk#1
- 12 632 00 00 Port Reading - North - Yd. Tk#2
- 12 633 00 00 Port Reading - North - Yd. Tk#3
- 12 634 00 00 Port Reading - North - Yd. Tk#4
- 12 635 00 00 Port Reading - Power House - Stub
- 12 641 00 00 Port Reading - Lite - Yd. Tk.#1
- 12 642 00 00 Port Reading - Lite - Yd. Tk.#2

ZONE 12  
PAGE 10  
RDBR 10-0336  
DIVISION PHILADELPHIA  
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- 12 643 00 00 Port Reading - Lite - Yd. Tk.#3
- 12 671 00 00 Port Reading - Ramp - Tk.#1
- 12 672 00 00 Port Reading - Ramp - Tk.#2
- 12 673 00 00 Port Reading - Ramp - Tk.#3
- 12 787 99 99 Oliver Manufacturing
- 12 788 99 99 Hess Oil - Tk.
- 12 789 99 99 Hess Oil - Tk.
- 12 789 99 99 Public Service Electric & Gas

Figure 14

## YARD JOB DESCRIPTIONS - PORT READING/BAYWAY

- YPBY-1 Switch refinery and deliver to BST, switch ADM, Croda, DuPont, Anna Capri, etc. Make-up outbound for SESA pick-up.
- YPPR-6 Classify inbounds, make-up requirements for industrial crews YPPR-20, YPPR-21. Switch U.S. Gypsum and Horo.
- YPPR-8 Switch Costeel, Shell Oil and Chevron, Perth Amboy/Sewaren.
- YPPR-20 Switch Stolt/Haven, Basic Line in Perth Amboy.
- YPPR-21 Switch GATX Terminal and FMC, Carteret.
- YPPR-23 Switch Reformatory Branch customers - Caliber, Ball Glass, Minnesota Corn Processors, etc. Yard switching on Sunday.
- YPPR-61 Make-up CCPI, classify outbounds into Conway and Allentown blocks, including outbounds from Bayway. Make-up Costeel-Shell-Chevron requirements for YPPR-8.

## South Amboy/Browns Yard

### Present Operation

South Amboy and Browns Yard are located on the Amboy Secondary. This facility is accessed by crossing over a two mile portion of a New Jersey Transit line segment, between CP-Wood and Essay. The yard at this location is a twelve track industrial support yard. Switching service to local customers and yard support are provided by five yard crews and five local freight crews. Most customers are located in the vicinity of the yard. Two of the local crews are engaged in providing twice weekly service on the NJT - Southern Secondary to Toms River, 50 miles south along the New Jersey shore. Customers served include:

|                     |                    |                  |
|---------------------|--------------------|------------------|
| Dupont              | General Supply     | General Poly     |
| Hercules            | Woodhaven Builder  | Preston Builders |
| Ashley Furniture    | Asbury Press       | Gilchrest        |
| Brunswick Container | Home Depot         |                  |
| Silverline          | Air Products       |                  |
| New Jersey Steel    | Southern Container |                  |
| Marsuliex CPS       | BASF               |                  |
| Madison             | Pride Made         |                  |
| Allan Pole          | Builders General   |                  |
| Setco Tyler         | Synergistics       |                  |
| General Electric    | Gold Lumber        |                  |

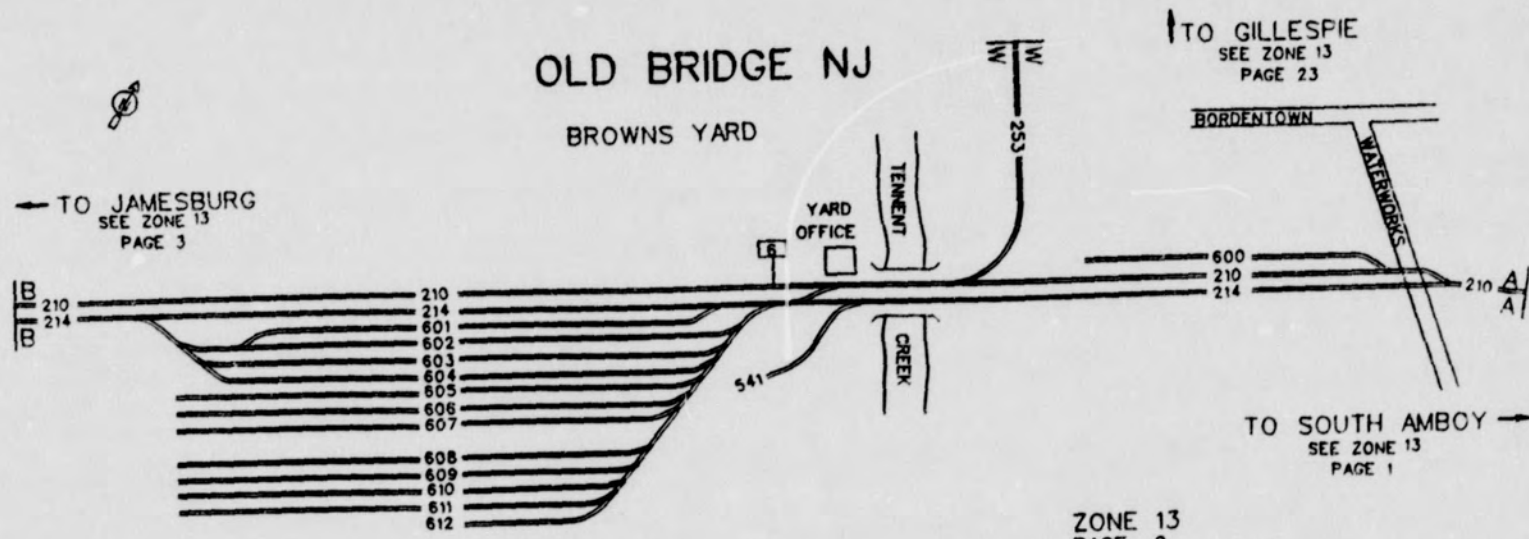


Traffic destined to area customers comes to South Amboy on through freight or yard transfer runs. Outbound traffic from the area connects to through freight trains via Port Reading Yard or transfer runs back to Oak Island.

### **Proposed Operation**

This facility will continue to operate in a manner very similar to the current arrangement. This facility will be operated entirely by CSAO crews. At this point NS does not anticipate operating trains directly to or from this location. CSX will continue to operate service from Selkirk direct. In addition, CSX will establish new through freight service (train SASE) direct to Oak Island and Selkirk.

Figure 15 depicts Browns Yard.



ZONE 13  
 PAGE 2  
 RDBR 10-0225  
 10-1425  
 DIVISION PHILADELPHIA  
 REV 10-01-90

- 13 210 00 00 Amboy - Secondary - Tk.
- 13 214 00 00 Browns - Tk.#1 - Running
- 13 253 00 00 Gillespie - Running - Tk.
- 13 541 00 00 Eng. Tk.
- 13 600 00 00 Browns - Yd. East - Stub
- 13 601 00 00 Browns - Yd. Tk.#1
- 13 602 00 00 Browns - Yd. Tk.#2
- 13 603 00 00 Browns - Yd. Tk.#3
- 13 604 00 00 Browns - Yd. Tk.#4
- 13 605 00 00 Browns - Yd. Tk.#5
- 13 606 00 00 Browns - Yd. Tk.#6
- 13 607 00 00 Browns - Yd. Tk.#7
- 13 608 00 00 Browns - Yd. Tk.#8
- 13 609 00 00 Browns - Yd. Tk.#9
- 13 610 00 00 Browns - Yd. Tk.#10
- 13 611 00 00 Browns - Yd. Tk.#11
- 13 612 00 00 Browns - Yd. Tk.#12

88

Figure 15

## YARD JOB DESCRIPTIONS - BROWNS (S. AMBOY)

- YPSA-2      Make-up CCPI train. Switch Hercules and East Brunswick customers including Ashley Furniture, Brunswick Container and Silverline.
- YPSA-3      Yard switch, classify inbound, make-up requirements for industrial crews/locals YPSA-22, WPSA-31, WPSA-33, WPSA-35.
- YPSA-22     Switch New Jersey Steel, Marsulex CPS, Madison and Allen Pole.
- WPSA-31     M-TH - Service Heightstown Branch – Setco Tyler, GE, General Poly.  
WED - Service Freehold Branch – Prestone, Builders General Supply.  
TU-FR - Relieve WPSA-35 at Toms River – Work north, back to Browns – switch Woodhaven Lumber, Asbury Press.
- WPSA-33     Service Dayton, NJ customers – Home Depot, Air Products, Southern Container, BASF.
- WPSA-35     SUN-WED – Service NJT coastline customers – Pride Made, Builders General.  
MON-THU- Service Southern section – work south to Toms River, Synergistics Gold Lumber, Builders General, and Gilchrist.  
WED - Service Heightstown Branch, Setco Tyler, GE, General Poly.

## Manville Yard

### Present Operation

Manville Yard is an industrial support yard located near the Trenton and Lehigh Lines. Three local trains currently provide service to customers in the area. Local service is also provided from Manville on NJT's Raritan Line. Manville is supervised by a yardmaster on first shift six days a week. Throughout the Maintenance of Way work season, Manville handles the loading of ballast trains on the Trenton Line in nearby Belle Meade, NJ. Inbound and outbound traffic from Manville is typically handled by a local working out of Allentown six days per week.

Customers served by Manville include:

|                          |                     |
|--------------------------|---------------------|
| Dractman Structural      | Star Ledger         |
| Dameo Trucking           | Breakbulk Packaging |
| Roma Foods               | Macmillan Bloedel   |
| Marino Steel             | Union Carbide       |
| Lumber Handlers          | U.S. Gypsum         |
| 3M                       | Hunterdan Lumber    |
| Builder's General Supply | Colorite            |
| All-American Poly        | Reagent Chemical    |
| Reckitt/Colman           |                     |

## **Proposed Operation**

Manville Yard will be operated by CSX.

CSX will support its Trenton Line local operation from Manville Yard. CSX will pick up northbound traffic at Manville for Selkirk, and southbound traffic for Rocky Mount. The CSAO will support switching for traffic to customers on the Port Reading Secondary and on the Lehigh Line east of Port Reading Jct. from Manville Yard.

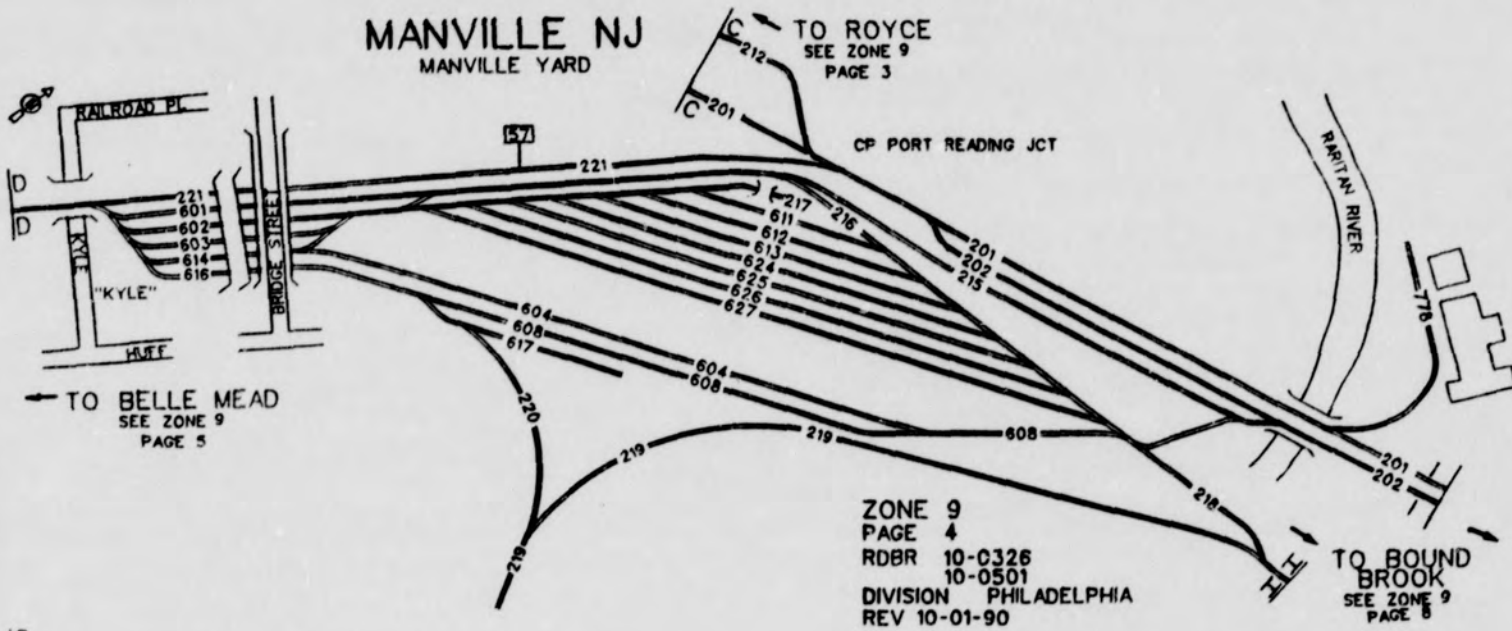
NS will pick up Lehigh Line local industry traffic for points west of Port Reading Jct. as well as traffic for the NJT Raritan Valley Line West of Bound Brook.

This yard will be supervised by a yardmaster and switching service will be provided by three local crews.

CSX will make sufficient track space available to NS and the CSAO for their local operations.

Figure 16 depicts the Manville Yard.





92

- 09 201 00 00 Lehigh - Line - Tk.#1
- 09 202 00 00 Controlled - Siding
- 09 212 00 00 Manville - Siding
- 09 215 00 00 I/C - Tk.
- 09 216 00 00 Manville - Yd. Lead - Tk.
- 09 217 00 00 Manville - Yd. Scale - Tk.
- 09 218 00 00 Manville - Yd. Drill - Tk. Lead
- 09 219 00 00 Wye - East - Leg
- 09 220 00 00 Wye - West - Leg
- 09 221 00 00 Trenton - Line - Tk.#1
- 09 601 00 00 Manville - Yd. Tk.#1 - Stg. Tk.
- 09 602 00 00 Manville - Yd. Tk.#2 - Stg. Tk.
- 09 603 00 00 Manville - Yd. Tk.#3 - Stg. Tk.
- 09 604 00 00 Manville - Yd. Tk.#4 - Stg. Tk.
- 09 608 00 00 Manville - Yd. Tk.#5 - Stg. Tk.
- 09 611 00 00 Manville - Yd. Tk.#1
- 09 612 00 00 Manville - Yd. Tk.#2
- 09 613 00 00 Manville - Yd. Tk.#3
- 09 614 00 00 Manville - Yd. Tk.#4 - Stg. Tk.
- 09 616 00 00 Old Fort Reading Secondary
- 09 617 00 00 Parallel Tk.
- 09 624 00 00 Manville - Yd. Tk.#4
- 09 625 00 00 Manville - Yd. Tk.#5
- 09 626 00 00 Manville - Yd. Tk.#6
- 09 627 00 00 Manville - Yd. Tk.#7

Figure 16

### YARD JOB DESCRIPTIONS – MANVILLE

- WPMA-10            Service Lehigh line east customers – Bass Trans, Dractman Structural, Breakbulk Packaging, Marino Steel, U.S. Gypsum, Builders General Supply, Marino Steel, Reagent Chemical, etc. Also load ballast at 3M when required.
- WPMA-12            Service Aeropress at Royce, Port Reading Secondary customers including Star Ledger, Roma Foods, Union Carbide, Rickel Home Center, Colorite, 3M, Reckitt/Colman, etc.
- WPMA-20            Service NJT Raritan line including Dameo Trucking, MacMillan Bloedel Lumber Handlers, Hunterdon Lumber, All American Poly, etc.

## Linden Yard

### Present Operation

Linden Yard has eighteen tracks and is located on Amtrak's Northeast Corridor (NEC). The facility primarily serves a General Motors assembly plant. There is also a twelve track automotive loading ramp with a capacity of 60 multi-level rail cars. Inbound auto parts and outbound vehicles are currently routed through Conrail's Selkirk Yard. An automotive train also runs between Linden and Conway via Amtrak's NEC. Empty multi-level cars are gathered from area automotive unloading facilities and delivered to Linden by train OIPI.

Linden is currently operated with three yard crews and two conductor-only local crews. The yard is supervised by a trainmaster and three yardmasters five days per week and on weekends as needed.

Other customers served from Linden include:

|              |                |
|--------------|----------------|
| Merck        | Apache         |
| Safety Kleen | Greif Brothers |
| Witco        | Hermans        |

### Proposed Operation

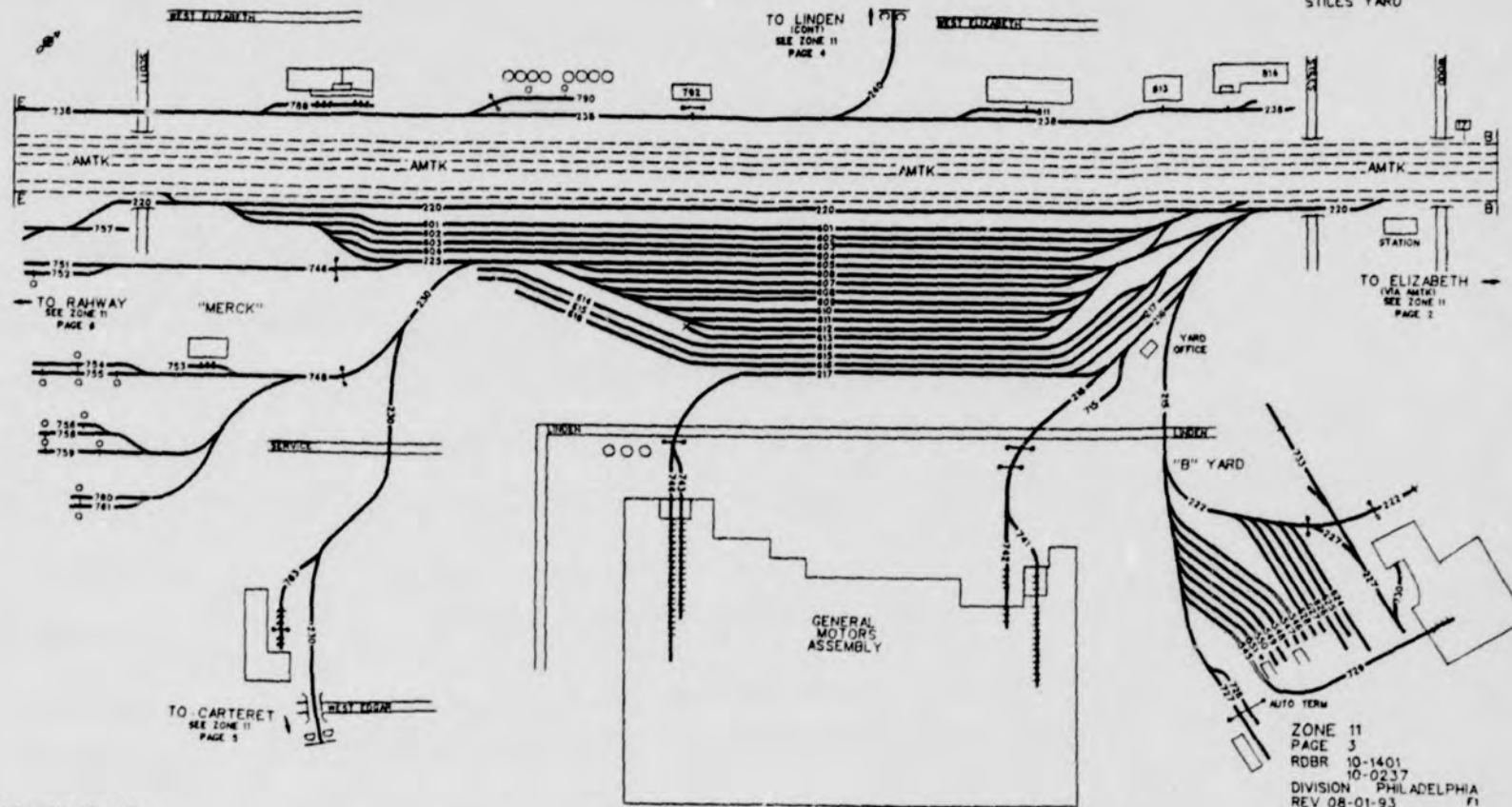
Linden Yard will be operated by the CSAO and the CSAO crews will provide all switching for NS and CSX. Staffing levels are not expected to change at this location. NS and CSX will generate road trains and crews directly to and from Linden based upon GM's requirements.

CSX will offer direct service to points in the Southeast from this yard (train Q219) via Oak Island. In addition, CSX will offer direct service to points in Michigan, Indiana and Canada (train Q273).

Figure 17 depicts the Linden Yard.

LINDEN NJ

STILES YARD



95

- 11 729 01 04 Commodity Whse. Tk.
- 11 730 99 99 Commodity Whse. Tk.
- 11 732 01 01 Stub
- 11 733 01 01 Tenco
- 11 741 01 16 G.M. Linden - Assembly - Tk.#1
- 11 742 01 07 G.M. Linden - Assembly - Tk.#2
- 11 743 01 15 G.M. Linden - Assembly - Tk.#3
- 11 744 01 19 G.M. Linden - Assembly - Tk.#4
- 11 746 99 99 Merck - A & B - Lead
- 11 748 99 99 Merck - E & I - Lead
- 11 751 99 99 Merck - A Tk. Hold
- 11 752 01 01 Merck - B Tk. Spot - B-3
- 11 753 01 03 Merck - C Tk. Hold
- 11 754 01 01 Merck - Tk.D-1
- 11 755 01 01 Merck - Tk.E-8
- 11 755 02 02 Merck - Tk.E-7
- 11 755 03 03 Merck - Tk.E-6
- 11 756 01 01 Merck - Tk.F

- 11 757 99 99 Vacant
- 11 758 01 01 Merck - Tk.H-1
- 11 759 01 01 Merck - Tk.I-2
- 11 759 02 02 Merck - Tk.I-1
- 11 760 01 01 Merck - Tk.J-1
- 11 761 01 01 Merck - Tk.K-1
- 11 763 01 03 Cougar Ind. Tk.
- 11 763 04 05 Vacant
- 11 788 01 03 Harpoon Measurax
- 11 788 04 06 American Leather
- 11 790 01 02 U.S.S. Chemical
- 11 792 01 01 Crowell Vacuum Pump
- 11 811 01 01 Vacant
- 11 813 01 01 Chromo Plus Inc. Tk.
- 11 814 01 01 Cooks Industrial Lubricants

- 11 601 00 00 Stiles - Yd. Tk.#1
- 11 602 00 00 Stiles - Yd. Tk.#2
- 11 603 00 00 Stiles - Yd. Tk.#3
- 11 604 00 00 Stiles - Yd. Tk.#4
- 11 605 00 00 Stiles - Yd. Tk.#5
- 11 606 00 00 Stiles - Yd. Tk.#6
- 11 607 00 00 Stiles - Yd. Tk.#7
- 11 608 00 00 Stiles - Yd. Tk.#8
- 11 609 00 00 Stiles - Yd. Tk.#9
- 11 610 00 00 Stiles - Yd. Tk.#10
- 11 611 00 00 Stiles - Yd. Tk.#11
- 11 612 00 00 Stiles - Yd. Tk.#12
- 11 613 00 00 Stiles - Yd. Tk.#13
- 11 614 00 00 Stiles - Yd. Tk.#14
- 11 615 00 00 Stiles - Yd. Tk.#15
- 11 616 00 00 Stiles - Yd. Tk.#16
- 11 624 00 00 Stiles (B) - Yd. Tk.#1
- 11 625 00 00 Stiles (B) - Yd. Tk.#2
- 11 626 00 00 Stiles (B) - Yd. Tk.#3
- 11 627 00 00 Stiles (B) - Yd. Tk.#4
- 11 628 00 00 Stiles (B) - Yd. Tk.#5
- 11 715 97 97 Linden, NJ - (Team Tk.)
- 11 726 99 99 G.M. Linden - Assembly
- 11 727 99 99 G.M. Linden - Assembly

ZONE 11  
PAGE 3  
RDBR 10-1401  
10-0237  
DIVISION PHILADELPHIA  
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- 11 215 00 00 (B) - Yd. Lead
- 11 216 00 00 S.M. Lead Tk.
- 11 217 00 00 G.M. Lead Tk.
- 11 220 00 00 (D) Tk. Ind. Lead - Tk.
- 11 222 00 00 Ind. Lead
- 11 225 00 00 Stiles - Yd. Tk.#5 - Lead
- 11 227 00 00 Ind. Lead
- 11 230 00 00 Linden - Ind. Tk.
- 11 238 00 00 Wheatens - Siding
- 11 240 00 00 Depew - Siding
- 11 545 00 00 (B) Tk.#12
- 11 546 00 00 Auto Terminal - Tk.#6
- 11 547 00 00 Auto Terminal - Tk.#7
- 11 548 00 00 Auto Terminal - Tk.#8
- 11 549 00 00 Auto Terminal - Tk.#9
- 11 550 00 00 Auto Terminal - Tk.#10
- 11 551 00 00 Auto Terminal - Tk.#11

Figure 17

## YARD JOB DESCRIPTIONS - LINDEN

- YPLI-10      Switch General Motors Assembly Plant and Merck.
- YPLI-20      Switch GM and pull and spot Leaseway Auto Carriers/Bi-levels.
- YPLI-30      Switch General Motors Assembly Plant.
- WPLI-26      Switch Safety Kleen, Witco, Apache, Greif Brothers and Hermans Warehouse.
- WPLI-68      Recrew TOMT at South Kearny and deliver train to Linden and Metuchen.



## Metuchen Yard

### Present Operation

Metuchen Yard is a 20 track facility located on Amtrak's NEC and primarily serves a Ford automotive assembly plant in addition to other industrial customers in the area. There are currently eight yard crews and two local crews working out of Metuchen. Three of the yard crews work the Ford assembly plant while the five remaining yard crews provide industrial switching for the area. The two local crews working from Metuchen typically provide transfer service between Oak Island and both Linden and Metuchen.

Other customers served from Metuchen include:

|                |                   |          |
|----------------|-------------------|----------|
| Coors          | Interpak          | Goodyear |
| Castrol        | Amerchol          | Shundler |
| New York Times | Silgan Containers | Edison   |
| Dawn Foods     | Blackstone        |          |
| Owens          | J&J               |          |

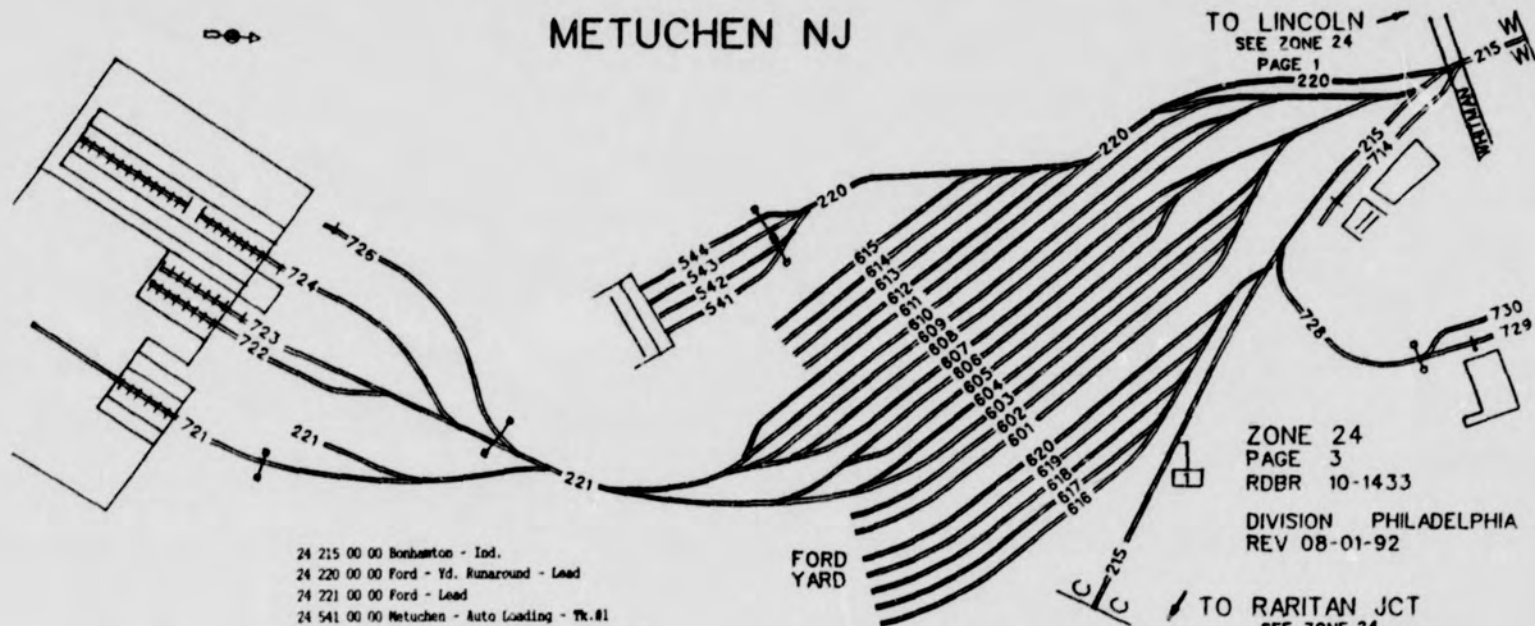
### Proposed Operation

Metuchen Yard will be operated by the CSAO and there are no significant changes currently expected for the location. NS will operate one train daily into and out of Metuchen.

CSX will operate train TOMT from Toledo to Metuchen via Selkirk.

Figure 18 depicts the Metuchen Yard.

# METUCHEN NJ



- 24 215 00 00 Bonhamton - Ind.
- 24 220 00 00 Ford - Yd. Runaround - Lead
- 24 221 00 00 Ford - Lead
- 24 541 00 00 Metuchen - Auto Loading - Tr.#1
- 24 542 00 00 Metuchen - Auto Loading - Tr.#2
- 24 543 00 00 Metuchen - Auto Loading - Tr.#3
- 24 544 00 00 Metuchen - Auto Loading - Tr.#4
- 24 601 00 00 Ford - Yd. Tr.#1
- 24 602 00 00 Ford - Yd. Tr.#2
- 24 603 00 00 Ford - Yd. Tr.#3
- 24 604 00 00 Ford - Yd. Tr.#4
- 24 605 00 00 Ford - Yd. Tr.#5
- 24 606 00 00 Ford - Yd. Tr.#6
- 24 607 00 00 Ford - Yd. Tr.#7
- 24 608 00 00 Ford - Yd. Tr.#8
- 24 609 00 00 Ford - Yd. Tr.#9
- 24 610 00 00 Ford - Yd. Tr.#10
- 24 611 00 00 Ford - Yd. Tr.#11
- 24 612 00 00 Ford - Yd. Tr.#12
- 24 613 00 00 Ford - Yd. Tr.#13
- 24 614 00 00 Ford - Yd. Tr.#14
- 24 615 00 00 Ford - Yd. Tr.#15
- 24 616 00 00 Ford - Yd. Tr.#16
- 24 617 00 00 Ford - Yd. Tr.#17
- 24 618 00 00 Ford - Yd. Tr.#18
- 24 619 00 00 Ford - Yd. Tr.#19
- 24 620 00 00 Ford - Yd. Tr.#20
- 24 714 01 01 Muller Machinery
- 24 714 97 97 Metuchen - (Team Tr.)
- 24 721 01 06 Ford - Metuchen - Assembly - Tr.#1
- 24 722 01 08 Ford - Metuchen - Assembly - Tr.#2
- 24 723 01 09 Ford - Metuchen - Assembly - Tr.#3
- 24 724 01 21 Ford - Metuchen - Assembly - Tr.#4
- 24 726 01 01 Ford - Metuchen - Assembly - Tr.#6
- 24 728 99 99 Metroplex Distributors - Lead
- 24 729 01 01 Metroplex Distributors
- 24 730 99 99 Metroplex Distributors

ZONE 24  
PAGE 3  
RDBR 10-1433

DIVISION PHILADELPHIA  
REV 08-01-92

TO RARITAN JCT  
SEE ZONE 24  
PAGE 4

Figure 18

## YARD JOB DESCRIPTIONS - METUCHEN

- YPME-2            Service county area including Blackstone, CCA, J&J, Goodyear, Hermans, GAF, SMU Plastics, etc.
- YPME-4            Service Industrial Avenue including Hatco, Carborundum, PMC. Also New York Times and Owens (Friday only).
- YPME-5            Pull and place Ford Assembly Plant, Shundler, Edison Products.
- WPME-10          Transfer assignment. Run Oak Island, Allentown and Selkirk blocks to Oak Island and turn on Metuchen freight.
- YPME-34          Service Amtrak mainline area including Amerchol, Interpak, Silgan Containers, Twin County, etc.
- YPME-36          Finish making-up LMPI, pull loaded bi-levels to make-up ML403, relieve YPME-2, Mobil Chemical.
- YPME-37          Service Heller Park area including Coors, Castrol, Dawn Foods, Owens and N.Y. Times, etc.

WPME-70            Operate ML403 out of Metuchen and Linden to Oak Island and turn  
back on empty Metuchen bi-levels.

YPME-61            Assemble YPME-2, YPME-4, WPME-10, start making-up LMPI and  
switch Shundler.

YPME-62            Pull and place assembly plant, reset empty bi-levels to the ramp for  
loading.

## Croxtan Yard

### Present Operation

Croxtan is a six track intermodal facility diverging from the Northern Branch between South Kearny and North Bergen and generally paralleling NJT's Bergen County Line. Three tracks are used for loading and unloading and the other three tracks are used for the storage of empty equipment. The intermodal tracks at Croxtan have a capacity of up to 45 five-well double-stack cars. No intermodal trains currently originate at Croxtan.

Croxtan also includes a bulk transfer facility consisting of four tank tracks with a capacity of 60 tank cars as well as three ramp tracks with a capacity of 25 covered-hoppers.

There are two yard assignments at Croxtan. These jobs typically do the switching for intermodal trains that pick-up or set-off blocks at the facility. Four assignments (one yard assignment and three locals) at North Bergen work to protect local traffic on the New Jersey Transit (NJT). NJT traffic windows typically run between 5 A.M. and 9 A.M. in the morning and 4 P.M. and 6 P.M. in the afternoon.

Croxtan is supervised by one trainmaster working on the first shift. The yardmaster at North Bergen typically maintains the yard inventory.

Customers served include:

|                 |          |                |
|-----------------|----------|----------------|
| Redi Raw        | Marshall | Gemini Plastic |
| Ford            | Food Oil | US Ink         |
| Stone Container | Azack    | Alpha          |



### **Proposed Operation**

Croxtan Yard will be assigned to NS, which will establish supervision at this facility, but is not part of the NJSAA. It is described here because of its importance to the NJSAA. NS will run up to six through trains in and out of this facility. The three local assignments and one yard transfer assignment currently originating from North Bergen will be transferred to Croxtan and become NS assignments.

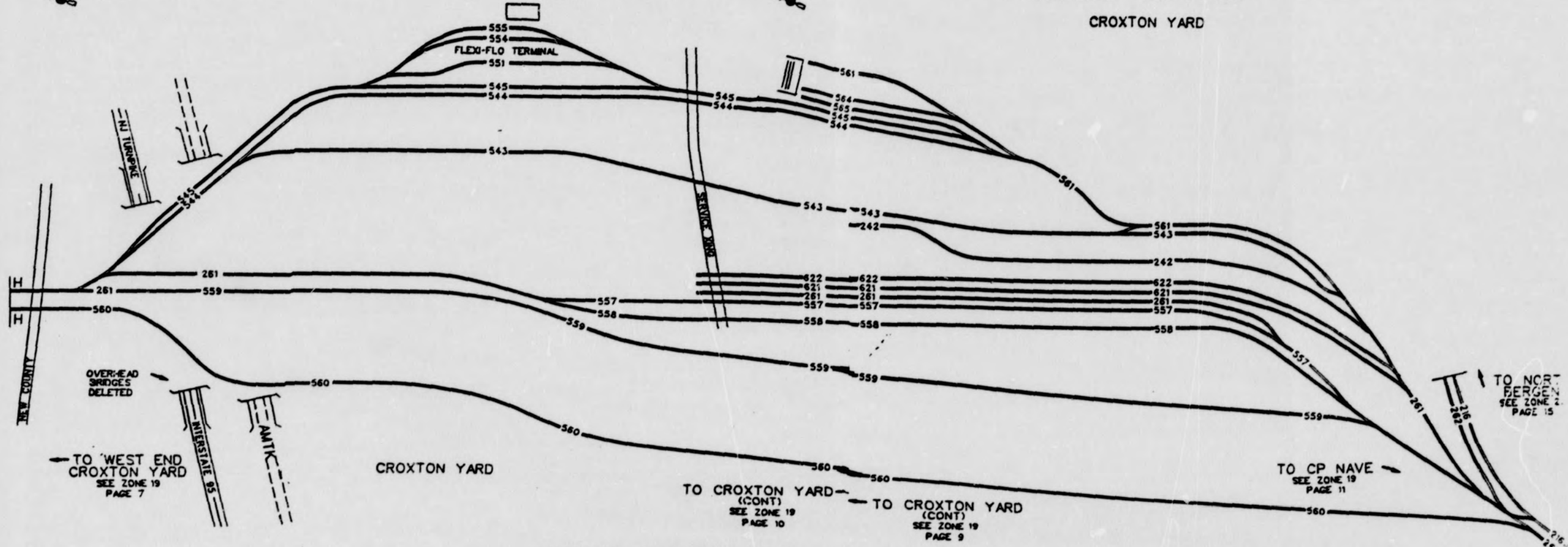
Figure 19 depicts the Croxtan Yard.

SECAUCUS NJ

JERSEY CITY NJ

JERSEY CITY NJ

FIGURE 19



TO WEST END  
CROXTON YARD  
SEE ZONE 19  
PAGE 7

CROXTON YARD

TO CROXTON YARD  
(CONT)  
SEE ZONE 19  
PAGE 10

TO CROXTON YARD  
(CONT)  
SEE ZONE 19  
PAGE 9

TO CP NAVE  
SEE ZONE 19  
PAGE 11

TO NORTH  
BERGEN  
SEE ZONE 19  
PAGE 15

TO MARION  
SEE ZONE 19  
PAGE 11

- 19 261 00 00 Move Connection Bus/Storage #3 - Tk.
- 19 543 00 00 Croxton - Pad#2 - Tk.
- 19 544 00 00 Croxton - Pad#3 - Tk.
- 19 545 00 00 Croxton - Tk.#1 - (Flexi-Flo)
- 19 551 00 00 Croxton - Tk.#2 - (Flexi-Flo)
- 19 554 00 00 Croxton - Tk.#3 - (Flexi-Flo)
- 19 555 00 00 Croxton - Tk.#4 - (Flexi-Flo)
- 19 557 00 00 Croxton - Storage #2 - Tk.
- 19 558 00 00 Croxton - Storage #1 - Tk.
- 19 559 00 00 Croxton - East Pad#1 - Tk.
- 19 560 00 00 Croxton - Running - Tk.
- 19 621 00 00 Croxton - Storage #4 - Tk.
- 19 622 00 00 Croxton - Storage #5 - Tk.

- 19 216 00 00 Northern - Running - Tk.
- 19 242 00 00 Croxton - Storage #6 - Tk.
- 19 261 00 00 Croxton - Storage #3 - Tk.
- 19 262 00 00 "A"-mp Upper Drill - Tk.
- 19 543 00 00 Croxton - Pad#2 - Tk.
- 19 544 00 00 Croxton - Pad#3 - Tk.
- 19 545 00 00 Croxton - Tk.#1 - (Flexi-Flo)
- 19 557 00 00 Croxton - Storage #2 - Tk.
- 19 558 00 00 Croxton - Storage #1 - Tk.
- 19 559 00 00 Croxton - Pad#1 - Tk.
- 19 560 00 00 Croxton - Running - Tk.
- 19 561 00 00 Croxton - TrailVes - Terminal - Tk#1
- 19 564 00 00 Croxton - TrailVes - Terminal - Tk#4
- 19 565 00 00 Croxton - TrailVes - Terminal - Tk#5
- 19 621 00 00 Croxton - Storage #4 - Tk.
- 19 622 00 00 Croxton - Storage #5 - Tk.

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## South Kearny Yard

### Present Operation

Kearny Yard is currently the major intermodal facility in Northern New Jersey. Kearny consists of fourteen tracks (six intermodal and eight support) to handle both intermodal and industrial traffic. The six intermodal tracks are designated "A" through "F" and have a total capacity for 213 conventional flat cars.

Kearny currently originates eight intermodal trains each day. There are seven yard assignments handling the intermodal and industrial business at Kearny. The industrial customers served from Kearny are located primarily on the NJT. Trainmasters and yardmasters currently work around the clock at Kearny.

American President Lines (APL) also operates a three track intermodal facility from property adjacent to Kearny. APL's three tracks have a capacity for 37 five-well cars and crews at Kearny handle any needed switching.

Customers served from Kearny include:

Marzahl Chemical

Macmillan Bloedell

Bell Container

Columbia and River Terminals

Muellers

### **Proposed Operation**

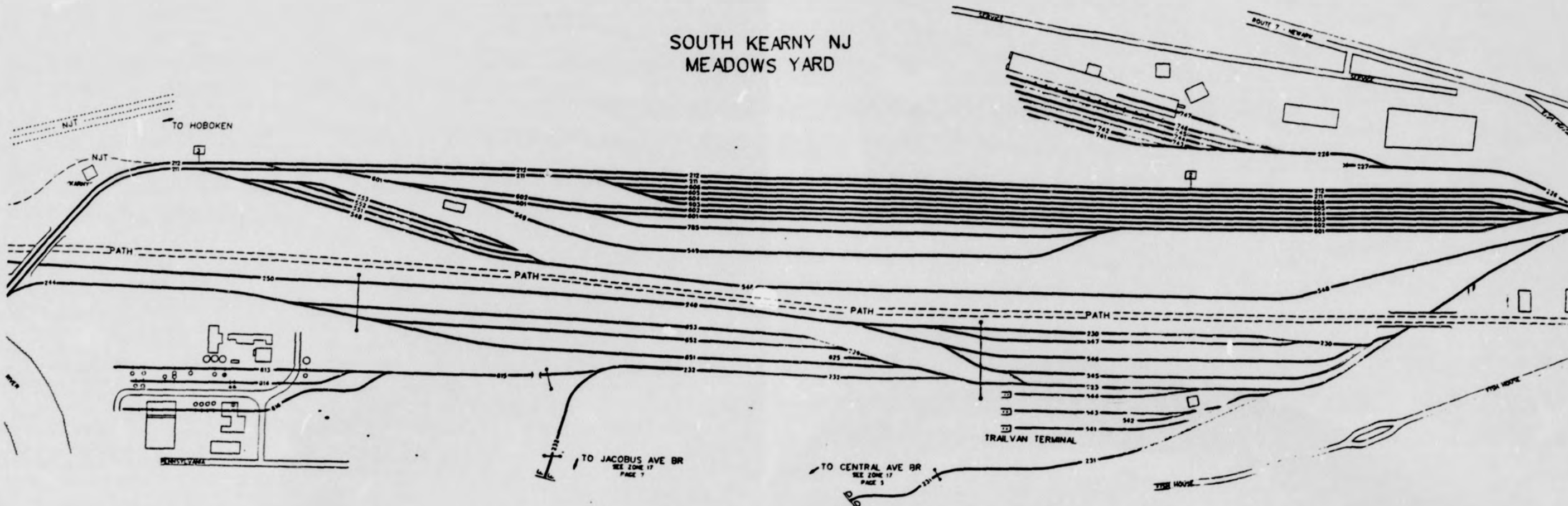
The non-APL portion of Kearny Yard will be assigned to CSX. CSX will use four yard assignments to handle the intermodal business. In light of CSX's expansion of the facility at Little Ferry, CSX will reduce traffic moving through Kearny. CSX will provide new service to and from Atlanta (Trains Q195 and Q196). CSX will provide service for the APL Kearny facility via planned intermodal trains operating from and to the CSX Kearny terminal. Kearny will be used as a major hub for CSX Pacific international traffic destined to Northeast points. Three CSAO crews will be assigned to handle the APL and industrial switching from Kearny. CSX and NS will each be able to operate trains into the APL portion of the facility. To the extent APL requires switching, such switching will be provided by CSAO crews. CSX and NS proposed train schedules from both Kearny units are included in Figures 5 and 6.

Figure 20 depicts the South Kearny Yard.



FIGURE 20

SOUTH KEARNY NJ  
MEADOWS YARD



- 17 211 00 00 Passaic & Harrison - Line - Tr.#1
- 17 212 00 00 Passaic & Harrison - Line - Tr.#2
- 17 223 00 00 Meadows - Yd. Grapes - Lead
- 17 226 00 00 Tropicana - Lead
- 17 227 00 00 Stab
- 17 229 00 00 Display - Yd. Lead
- 17 230 00 00 New "O" Tr.
- 17 231 00 00 Meadows - Ind. Tr.#1 (Cent Ave Br)
- 17 232 00 00 Meadows - Ind. Tr.#2 (Jacobus Ave)
- 17 240 00 00 Old "O" Track
- 17 244 00 00 Government - Lead
- 17 250 00 00 Hudson - Tr."O"
- 17 541 00 00 So. Kearny - TV - Ramp - Tr.#1
- 17 542 00 00 So. Kearny - TV - Ramp - Tr.#2
- 17 543 00 00 So. Kearny - TV - Ramp - Tr.#3
- 17 544 00 00 So. Kearny - Ramp Cab - Tr.#4
- 17 545 00 00 So. Kearny - TV - Tr.#5A
- 17 546 00 00 So. Kearny - TV - Tr.#5B
- 17 547 00 00 So. Kearny - TV - Tr.#5C
- 17 548 00 00 So. Kearny - TV - Tr.#5D
- 17 549 00 00 So. Kearny - TV - Tr.#5E
- 17 551 00 00 So. Kearny - Eng. Stg. Tr.#1
- 17 552 00 00 So. Kearny - Eng. Stg. Tr.#2
- 17 553 00 00 So. Kearny - Eng. Stg. Tr.#3

- 17 601 00 00 Meadows - Yd. Tr.#1
- 17 602 00 00 Meadows - Yd. Tr.#2
- 17 603 00 00 Meadows - Yd. Tr.#3
- 17 604 00 00 Meadows - Yd. Tr.#4
- 17 605 00 00 Meadows - Yd. Tr.#5
- 17 606 00 00 Meadows - Yd. Tr.#6
- 17 625 00 00 Display - Yd. Tr.#2 - Stab
- 17 741 99 99 Citrus Bowl - (Tropicana) - Tr.#1
- 17 742 99 99 Citrus Bowl - (Tropicana) - Tr.#2
- 17 743 99 99 Citrus Bowl - (Tropicana) - Tr.#3
- 17 744 99 99 Citrus Bowl - (Tropicana) - Tr.#4
- 17 745 99 99 Citrus Bowl - (Tropicana) - Tr.#5
- 17 746 01 03 Citrus Bowl - (Tropicana) - Tr.#6
- 17 747 99 99 Citrus Bowl - (Tropicana) - Tr.#7
- 17 785 99 99 N J Rail Operation
- 17 813 01 07 Nonauto - Tr.#3
- 17 814 01 06 Nonauto - Tr.#4
- 17 815 99 99 Nonauto - Scale - Tr.
- 17 816 01 07 Nonauto - Tr.#6
- 17 851 99 99 American Pres. Intermodal - Tr. #1
- 17 852 99 99 American Pres. Intermodal - Tr. #2
- 17 853 99 99 American Pres. Intermodal - Tr. #3



**North Bergen Yard**  
**(Including Ridgefield Heights)**

**Present Operation**

North Bergen is a ten track facility in North Bergen, NJ. There are four intermodal tracks at this location with a capacity for 170 conventional flat cars. Normal traffic includes two daily trains to and from Chicago and one train daily to and from Atlanta.

There are six tracks at North Bergen used for support of local traffic and additional storage of intermodal equipment. Four yard assignments and four local assignments currently report for work at North Bergen.

Ridgefield Heights is a six-track automotive transloading facility with capacity for 60 multi-level rail cars. A yard assignment from North Bergen handles the switching for this facility. Supervision is provided by North Bergen.

There are also 16 Conrail employees at Ridgefield Heights who load and unload vehicles to and from multi-level cars at the facility.

Supervision at North Bergen includes one trainmaster and yardmasters working around the clock.

**Proposed Operation**

North Bergen

North Bergen will be assigned to CSX and operated as an intermodal yard but is not part of the NJSAA. It is described here because of its importance to the NJSAA. CSX will arrive and depart four intermodal trains five days per week. Additionally, CSX will schedule two merchandise

trains to set-off and pick-up traffic at the yard. CSX local operations for the Northern Industrial Track and the south end of the River Line will be operated out of North Bergen.

There will be no change in supervision. Three local switching assignments and one yard assignment currently supporting customer switching around Croxton will be transferred to Croxton Yard (for the Passaic Valley Line, Bergen County Line, Boonton Line, Morristown Line and the Southern Tier main line). One yard assignment currently switching Ridgefield Heights will go on duty at Ridgefield Heights.

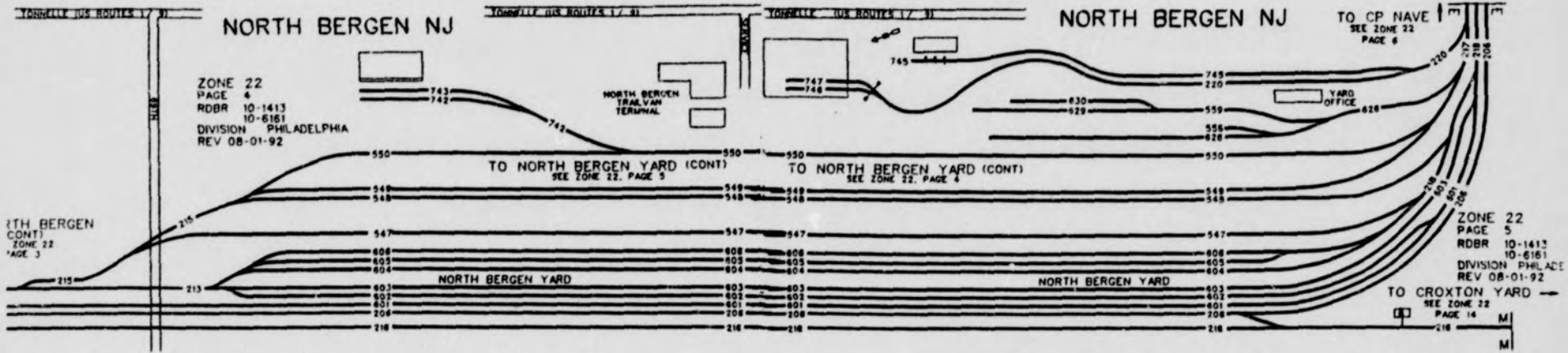
#### Ridgefield Heights

Ridgefield Heights will be operated by the CSAO and will provide switching for NS and CSX. A CSAO yard assignment currently reporting at North Bergen for work at Ridgefield Heights will be transferred to Ridgefield Heights. Supervision for Ridgefield Heights will be provided by area CSAO trainmasters.

NS will operate one train daily into Ridgefield Heights from Bellevue, OH via NS' Southern Tier.

CSX will operate a pair of multi-level trains daily between Sterling, MI and Ridgefield Heights. Train Q290 will arrive and set-off traffic; train Q271 will pick-up traffic at Ridgefield Heights.

Figure 21 depicts the North Bergen Yard.



- 22 206 00 00 River - Line
- 22 213 00 00 Running - Tk.#3
- 22 215 00 00 North Bergen - TrailVan - Lead
- 22 216 00 00 Northern - Running - Tk.
- 22 547 00 00 North Bergen - TrailVan - Tk.#7 PAD
- 22 548 00 00 North Bergen - TrailVan - Tk.#8 PAD
- 22 549 00 00 North Bergen - TrailVan - Tk.#9 PAD
- 22 550 00 00 North Bergen - TrailVan - Tk.#10 PAD
- 22 601 00 00 North Bergen - Yd. Tk.#1
- 22 602 00 00 North Bergen - Yd. Tk.#2
- 22 603 00 00 North Bergen - Yd. Tk.#3
- 22 604 00 00 North Bergen - Yd. Tk.#4
- 22 605 00 00 North Bergen - Yd. Tk.#5
- 22 606 00 00 North Bergen - Yd. Tk.#6
- 22 742 99 99 Raiders Express
- 22 743 99 99 Raiders Express

- 22 206 00 00 River - Line
- 22 216 00 00 Northern - Running - Tk.
- 22 217 00 00 Switching - Lead
- 22 218 00 00 Baseline
- 22 220 00 00 G E - Lead
- 22 547 00 00 North Bergen - TrailVan - Tk.#7 PAD
- 22 548 00 00 North Bergen - TrailVan - Tk.#8 PAD
- 22 549 00 00 North Bergen - TrailVan - Tk.#9 PAD
- 22 550 00 00 North Bergen - TrailVan - Tk.#10 PAD
- 22 556 00 00 Company use - Tk.#26 - Spur
- 22 559 00 00 Cab. Service - Tk.
- 22 601 00 00 North Bergen - Yd. Tk.#1
- 22 602 00 00 North Bergen - Yd. Tk.#2
- 22 603 00 00 North Bergen - Yd. Tk.#3
- 22 604 00 00 North Bergen - Yd. Tk.#4
- 22 605 00 00 North Bergen - Yd. Tk.#5
- 22 606 00 00 North Bergen - Yd. Tk.#6
- 22 626 00 00 North Bergen - Yd. Tk.#26
- 22 629 00 00 North Bergen - Yd. Tk.#29
- 22 630 00 00 North Bergen - Yd. Tk.#30
- 22 745 01 03 Worthington - (Alco Lead)
- 22 746 99 99 N.J. Transit
- 22 747 99 99 General Electric

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Figure 21

## Bayonne Yard

### Present Operation

Bayonne Yard is a 20 track industrial yard serving petrochemical, plastic, and other general merchandise customers. Bayonne also serves as an interchange point with the East Jersey Railroad.

There are three yard jobs assigned at Bayonne. One yard job typically handles the interchange traffic to the East Jersey Railroad and transfers outbound traffic to Oak Island. The remaining two yard jobs provide switching services to area customers.

There is one yardmaster assigned at Bayonne on the first shift. Supervisors at Oak Island provide additional supervision.

Customers served by Bayonne include:

Exxon

Rapid Plastics

Garden State Converter

Malden Warehouse

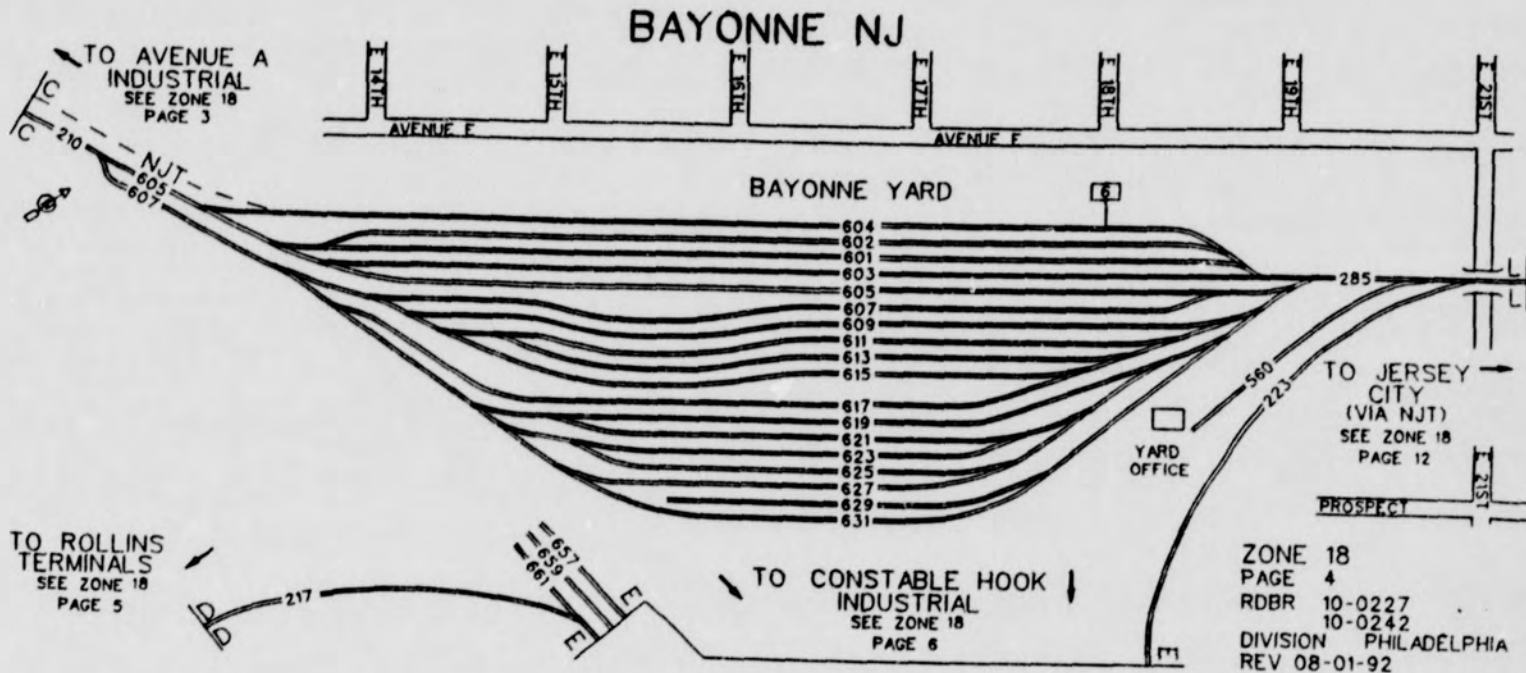
Best Foods

New York Daily News

### Proposed Operation

Bayonne Yard will be operated by the CSAO and no changes are planned for this facility at the present time.

Figure 22 depicts the Bayonne Yard.



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- 18 210 00 00 Ave. (A) Ind. Tk.
- 18 217 00 00 Ingham Ave. Ind. Tk.
- 18 223 00 00 Constable Hook Br. Track
- 18 285 00 00 Bayonne - Ind. Tk.
- 18 560 00 00 Engine Storage - Tk.
- 18 601 00 00 Bayonne - Yd.#1 Main
- 18 602 00 00 Bayonne - Yd.#2
- 18 603 00 00 Bayonne - Yd.#3
- 18 604 00 00 Bayonne - Yd.#4
- 18 605 00 00 Bayonne - Yd. Tk.
- 18 607 00 00 Bayonne - Yd. Tk.
- 18 609 00 00 Bayonne - Yd. Tk.
- 18 611 00 00 Bayonne - Yd. Tk.
- 18 613 00 00 Bayonne - Yd. Tk.
- 18 615 00 00 Bayonne - Yd. Tk.
- 18 617 00 00 Bayonne - Yd. Tk.
- 18 619 00 00 Bayonne - Yd. Tk.
- 18 621 00 00 Bayonne - Yd. Tk.
- 18 623 00 00 Bayonne - Yd. Tk.
- 18 625 00 00 Bayonne - Yd. Tk.
- 18 627 00 00 Bayonne - Yd. Tk.
- 18 629 00 00 Bayonne - Yd. Tk.
- 18 631 00 00 Bayonne - Yd. Tk.
- 18 657 00 00 (EJR) - I/C - Bayonne - Yd. Tk.#57
- 18 659 00 00 (EJR) - I/C - Bayonne - Yd. Tk.#59
- 18 661 00 00 Bayonne - Yd. Tk.#61

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Figure 22



## YARD JOB DESCRIPTIONS - BAYONNE

- YPBA-2      Transfer assignment, deliver East Jersey Railroad traffic. Deliver outbounds from Bayonne to Oak Island and return to Bayonne with train.
- YPBA-3      Service customers in the Hook section of Bayonne. (Powell Duffern, Exxon, Garden State Converter, etc.)
- YPBA-11     Service customers (Best Foods, Rapid Plastics, Malden Warehouse, New York Daily News, etc.).

### 4.3 Information Systems and Customer Interface

The shared assets operations present some requirements for information systems which are not components of existing CSX, NS or Conrail systems. The development of a system to support the CSAO operation is a long lead-time effort. CSX and NS implementation teams are currently working on system development.

This section outlines the general features of the CSAO information systems being developed.

In order to provide unimpeded service to customers of NS and CSX within the NJSAA, the CSAO will require independent systems support. The computer applications will track the movement and status changes of trains, cars, locomotives and end-of-train (EOT) devices operating within each of the three shared assets areas. Car and Train Movement systems will be pivotal in the CSAO data system. They will interface with the CSX and NS systems and with other CSAO subsystems that will dispatch trains, report crews, process work orders and keep industrial and yard inventory, while maintaining records of individual car status, trains and the plan for operation.

From an information processing perspective, the CSAO support systems will need to exhibit the following general characteristics:

- Protection of competitive data
- Retention of inventory "for the account of" CSX and NS
- Utilization of standard EDI formats
- Real-time reporting to CSX and NS

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Wherever practical it is expected that the communication between CSX or NS and the CSAO will use standard EDI messaging. Since both CSX and NS systems already exchange waybill data and advance consists with other railroads, the additional effort to communicate this data to the CSAO should be minimal.

A high-speed direct connection to CSX and NS will be required to handle the transaction volumes to and from the CSAO. The CSAO should have no need to connect to the AAR since CSX and NS are responsible for reporting waybills and activity on cars to other roads and customers.

While cars, locomotives and EOTs are in the NJSAA, the CSAO system will keep track of whether the equipment belongs in CSX or NS accounts and will report required activity to that road. These include movement to and from industry, switching, status changes, etc. When the CSAO completes making-up an outbound train, a consist will be transmitted to the NS or CSX system for processing and printing of paperwork for the crew who will move the train out of the NJSAA area.

The CSAO information systems application will need to maintain status and location data on cars while they approach, are in the NJSAA area, and for a period of time after they leave the area. It will set-up or update records when arrival into the NJSAA is anticipated. Key events, status, dates, times and location will be needed in the records so CSAO personnel can find any car within the area. Historical records will be needed to answer audit questions, aid planning and perform problem determination.

When a customer sends a bill of lading to CSX or NS or reports a car as released empty, the NS or CSX system will pass along information to the CSAO that will allow it to handle the car properly. This will include the appropriate outbound classification for the CSAO

to use when placing that car in a block. CSAO applications will need train profiles, classification tables and outbound services compatible with the CSX and NS plans.

To accommodate daily planning in the CSAO areas, each railroad will provide timely data on trains enroute to the area. They will transmit advance information about each car and send sufficient waybill information to allow the CSAO to handle the car safely, to perform any value added service, to block the car correctly and/or to deliver it to the customer. Before arrival, CSX or NS will transmit advance consist data in standing order. They will also notify the CSAO of any car set-out in or picked-up from the NJSAA by one of their trains operating within the area.

In turn, the CSAO information system will report car moves and significant events such as placement and pull from industry, bad order, and intra-plant switch to CSX and NS. These reports will enable each railroad to keep track of the dock-to-dock movement of its cars at a sufficiently detailed level to satisfy accounting, performance, external reporting and customer inquiry requirements. CSX and NS will continue to be responsible for tracking of per diem and mileage, keeping demurrage and detention records, closing out movement cycles, answering customer traces, making TRAIN II reports and measuring the car schedule performance against their standards.

CSX and NS will transmit information to the CSAO as frequently as they communicate with large terminal areas of their own.



## 5.0 CAPITAL INVESTMENTS

Both CSX and NS will invest substantially in improvements, either directly within the NJSAA or in other areas on their respective systems that will also benefit the NJSAA. These improvements include service route upgrades, rehabilitation projects, new connections and other construction projects designed to facilitate and improve service to NJSAA.

CSX and NS have committed to provide efficient service to shippers and receivers in the NJSAA. To achieve that end, they have invested not only in facilities within the NJSAA, but also in improving routes and facilities across their entire systems to improve service to and from NJSAA. Expansion of facilities within a specific geographic area alone is not sufficient to ensure adequate service. The entire network must have capacity and facilities to handle traffic efficiently from origin to destination. For that reason, CSX and NS collectively will invest nearly \$1 billion in their infrastructures. All of these investments will have an important impact on service to the NJSAA. Those that will most directly benefit NJSAA are described below.

### 5.1 CSX Improvements that Benefit NJSAA

**Northeastern Gateway Service Route.** CSX will invest \$220 million to improve service through Chicago, across the former B&O line between Chicago and Greenwich and across Conrail's line between Greenwich and Cleveland in order to improve overall service between the Chicago Gateway and the NJSAA. These investments include new and upgraded connections, double track and bi-directional TCS signals that, when completed, will produce a high quality, high speed, high capacity route between Chicago and the Northeast at a cost of \$196 million. This route will offer the service required to attract new business and have the capacity to handle the business as it develops.

In addition, CSX will expand Willard Yard and develop it as a major classification yard. This will enable CSX to build larger blocks from the NJSAA to western carriers that will bypass major terminals and gateways, thus improving transit time and reducing risk of loss due to multiple handlings. That project will cost \$49.3 million.

CSX will also develop an alternative service route between Chicago and Cleveland along NS' former Fort Wayne line to handle bulk commodities and thus free capacity along the Northeastern Gateway Service Route for time sensitive intermodal and automotive traffic. The investment in the Alternative Chicago Service Route is \$6.5 million.

**Memphis Gateway Service Route.** In order to accommodate the anticipated increased volume on the Memphis Gateway Service Route, CSX plans capacity improvements in the form of two additional sidings at Alice, IN and Harwood, IN at a cost of approximately \$2.4 million.

**Atlantic Coast Service Route.** The Virginia Avenue Tunnel in Washington, D.C. will be cleared to accommodate multi-level automobile shipments on the Atlantic Coast Service Route. The cost of this clearance project is about \$19 million. Additional clearance projects along this service route will be considered in the future as traffic needs warrant and, in some cases, subject to the availability of public funds.

**Intermodal Terminals.** As a result of the Acquisition, several intermodal facilities will be constructed or expanded to improve intermodal operations, allow for more productive use of facilities and provide the capacity needed for the projected increases in intermodal traffic. In the NJSAA, CSX is in the process of completing its planned expansion of the Little Ferry intermodal terminal by adding parking, track capacity and a new gate at a cost of \$3.3 million. Plans are being developed for the future expansion of the Elizabethport facility in North Jersey. CSX will also invest \$1.0 million to build a connection at Little Ferry, NJ between

the Conrail line and the NYS&W to facilitate movement into the Little Ferry intermodal terminal. The improvements at Little Ferry will allow CSX to move traffic from NJSAA north through Little Ferry and along the Northeastern Gateway Service Route instead of through NJSAA. This will increase capacity for handling traffic within the NJSAA.

Other CSX investments to improve intermodal service will also benefit the NJSAA. CSX will expand Conrail's Collinwood Yard in Cleveland to become a major intermodal switching yard and hub facility. This project will include building additional rail support tracks to perform block swaps. The cost of this project will be approximately \$8 million.

As discussed above, improvements in Chicago will benefit traffic flows between the Northeast and western carriers. The Forest Hill intermodal facility in Chicago will be expanded by converting current trailer parking/storage space into process and support tracks. Capacity at the Bedford Park facility will also be increased. This project will include construction of processing tracks designed to facilitate rail-to-rail interchanges with other railroads, gate improvements and addition of a new gate. In addition, a major new intermodal terminal and rail support facility will be developed at Conrail's 59th Street property in Chicago, on the 150-acre site of a former PRR yard. CSX will also improve cross-overs at 21st Street to facilitate direct rail-to-rail interchanges. The cost of these projects will be approximately \$42.2 million.

## 5.2 NS Improvements That Benefit NJSAA

**Penn Service Route.** NS plans to invest \$48.7 million to improve service via its principal access route to Northern New Jersey. Improvements will benefit traffic flows between Northern New Jersey, Chicago, Kansas City and western points, as well as between Northern New Jersey and the Southeast. These improvements include new siding construction and siding extension on the line between Bound Brook, NJ and Harrisburg, PA.

Full double stack clearance will also be provided through the currently restricted Pattenburg Tunnel to provide New Jersey Ports a competitive access route.

Penn Service Route improvements also make provision for the installation of double track Centralized Traffic Control between Reading and Harrisburg, PA in order to maximize service reliability.

**Southern Tier.** NS plans to invest nearly \$53 million in upgrading its Southern Tier Line between Northern New Jersey, Buffalo and Cleveland. Money will be allocated for rail and tie renewal, bridge replacement and improvements in traffic control. These improvements will give NS and Northern New Jersey an additional competitive through NS route to the Chicago gateway and the West.

Importantly, improvements in the Southern Tier will reduce traffic on the Penn Route and consequently reduce the possibility for any potential interference with New Jersey Transit operations between Newark and the Raritan Valley.

**Southwestern Gateway.** The expanded NS system plans investments of \$33.0 million to improve line capacity and quality between New Jersey and the Kansas City Gateway. Improved service to the gateway will provide Northern New Jersey shippers with an important alternative to the Chicago gateway and Western carriers.

**Shenandoah Corridor.** NS intends to invest \$12.0 million in its Shenandoah Corridor between Harrisburg, PA and the Memphis and New Orleans gateways which will benefit traffic moving between Northern New Jersey, the Southeast and Southwest.

**Intermodal Terminals.** As a result of the transaction, NS projects \$200 million in investments system-wide to improve intermodal and Triple Crown terminals. Twenty-six million dollars is allocated for capacity expansion and other improvements to the E-Rail, Croxton and Portside facilities.



## **6.0 PASSENGER and COMMUTER SERVICE**

NS, CSX and Conrail guide their operations by the basic principle that railroad operations should be conducted in the most efficient manner, without impairing the safety or efficiency of existing intercity passenger or commuter service on the lines the carriers own or over which they operate. CSX and NS acknowledge and accept all existing rights of passenger and commuter services.

### **6.1 Amtrak Operations**

#### **6.1.1 Northeast Corridor**

##### **6.1.1.1 Present Operations**

The limits of the NJSAA encompass Amtrak's Northeast Corridor from Lane to, but excluding Trenton, NJ and include local service on the NEC south to Trenton, NJ. CSX and NS do not presently operate over Amtrak's NEC. Amtrak currently operates 98 passenger trains on an average day over the NEC in the NJSAA. Those trains generally operate between the hours of 0545 and 2145. New Jersey Transit (NJT) also operates commuter service over Amtrak's NEC between Newark and Trenton. On average 194 NJT trains operate daily between Newark and Rahway, 104 trains between Rahway and New Brunswick, and 92 trains between New Brunswick and Trenton, NJ. Between Elmora and Rahway, NEC operations are conducted on 6 main tracks. Between Rahway and Trenton, operations are conducted on 4 main tracks. Conrail operates freight trains over portions of Amtrak's NEC in the NJSAA between Lane and Trenton as discussed in Volume 3B. There is additional support trackage in this area for the operation of freight trains, including 5 yards at Linden and Metuchen where switching operations are conducted independent of NEC operations.

All main tracks are dispatched by Amtrak with either Centralized Traffic Control or interlocking technology.

Conrail freight operations are governed by Amtrak operating rules which conform to NORAC standards, as do Conrail operating rules.

Conrail freight locomotives are equipped with cab signals and a Locomotive Speed Limiting System (LSL) and are compatible with Amtrak's operating requirements.

Conrail currently has agreed to operate over the NEC only at times outside daylight hours. (CSX and NS have agreed to abide by the terms of existing agreements between Conrail and Amtrak.) CSX and NS have been in active discussion with Amtrak to harmonize proposed freight operations with Amtrak's needs.

#### **6.1.1.2 Proposed Operations**

CSX plans to operate a daily northbound (TAOJ) and southbound (OJTA) freight train over Amtrak's NEC on the NJSAA between Trenton and Newark. In addition, CSX expects to operate a Southbound train (TOMT) between CP-Lane and Metuchen.

NS' proposed freight operation plans for the NEC are discussed at length in Volume 3B and summarized for the NEC in Volume 3B, Figure C. 3-5.

In brief, within NJSAA limits, NS plans to operate a RoadRailer schedule in each direction 5 days a week (TCATPS and TCPSAT) between CP-Lane and Trenton.

NS also plans to operate a daily general merchandise train in each direction (GMLIOI and GMOILI) between the same two end points.

Local freight operations between Newark and Trenton will be conducted by the NJSAA operator (CSAO) essentially as they are today.

NS and CSX train service to the General Motors plant at Linden, and the Ford plant at Metuchen is planned to be operated subject to customer requirements, as at present.

Freight trains will operate on the NEC subject to Amtrak (NORAC) operating rules as they do today. All freight operations on NEC trackage will continue to be dispatched by Amtrak which owns the NEC.

NS and CSX will schedule freight operations in cooperation with Amtrak to minimize passenger/freight interference. In general, freight operations will be conducted at night when passenger movements are minimal.

Figure 23 summarizes proposed through freight schedules on the NEC. The number of proposed freight schedules is minimal when compared to the number of passenger schedules and available track capacity.

Passenger schedules for Amtrak and NJT operations on the NEC, and NJT operations on the Raritan Valley and North Jersey Coast are attached to this submission.

NS and CSX will divide the Conrail locomotive fleet in such a manner that each carrier will have a sufficient number of locomotives equipped with cab signals and the LSL system to meet NEC operating requirements.

Figure 23

## Amtrak NEC

| Eastbound  |                    |             |             |                    |              |              |              |
|------------|--------------------|-------------|-------------|--------------------|--------------|--------------|--------------|
| Station    | CSX<br>Q273        | CSX<br>TAOJ | CSX<br>Q219 | NS<br>AUBVOI (1)   | NS<br>TCATPS | NS<br>GMLIOI | NS<br>GMMVOI |
| Trenton    |                    | PS 2330     |             | DP 0042            | PS 0428      | PS 0458      | PS 0923      |
| Metuchen   |                    |             |             | AR 0200<br>DP 0230 |              |              |              |
| Linden     | DP 2300            |             | DP 0100     | AR 0251<br>DP 0321 |              |              |              |
| Oak Island | AR 0001<br>DP 0100 | AR 0345     | AR 0200     | AR 0340            | PS 0600      | AR 0630      | AR 1105      |

| Westbound  |             |                    |                    |              |              |              |                    |
|------------|-------------|--------------------|--------------------|--------------|--------------|--------------|--------------------|
| Station    | CSX<br>OJTA | CSX<br>TOMT        | NS<br>AUBVOI (2)   | NS<br>GMOILI | NS<br>TCPSAT | NS<br>GMOIMV | NS<br>AUIBV (1)    |
| Oak Island | DP 1700     | PS 2230            | DP 0250            | DP 2130      | DP 2300      | DP 1300      | DP 0100            |
| Linden     |             | AR 0001<br>DP 0110 | AR 0310<br>DP 0410 |              |              |              | AR 0121<br>DP 0201 |
| Metuchen   |             | AR 0300            | AR 0430            |              |              |              | AR 0222<br>DP 0302 |
| Midway     |             |                    |                    |              | PS 0017      |              |                    |
| Trenton    | PS 2000     |                    |                    | PS 2358      | PS 0049      | PS 1530      | PS 0415            |

## 6.2 Commuter Operations

Typically, commuter service is provided by regional or local governmental agencies. Within the NJSAA, New Jersey Transit operates over lines to be controlled by the shared assets operator. The shared assets operator will also operate over trackage controlled by NJT in some cases.

Contracts with the commuter agencies often contain various provisions that protect commuter service from interference from freight operations. Applicants will continue to honor commitments under those contracts. Where it does not interfere with safe and efficient freight operations, CSX and NS will seek to accommodate local operating practices established by commuter agencies to further ensure that freight operations do not impair timely operation of commuter services.

The transaction will not have any impact on these commuter operations. As explained below, freight traffic is generally expected to remain at present levels or decrease on the lines used for commuter operations in the NJSAA.

CSX and NS are aware of NJT's interest in installation of train control equipment. NS and CSX favor ATC/PTS if it provides safe operation, is proven technology, and is cost-effective and beneficial, and will operate with equipment that is compatible with the requirements of the owner of the track.



### 6.2.1 New Jersey Transit Corporation (NJT)

#### Aldene to NK

In Northern New Jersey, Conrail shares a 5.5 mile segment of trackage on its Lehigh Line, between Aldene and Newark (NK Tower), with NJT's Raritan Valley Line commuter trains. NJT operates 56 commuter trains each weekday (fewer on weekends) over this segment. The segment is double-tracked traffic control and dispatched by the Conrail dispatcher at Mt. Laurel, NJ. It is further protected by automatic block signals. A universal crossover located near the midpoint of the segment provides a high level of operational flexibility. Total freight trains are estimated to decrease by 10 trains per day because of the shift of existing Conrail train operations by NS to the Southern Tier, by CSX to the Northeastern Gateway service route and a shift by CSX and NS of certain traffic onto the NEC. See Figure 24.

In addition, CSX and NS are cooperating with Conrail in review of NJT plans for an additional passenger station to be built on the Aldene to NK segment at Townley. Such a station, and related track and schedules, need to be designed to accommodate continued freight service.

**Proposed Freight Operations  
Lehigh Line**

Segment to be owned and controlled by NJSAA (Conrail)  
NJT is tenant passenger operator

| Eastbound        |             |             |             |             |             |                  |              |              |              |                  |              |                    |               |
|------------------|-------------|-------------|-------------|-------------|-------------|------------------|--------------|--------------|--------------|------------------|--------------|--------------------|---------------|
| Station          | CSX<br>CASE | CSX<br>Q174 | CSX<br>Q196 | CSX<br>WXSE | CSX<br>RMOI | NS<br>IMATER (2) | NS<br>AUBVDO | NS<br>IMHBER | NS<br>GMELOI | NS<br>IMATER (1) | NS<br>GMCEOI | NS<br>AUBVOI (2)   | CP *<br>DH266 |
| Boundbrook (NJT) |             |             |             |             |             |                  |              |              |              |                  |              |                    |               |
| Aldene           | PS 1733     | PS 1740     | PS 0640     | PS 1631     | PS 1446     | PS 0331          | PS 1315      | PS 1324      | PS 2126      | PS 1033          | PS 0230      | PS 0120            | PS 0430       |
| Hillside         |             |             |             |             |             |                  |              |              |              |                  |              |                    |               |
| Oak Island       | PS 1800     | PS 1810     | PS 0700     | PS 1656     | AR 1511     | PS 0355          | PS 1345      | PS 1354      | AR 2155      | PS 1055          | AR 0300      | AR 0150<br>DP 0250 | AR 0500       |

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| Westbound        |               |             |               |             |             |             |             |              |              |              |                  |                  |                |
|------------------|---------------|-------------|---------------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|------------------|------------------|----------------|
| Station          | CSX<br>SECA A | CSX<br>OIRM | CSX<br>SECA B | CSX<br>Q173 | CSX<br>Q195 | CSX<br>SETA | CSX<br>Q219 | NS<br>GMOICW | NS<br>AUDOBV | NS<br>IMERHB | NS<br>IMERAT (1) | NS<br>IMERAT (2) | CP *<br>DH 265 |
| Oak Island       | PS 1053       | DP 0900     | PS 2223       | PS 0330     | PS 1915     | PS 1838     | DP 0300     | DP 1115      | DP 0130      | PS 0417      | PS 2045          | PS 0345          | DP 1900        |
| Hillside         |               |             |               |             |             |             |             |              |              |              |                  |                  |                |
| Aldene           | PS 1118       | PS 0925     | PS 2248       | PS 0350     | PS 1935     | PS 1903     | PS 0330     | PS 1145      | PS 0200      | PS 0527      | PS 2113          | PS 0415          | PS 2000        |
| Boundbrook (NJT) |               |             |               |             |             |             |             |              |              |              |                  |                  |                |

\* Operates three days per week

### **NJT Operation on Amtrak's NEC**

NJT operations on Amtrak's NEC are discussed in Section 6.1.1.1 above.

### **Perth Amboy to South Amboy**

Some train operations will be conducted over a short segment of the NJT, linking Perth Amboy and South Amboy. The NJSAA operator and potentially some CSX and/or NS road trains to and from the Brown's Yard area will use this link for 2 miles, principally to cross the NJT-North Jersey coast line and access the Brown's Yard area.

NJT will dispatch this link under traffic control rules. Operations will be governed by NJT (NORAC) rules. This link is double-track traffic control and dispatched by an NJT dispatcher located at Hoboken, NJ. Estimated freight schedules between Perth Amboy and South Amboy are included in Figure 25.

**NJT  
North Jersey Coast Line**

| <b>North</b> |                         |             |  |  |
|--------------|-------------------------|-------------|--|--|
| Station      | Shared Asset<br>YPPR20* | CSX<br>SASE |  |  |
| Longbranch   |                         |             |  |  |
| South Amboy  |                         | PS 1020     |  |  |
| Perth Amboy  | AR 1500<br>DP 2300      | PS 1030     |  |  |

| <b>South</b> |                             |                        |             |              |
|--------------|-----------------------------|------------------------|-------------|--------------|
| Station      | Shared Asset<br>WPSA31**    | Shared Asset<br>WPSA35 | CSX<br>SEJB | NS<br>TCPSAT |
| Perth Amboy  |                             |                        | PS 2148     | PS 2247      |
| South Amboy  | 1000, m,w,th<br>0800, tu,fr | 2300, su-th            | PS 2158     | PS 2257      |
| Red Bank     |                             |                        |             |              |

\* Yard Industrial Switching  
 \*\* Local Industrial Switcher

**NJT Raritan Line**

NJT operates passenger service on its Raritan Line between Aldene, Bound Brook and High Bridge. Local freight service between Aldene and Bound Brook will be provided by CSAO, as at present. From Bound Brook to High Bridge, operations are outside the NJSAA and will be provided by one daily NS local freight assignment operating out of Manville Yard.



## **7.0 EQUIPMENT and MAINTENANCE**

### **7.1 Locomotive Procurement and Maintenance**

CSX and NS will lease locomotives with maintenance to CSAO as needed to conduct operations in the NJSAA. CSAO will be responsible for procuring necessary locomotives through full-service leases or other satisfactory arrangements from CSX or NS. NS and CSX will be responsible for providing locomotives to the CSAO. NS and CSX will also be responsible for providing locomotives to areas which are assigned exclusively to each.

Fueling and routine servicing of CSAO locomotives will be the responsibility of CSAO management. CSAO personnel will perform light maintenance as needed to maintain equipment in safe condition, but will not perform heavy locomotive maintenance or repair work.

CSX, NS and CSAO management will ensure that all locomotives assigned to CSAO are appropriately equipped for CSAO operating requirements. General mechanical supervision of all locomotive operations will be under the jurisdiction of a CSAO supervisor. Fueling and routine servicing for CSX and NS locomotives will be performed at CSAO facilities according to industry practice and agreements which may be entered into from time-to-time. The CSAO may perform light maintenance and periodic inspections as required to maintain locomotives in a safe, serviceable condition. An estimate of CSAO locomotive requirements is included. Figure 26 lists the current yard engine assignments in the NJSAA. Under the proposed operating plan, there will be some minor shifts of equipment between yards, but throughout the NJSAA, the proposed operations will require the same or equivalent power.

**Northern New Jersey Locomotive Assignments**  
(Same Power or Equivalent)

Figure 26

**Northern New Jersey CSAO Locations**

Below is the current locomotive power. Post-acquisition, there will be some changes between yards, but no change overall in NJSAA.

**Oak Island Yard**

3 SD40 units  
1 GP38 unit  
3 SW1500 units (one unit with cab signals)  
1 mother/slug set

**Linden Yard**

1 GP38 unit  
1 B23-7 unit

**Port Newark Yard**

5 GP38 units

**Port Reading Yard**

6 GP38 units

**Bayway Yard**

1 GP38 unit

**Bayonne Yard**

3 SW1500 units

**Metuchen Yard**

1 SD40 unit  
7 B23-7 units

**Brown's/South Amboy Yard**

1 SD40 unit  
5 GP38 units

**Total Power Assigned  
to Northern New Jersey CSAO:**

5 SD40 units  
29 GP38 units  
6 SW1500 units

**NS/CSX Operating Locations**

**Croton Yard (NS)**

2 GP38 units

**North Bergen Yard (CSX)**

6 GP38 units

**Manville Yard (CSAO/CSX)**

3 GP38 units

**South Kearny Yard (CSX)**

3 GP38 units

**Total Power Assigned  
to NS/CSX Locations:**

12 GP38 units  
2 SW1500 units

**Leased Locomotives**

**Tropicana (Greenville Yard)**

1 GP38 unit

**ExpressRail**

1 GP38 unit

## **7.2 Car Repairs at NJSAA Facilities**

Freight car inspection and light running repair operations in the NJSAA will initially remain unchanged from the present. However, future operations may be adjusted as the need arises to meet new business opportunities, or to improve efficiency. Car inspections and light running repairs will be performed by those personnel assigned to the various yards that comprise the NJSAA. General mechanical supervision of all car operations will be under the jurisdiction of a CSAO supervisor.

## **7.3 Maintenance of NJSAA Fixed Facilities**

CSAO will be staffed and equipped to perform ongoing routine maintenance in the NJSAA. Staffing will include, but not be limited to, supervision, foremen, bridge and equipment operators, welders, maintainers and facilities maintenance personnel. All expenses for track and facilities maintenance will be apportioned between CSX and NS in accordance with the agreed-upon accounting methodology.

It is anticipated that track, signal and communication changes, additions, and improvements will be required over time to support the business objectives of both CSX and NS within the NJSAA. CSAO maintenance forces will be staffed and equipped only for routine maintenance. Where projects are beyond routine maintenance, CSAO will obtain necessary services from CSX or NS in accordance with their respective collective bargaining agreements and/or practices.

CSAO will benefit from the use of either CSX or NS construction or maintenance forces to accomplish rail, tie, surfacing and signal programs within NJSAA. Scheduling of the use of the CSX and NS forces will be jointly determined by CSAO management, CSX and NS.

Currently CSX, NS and Conrail contract with outside vendors for certain fixed plant maintenance activities such as signal and communication maintenance, chemical vegetation control, yard cleaning, rail grinding, rail testing and building maintenance, etc. The NJSAA will be examined to determine the feasibility and economies of extending CSX, NS or existing Conrail contracts with outside vendors for these activities to include the NJSAA. Similarly, contracted services with CSX and NS in accordance with their respective agreements and/or practices for tasks such as pre-wired signal cases, bungalows, other signal equipment, continuous welded rail (CWR), component reclamation, pre-fabricated trackwork and certain equipment repairs will also support CSAO.

CSAO will also benefit from access to suppliers serving CSX and NS. This will enable CSAO to obtain materials at more competitive prices.

Smooth and safe operations in the NJSAA are critical to the sound operation of both CSX and NS railroads. Therefore, although cooperation between the carriers is required before certain major investments or projects can be undertaken, it will be in the best interest of both carriers to cooperate in projects that will enhance operations in the Shared Assets Area.

## **8.0 OPERATING RULES and TRAIN DISPATCHING**

### **8.1 Operating Rules**

Conrail's current operations in the Northern New Jersey area are conducted under Conrail rules issued in accordance with Northeast Operating Rules Advisory Committee (NORAC) by-laws. NORAC was formed by member rail operators as a means to review, develop, implement and maintain a uniform set of operating rules which require a minimum number of timetable special instructions and which provide for the safe and efficient operation of all member roads. Amtrak and NJT are also members of NORAC and therefore these rules also apply to Amtrak and NJT owned and operated trackage used by Conrail for its operations on those lines.

On the consummation date of the transactions contemplated by the Control Case, NS and CSX will operate over CSAO property according to the existing Conrail rules (NORAC rules); the NORAC rules will then govern the movement of all trains, whether they be CSAO, CSX, NS or any of the passenger operators on NJSAA lines.

### **8.2 Train Dispatching**

Train dispatching for the Conrail lines to be included in the NJSAA is currently assigned to dispatchers at Mt. Laurel, NJ. This function will remain at Mt. Laurel and will be under the direction of the CSAO Director of Train Operations.

In order to provide for safe and efficient train operation in the area, a new desk will be developed to handle traffic in the NJSAA. The current Conrail "Branch Line" dispatcher will become the basis for the NJSAA area. Four line segments that are currently dispatched by



this position will be removed from the position and re-assigned to NS for dispatching responsibility. Two additional line segments will be added to the "Branch Line" dispatcher assignment to assist in the operation; (1) the portion of the Lehigh Line within the NJSAA limits currently dispatched by the "Lehigh Line" dispatcher; and, (2) the segment of the River Line within the NJSAA limits, which is currently handled by the "River Line" dispatcher.

The result of these minor changes will be a single dispatcher to insure clear communications and smooth operations on all NJSAA managed lines, where currently three dispatchers are involved in the movement of trains. Incumbent Conrail employees are expected to perform the dispatching functions as they do today. Their high level of experience in this area will ensure non-discrimination in train movements for all carriers.

All train movements, whether they are NJSAA, CSX, NS or NJT, operating on trackage within the NJSAA and currently dispatched by Conrail, will be under the direction of the NJSAA Train Dispatcher. Trains operating on trackage owned and dispatched by Amtrak or NJT, will be under the direction of Amtrak or NJT dispatchers, as it currently exists. The communications interface currently provided by all of these operating entities will still provide a cohesive transportation area in which to serve the public.

## 9.0 SAFETY, HIRING and TRAINING

### 9.1 Safety

Both CSX and NS are leaders in safety, and time and again have proven their ability to take the steps necessary to achieve safe operations. Both railroads are committed to seeing that the safety records on their present and expanded systems and in the Shared Assets Areas will improve following the transaction. A carrier's past record of safety achievement is one of the most significant assurances of future success. Conrail's recent history of safety improvements suggests that the safety and operating cultures of Conrail and the two acquiring carriers will be integrated smoothly.

CSX and NS have both established a number of transition teams to plan and implement the integration of Conrail into their respective expanded networks. Both railroads have committed high level executive managers and other highly qualified operational staff and consultants to serve on these teams. CSX and NS transition teams share a common goal to ensure that safety remains paramount throughout and beyond the integration process.

The CSX transition teams with the most direct responsibility for safety are the Day 1 Operations Team, Headquarters Integration Team and the Capital Planning Team, each of which is headed by a CSX Vice President. The Day 1 Operations Team's responsibilities include developing: (1) comprehensive operating procedures and rules; (2) a training and hiring plan for train crews and dispatchers; (3) plans for the Shared Assets Areas (in coordination with NS); and (4) a technology plan to assure that all safety related information is available in the field and in the dispatch centers prior to Day 1 operations. This team is addressing the safety related functions of train crew management (calling and assigning), dispatching, communications, train control systems (signals), operating rules, and the inspection and maintenance of track, rail cars and locomotives.

The CSX Headquarters Integration Team is responsible for, among other things, establishing the infrastructure to ensure that CSX's historical level of safety is maintained. This includes identifying and evaluating best safety practices in the rail industry and applying those practices on CSX and the Conrail lines assigned to CSX and developing a safety information exchange process with Conrail. The Capital Planning Team is responsible for coordinating the capital planning, budgeting and execution for the Conrail acquisition, including upgrading signaling systems where appropriate throughout the system.

The NS implementation process includes individual assignments, departmental teams and cross-functional teams involving representatives from several departments. NS has named a vice-president who heads a team with full-time responsibilities for implementation planning. NS also has appointed an Operations Team whose members are devoting 100% of their time to identifying and addressing operational issues associated with integration.

This operations team consists of experienced personnel in the following positions: general manager, two division superintendents, a chief engineer-communications and signals, an assistant director-mechanical maintenance and a chief engineer-line maintenance. The primary objective of this critical implementation team is to be fully prepared to operate expanded NS and Shared Assets Areas properties post-control in concert with experienced local supervision drawn from the current Conrail workforce, in a safe and efficient manner. A second, but related objective, is to be sufficiently familiar with the Conrail operations so that reasoned, fact-based judgments can be made in advance to ensure proper integration and transition of operations. Safety issues are implicated in the work of cross-functional NS transition implementation teams on operating practices, shared assets areas, train dispatch, train crew management, maintenance, commuter and passenger train issues, training and personnel.

CSX and NS are as deeply committed to addressing safety procedures and issues in the Shared Assets Areas as they are in connection with the integration of Conrail assets into their own systems. CSX and NS are coordinating their efforts with one another to ensure a smooth transition and the attainment of a level of safety within the SAA's that meets or exceeds the high standards of the individual CSX and NS systems. Maintaining the highest possible level of safety in the SAA's is a primary goal of both CSX and NS. Thus, operating procedures and rules for the SAA's will borrow from the best practices of CSX, NS and Conrail and will adopt such practices on a consensus basis.

## **9.2 Hiring and Training**

Both CSX and NS recognize that a sufficient workforce of well-trained employees is essential to safe and efficient operations. CSX and NS anticipate hiring and training a substantial number of train and engine service employees for their existing systems in 1997 and 1998. (This hiring and training is distinct from anticipated post-control hiring and training and future training of individuals currently employed by Conrail.) In addition, CSX and NS will discuss with Conrail, to the extent permitted by law, mechanisms to ensure an appropriate pool of train and engine service talent on Conrail.

The SAA General Manager will be appointed sufficiently in advance of Day 1 to provide ample time for analyzing and participating in the implementation of CSX and NS plans for coordinating operations in the NJSAA. The CSX and NS implementation teams and the General Manager will establish operating practices in the NJSAA. They will evaluate various subjects as they relate to operating practices in the NJSAA, including: locomotive engineer training, certification and recertification, conductor training, operating rules training, dispatcher training and

communications, operating rules publication and management, timetable publication and management, accident and injury reporting, operation (efficiency) testing and drug and alcohol testing. The implementation teams and the General Manager will also determine the details of other safety programs for the NJSAA, including employee safety training; safe job procedures; safety incentive programs; grade crossing/Operation Lifesaver; and hazardous materials training.



## 10.0 PHASING and IMPLEMENTATION

The NJSAA train service proposed by CSX and NS is designed to accommodate all existing Conrail service on Day 1 and to provide adequate service in the future for additional traffic. The operating plan takes into account increases in traffic from both truck-to-rail diversions resulting from the more efficient rail service made available by the transaction and traffic growth from new marketing opportunities made possible by the transaction.

There have been some expressions of concern that such increased traffic will translate into additional trains converging into the area. Others have expressed concerns that the entry of the two new rail carriers into the NJSAA will result in congestion as "three carriers" (Conrail, CSX and NS) attempt to operate over an infrastructure designed to handle only one carrier. These fears however, are based on misconceptions and are unfounded.

First, there will not be a convergence of additional traffic on the NJSAA immediately upon approval of the transaction. Planned operations for Day 1, the date on which CSX and NS will actually begin to operate their respective portions of Conrail, assume that CSX and NS will be prepared to replicate the existing Conrail service on that date in a manner that closely resembles the percentage split of Conrail traffic as determined by the ALK model. Existing customer needs will be met by either CSX or NS depending on where the traffic originates and terminates and over which of the former Conrail lines the service will be provided. NS will handle existing Conrail service to and from points that will be on the expanded NS system and CSX will handle that portion of the existing Conrail service that originates or terminates on points that will become CSX points. Day 1 operations, therefore, will closely resemble current Conrail service. Thus on Day 1, the trains should be fairly equal in number to those currently operated by Conrail.

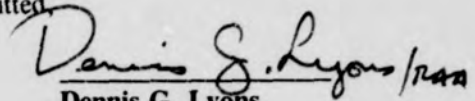
If the Conrail infrastructure was sufficient to handle two inbound Conrail trains to Oak Island, one coming from Selkirk and the other from Conway, it will be sufficient to handle one NS train coming from Conway and one CSX train coming from Selkirk. The CSX and NS trains will operate on schedules that make clear the times at which they will be entering the NJSAA. The CSAO will continue to provide switching services, inter-yard transfers and local assignments with its own crews and equipment, just as existed prior to the transaction. Thus there should be no increased traffic on the lines. Moreover, CSAO will be dispatching all trains in the NJSAA to assure that there is an orderly operation of trains.

Second, as time progresses, CSX and NS intend to compete vigorously with each other for increased market share in the NJSAA and the projected increase in trains over the next three years reflect their expectations of success. While both CSX and NS prudently must be prepared to handle such traffic, in reality, once traffic is committed to one carrier, the trains proposed by the other carrier, in anticipation of winning that traffic, will not operate.

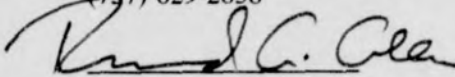
Third, both CSX and NS, as well as shippers in the NJSAA, anticipate and promote future commercial rail growth in the NJSAA. As improved single-line rail service enables the carriers to divert traffic from truck service and attract other new business, rail traffic to and from NJSAA will increase. However, CSX and NS have planned substantial investments to assure that there is ample capacity in the NJSAA to handle any such increases in rail traffic. Such investments, some of which are already completed and others of which are already underway, will enable the carriers to efficiently handle traffic growth in the NJSAA. In addition, both NS and CSX are committed to a deliberate and careful implementation of the NJSAA operating plan, that will allow expansion of facilities and modification of operations as needed to

successfully address capacity needs, market demands, customer service requirements on an ongoing basis. In the future, schedules and operations will evolve to reflect market demand and customer preference.

Respectfully submitted

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# AMTRAK<sup>®</sup>

## Northeast Timetable

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FOR SCHEDULES OF THE  
FOLLOWING NORTHEAST  
CORRIDOR SERVICES:

METROLINER<sup>®</sup>

NORTHEAST DIRECT

CLOCKER

EMPIRE

KEYSTONE

VERMONT

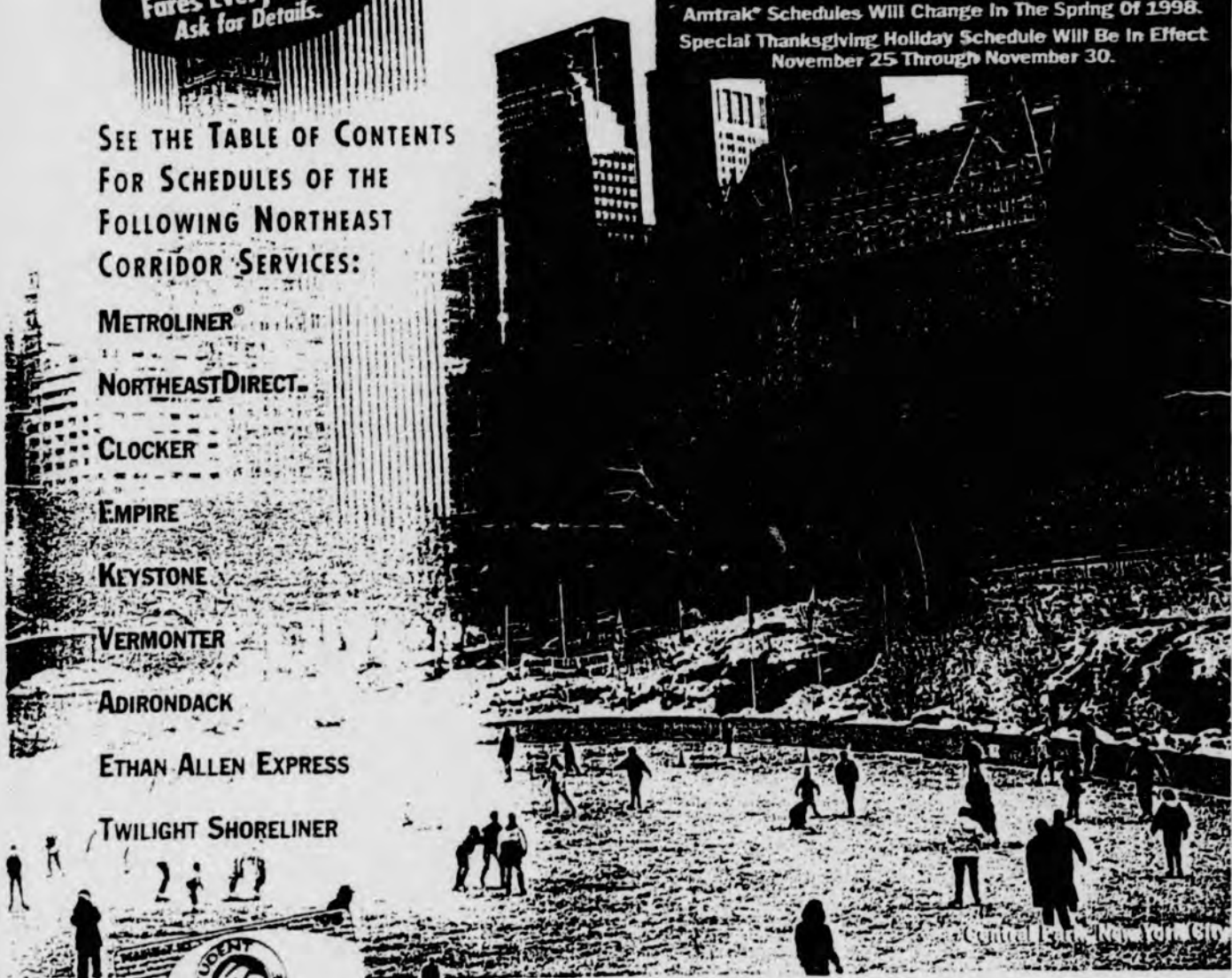
ADIRONDACK

ETHAN ALLEN EXPRESS

TWILIGHT SHORELINER



Amtrak



# METROLINER/NORTHEASTDIRECT/CLOCKER SERVICE

**Boston • Springfield • New York • Philadelphia • Baltimore • Washington • Newport News**

| Service/Train Name ▶                | Mile | Dp | Ar | Dp | Ar | Dp | Ar | Dp | Ar | Dp | Ar | Dp | Ar |
|-------------------------------------|------|----|----|----|----|----|----|----|----|----|----|----|----|
|                                     |      |    |    |    |    |    |    |    |    |    |    |    |    |
| <b>Service/Train Name ▶</b>         |      |    |    |    |    |    |    |    |    |    |    |    |    |
| <b>Train Number ▶</b>               |      |    |    |    |    |    |    |    |    |    |    |    |    |
| <b>Normal Days of Operation ▶</b>   |      |    |    |    |    |    |    |    |    |    |    |    |    |
| <b>Will Also Operate ▶</b>          |      |    |    |    |    |    |    |    |    |    |    |    |    |
| <b>Will Not Operate ▶</b>           |      |    |    |    |    |    |    |    |    |    |    |    |    |
| <b>On Board Service ▶</b>           |      |    |    |    |    |    |    |    |    |    |    |    |    |
|                                     |      |    |    |    |    |    |    |    |    |    |    |    |    |
| <b>Boston, MA - South Sta. (ET)</b> | 0    |    |    |    |    |    |    |    |    |    |    |    |    |
| Boston, MA - Back Bay Sta           | 1    |    |    |    |    |    |    |    |    |    |    |    |    |
| Route 128, MA                       | 11   |    |    |    |    |    |    |    |    |    |    |    |    |
| Providence, RI                      | 44   |    |    |    |    |    |    |    |    |    |    |    |    |
| Kingston, RI                        | 71   |    |    |    |    |    |    |    |    |    |    |    |    |
| Westerly, RI                        | 87   |    |    |    |    |    |    |    |    |    |    |    |    |
| Myatic, CT                          | 96   |    |    |    |    |    |    |    |    |    |    |    |    |
| New London, CT (Foxwoods Casino Ⓜ)  | 106  |    |    |    |    |    |    |    |    |    |    |    |    |
| Old Saybrook, CT                    | 124  |    |    |    |    |    |    |    |    |    |    |    |    |
| Springfield, MA                     | 98   |    |    |    |    |    |    |    |    |    |    |    |    |
| Windsor Locks, CT                   | 113  |    |    |    |    |    |    |    |    |    |    |    |    |
| Windsor, CT                         | 118  |    |    |    |    |    |    |    |    |    |    |    |    |
| Hartford, CT                        | 124  |    |    |    |    |    |    |    |    |    |    |    |    |
| Berlin, CT                          | 135  |    |    |    |    |    |    |    |    |    |    |    |    |
| Meriden, CT                         | 142  |    |    |    |    |    |    |    |    |    |    |    |    |
| Wallingford, CT                     | 148  |    |    |    |    |    |    |    |    |    |    |    |    |
| <b>New Haven, CT</b>                | 160  |    |    |    |    |    |    |    |    |    |    |    |    |
| Bridgeport, CT                      | 173  |    |    |    |    |    |    |    |    |    |    |    |    |
| Stamford, CT                        | 196  |    |    |    |    |    |    |    |    |    |    |    |    |
| New Rochelle, NY                    | 212  |    |    |    |    |    |    |    |    |    |    |    |    |
| <b>New York, NY - Penn Sta.</b>     | 231  |    |    |    |    |    |    |    |    |    |    |    |    |
| Newark, NJ                          | 242  |    |    |    |    |    |    |    |    |    |    |    |    |
| Metropark, NJ                       | 256  |    |    |    |    |    |    |    |    |    |    |    |    |
| New Brunswick, NJ                   | 264  |    |    |    |    |    |    |    |    |    |    |    |    |
| Princeton Jct., NJ                  | 280  |    |    |    |    |    |    |    |    |    |    |    |    |
| Trenton, NJ                         | 289  |    |    |    |    |    |    |    |    |    |    |    |    |
| Cornwells Heights, PA               | 305  |    |    |    |    |    |    |    |    |    |    |    |    |
| North Philadelphia, PA              | 318  |    |    |    |    |    |    |    |    |    |    |    |    |
| <b>Phila., PA - 30th St. Sta.</b>   | 322  |    |    |    |    |    |    |    |    |    |    |    |    |
| Wilmington, DE                      | 348  |    |    |    |    |    |    |    |    |    |    |    |    |
| Newark, DE                          | 360  |    |    |    |    |    |    |    |    |    |    |    |    |
| Aberdeen, MD                        | 386  |    |    |    |    |    |    |    |    |    |    |    |    |
| Baltimore, MD - Penn Sta            | 416  |    |    |    |    |    |    |    |    |    |    |    |    |
| BWI Airport Rail Sta., MD           | 426  |    |    |    |    |    |    |    |    |    |    |    |    |
| New Carrollton, MD                  | 447  |    |    |    |    |    |    |    |    |    |    |    |    |
| <b>Washington, DC</b>               | 456  |    |    |    |    |    |    |    |    |    |    |    |    |
| Alexandria, VA                      | 465  |    |    |    |    |    |    |    |    |    |    |    |    |
| Woodbridge, VA                      | 481  |    |    |    |    |    |    |    |    |    |    |    |    |
| Quantico, VA                        | 491  |    |    |    |    |    |    |    |    |    |    |    |    |
| Fredericksburg, VA                  | 511  |    |    |    |    |    |    |    |    |    |    |    |    |
| Ashland, VA                         | 555  |    |    |    |    |    |    |    |    |    |    |    |    |
| <b>Richmond, VA</b>                 | 565  |    |    |    |    |    |    |    |    |    |    |    |    |
| Williamsburg, VA                    | 620  |    |    |    |    |    |    |    |    |    |    |    |    |
| Newport News, VA (ET)               | 643  |    |    |    |    |    |    |    |    |    |    |    |    |

Stops only to receive passengers New York to Washington.

- Ⓜ Custom Class Service available.
  - D Stops only to discharge passengers.
  - R Stops only to receive passengers.
  - Ⓜ Reservations required for travel to or from this station.
  - ☪ Sandwich, snack and beverage service.
  - ☪ Amtrak Express Shipping and Checked Baggage services at stations indicated.
  - ☪ Amtrak Thruway connecting motorcoach.
  - ☪ Sleeping Car service available.
  - ☪ Club Class Service available.
  - ☪ Dining Car serving complete meals.
  - ☪ Service to commence Nov. 1997.
- Note: Train 67, the **Twilight Shoreliner**, handles Amtrak Express Shipping between select stations. For details, call 1-800-368-TRAK.

|  |      |    |          |
|--|------|----|----------|
| <b>☪ Amtrak Thruway Connection—Newport News, VA/Virginia Beach, VA. Reservations required.</b> |      |    |          |
| <b>Connecting Train Number</b>   |      |    | 67       |
| <b>Days of Operation</b>   | Mile |    | Daily    |
| Newport News, VA (ET)  | 0    | Dp | 11 10A   |
| Norfolk, VA  | 22   |    | D 11 55A |
| Virginia Beach, VA (ET)  | 41   | Ar | 12 35P   |



# METROLINER/NORTHEASTDIRECT/CLOCKER SERVICE

**Boston • Springfield • New York • Philadelphia • Baltimore • Washington • Newport News**

| Service/Train Name ▶                   | Weekend Metroliner            | Northeast-Direct Congressional | Metroliner      | Weekend Metroliner | Northeast-Direct Foggy Bottom | Northeast-Direct Bankers     | Metroliner      | Weekend Metroliner            | Northeast-Direct Mount Vernon | Northeast-Direct Nutmeg State | Keystone         |        |
|--|-------------------------------|--------------------------------|-----------------|--------------------|-------------------------------|------------------------------|-----------------|-------------------------------|-------------------------------|-------------------------------|------------------|--------|
| <b>Train Number ▶</b>                  | <b>205</b>                    | <b>181</b>                     | <b>107</b>      | <b>207</b>         | <b>183</b>                    | <b>141</b>                   | <b>109</b>      | <b>209</b>                    | <b>185</b>                    | <b>143</b>                    | <b>643</b>       |        |
| <b>Normal Days of Operation ▶</b>      | Sa                            | Daily                          | M-F             | Su                 | Sa                            | M-F                          | M-F             | Sa                            | M-F                           | SaSu                          | SaSu             |        |
| <b>Will Also Operate ▶</b>             | 12/25-26, 12/29-31, 1/2, 2/15 |                                |                 | 1/1, 2/16          |                               |                              |                 | 12/25-26, 12/29-31, 1/1, 2/15 |                               | 12/25, 12/26, 1/1, 1/2, 2/16  | 12/25, 1/1, 2/16 |        |
| <b>Will Not Operate ▶</b>              |                               |                                | 12/25-1/2, 2/16 | 2/15               |                               | 12/25, 12/26, 1/1, 1/2, 2/16 | 12/25-1/2, 2/16 |                               | 12/25, 1/1, 2/16              |                               |                  |        |
| <b>On Board Service ▶</b>              | Reserved                      |                                | Reserved        | Reserved           |                               |                              | Reserved        | Reserved                      |                               |                               |                  |        |
| <b>Boston, MA</b> - South Sta. (ET) Dp |                               |                                |                 |                    |                               |                              |                 |                               |                               |                               |                  |        |
| Boston, MA - Back Bay Sta              |                               |                                |                 |                    |                               |                              |                 |                               |                               |                               |                  |        |
| <b>Route 128, MA</b>                   |                               |                                |                 |                    |                               |                              |                 |                               |                               |                               |                  |        |
| Providence, RI                         |                               |                                |                 |                    |                               |                              |                 |                               |                               |                               |                  |        |
| Kingston, RI                           |                               |                                |                 |                    |                               |                              |                 |                               |                               |                               |                  |        |
| Westerly, RI                           |                               |                                |                 |                    |                               |                              |                 |                               |                               |                               |                  |        |
| Mystic, CT                             |                               |                                |                 |                    |                               |                              |                 |                               |                               |                               |                  |        |
| New London, CT (Forwoods Casino )      |                               |                                |                 |                    |                               |                              |                 |                               |                               |                               |                  |        |
| Old Saybrook, CT                       |                               |                                |                 |                    |                               |                              |                 |                               |                               |                               |                  |        |
| Springfield, MA                        |                               |                                |                 |                    |                               |                              | 5 35A           |                               |                               |                               | 6 40A            |        |
| Windsor Locks, CT                      |                               |                                |                 |                    |                               |                              | 5 55A           |                               |                               |                               | 7 00A            |        |
| Windsor, CT                            |                               |                                |                 |                    |                               |                              | 6 00A           |                               |                               |                               | 7 05A            |        |
| Hartford, CT                           |                               |                                |                 |                    |                               |                              | 6 12A           |                               |                               |                               | 7 17A            |        |
| Berlin, CT                             |                               |                                |                 |                    |                               |                              | 6 25A           |                               |                               |                               | 7 30A            |        |
| Meriden, CT                            |                               |                                |                 |                    |                               |                              | 6 34A           |                               |                               |                               | 7 39A            |        |
| Wallingford, CT                        |                               |                                |                 |                    |                               |                              | 6 42A           |                               |                               |                               | 7 47A            |        |
| <b>New Haven, CT</b>                   |                               |                                |                 |                    |                               |                              | 7 07A           |                               |                               |                               | 8 10A            |        |
| Bridgeport, CT                         |                               |                                |                 |                    |                               |                              | 7 17A           |                               |                               |                               | 8 20A            |        |
| Stamford, CT                           |                               |                                |                 |                    |                               |                              | 7 40A           |                               |                               |                               | 8 42A            |        |
| New Rochelle, NY                       |                               |                                |                 |                    |                               |                              | 8 06A           |                               |                               |                               | 9 08A            |        |
|  |                               |                                |                 |                    |                               |                              | 8 28A           |                               |                               |                               | 9 28A            |        |
| <b>New York, NY</b> - Penn Sta         |                               |                                |                 |                    |                               |                              | 9 00A           | 10 00A                        | 10 00A                        | 10 20A                        | 10 00A           | 10 40A |
| Newark, NJ                             | R 8 15A                       | R 8 21A                        | R 9 15A         | R 9 15A            | R 9 36A                       | R 9 36A                      | R 10 15A        | R 10 15A                      | R 10 36A                      | R 10 36A                      | R 10 56A         |        |
| Metropark, NJ                          | 8 28A                         | 8 35A                          | 9 28A           | 9 28A              | 9 50A                         | 9 50A                        |                 |                               | 10 28A                        | 10 50A                        | 10 50A           |        |
| New Brunswick, NJ                      |                               |                                |                 |                    |                               |                              |                 |                               |                               |                               |                  |        |
| Princeton Jct., NJ                     |                               | 8 54A                          |                 |                    |                               |                              |                 |                               |                               |                               |                  |        |
| Trenton, NJ                            |                               | 9 04A                          |                 |                    | 10 14A                        | 10 14A                       |                 |                               |                               | 11 14A                        | 11 14A           |        |
| Cornwells Heights, PA                  |                               |                                |                 |                    |                               |                              |                 |                               |                               |                               | 11 41A           |        |
| North Philadelphia, PA                 |                               |                                |                 |                    |                               |                              |                 |                               |                               |                               |                  |        |
| <b>Phila., PA</b> - 30th St. Sta       |                               |                                |                 |                    |                               |                              | 10 42A          | 10 42A                        | 11 11A                        | 11 14A                        | 11 42A           | 11 42A |
| Wilmington, DE                         | 9 14A                         | 9 35A                          | 10 14A          | 10 14A             | 10 45A                        | 10 45A                       | 11 11A          | 11 14A                        | 11 42A                        | 11 45A                        | 11 45A           |        |
| Newark, DE                             | 9 35A                         | 9 58A                          | 10 35A          | 10 35A             | 11 08A                        | 11 08A                       | 11 32A          | 11 35A                        | 12 08P                        | 12 08P                        |                  |        |
| Aberdeen, MD                           |                               |                                |                 |                    |                               |                              |                 |                               |                               |                               |                  |        |
| Baltimore, MD - Penn Sta               | 10 20A                        | 10 47A                         | 11 20A          | 11 20A             | 11 57A                        | 11 57A                       | 12 17P          | 12 20P                        | 12 57P                        | 12 57P                        |                  |        |
| BWI Airport Rail Sta., MD              | 10 33A                        | 11 00A                         | 11 33A          | 11 33A             | 12 10P                        | 12 10P                       | 12 30P          | 12 33P                        | 1 10P                         | 1 10P                         |                  |        |
| New Carrollton, MD                     | D 10 46A                      | D 11 15A                       |                 | D 11 46A           | D 12 25P                      | D 12 25P                     |                 | D 12 46P                      | D 1 25P                       | D 1 25P                       |                  |        |
| <b>Washington, DC</b>                  |                               |                                |                 |                    |                               |                              |                 |                               |                               |                               |                  |        |
| Alexandria, VA                         | 11 04A                        | 11 35A                         | 11 59A          | 12 04P             | 12 45P                        | 12 45P                       | 12 59P          | 1 04P                         | 1 45P                         | 1 45P                         |                  |        |
| Woodbridge, VA                         |                               |                                |                 |                    |                               |                              |                 |                               |                               |                               |                  |        |
| Quantico, VA                           |                               |                                |                 |                    |                               |                              |                 |                               |                               |                               |                  |        |
| Fredericksburg, VA                     |                               |                                |                 |                    |                               |                              |                 |                               |                               |                               |                  |        |
| Ashland, VA                            |                               |                                |                 |                    |                               |                              |                 |                               |                               |                               |                  |        |
| <b>Richmond, VA</b>                    |                               |                                |                 |                    |                               |                              |                 |                               |                               |                               |                  |        |
| Williamsburg, VA                       |                               |                                |                 |                    |                               |                              |                 |                               |                               |                               |                  |        |
| Newport News, VA (ET) Ar               |                               |                                |                 |                    |                               |                              |                 |                               |                               |                               |                  |        |

**SOUTHBOUND**



**SPEED THROUGH TICKETING WITH QUIK-TRAK**

Quik-Trak ticketing machines are now available at most Northeast Corridor stations. Pick up a ticket you've already reserved, or make reservations and pay on the spot for many destinations. Just follow the easy touch screen menus and you'll be on your way.



# METROLINER/NORTHEASTDIRECT/CLOCKER SERVICE

Boston • Springfield • New York • Philadelphia • Baltimore • Washington • Newport News

| Service/Train Name ▶                  | Metroliner      | Weekend Metroliner | Northeast-Direct Old Dominion | Northeast-Direct Tidewater | Silver Star     | Metroliner              | Keystone         | Northeast-Direct Mayflower | Northeast-Direct Mayflower | Metroliner      | Weekend Metroliner |
|---------------------------------------|-----------------|--------------------|-------------------------------|----------------------------|-----------------|-------------------------|------------------|----------------------------|----------------------------|-----------------|--------------------|
| Train Number ▶                        | 111             | 211                | 95                            | 195                        | 91              | 113                     | 645              | 471                        | 171                        | 115             | 215                |
| Normal Days of Operation ▶            | M-F             | Su                 | Mo-Sa                         | Su                         | Daily           | M-F                     | M-F              | Daily                      | Daily                      | M-F             | Su                 |
| Will Also Operate ▶                   |                 | 1/1, 2/16          |                               | 2/16                       |                 |                         |                  |                            |                            |                 | 1/1, 2/16          |
| Will Not Operate ▶                    | 12/25-1/2, 2/16 | 2/15               | 2/16                          |                            |                 | 12/25, 12/26, 1/1, 2/16 | 12/25, 1/1, 2/16 |                            |                            | 12/25-1/2, 2/16 | 2/15               |
| On Board Service ▶                    | Reserved<br>☉ ☐ | Reserved<br>☉ ☐    | Reserved<br>☉ ☐               | Reserved<br>☉ ☐            | Reserved<br>☉ ☐ | Reserved<br>☉ ☐         |                  |                            | ☉ ☐                        | Reserved<br>☉ ☐ | Reserved<br>☉ ☐    |
| <b>Boston, MA</b> -South Sta. (ET) Dp |                 |                    | 6 25A                         |                            |                 |                         |                  | No                         | 7 20A                      |                 |                    |
| Boston, MA - Back Bay Sta             |                 |                    | R 6 32A                       |                            |                 |                         |                  | Food                       | R 7 28A                    |                 |                    |
| Route 128, MA                         |                 |                    | R 6 44A                       |                            |                 |                         |                  | Service                    | R 7 43A                    |                 |                    |
| Providence, RI                        |                 |                    | 7 12A                         |                            |                 |                         |                  | North of                   | 8 13A                      |                 |                    |
| Kingston, RI                          |                 |                    |                               |                            |                 |                         |                  | New Haven                  | 8 39A                      |                 |                    |
| Westerly, RI                          |                 |                    |                               |                            |                 |                         |                  |                            | 8 56A                      |                 |                    |
| Mystic, CT                            |                 |                    |                               |                            |                 |                         |                  |                            | 9 07A                      |                 |                    |
| New London, CT (Foxwoods Casino) Ⓢ    |                 |                    | Ⓢ 8 09A                       |                            |                 |                         |                  |                            | 9 22A                      |                 |                    |
| Old Saybrook, CT                      |                 |                    |                               |                            |                 |                         |                  |                            | 9 42A                      |                 |                    |
| Springfield, MA                       |                 |                    |                               |                            |                 |                         |                  | 8 50A                      |                            |                 |                    |
| Windsor Locks, CT                     |                 |                    |                               |                            |                 |                         |                  | 9 09A                      |                            |                 |                    |
| Windsor, CT                           |                 |                    |                               |                            |                 |                         |                  | 9 14A                      |                            |                 |                    |
| Hartford, CT                          |                 |                    |                               |                            |                 |                         |                  | 9 26A                      |                            |                 |                    |
| Berlin, CT                            |                 |                    |                               |                            |                 |                         |                  | 9 38A                      |                            |                 |                    |
| Meriden, CT                           |                 |                    |                               |                            |                 |                         |                  | 9 47A                      |                            |                 |                    |
| Wallingford, CT                       |                 |                    |                               |                            |                 |                         |                  | 9 54A                      |                            |                 |                    |
| <b>New Haven, CT</b> Ar Dp            |                 |                    | 9 05A                         |                            |                 |                         |                  | 10 15A                     | 10 25A                     |                 |                    |
| Bridgeport, CT                        |                 |                    | 9 15A                         |                            |                 |                         |                  |                            | 10 35A                     |                 |                    |
| Stamford, CT                          |                 |                    |                               |                            |                 |                         |                  |                            | 10 57A                     |                 |                    |
| New Rochelle, NY                      |                 |                    |                               |                            |                 |                         |                  |                            | 11 23A                     |                 |                    |
| <b>New York, NY</b> -Penn Sta Ar Dp   | 11 00A          | 11 00A             | 10 45A<br>11 10A              | 11 10A                     | Ⓢ 11 50A        | 12 00N                  | 12 15P           |                            | 12 15P                     | 1 00P           | 1 00P              |
| Newark, NJ                            | R 11 15A        | R 11 15A           | 11 26A                        | 11 26A                     | Ⓢ R 12 17P      | R 12 15P                | R 12 31P         |                            | 12 40P                     | R 1 15P         | R 1 15P            |
| Metropark, NJ                         | 11 28A          | 11 28A             | 11 40A                        | 11 40A                     |                 |                         | 12 45P           |                            | 12 59P                     |                 | 1 28P              |
| New Brunswick, NJ                     |                 |                    |                               |                            |                 |                         |                  |                            |                            |                 |                    |
| Princeton Jct., NJ                    |                 |                    |                               |                            |                 |                         |                  |                            |                            |                 |                    |
| Trenton, NJ                           |                 |                    | 12 04P                        | 12 04P                     | R 1 00P         |                         | 1 09P            |                            |                            |                 |                    |
| Cornwells Heights, PA                 |                 |                    |                               |                            |                 |                         | Ⓢ 1 22P          |                            | 1 35P                      |                 |                    |
| North Philadelphia, PA                |                 |                    |                               |                            |                 |                         |                  |                            |                            |                 |                    |
| <b>Phila., PA</b> -30th St. Sta Ar Dp | 12 14P          | 12 14P             | 12 32P<br>12 35P              | 12 32P<br>12 35P           | Ⓢ R 1 45P       | 1 11P                   | 1 40P            |                            | 2 04P                      | 2 11P           | 2 14P              |
| Wilmington, DE                        | 12 35P          | 12 35P             | 12 58P                        | 12 58P                     | Ⓢ R 2 12P       | 1 32P                   |                  |                            | 2 17P                      | 2 32P           | 2 35P              |
| Newark, DE                            |                 |                    |                               |                            |                 |                         |                  |                            | 2 40P                      | 2 55P           | 3 00P              |
| Aberdeen, MD                          |                 |                    |                               |                            |                 |                         |                  | To                         |                            |                 |                    |
| Baltimore, MD - Penn Sta              | 1 20P           | 1 20P              | 1 47P                         | 1 47P                      | Ⓢ R 3 07P       | 2 17P                   | Harrisburg       |                            | 3 08P                      |                 |                    |
| BWI Airport Rail Sta., MD             | 1 33P           | 1 33P              | 2 00P                         | 2 00P                      |                 | 2 30P                   |                  |                            | 3 37P                      | 3 17P           | 3 20P              |
| New Carrollton, MD                    |                 | D 1 46P            | 2 15P                         | 2 15P                      |                 | D 2 43P                 |                  |                            | 3 50P                      |                 | 3 33P              |
| <b>Washington, DC</b> Ar Dp           | 1 59P           | 2 04P              | 2 35P<br>3 05P                | 2 35P<br>3 05P             | Ⓢ R 4 30P       | 2 59P                   |                  |                            | D 4 06P                    | D 3 43P         | D 3 46P            |
| Alexandria, VA                        |                 |                    | 3 23P                         | 3 23P                      | 4 51P           |                         |                  |                            | 4 25P                      | 3 59P           | 4 04P              |
| Woodbridge, VA                        |                 |                    | 3 40P                         | 3 40P                      |                 |                         |                  |                            |                            |                 |                    |
| Quantico, VA                          |                 |                    | 3 52P                         | 3 52P                      |                 |                         |                  |                            |                            |                 |                    |
| Fredericksburg, VA                    |                 |                    | 4 12P                         | 4 12P                      |                 |                         |                  |                            |                            |                 |                    |
| Ashland, VA                           |                 |                    | 4 54P                         | 4 54P                      |                 |                         |                  |                            |                            |                 |                    |
| <b>Richmond, VA</b> Ar Dp             |                 |                    | 5 16P<br>5 24P                | 5 16P                      | Ⓢ 6 31P         |                         |                  |                            |                            |                 |                    |
| Williamsburg, VA                      |                 |                    | 6 36P                         |                            | To              |                         |                  |                            |                            |                 |                    |
| Newport News, VA (ET) Ar              |                 |                    | 7 04P                         |                            | Florida         |                         |                  |                            |                            |                 |                    |

Stops only to receive passengers New York to Washington.

Thru Train to Washington Combines with Train 171 at New Haven.

- Ⓢ Amtrak Thruway Connection—Newport News, VA/Virginia Beach, VA—Schedule Below
- ☉ Custom Class Service available.
  - ☐ Sleeping Car service available
  - D Stops only to discharge passengers.
  - ☉ Club Class Service available
  - L Stops primarily to discharge passengers; train may leave before the time shown.
  - R Stops only to receive passengers
  - ☐ Dining Car serving complete meals
  - ☐ Sandwich, snack and beverage service
  - ☐ Amtrak Express Shipping and Checked Baggage services at stations indicated.
  - ☐ Amtrak Thruway connecting motorcoach
  - ☐ Service to commence November 1997

Ⓢ Amtrak Thruway Connection—Newport News, VA/Virginia Beach, VA. Reservations required.

| Connecting Train Number | 115 | 95 | 99       |
|-------------------------|-----|----|----------|
| Days of Operation       |     |    |          |
| Newport News, VA (ET)   | 0   | Dp | 7 15P    |
| Norfolk, VA             | 22  | D  | 8 00P    |
| Virginia Beach, VA (ET) | 41  | Ar | 8 40P    |
|                         |     |    | 9 42P    |
|                         |     |    | D 10 12P |
|                         |     |    | 11 00P   |

# METROLINER/NORTHEASTDIRECT/CLOCKER SERVICE

Boston • Springfield • New York • Philadelphia • Baltimore • Washington • Newport News

| Service/Train Name ▶                  | Northeast-Direct<br>Virginian | Northeast-Direct<br>Virginian | Northeast-Direct<br>Potomac | Metroliner               | Weekend<br>Metroliner | Northeast-Direct<br>Bay State | Keystone         | Crescent        | Metroliner      | Weekend<br>Metroliner   | Northeast-Direct<br>Yankee<br>Clipper |
|---------------------------------------|-------------------------------|-------------------------------|-----------------------------|--------------------------|-----------------------|-------------------------------|------------------|-----------------|-----------------|-------------------------|---------------------------------------|
| Train Number ▶                        | 93                            | 99                            | 193                         | 117                      | 217                   | 145                           | 647              | 19              | 119             | 219                     | 173                                   |
| Normal Days of Operation ▶            | Mo-Th                         | FrSu                          | Sa                          | M-F                      | Su                    | Daily                         | M-F              | Daily           | M-F             | SaSu                    | Daily                                 |
| Will Also Operate ▶                   |                               | 2/16                          |                             | 12/29-31, 1/1, 1/2, 2/16 |                       |                               |                  |                 |                 | 12/25, 12/26, 1/1, 2/16 |                                       |
| Will Not Operate ▶                    | 2/16                          |                               |                             | 12/25-1/2, 2/16          | 2/15                  |                               | 12/25, 1/1, 2/16 |                 | 12/25-1/2, 2/16 |                         |                                       |
| On Board Service ▶                    | Reserved<br>☺ ☹               | Reserved<br>☺ ☹               | Reserved<br>☺ ☹             | Reserved<br>☺ ☹          | Reserved<br>☺ ☹       | ☺                             |                  | Reserved<br>☺ ☹ | Reserved<br>☺ ☹ | Reserved<br>☺ ☹         | ☺ ☹                                   |
| <b>Boston, MA</b> —South Sta. (ET) Dp | 9 05A                         | 9 05A                         | 9 05A                       |                          |                       |                               |                  |                 |                 |                         | 10 10A                                |
| Boston, MA—Back Bay Sta               | R 9 12A                       | R 9 12A                       | R 9 12A                     |                          |                       | R 8 02A                       |                  |                 |                 |                         | R 10 16A                              |
| Route 128, MA                         | R 9 24A                       | R 9 24A                       | R 9 24A                     |                          |                       |                               |                  |                 |                 |                         | R 10 33A                              |
| Providence, RI                        | 9 52A                         | 9 52A                         | 9 52A                       |                          |                       |                               |                  |                 |                 |                         | 11 03A                                |
| Kingston, RI                          |                               |                               |                             |                          |                       |                               |                  |                 |                 |                         | 11 29A                                |
| Westery, RI                           |                               |                               |                             |                          |                       |                               |                  |                 |                 |                         | 11 46A                                |
| Mystic, CT                            |                               |                               |                             |                          |                       |                               |                  |                 |                 |                         | 11 57A                                |
| New London, CT (Foxwoods Casino) ☞    |                               |                               |                             |                          |                       |                               |                  |                 |                 |                         | ☞12 12P                               |
| Old Saybrook, CT                      |                               |                               |                             |                          |                       |                               |                  |                 |                 |                         | 12 32P                                |
| Framingham, MA                        |                               |                               |                             |                          |                       | R 8 30A                       |                  |                 |                 |                         |                                       |
| Worcester, MA                         |                               |                               |                             |                          |                       | 9 00A                         |                  |                 |                 |                         |                                       |
| Springfield, MA                       |                               |                               |                             |                          |                       | 10 40A                        |                  |                 |                 |                         |                                       |
| Windsor Locks, CT                     |                               |                               |                             |                          |                       | 11 00A                        |                  |                 |                 |                         |                                       |
| Windsor, CT                           |                               |                               |                             |                          |                       | 11 05A                        |                  |                 |                 |                         |                                       |
| Hartford, CT                          |                               |                               |                             |                          |                       | 11 17A                        |                  |                 |                 |                         |                                       |
| Berlin, CT                            |                               |                               |                             |                          |                       | 11 30A                        |                  |                 |                 |                         |                                       |
| Meriden, CT                           |                               |                               |                             |                          |                       | 11 39A                        |                  |                 |                 |                         |                                       |
| Wallingford, CT                       |                               |                               |                             |                          |                       | 11 47A                        |                  |                 |                 |                         |                                       |
| <b>New Haven, CT</b> Ar               | 11 43A                        | 11 43A                        | 11 43A                      |                          |                       | 12 10P                        |                  |                 |                 |                         | 1 15P                                 |
| Bridgeport, CT                        | 11 53A                        | 11 53A                        | 11 53A                      |                          |                       | 12 20P                        |                  |                 |                 |                         | 1 25P                                 |
| Stamford, CT                          |                               |                               |                             |                          |                       | 12 42P                        |                  |                 |                 |                         |                                       |
| New Rochelle, NY                      |                               |                               |                             |                          |                       | 1 08P                         |                  |                 |                 |                         | 2 10P                                 |
| <b>New York, NY</b> —Penn Sta. Ar     | 1 25P                         | 1 25P                         | 1 25P                       | 2 00P                    | 2 00P                 | 2 00P                         | 2 40P            | ☺ 2 45P         | 3 00P           | 3 00P                   | 3 00P                                 |
| Newark, NJ                            | 1 45P                         | 1 45P                         | 1 45P                       | R 2 15P                  | R 2 15P               | 2 36P                         | R 2 56P          | ☺R 3 03P        | R 3 15P         | R 3 15P                 | 3 20P                                 |
| Metropark, NJ                         | 2 01P                         | 2 01P                         | 2 01P                       | 2 28P                    | 2 28P                 | 2 50P                         | 3 10P            |                 |                 | 3 28P                   | 3 50P                                 |
| Metropark, NJ                         | 2 15P                         | 2 15P                         | 2 15P                       |                          |                       |                               |                  |                 |                 |                         |                                       |
| New Brunswick, NJ                     |                               |                               |                             |                          |                       |                               |                  |                 |                 |                         |                                       |
| Princeton Jct., NJ                    |                               |                               |                             |                          |                       |                               |                  |                 |                 |                         |                                       |
| Trenton, NJ                           | 2 39P                         | 2 39P                         | 2 39P                       |                          |                       | 3 14P                         |                  | 3 33P           | R 3 41P         |                         | 4 14P                                 |
| Cornwells Heights, PA                 |                               |                               |                             |                          |                       |                               |                  | L 3 44P         |                 |                         |                                       |
| North Philadelphia, PA                |                               |                               |                             |                          |                       |                               |                  | L 3 55P         |                 |                         |                                       |
| <b>Phila., PA</b> —30th St. Sta. Ar   | 3 07P                         | 3 07P                         | 3 07P                       | 3 14P                    | 3 14P                 | 3 42P                         |                  | 4 05P           | ☺R 4 40P        | 4 11P                   | 4 14P                                 |
| Wilmington, DE                        | 3 17P                         | 3 17P                         | 3 17P                       | 3 35P                    | 3 35P                 | 4 13P                         |                  |                 | ☺R 5 02P        | 4 32P                   | 4 35P                                 |
| Wilmington, DE                        | 3 40P                         | 3 40P                         | 3 40P                       |                          |                       |                               |                  |                 |                 |                         | 5 08P                                 |
| Newark, DE                            |                               |                               |                             |                          |                       |                               |                  | To              |                 |                         | 5 18P                                 |
| Aberdeen, MD                          |                               |                               |                             |                          |                       |                               |                  | Harnsburg       |                 |                         | 5 38P                                 |
| Baltimore, MD—Penn Sta                | 4 29P                         | 4 29P                         | 4 29P                       | 4 20P                    | 4 20P                 | 5 05P                         |                  |                 | ☺R 5 54P        | 5 17P                   | 5 20P                                 |
| BWI Airport Rail Sta., MD             | 4 42P                         | 4 42P                         | 4 42P                       | 4 33P                    | 4 33P                 | 5 20P                         |                  |                 |                 | 5 30P                   | 5 33P                                 |
| New Carrollton, MD                    | 4 57P                         | 4 57P                         | D 4 57P                     | D 4 46P                  | D 4 46P               | D 5 37P                       |                  |                 |                 | D 5 43P                 | D 5 46P                               |
| <b>Washington, DC</b> Ar              | 5 15P                         | 5 15P                         | 5 15P                       | 4 59P                    | 5 04P                 | 5 49P                         |                  |                 | ☺R 7 15P        | 5 59P                   | 6 04P                                 |
| Alexandria, VA                        | 5 45P                         | 5 45P                         |                             |                          |                       |                               |                  |                 |                 |                         | 6 55P                                 |
| Alexandria, VA                        | 6 03P                         | 6 03P                         |                             |                          |                       |                               |                  |                 | ☺ 7 34P         |                         |                                       |
| Woodbridge, VA                        |                               |                               |                             |                          |                       |                               |                  |                 |                 |                         |                                       |
| Quantico, VA                          | 6 30P                         | 6 30P                         |                             |                          |                       |                               |                  |                 | To              |                         |                                       |
| Fredericksburg, VA                    | 6 48P                         | 6 48P                         |                             |                          |                       |                               |                  |                 | Atlanta         |                         |                                       |
| Ashland, VA                           | 7 26P                         | 7 26P                         |                             |                          |                       |                               |                  |                 | New             |                         |                                       |
| <b>Richmond, VA</b> Ar                | 7 47P                         | 7 47P                         |                             |                          |                       |                               |                  |                 | Orleans         |                         |                                       |
| Richmond, VA                          | 7 57P                         | 7 57P                         |                             |                          |                       |                               |                  |                 |                 |                         |                                       |
| Williamsburg, VA                      |                               | 9 02P                         |                             |                          |                       |                               |                  |                 |                 |                         |                                       |
| Newport News, VA (ET) Ar              |                               | 9 32P                         |                             |                          |                       |                               |                  |                 |                 |                         |                                       |

SOUTHBOUND

Stops only to receive passengers  
New York to Washington.

Via Inland Route

☞ Amtrak Thruway Connection—Foxwoods Casino, CT—See page 38

## CLUB CLASS SERVICE AND CUSTOM CLASS SERVICE HAVE A NEW LOOK!

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# METROLINER/NORTHEASTDIRECT/CLOCKER SERVICE

**Boston • Springfield • New York • Philadelphia • Baltimore • Washington • Newport News**

| Service/Train Name ▶                    | Keystone  | Metroliner      | Weekend Metroliner       | Keystone         | Northeast-Direct Colonial | Keystone         | Metroliner      | Weekend Metroliner | Northeast-Direct Minute Man | Clocker          | Northeast-Direct Capitol Hill |
|---|-----------|-----------------|--------------------------|------------------|---------------------------|------------------|-----------------|--------------------|-----------------------------|------------------|-------------------------------|
| Train Number ▶                          | 649       | 121             | 221                      | 651              | 85                        | 653              | 123             | 223                | 163                         | 627              | 187                           |
| Normal Days of Operation ▶              | M-F       | M-F             | Su                       | SaSu             | Daily                     | M-F              | M-F             | Sa                 | Su-Fr                       | M-F              | Daily                         |
| Will Also Operate ▶                     |           |                 | 12/29-31, 1/1, 1/2, 2/16 | 12/25, 1/1, 2/16 |                           |                  |                 | 12/25, 12/26, 2/15 |                             |                  |                               |
| Will Not Operate ▶                      | 12/25     | 12/25-1/2, 2/16 | 2/15                     |                  |                           | 12/25, 1/1, 2/16 | 12/25-1/2, 2/16 |                    |                             | 12/25, 1/1, 2/16 | 12/25                         |
| On Board Service ▶                      |           | Reserved<br>☉ ☐ | Reserved<br>☉ ☐          |                  | ☉ ☐                       |                  | Reserved<br>☉ ☐ | Reserved<br>☉ ☐    | ☉ ☐                         |                  | ☉ ☐ (ExSe)                    |
| <b>Boston, MA</b> - South Sta. (ET) Dp  |           |                 |                          |                  |                           |                  |                 |                    |                             |                  |                               |
| Boston, MA - Back Bay Sta               |           |                 |                          |                  |                           |                  |                 |                    |                             |                  | 12 10P                        |
| Route 128, MA                           |           |                 |                          |                  |                           |                  |                 |                    |                             |                  | R12 18P                       |
| Providence, RI                          |           |                 |                          |                  |                           |                  |                 |                    |                             |                  | R12 32P                       |
| Kingston, RI                            |           |                 |                          |                  |                           |                  |                 |                    |                             |                  | 1 03P                         |
| Westerly, RI                            |           |                 |                          |                  |                           |                  |                 |                    |                             |                  |                               |
| Mystic, CT                              |           |                 |                          |                  |                           |                  |                 |                    |                             |                  |                               |
| New London, CT (Foxwoods Casino ☐)      |           |                 |                          |                  |                           |                  |                 |                    |                             |                  | ☐ 2 07P                       |
| Old Saybrook, CT                        |           |                 |                          |                  |                           |                  |                 |                    |                             |                  |                               |
| Springfield, MA                         |           |                 |                          |                  |                           |                  |                 |                    |                             |                  |                               |
| Windsor Locks, CT                       |           |                 |                          |                  |                           |                  |                 |                    |                             |                  |                               |
| Windsor, CT                             |           |                 |                          |                  |                           |                  |                 |                    |                             |                  |                               |
| Hartford, CT                            |           |                 |                          |                  |                           |                  |                 |                    |                             |                  |                               |
| Berlin, CT                              |           |                 |                          |                  |                           |                  |                 |                    |                             |                  |                               |
| Meriden, CT                             |           |                 |                          |                  |                           |                  |                 |                    |                             |                  |                               |
| Wallingford, CT                         |           |                 |                          |                  |                           |                  |                 |                    |                             |                  |                               |
| <b>New Haven, CT</b> Ar Dp              |           |                 |                          |                  |                           |                  |                 |                    |                             |                  |                               |
| Bridgeport, CT                          |           |                 |                          |                  |                           |                  |                 |                    |                             |                  | 3 05P                         |
| Stamford, CT                            |           |                 |                          |                  |                           |                  |                 |                    |                             |                  | 3 15P                         |
| New Rochelle, NY                        |           |                 |                          |                  |                           |                  |                 |                    |                             |                  |                               |
| <b>New York, NY</b> - Penn Sta. Ar Dp   |           | 3 45P           | 4 00P                    | 4 00P            | 4 10P                     | 4 20P            | 4 45P           | 5 00P              | 5 00P                       | 4 49P            | 5 15P                         |
| Newark, NJ                              | R 4 01P   | R 4 15P         | R 4 15P                  | R 4 25P          | 4 36P                     | R 5 02P          | R 5 15P         | R 5 15P            | R 5 15P                     | 5 09P            | 5 32P                         |
| Metropark, NJ                           |           |                 | 4 28P                    | 4 38P            |                           |                  | 5 28P           | 5 28P              |                             |                  | R 5 55P                       |
| New Brunswick, NJ                       |           |                 |                          |                  |                           |                  |                 |                    |                             |                  |                               |
| Princeton Jct., NJ                      |           |                 |                          |                  |                           |                  |                 |                    |                             |                  |                               |
| Trenton, NJ                             | L 4 33P   |                 |                          | 4 59P            | 5 10P                     | L 5 42P          |                 |                    |                             |                  | L 6 08P                       |
| Cornwells Heights, PA                   | ☐ L 4 48P |                 |                          | ☐ 5 12P          |                           | ☐ L 6 00P        |                 |                    |                             |                  | ☐ L 6 36P                     |
| North Philadelphia, PA                  |           |                 |                          |                  |                           | L 6 11P          |                 |                    |                             |                  | L 6 51P                       |
| <b>Phila., PA</b> - 30th St. Sta. Ar Dp |           | 5 06P           | 5 11P                    | 5 14P            | 5 32P                     | 5 37P            | 6 20P           |                    |                             | D 6 18P          | L 6 51P                       |
| Wilmington, DE                          |           | 5 32P           | 5 35P                    |                  | 6 03P                     | 6 14P            | 6 14P           | 6 14P              | 6 30P                       | 7 03P            | 6 54P                         |
| Newark, DE                              |           |                 |                          |                  |                           |                  |                 |                    |                             |                  | 6 57P                         |
| Aberdeen, MD                            |           | To              |                          | To               | To                        |                  |                 |                    |                             |                  | 7 20P                         |
| Baltimore, MD - Penn Sta                |           | Harrisburg      |                          | Harrisburg       | Harrisburg                | 6 28P            | Harrisburg      |                    |                             | 7 20P            |                               |
| BWI Airport Rail Sta., MD               |           | 6 17P           | 6 20P                    |                  | 6 57P                     |                  |                 | 7 20P              | 7 20P                       | 7 46P            | 8 10P                         |
| New Carrollton, MD                      |           | 6 30P           | 6 33P                    |                  | 7 10P                     |                  |                 | 7 33P              | 7 33P                       | 7 59P            | 8 23P                         |
| <b>Washington, DC</b> Ar Dp             |           | D 6 43P         | D 6 46P                  |                  | 7 25P                     | D 7 46P          | D 7 46P         | D 7 46P            | D 8 15P                     |                  | D 8 37P                       |
| Alexandria, VA                          |           | 6 59P           | 7 04P                    |                  | 7 45P                     | 7 59P            | 8 04P           | 8 04P              | 8 35P                       |                  | 8 55P                         |
| Woodbridge, VA                          |           |                 |                          |                  | 8 15P                     |                  |                 |                    |                             |                  |                               |
| Quantico, VA                            |           |                 |                          |                  | 8 32P                     |                  |                 |                    |                             |                  |                               |
| Fredericksburg, VA                      |           |                 |                          |                  | 8 49P                     |                  |                 |                    |                             |                  |                               |
| Asiand, VA                              |           |                 |                          |                  | 9 01P                     |                  |                 |                    |                             |                  |                               |
| <b>Richmond, VA</b> Ar Dp               |           |                 |                          |                  | 9 19P                     |                  |                 |                    |                             |                  |                               |
| Williamsburg, VA                        |           |                 |                          |                  | 9 57P                     |                  |                 |                    |                             |                  |                               |
| Newport News, VA (ET) Ar                |           |                 |                          |                  | 10 22P                    |                  |                 |                    |                             |                  |                               |

- ☉ Custom Class Service available
- D Stops only to discharge passengers.
- L Stops primarily to discharge passengers; train may leave before the time shown.
- R Stops only to receive passengers
- ☉ Club Class Service available
- ☒ Dining Car serving complete meals

- ☐ Amtrak Thruway Connection—Foxwoods Casino, CT—See page 38
- ☐ Sandwich, snack and beverage service
- ☐ Amtrak Express Shipping and Checked Baggage services at stations indicated.
- ☐ Amtrak Thruway connecting motorcoach.
- ☐ Service to commence November 1997.

# METROLINER/NORTHEASTDIRECT/CLOCKER SERVICE

Boston • Springfield • New York • Philadelphia • Baltimore • Washington • Newport News

SOUTHBOUND

| Service/Train Name ▶                   | Clocker          | Metroliner      | Weekend Metroliner       | Clocker          | Northeast-Direct Vermont | Keystone | Silver Meteor | Northeast-Direct Georgetown | Metroliner      | Northeast-Direct Patnot | Northeast-Direct Patnot |
|--|------------------|-----------------|--------------------------|------------------|--------------------------|----------|---------------|-----------------------------|-----------------|-------------------------|-------------------------|
| Train Number ▶                         | 629              | 125             | 225                      | 633              | 55                       | 655      | 97            | 189                         | 127             | 475                     | 175                     |
| Normal Days of Operation ▶             | M-F              | M-F             | Su                       | M-F              | Daily                    | Daily    | Daily         | Su                          | M-F             | Daily                   | Daily                   |
| Will Also Operate ▶                    |                  |                 | 12/29-31, 1/1, 1/2, 2/16 |                  |                          |          |               | 2/16                        |                 |                         |                         |
| Will Not Operate ▶                     | 12/25, 1/1, 2/16 | 12/25-1/2, 2/16 | 2/15                     | 12/25, 1/1, 2/16 |                          |          |               | 2/15                        | 12/25-1/2, 2/16 |                         |                         |
| On Board Service ▶                     |                  | Reserved        | Reserved                 |                  | Reserved                 |          | Reserved      |                             | Reserved        |                         |                         |
| <b>Boston, MA</b> - South Sta. (ET) Dp |                  |                 |                          |                  | From:                    |          |               |                             |                 | No                      | 2 05P                   |
| Boston, MA - Back Bay Sta              |                  |                 |                          |                  | Vermont                  |          |               |                             |                 | Food                    | R 2 13P                 |
| Route 128, MA                          |                  |                 |                          |                  |                          |          |               |                             |                 | Service                 | R 2 27P                 |
| Providence, RI                         |                  |                 |                          |                  |                          |          |               |                             |                 | North of                | 3 00P                   |
| Kingston, RI                           |                  |                 |                          |                  |                          |          |               |                             |                 | New Haven               | 3 26P                   |
| Westerly, RI                           |                  |                 |                          |                  |                          |          |               |                             |                 |                         | 3 46P                   |
| Mystic, CT                             |                  |                 |                          |                  |                          |          |               |                             |                 |                         | 3 57P                   |
| New London, CT (Foxwoods Casino)       |                  |                 |                          |                  |                          |          |               |                             |                 |                         | 4 12P                   |
| Old Saybrook, CT                       |                  |                 |                          |                  |                          |          |               |                             |                 |                         | 4 32P                   |
| Springfield, MA                        |                  |                 |                          |                  |                          | 2 25P    |               |                             |                 |                         | 3 45P                   |
| Windsor Locks, CT                      |                  |                 |                          |                  |                          |          |               |                             |                 |                         | 4 04P                   |
| Windsor, CT                            |                  |                 |                          |                  |                          |          |               |                             |                 |                         | 4 09P                   |
| Hartford, CT                           |                  |                 |                          |                  |                          | 2 58P    |               |                             |                 |                         | 4 21P                   |
| Berlin, CT                             |                  |                 |                          |                  |                          |          |               |                             |                 |                         | 4 32P                   |
| Meriden, CT                            |                  |                 |                          |                  |                          | 3 11P    |               |                             |                 |                         | 4 32P                   |
| Wallingford, CT                        |                  |                 |                          |                  |                          | 3 22P    |               |                             |                 |                         | 4 41P                   |
| <b>New Haven, CT</b> Ar                |                  |                 |                          |                  |                          | 3 55P    |               |                             |                 |                         | 5 10P                   |
| Bridgeport, CT                         |                  |                 |                          |                  |                          | 4 10P    |               |                             |                 |                         | 5 20P                   |
| Stamford, CT                           |                  |                 |                          |                  |                          | 4 32P    |               |                             |                 |                         | 5 30P                   |
| New Rochelle, NY                       |                  |                 |                          |                  |                          | 4 58P    |               |                             |                 |                         | 5 52P                   |
| <b>New York, NY</b> - Penn Sta Ar      |                  |                 |                          |                  |                          | 6 00P    |               |                             |                 |                         | 6 18P                   |
| Newark, NJ                             | 5 42P            | 6 00P           | 6 00P                    | 6 06P            |                          | 6 20P    | 6 35P         | 7 05P                       | 7 18P           | 7 30P                   | 7 15P                   |
| Metropark, NJ                          | 6 00P            | R 6 15P         | R 6 15P                  | 6 24P            |                          | 6 36P    | 6 51P         | R 7 23P                     | R 7 34P         | R 7 45P                 | 7 35P                   |
| New Brunswick, NJ                      |                  |                 |                          |                  |                          | 6 51P    |               |                             |                 |                         | 7 51P                   |
| Princeton Jct., NJ                     |                  |                 |                          |                  |                          |          |               |                             |                 |                         | 8 05P                   |
| Trenton, NJ                            | L 6 37P          |                 |                          | L 7 01P          |                          |          |               |                             |                 |                         |                         |
| Cornwells Heights, PA                  | L 6 49P          |                 |                          | L 7 13P          | 7 18P                    |          | 7 25P         | R 8 01P                     |                 |                         | 8 29P                   |
| North Philadelphia, PA                 | L 7 07P          |                 |                          | L 7 31P          |                          |          | L 7 36P       |                             |                 |                         |                         |
| <b>Phila., PA</b> - 30th St. Sta Ar    | L 7 21P          |                 |                          | L 7 45P          |                          |          | L 7 47P       |                             |                 |                         | 8 57P                   |
| Wilmington, DE                         | 7 34P            | 7 11P           | 7 14P                    | 7 56P            |                          | 7 45P    | 7 57P         | R 8 37P                     | 8 31P           | 8 44P                   | 9 00P                   |
| Newark, DE                             |                  | 7 32P           | 7 35P                    |                  |                          | 7 47P    |               | R 9 01P                     | 8 56P           | 9 05P                   | 9 23P                   |
| Aberdeen, MD                           |                  |                 |                          |                  |                          | 8 10P    |               |                             |                 |                         |                         |
| Baltimore, MD - Penn Sta               |                  | 8 17P           | 8 20P                    |                  |                          | 8 59P    |               | R 9 52P                     | 9 45P           | 9 50P                   | 10 12P                  |
| BWI Airport Rail Sta., MD              |                  | 8 30P           | 8 33P                    |                  |                          | 9 12P    |               |                             |                 |                         | 10 25P                  |
| New Carrollton, MD                     |                  | D 8 43P         | D 8 46P                  |                  |                          | 9 28P    |               |                             | D10 16P         |                         | D10 40P                 |
| <b>Washington, DC</b> Ar               |                  | 8 59P           | 9 04P                    |                  |                          | 9 47P    |               | R10 59P                     | 10 22P          | 10 29P                  | 10 57P                  |
| Alexandria, VA                         |                  |                 |                          |                  |                          |          |               |                             |                 |                         |                         |
| Woodbridge, VA                         |                  |                 |                          |                  |                          |          |               |                             |                 |                         |                         |
| Quantico, VA                           |                  |                 |                          |                  |                          |          |               |                             |                 |                         |                         |
| Fredericksburg, VA                     |                  |                 |                          |                  |                          |          |               |                             |                 |                         |                         |
| Ashland, VA                            |                  |                 |                          |                  |                          |          |               |                             |                 |                         |                         |
| <b>Richmond, VA</b> Ar                 |                  |                 |                          |                  |                          |          |               |                             |                 |                         |                         |
| Williamsburg, VA                       |                  |                 |                          |                  |                          |          |               |                             |                 |                         |                         |
| Newport News, VA (ET) Ar               |                  |                 |                          |                  |                          |          |               |                             |                 |                         |                         |

Stops only to receive passengers New York to Washington.

Thru Train to Washington. Combines with Train 175 at New Haven.

## KIDS HALF PRICE

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# METROLINER/NORTHEASTDIRECT/CLOCKER SERVICE

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| Service/Train Name ▶                    | Weekend Metroliner | Lake Shore Limited | Northeast-Direct Embassy | Northeast-Direct Narragansett | Northeast-Direct Senator | Northeast-Direct Senator | Northeast-Direct Liberty Bell | Northeast-Direct Evening Metropolitan | Northeast-Direct Evening Metropolitan | Northeast-Direct Twilight Shoreliner |
|---|--------------------|--------------------|--------------------------|-------------------------------|--------------------------|--------------------------|-------------------------------|---------------------------------------|---------------------------------------|--------------------------------------|
| Train Number ▶                          | <b>227</b>         | <b>449</b>         | <b>191</b>               | <b>167</b>                    | <b>477</b>               | <b>177</b>               | <b>151</b>                    | <b>169</b>                            | <b>179</b>                            | <b>67</b>                            |
| Normal Days of Operation ▶              | Su                 | Daily              | M-F                      | Su                            | Daily                    | Daily                    | Su                            | Su-Th                                 | FrSa                                  | Daily                                |
| Will Also Operate ▶                     | 1/1, 2/16          |                    |                          | 2/16                          |                          |                          | 2/16                          |                                       | 12/24, 12/31, 2/15                    |                                      |
| Will Not Operate ▶                      | 2/15               |                    | 12/25, 2/16              | 2/15                          |                          |                          | 2/15                          | 12/24, 12/31, 2/15                    |                                       |                                      |
| On Board Service ▶                      | Reserved           | Reserved           |                          |                               |                          |                          |                               |                                       |                                       | Reserved                             |
| <b>Boston, MA</b> - South Sta. (ET) Dp  |                    | 3:40P              |                          | 4:00P                         | No                       | 4:28P                    |                               | 6:10P                                 | 6:10P                                 | 8:00P                                |
| Boston, MA - Back Bay Sta.              |                    | R 3:46P            |                          | R 4:07P                       | Food                     | R 4:36P                  |                               | R 6:18P                               | R 6:18P                               | R 8:08P                              |
| Route 128, MA                           |                    |                    |                          | R 4:19P                       | Service                  | R 4:50P                  |                               | R 6:32P                               | R 6:32P                               | R 8:21P                              |
| Providence, RI                          |                    |                    |                          | 4:47P                         | North of                 | 5:21P                    |                               | 7:09P                                 | 7:09P                                 | 8:56P                                |
| Kingston, RI                            |                    |                    |                          |                               | New Haven                | 5:47P                    |                               | 7:35P                                 | 7:35P                                 | 9:18P                                |
| Westerly, RI                            |                    |                    |                          |                               |                          | 6:04P                    |                               | 7:56P                                 | 7:56P                                 | 9:33P                                |
| Mystic, CT                              |                    |                    |                          |                               |                          | 6:15P                    |                               | 8:07P                                 | 8:07P                                 |                                      |
| New London, CT (Foxwoods Casino )       |                    |                    |                          |                               |                          | 6:30P                    |                               | 8:22P                                 | 8:22P                                 | 9:55P                                |
| Old Saybrook, CT                        |                    |                    |                          |                               |                          | 6:51P                    |                               | 8:47P                                 | 8:47P                                 | 10:15P                               |
| Framingham, MA                          |                    | R 4:17P            |                          |                               |                          |                          |                               |                                       |                                       |                                      |
| Worcester, MA                           |                    | R 4:47P            |                          |                               |                          |                          |                               |                                       |                                       |                                      |
| Springfield, MA                         |                    | R 6:14P            |                          |                               | 5:55P                    |                          |                               |                                       |                                       |                                      |
| Windsor Locks, CT                       |                    |                    |                          |                               | 6:14P                    |                          |                               |                                       |                                       |                                      |
| Windsor, CT                             |                    |                    |                          |                               | 6:19P                    |                          |                               |                                       |                                       |                                      |
| Hartford, CT                            |                    |                    |                          |                               | 6:31P                    |                          |                               |                                       |                                       |                                      |
| Berlin, CT                              |                    |                    |                          |                               | 6:42P                    |                          |                               |                                       |                                       |                                      |
| Meriden, CT                             |                    |                    |                          |                               | 6:51P                    |                          |                               |                                       |                                       |                                      |
| Wallingford, CT                         |                    |                    |                          |                               | 6:58P                    |                          |                               |                                       |                                       |                                      |
| <b>New Haven, CT</b> Ar Dp              |                    |                    |                          | 6:40P                         | 7:25P                    | 7:35P                    |                               | 9:25P                                 | 9:25P                                 | 10:55P                               |
| Bridgeport, CT                          |                    |                    |                          | 6:50P                         |                          | 7:45P                    |                               | 9:35P                                 | 9:35P                                 | 11:15P                               |
| Stamford, CT                            |                    |                    |                          |                               | 7:34P                    | 8:07P                    |                               | 9:57P                                 | 9:57P                                 |                                      |
| New Rochelle, NY                        |                    |                    |                          |                               |                          | 8:33P                    |                               | 10:23P                                | 10:23P                                | 12:03A                               |
| <b>New York, NY</b> - Penn Sta. Ar Dp   | 8:00P              |                    |                          | 8:50P                         | 8:25P                    | 8:50P                    |                               | 10:45P                                | 11:15P                                | 1:01A                                |
| Newark, NJ                              | R 8:15P            |                    |                          | R 9:06P                       | 9:06P                    | 9:20P                    |                               | 11:01P                                | 11:35P                                | 1:30A                                |
| Metropark, NJ                           | 8:28P              |                    |                          | 9:20P                         | 9:20P                    |                          |                               | 11:51P                                | 11:51P                                | 1:55A                                |
| New Brunswick, NJ                       |                    |                    |                          |                               |                          |                          |                               | 12:05A                                | 12:05A                                | 2:10A                                |
| Princeton Jct., NJ                      |                    |                    |                          |                               |                          |                          |                               |                                       |                                       |                                      |
| Trenton, NJ                             |                    |                    |                          | 9:44P                         | 9:44P                    |                          |                               | 10:39P                                | 11:39P                                |                                      |
| Cornwells Heights, PA                   |                    |                    |                          |                               |                          |                          |                               | 12:29A                                | 12:29A                                | 2:34A                                |
| North Philadelphia, PA                  |                    |                    |                          |                               |                          |                          |                               |                                       |                                       |                                      |
| <b>Phila., PA</b> - 30th St. Sta. Ar Dp | 9:14P              |                    |                          | 10:12P                        | 10:12P                   | 10:15P                   |                               | 11:07P                                | 1:00A                                 | 3:05A                                |
| Wilmington, DE                          | 9:35P              |                    |                          | 10:15P                        | 10:15P                   |                          |                               | 11:10P                                | 1:00A                                 | 4:05A                                |
| Newark, DE                              |                    |                    |                          | 10:38P                        | 10:38P                   |                          |                               | 11:33P                                | 1:23A                                 | 4:30A                                |
| Aberdeen, MD                            |                    |                    |                          |                               |                          |                          |                               |                                       |                                       |                                      |
| Baltimore, MD - Penn Sta.               | 10:20P             |                    |                          | 11:27P                        | 11:27P                   |                          |                               | 11:59P                                |                                       |                                      |
| BWI Airport Rail Sta., MD               | 10:30P             |                    |                          | 11:40P                        | 11:40P                   |                          |                               |                                       | 2:12A                                 | 5:30A                                |
| New Carrollton, MD                      | D10 46P            |                    |                          | D11 55P                       | D1: 55P                  |                          |                               | D12 54A                               | D 2:37A                               | 5:43A                                |
| <b>Washington, DC</b> Ar Dp             | 11:04P             |                    |                          | 12:15A                        | 12:15A                   |                          |                               | 1:15A                                 |                                       | 5:58A                                |
| Alexandria, VA                          |                    |                    |                          |                               |                          |                          |                               |                                       | 3:05A                                 | 6:15A                                |
| Woodbridge, VA                          |                    |                    |                          |                               |                          |                          |                               |                                       |                                       | 7:00A                                |
| Quantico, VA                            |                    |                    |                          |                               |                          |                          |                               |                                       |                                       | 7:18A                                |
| Fredericksburg, VA                      |                    |                    |                          |                               |                          |                          |                               |                                       |                                       | 7:46A                                |
| Ashland, VA                             |                    |                    |                          |                               |                          |                          |                               |                                       |                                       | 8:06A                                |
| <b>Richmond, VA</b> Ar Dp               |                    |                    |                          |                               |                          |                          |                               |                                       |                                       | 8:48A                                |
| Williamsburg, VA                        |                    |                    |                          |                               |                          |                          |                               |                                       |                                       | 9:05A                                |
| Newport News, VA (ET) Ar                |                    |                    |                          |                               |                          |                          |                               |                                       |                                       | 9:12A                                |
|   |                    |                    |                          |                               |                          |                          |                               |                                       |                                       | 10:25A                               |
|   |                    |                    |                          |                               |                          |                          |                               |                                       |                                       | 10:58A                               |

**10**

- Ⓢ Custom Class Service available.
- D Stops only to discharge passengers.
- L Stops primarily to discharge passengers; train may leave before the time shown.
- R Stops only to receive passengers.
- Ⓢ Sleeping Car service available.

- Ⓢ Club Class Service available.
  - Sandwich, snack and beverage service.
  - Amtrak Thruway connecting motorcoach.
- Note:** Train 67, the Twilight Shoreliner, handles Amtrak Express Shipping between select stations. For details, call 1-800-368-TRAK.

Thru Train to Buffalo and Chicago. Combines with Train 49 at Albany. Stops at Pittsfield, MA 7:27 PM, arrives Albany-Rensselaer 8:44 PM. See page 23 for schedule between Albany and Buffalo.

Thru Train to Washington. Combines with Train 177 at New Haven.

Train stops on M-F mornings Metropark to Philadelphia

Train stops on SaSu mornings Metropark to Washington



# METROLINER/NORTHEASTDIRECT/CLOCKER SERVICE

Newport News • Washington • Baltimore • Philadelphia • New York • Springfield • Boston

| Service/Train Name ▶               |        | Northeast-Direct Twilight Shoreliner | Northeast-Direct Wood/Twilight Shorliner | Northeast-Direct Fast Mail | Northeast-Direct Fast Mail | Clocker          | Clocker          | Northeast-Direct Wall Street | Clocker          | Metroliner       | Northeast-Direct Patriot |
|------------------------------------|--------|--------------------------------------|--|----------------------------|----------------------------|------------------|------------------|------------------------------|------------------|------------------|--------------------------|
| Train Number ▶                     |        | 66                                   | 76                                       | 12                         | 412                        | 622              | 624              | 180                          | 628              | 100              | 170                      |
| Normal Days of Operation ▶         |        | Su-Th                                | FrSa                                     | Daily                      | Daily                      | M-F              | M-F              | M-F                          | M-F              | M-F              | Daily                    |
| Will Also Operate ▶                |        |                                      |  |                            |                            |                  |                  |                              |                  |                  |                          |
| Will Not Operate ▶                 |        |                                      |  |                            |                            | 12/25, 1/1, 2/16 | 12/25, 1/1, 2/16 | 12/25, 12/26, 1/1, 2/16      | 12/25, 1/1, 2/16 | 12/25-1/2, 2/16  |                          |
| On Board Service ▶                 |        | Reserved                             | Reserved                                 |                            |                            |                  |                  |                              |                  | Reserved         | (EsSa)                   |
|                                    | Mile   |                                      |  |                            |                            |                  |                  |                              |                  |                  |                          |
| Newport News, VA                   | (ET) 0 | Dp                                   | 4 00P                                    | 4 00P                      |                            |                  |                  |                              |                  |                  | No                       |
| Williamsburg, VA                   | 23     |                                      | 4 23P                                    | 4 23P                      |                            |                  |                  |                              |                  |                  | Food                     |
| <b>Richmond, VA</b>                | 78     | Ar<br>Dp                             | 5 37P<br>5 45P                           | 5 37P<br>5 45P             |                            |                  |                  |                              |                  |                  | Service North of         |
| Ashland, VA                        | 88     |                                      | 5 57P                                    | 5 57P                      |                            |                  |                  |                              |                  |                  | New Haven                |
| Fredericksburg, VA                 | 132    |                                      | 6 39P                                    | 6 39P                      |                            |                  |                  |                              |                  |                  |                          |
| Quantico, VA                       | 152    |                                      | 6 58P                                    | 6 58P                      |                            |                  |                  |                              |                  |                  |                          |
| Woodbridge, VA                     | 162    |                                      |  |                            |                            |                  |                  |                              |                  |                  |                          |
| Alexandria, VA                     | 178    |                                      | 7 28P                                    | 7 28P                      |                            |                  |                  |                              |                  |                  |                          |
| <b>Washington, DC</b>              | 187    | Ar<br>Dp                             | 7 55P<br>8 15P                           | 7 55P<br>8 15P             | 3 00A                      |                  |                  | 4 40A                        |                  | 5 25A            | 5 30A                    |
| New Carrollton, MD                 | 196    |                                      | 8 26P                                    | 8 26P                      |                            |                  |                  | R 4 51A                      |                  | R 5 35A          | R 5 41A                  |
| BWI Airport Rail Sta., MD          | 217    |                                      | 8 45P                                    | 8 45P                      |                            |                  |                  | 5 09A                        |                  | 5 50A            | 5 59A                    |
| Baltimore MD-Penn Sta              | 227    |                                      | 9 03P                                    | 9 03P                      | 3 40A                      |                  |                  | 5 25A                        |                  | 6 03A            | 6 15A                    |
| Aberdeen, MD                       | 257    |                                      |  |                            |                            |                  |                  | 5 48A                        |                  |                  | 6 38A                    |
| Newark, DE                         | 283    |                                      |  |                            |                            |                  |                  |                              |                  |                  |                          |
| Wilmington, DE                     | 295    |                                      | 9 50P                                    | 9 50P                      | 4 27A                      |                  |                  |                              |                  |                  |                          |
| <b>Phila., PA</b> -30th St. Sta    | 321    | Ar<br>Dp                             | 10 13P<br>10 23P                         | 10 13P<br>10 23P           | 4 49A<br>5 08A             |                  |                  | 6 17A                        |                  | 6 49A            | 7 07A                    |
| North Philadelphia, PA             | 326    |                                      |  |                            |                            |                  |                  | 5 40A                        | 6 15A            | 6 40A            | 7 29A                    |
| Cornwells Heights, PA              | 338    |                                      |  |                            |                            |                  |                  | R 5 49A                      | R 6 24A          | 6 59A            | 7 44A                    |
| Trenton, NJ                        | 354    |                                      | 10 58P                                   | 10 58P                     | 5 36A                      |                  |                  | 6 04A                        | 6 39A            | 7 28A            |                          |
| Princeton Jct., NJ                 | 364    |                                      |  |                            |                            |                  |                  | 6 20A                        | 6 57A            | 7 45A            |                          |
| New Brunswick, NJ                  | 380    |                                      |  |                            |                            |                  |                  | 6 33A                        | 7 10A            | 7 56A            |                          |
| Metropark, NJ                      | 388    |                                      | 11 23P                                   | 11 23P                     |                            |                  |                  | 7 26A                        |                  | 8 12A            |                          |
| Newark, NJ                         | 402    |                                      | 11 39P                                   | 11 39P                     | 6 21A                      |                  |                  |                              |                  |                  |                          |
| <b>New York, NY</b> -Penn Sta.     | 412    | Ar<br>Dp                             | 11 59P<br>12 35A                         | 11 59P<br>12 35A           | 6 38A<br>6 58A             |                  |                  | L 7 06A<br>7 26A             | L 7 52A<br>8 10A | D 7 50A<br>8 06A | L 8 36A<br>8 56A         |
| New Rochelle, NY                   | 432    |                                      |  |                            |                            |                  |                  |                              |                  | D 8 13A          | 8 33A                    |
| Stamford, CT                       | 448    |                                      | 1 25A                                    | 1 40A                      | 7 48A                      |                  |                  |                              |                  |                  | 8 50A                    |
| Bridgeport, CT                     | 470    |                                      |  |                            |                            |                  |                  |                              |                  |                  | 9 15A                    |
| <b>New Haven, CT</b>               | 487    | Ar<br>Dp                             | 2 15A<br>2 50A                           | 2 30A<br>3 05A             | 8 37A<br>9 02A             | 8 52A            |                  |                              |                  |                  | 10 06A                   |
| Wallingford, CT                    | 500    |                                      |  |                            |                            |                  |                  |                              |                  |                  | 10 32A                   |
| Meriden, CT                        | 506    |                                      |  |                            |                            |                  |                  |                              |                  |                  | 10 57A                   |
| Berlin, CT                         | 513    |                                      |  |                            |                            |                  |                  |                              |                  |                  | 11 07A                   |
| Hartford, CT                       | 524    |                                      |  |                            |                            |                  |                  |                              |                  |                  |                          |
| Windsor, CT                        | 530    |                                      |  |                            |                            |                  |                  |                              |                  |                  |                          |
| Windsor Locks, CT                  | 535    |                                      |  |                            |                            |                  |                  |                              |                  |                  |                          |
| Springfield, MA                    | 549    |                                      |  |                            |                            |                  |                  |                              |                  |                  |                          |
| Old Saybrook, CT                   | 520    |                                      | 3 28A                                    | 3 43A                      | 9 37A                      |                  |                  |                              |                  |                  |                          |
| New London, CT (Foxwoods Casino )  | 538    |                                      | 3 50A                                    | 4 05A                      | 9 58A                      |                  |                  |                              |                  |                  | 11 59A                   |
| Mystic, CT                         | 547    |                                      |  |                            |                            |                  |                  |                              |                  |                  |                          |
| Westerly, RI                       | 556    |                                      | 4 12A                                    | 4 27A                      | 10 22A                     |                  |                  |                              |                  |                  |                          |
| Kingston, RI                       | 573    |                                      | 4 29A                                    | 4 44A                      | 10 42A                     |                  |                  |                              |                  |                  |                          |
| Providence, RI                     | 600    |                                      | 5 03A                                    | 5 18A                      | 11 13A                     |                  |                  |                              |                  |                  |                          |
| Route 128, MA                      | 632    |                                      | D 5 38A                                  | D 5 53A                    | D 11 43A                   |                  |                  |                              |                  |                  | 12 59P                   |
| Boston, MA-Back Bay Sta            | 643    |                                      | D 5 53A                                  | D 6 08A                    | D 11 58A                   |                  |                  |                              |                  |                  | D 1 29P                  |
| <b>Boston, MA</b> -South Sta. (ET) | 644    | Ar                                   | 6 00A                                    | 6 15A                      | 12 05P                     |                  |                  |                              |                  |                  | D 1 44P                  |

Thru Train from Washington, Separate from Train 12 at New Haven.

Via Inland Route

- Custom Class Service available
  - Stops only to discharge passengers
  - Stops primarily to discharge passengers; train may leave before the time shown.
  - Stops only to receive passengers
  - Sleeping Car service available
  - Club Class Service available
  - Dining Car serving complete meals
- Amtrak Thruway Connection—Foxwoods Casino, CT—See page 38
  - Sandwich, snack and beverage service
  - Amtrak Express Shipping and Checked Baggage services at stations indicated.
  - Amtrak Thruway connecting motorcoach.
  - Service to commence November 1997.
- Note: Trains 66/76, the Twilight Shoreliner, handle Amtrak Express Shipping between select stations. For details, call 1-800-368-TRAK.

# METROLINER/NORTHEASTDIRECT/CLOCKER SERVICE

Newport News • Washington • Baltimore • Philadelphia • New York • Springfield • Boston

| Service/Train Name ▶                  | Metroliner              | Keystone         | Silver Meteor | Northeast-Direct Mayflower | Northeast-Direct Mayflower | Metroliner                 | Keystone         | Northeast-Direct Vermonter | Metroliner      | Weekend Metroliner            |
|---------------------------------------|-------------------------|------------------|---------------|----------------------------|----------------------------|----------------------------|------------------|----------------------------|-----------------|-------------------------------|
| Train Number ▶                        | 200                     | 640              | 98            | 172                        | 472                        | 102                        | 642              | 56                         | 104             | 204                           |
| Normal Days of Operation ▶            | M-F                     | M-F              | Daily         | Daily                      | Daily                      | M-F                        | M-F              | Daily                      | M-F             | Sa                            |
| Will Also Operate ▶                   |                         |                  |               |                            |                            |                            |                  |                            |                 | 12/25-26, 12/29-31, 1/2, 2/15 |
| Will Not Operate ▶                    | 12/25, 12/26, 1/1, 2/16 | 12/25, 1/1, 2/16 |               |                            |                            | 12/25-1/2, 2/16            | 12/25, 1/1, 2/16 |                            | 12/25-1/2, 2/16 |                               |
| On Board Service ▶                    | Reserved                |                  | Reserved      | Reserved                   |                            | Reserved                   |                  | Reserved                   | Reserved        | Reserved                      |
| Newport News, VA (ET) Dp              |                         |                  |               | From Florida               |                            | No Food                    |                  |                            |                 |                               |
| Williamsburg, VA                      |                         |                  |               |                            |                            |                            |                  |                            |                 |                               |
| <b>Richmond, VA</b> Ar Dp             |                         |                  |               | 3:39A                      |                            | Service North of New Haven |                  |                            |                 |                               |
| Ashland, VA                           |                         |                  |               |                            |                            |                            |                  |                            |                 |                               |
| Fredericksburg, VA                    |                         |                  |               |                            |                            |                            |                  |                            |                 |                               |
| Quantico, VA                          |                         |                  |               |                            |                            |                            |                  |                            |                 |                               |
| Woodbridge, VA                        |                         |                  |               |                            |                            |                            |                  |                            |                 |                               |
| Alexandria, VA                        |                         |                  |               |                            |                            |                            |                  |                            |                 |                               |
| <b>Washington, DC</b> Ar Dp           | 6:00A                   |                  | 5:40A         | 6:15A                      |                            | 7:00A                      |                  | 7:30A                      | 8:00A           | 8:00A                         |
| New Carrollton, MD                    | R 6:10A                 |                  |               | R 6:26A                    |                            | R 7:10A                    |                  | R 7:41A                    | R 8:10A         | R 8:10A                       |
| BWI Airport Rail Sta., MD             | 6:25A                   |                  |               | 6:44A                      |                            | 7:25A                      |                  | 7:59A                      | 8:25A           | 8:25A                         |
| Baltimore, MD-Penn Sta                | 6:38A                   |                  |               | 6:44A                      | 7:03A                      | 7:38A                      |                  | 8:15A                      | 8:38A           | 8:38A                         |
| Aberdeen, MD                          |                         |                  |               |                            |                            |                            |                  |                            |                 |                               |
| Newark, DE                            |                         |                  |               |                            |                            |                            |                  |                            |                 |                               |
| Wilmington, DE                        | 7:23A                   |                  |               | 7:34A                      | 7:51A                      | 8:23A                      |                  | 9:03A                      | 9:23A           | 9:23A                         |
| <b>Phila., PA</b> -30th St. Sta Ar Dp | 7:45A                   | 7:50A            |               | 8:00A                      | 8:13A                      | 8:45A                      | 8:58A            | 9:28A                      | 9:45A           | 9:45A                         |
| North Philadelphia, PA                |                         | 7:59A            |               |                            | 8:25A                      |                            |                  |                            |                 |                               |
| Cornwells Heights, PA                 |                         | TR 8:12A         |               |                            |                            |                            |                  |                            |                 |                               |
| Trenton, NJ                           |                         | 8:26A            |               | D 8:41A                    | 8:54A                      |                            |                  | 9:57A                      |                 |                               |
| Princeton Jct., NJ                    |                         | 8:36A            |               |                            |                            |                            |                  |                            |                 |                               |
| New Brunswick, NJ                     |                         |                  |               |                            | 9:18A                      |                            |                  | 10:21A                     | D10:31A         | D10:31A                       |
| Metropark, NJ                         |                         |                  |               |                            | 9:35A                      |                            |                  |                            | D10:44A         | D10:44A                       |
| Newark, NJ                            | D 8:43A                 | L 9:04A          |               | D 9:18A                    | 9:35A                      | D 9:43A                    | D 9:59A          | D 10:35A                   | D10:44A         | D10:44A                       |
| <b>New York, NY</b> -Penn Sta Ar Dp   | 8:59A                   | 9:22A            |               | 9:45A                      | 9:55A                      | 9:59A                      | 10:19A           | 10:55A                     | 10:59A          | 11:04A                        |
| New Rochelle, NY                      |                         |                  |               |                            | 10:46A                     |                            |                  |                            |                 |                               |
| Stamford, CT                          |                         |                  |               |                            | 11:06A                     |                            |                  |                            |                 |                               |
| Bridgeport, CT                        |                         |                  |               |                            | 11:32A                     |                            |                  |                            |                 |                               |
| <b>New Haven, CT</b> Ar Dp            |                         |                  |               |                            | 11:57A                     |                            |                  | 1:00P                      |                 |                               |
| Wallingford, CT                       |                         |                  |               |                            | 12:17P                     |                            |                  | 1:15P                      |                 |                               |
| Meriden, CT                           |                         |                  |               |                            |                            |                            |                  |                            |                 |                               |
| Berlin, CT                            |                         |                  |               |                            |                            |                            |                  |                            |                 |                               |
| Hartford, CT                          |                         |                  |               |                            |                            |                            |                  |                            |                 |                               |
| Windsor, CT                           |                         |                  |               |                            |                            |                            |                  |                            |                 |                               |
| Windsor Locks, CT                     |                         |                  |               |                            |                            |                            |                  |                            |                 |                               |
| Springfield, MA                       |                         |                  |               |                            |                            |                            |                  |                            |                 |                               |
| Old Saybrook, CT                      |                         |                  |               |                            | 12:58P                     |                            |                  |                            |                 |                               |
| New London, CT (Foxwoods Casino)      |                         |                  |               |                            | 1:18P                      |                            |                  |                            |                 |                               |
| Mystic, CT                            |                         |                  |               |                            | 1:31P                      |                            |                  |                            |                 |                               |
| Westerly, RI                          |                         |                  |               |                            | 1:42P                      |                            |                  |                            |                 |                               |
| Kingston, RI                          |                         |                  |               |                            | 1:59P                      |                            |                  |                            |                 |                               |
| Providence, RI                        |                         |                  |               |                            | 2:30P                      |                            |                  |                            |                 |                               |
| Route 128, MA                         |                         |                  |               |                            | D 3:01P                    |                            |                  |                            |                 |                               |
| Boston, MA -Back Bay Sta              |                         |                  |               |                            | D 3:17P                    |                            |                  |                            |                 |                               |
| <b>Boston, MA</b> -South Sta (ET) Ar  |                         |                  |               |                            | 3:25P                      |                            |                  |                            |                 |                               |

Thru Train from Washington, Separates from Train 172 at New Haven.

Stops only to discharge passengers Washington to New York.

Via Inland Route

To Vermont

**ADVANCE PAYMENT BY PHONE**

Pay by credit card when you call 1-800-USA-RAIL and you can pick up your tickets at ticket windows or Quik-Trak ticketing machines any time prior to departure. You can also pre-purchase tickets for someone else at no additional charge.



# METROLINER/NORTHEASTDIRECT/CLOCKER SERVICE

Newport News • Washington • Baltimore • Philadelphia • New York • Springfield • Boston

| Service/Train Name ▶                  | Keystone         | Northeast-Direct New Yorker | Metroliner      | Weekend Metroliner | Keystone | Northeast-Direct Virginian | Northeast-Direct Narragansett | Lake Shore Limited | Metroliner      | Weekend Metroliner            | Northeast-Direct Colonial |
|---------------------------------------|------------------|-----------------------------|-----------------|--------------------|----------|----------------------------|-------------------------------|--------------------|-----------------|-------------------------------|---------------------------|
| Train Number ▶                        | 644              | 184                         | 106             | 206                | 646      | 84                         | 164                           | 448                | 108             | 208                           | 86                        |
| Normal Days of Operation ▶            | SaSu             | Daily                       | M-F             | Su                 | M-F      | Mo-Sa                      | Su                            | Daily              | M-F             | Sa                            | Daily                     |
| Will Also Operate ▶                   | 12/25, 1/1, 2/16 |                             |                 | 1/1, 2/16          |          |                            |                               |                    |                 | 12/25-26, 12/29-31, 1/2, 2/15 |                           |
| Will Not Operate ▶                    |                  |                             | 12/25-1/2, 2/16 | 2/15               | 12/25    |                            |                               |                    | 12/25-1/2, 2/16 |                               |                           |
| On Board Service ▶                    |                  | ☐ ExSe                      | ☉ Reserved      | ☉ Reserved         |          | ☉ Reserved                 | ☉ Reserved                    | ☉ Reserved         | ☉ Reserved      | ☉ Reserved                    | ☉ Reserved                |
| Newport News, VA (ET) Dp              |                  |                             |                 |                    |          |                            |                               |                    |                 |                               |                           |
| Williamsburg, VA                      |                  |                             |                 |                    |          |                            |                               |                    |                 |                               |                           |
| <b>Richmond, VA</b> Ar Dp             |                  |                             |                 |                    |          |                            |                               |                    |                 |                               |                           |
| Ashland, VA                           |                  |                             |                 |                    |          | 6 25A                      |                               |                    |                 |                               | 7 45A                     |
| Fredericksburg, VA                    |                  |                             |                 |                    |          | 6 35A                      |                               |                    |                 |                               | 7 55A                     |
| Quantico, VA                          |                  |                             |                 |                    |          | 7 18A                      |                               |                    |                 |                               | 8 38A                     |
| Woodbridge, VA                        |                  |                             |                 |                    |          | 7 37A                      |                               |                    |                 |                               | 8 58A                     |
| Alexandria, VA                        |                  |                             |                 |                    |          | 7 50A                      |                               |                    |                 |                               | 9 10A                     |
| <b>Washington, DC</b> Ar Dp           |                  |                             |                 |                    |          | 8 09A                      |                               |                    |                 |                               | 9 30A                     |
| New Carrollton, MD                    |                  | 8 15A                       | 9 00A           | 9 00A              |          | 8 35A                      | 9 10A                         |                    |                 |                               | 9 55A                     |
| BWI Airport Rail Sta., MD             |                  | R 8 26A                     | R 9 10A         | R 9 10A            |          | 9 10A                      | 9 21A                         |                    | 10 00A          | 10 00A                        | 10 25A                    |
| Baltimore, MD—Penn Sta                |                  | 8 44A                       | 9 25A           | 9 25A              |          | 9 21A                      | 9 21A                         |                    |                 | R 10 10A                      | 10 36A                    |
| Aberdeen, MD                          |                  | 9 00A                       | 9 38A           | 9 38A              |          | 9 39A                      | 9 39A                         |                    | 10 23A          | 10 25A                        | 10 54A                    |
| Newark, DE                            |                  |                             |                 |                    |          | 9 55A                      | 9 55A                         |                    | 10 36A          | 10 38A                        | 11 10A                    |
| Wilmington, DE                        |                  |                             |                 |                    |          |                            |                               |                    |                 |                               |                           |
| <b>Phila., PA</b> —30th St. Sta Ar Dp |                  |                             |                 |                    |          |                            |                               |                    |                 |                               |                           |
| North Philadelphia, PA                |                  | 9 47A                       | 10 23A          | 10 23A             |          | 10 43A                     | 10 43A                        |                    |                 |                               |                           |
| Cornwells Heights, PA                 |                  | 9 48A                       | 10 08A          | 10 11A             |          | 10 45A                     | 10 45A                        |                    | 11 21A          | 11 23A                        | 11 58A                    |
| Trenton, NJ                           |                  | ☐ 10 07A                    |                 |                    |          | 10 35A                     | 11 05A                        | 11 05A             | 11 43A          | 11 45A                        | 12 20P                    |
| Princeton Jct., NJ                    |                  | ☐ 10 21A                    | 10 41A          |                    |          | 11 08A                     | 11 37A                        | 11 37A             |                 |                               | 12 23P                    |
| New Brunswick, NJ                     |                  |                             |                 |                    |          |                            |                               |                    |                 |                               |                           |
| Metropark, NJ                         |                  |                             |                 |                    |          |                            |                               |                    |                 |                               |                           |
| Newark, NJ                            |                  |                             |                 |                    |          |                            |                               |                    |                 |                               |                           |
| <b>New York, NY</b> —Penn Sta. Ar Dp  |                  |                             |                 |                    |          |                            |                               |                    |                 |                               |                           |
| New Rochelle, NY                      |                  | D 10 55A                    | D 11 21A        | D 11 43A           | D 11 44A | D 11 50A                   | 12 13P                        | 12 13P             |                 |                               | 12 31P                    |
| Stamford, CT                          |                  | 11 15A                      | 11 44A          | 11 59A             | 12 04P   | 12 10P                     | 12 30P                        | 12 30P             | D 12 41P        | D 12 44P                      | 1 36P                     |
| Bridgeport, CT                        |                  |                             |                 |                    |          |                            | 12 50P                        | 12 50P             | 12 59P          | 1 04P                         | 1 55P                     |
| <b>New Haven, CT</b> Ar Dp            |                  |                             |                 |                    |          |                            |                               |                    |                 |                               |                           |
| Wallingford, CT                       |                  |                             |                 |                    |          |                            | 2 23P                         | 2 23P              |                 |                               |                           |
| Meriden, CT                           |                  |                             |                 |                    |          |                            | 2 33P                         | 2 33P              |                 |                               |                           |
| Berlin, CT                            |                  |                             |                 |                    |          |                            |                               |                    |                 |                               |                           |
| Hartford, CT                          |                  |                             |                 |                    |          |                            |                               |                    |                 |                               |                           |
| Windsor, CT                           |                  |                             |                 |                    |          |                            |                               |                    |                 |                               |                           |
| Windsor Locks, CT                     |                  |                             |                 |                    |          |                            |                               |                    |                 |                               |                           |
| Springfield, MA                       |                  |                             |                 |                    |          |                            |                               |                    |                 |                               |                           |
| Worcester, MA                         |                  |                             |                 |                    |          |                            |                               |                    | ☐ 4 14P         |                               |                           |
| Framingham, MA                        |                  |                             |                 |                    |          |                            |                               |                    | ☐ 5 29P         |                               |                           |
| Old Saybrook, CT                      |                  |                             |                 |                    |          |                            |                               |                    | D 6 02P         |                               |                           |
| New London, CT (Foxwoods Casino) ☐    |                  |                             |                 |                    |          |                            |                               |                    |                 |                               |                           |
| Mystic, CT                            |                  |                             |                 |                    |          |                            | ☐ 3 24P                       | 3 24P              |                 |                               |                           |
| Westerly, RI                          |                  |                             |                 |                    |          |                            |                               |                    |                 |                               |                           |
| Kingston, RI                          |                  |                             |                 |                    |          |                            |                               |                    |                 |                               |                           |
| Providence, RI                        |                  |                             |                 |                    |          |                            |                               |                    |                 |                               |                           |
| Route 128, MA                         |                  |                             |                 |                    |          |                            | 4 20P                         | 4 20P              |                 |                               |                           |
| Boston, MA—Back Bay Sta               |                  |                             |                 |                    |          |                            | D 4 42P                       | D 4 42P            |                 |                               |                           |
| <b>Boston, MA</b> —South Sta. (ET) Ar |                  |                             |                 |                    |          |                            | D 5 02P                       | D 5 02P            | ☐ D 6 39P       |                               |                           |
|                                       |                  |                             |                 |                    |          |                            | 5 11P                         | 5 11P              | ☐ 6 45P         |                               |                           |

Thru Train from Chicago and Buffalo. Separates from Train 49 at Albany. Departs Albany-Rensselaer 1:45 PM, stops at Pittsfield, MA 2:50 PM. See page 24 for schedule between Buffalo and Albany.

Via Inland Route

- ☐ Custom Class Service available
- D Stops only to discharge passengers
- R Stops only to receive passengers
- ☐ Sleeping Car service available
- ☉ Club Class Service available
- ☒ Dining Car serving complete meals
- ☒ Sandwich, snack and beverage service

☐ Amtrak Thruway Connection—Foxwoods Casino, CT—See page 38

- ☐ Amtrak Express Shipping and Checked Baggage services at stations indicated.
- ☐ Amtrak Thruway connecting motorcoach.
- ☒ Service to commence November 1997.

# METROLINER/NORTHEASTDIRECT/CLOCKER SERVICE

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| Service/Train Name ▶                    | Metroliner      | Weekend Metroliner | Keystone         | Northeast-Direct Yankee Clipper | Silver Star  | Metroliner              | Northeast-Direct Bay State | Metroliner      | Weekend Metroliner | Keystone        |
|---|-----------------|--------------------|------------------|---------------------------------|--------------|-------------------------|----------------------------|-----------------|--------------------|-----------------|
| Train Number ▶                          | 110             | 210                | 648              | 174                             | 92           | 112                     | 142                        | 114             | 214                | 650             |
| Normal Days of Operation ▶              | M-F             | Su                 | Mo-Sa            | Daily                           | Daily        | M-F                     | Daily                      | M-F             | Su                 | Su-Fr           |
| Will Also Operate ▶                     |                 | 1/1, 2/16          |                  |                                 |              |                         |                            |                 | 1/1, 2/16          |                 |
| Will Not Operate ▶                      | 12/25-1/2, 2/16 | 2/15               | 12/25, 1/1, 2/16 |                                 |              | 12/25, 12/26, 1/1, 2/16 |                            | 12/25-1/2, 2/16 | 2/15               |                 |
| On Board Service ▶                      | Reserved ☺ ☹    | Reserved ☺ ☹       |                  | ☺ ☹                             | Reserved ☺ ☹ | Reserved ☺ ☹            | ☺ ☹                        | Reserved ☺ ☹    | Reserved ☺ ☹       |                 |
| Newport News, VA (ET) Dp                |                 |                    |                  |                                 | From Florida |                         |                            |                 |                    |                 |
| Williamsburg, VA                        |                 |                    |                  |                                 | ☺ 9 18A      |                         |                            |                 |                    |                 |
| <b>Richmond, VA</b> Ar Dp               |                 |                    |                  |                                 |              |                         |                            |                 |                    |                 |
| Ashland, VA                             |                 |                    |                  |                                 |              |                         |                            |                 |                    |                 |
| Fredricksburg, VA                       |                 |                    |                  |                                 |              |                         |                            |                 |                    |                 |
| Quantico, VA                            |                 |                    |                  |                                 |              |                         |                            |                 |                    |                 |
| Woodbridge, VA                          |                 |                    |                  |                                 |              |                         |                            |                 |                    |                 |
| Alexandria, VA                          |                 |                    |                  |                                 |              | 11 01A                  |                            |                 |                    |                 |
| <b>Washington, DC</b> Ar Dp             |                 |                    |                  |                                 | ☺ 11 23A     |                         |                            |                 |                    |                 |
| New Carrollton, MD                      | 11 00A          | 11 00A             |                  | 11 10A                          |              | 12 00N                  | 12 10P                     | 1 00P           | 1 00P              |                 |
| BWI Airport Rail Sta., MD               |                 | R 11 10A           |                  | R 11 21A                        |              | R 12 10P                | R 12 21P                   |                 | R 1 10P            |                 |
| Baltimore, MD - Penn Sta                | 11 23A          | 11 25A             |                  | 11 39A                          |              | 12 39P                  | 1 23P                      | 1 23P           | 1 25P              |                 |
| Aberdeen, MD                            | 11 38A          | 11 38A             |                  | 11 55A                          | ☺ 12 31P     | 12 34P                  | 12 55P                     | 1 36P           | 1 38P              | From Harrisburg |
| Newark, DE                              |                 |                    |                  |                                 |              |                         |                            |                 |                    |                 |
| Wilmington, DE                          | 12 21P          | 12 23P             |                  | 12 43P                          | ☺ 1 33P      | 1 19P                   | 1 43P                      | 2 21P           | 2 23P              |                 |
| <b>Phila., PA</b> - 30th St. Sta. Ar Dp | 12 43P          | 12 45P             | 12 48P           | 1 05P<br>1 08P                  | ☺ 1 58P      | 1 41P                   | 2 05P<br>2 08P             | 2 45P           | 2 45P              | 2 48P<br>2 57P  |
| North Philadelphia, PA                  |                 |                    |                  |                                 |              |                         |                            |                 |                    | ☺ 3 11P         |
| Cornwells Heights, PA                   |                 |                    | ☺ 1 07P          |                                 |              |                         |                            |                 |                    |                 |
| Trenton, NJ                             |                 |                    | 1 19P            | 1 37P                           | D 3 03P      |                         | 2 37P                      |                 |                    |                 |
| Princeton Jct., NJ                      |                 |                    |                  |                                 |              |                         | 2 46P                      |                 |                    |                 |
| New Brunswick, NJ                       |                 |                    |                  |                                 |              |                         | 2 59P                      |                 |                    |                 |
| Metropark, NJ                           |                 | D 1 31P            |                  | 2 01P                           |              |                         | 3 08P                      | D 3 29P         | D 3 31P            |                 |
| Newark, NJ                              | D 1 41P         | D 1 44P            | D 1 53P          | 2 15P                           | ☺ 3 47P      | D 2 41P                 | 3 25P                      | D 3 42P         | D 3 44P            | D 3 59P         |
| <b>New York, NY</b> - Penn Sta. Ar Dp   | 1 59P           | 2 04P              | 2 15P            | 2 35P<br>2 55P                  | ☺ 4 13P      | 2 59P                   | 3 45P<br>4 15P             | 3 59P           | 4 04P              | 4 19P           |
| New Rochelle, NY                        |                 |                    |                  |                                 |              |                         | 4 52P                      |                 |                    |                 |
| Stamford, CT                            |                 |                    |                  |                                 |              |                         | 5 14P                      |                 |                    |                 |
| Bridgeport, CT                          |                 |                    |                  |                                 |              |                         | 5 40P                      |                 |                    |                 |
| <b>New Haven, CT</b> Ar Dp              |                 |                    |                  | 4 25P<br>4 35P                  |              |                         | 6 07P<br>6 17P             |                 |                    |                 |
| Wallingford, CT                         |                 |                    |                  |                                 |              |                         | 6 36P                      |                 |                    |                 |
| Meriden, CT                             |                 |                    |                  |                                 |              |                         | 6 44P                      |                 |                    |                 |
| Berlin, CT                              |                 |                    |                  |                                 |              |                         | 6 54P                      |                 |                    |                 |
| Hartford, CT                            |                 |                    |                  |                                 |              |                         | 7 10P                      |                 |                    |                 |
| Windsor, CT                             |                 |                    |                  |                                 |              |                         | 7 19P                      |                 |                    |                 |
| Windsor Locks, CT                       |                 |                    |                  |                                 |              |                         | 7 24P                      |                 |                    |                 |
| Springfield, MA                         |                 |                    |                  |                                 |              |                         | 7 55P                      |                 |                    |                 |
| Worcester, MA                           |                 |                    |                  |                                 |              |                         | D 8 55P                    |                 |                    |                 |
| Framingham, MA                          |                 |                    |                  |                                 |              |                         | D 9 35P                    |                 |                    |                 |
| Old Saybrook, CT                        |                 |                    |                  | 5 12P                           |              |                         |                            |                 |                    |                 |
| New London, CT (Foxwoods Casino)        |                 |                    |                  | ☺ 5 33P                         |              |                         |                            |                 |                    |                 |
| Mystic, CT                              |                 |                    |                  | 5 45P                           |              |                         |                            |                 |                    |                 |
| Westerly, RI                            |                 |                    |                  | 5 57P                           |              |                         |                            |                 |                    |                 |
| Kingston, RI                            |                 |                    |                  | 6 18P                           |              |                         |                            |                 |                    |                 |
| Providence, RI                          |                 |                    |                  | 6 45P                           |              |                         |                            |                 |                    |                 |
| Route 128, MA                           |                 |                    |                  | D 7 15P                         |              |                         |                            |                 |                    |                 |
| Boston, MA - Back Bay Sta               |                 |                    |                  | D 7 32P                         |              |                         | D 10 13P                   |                 |                    |                 |
| <b>Boston, MA</b> - South Sta. (ET) Ar  |                 |                    |                  | 7 40P                           |              |                         | 10 20P                     |                 |                    |                 |

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# METROLINER/NORTHEASTDIRECT/CLOCKER SERVICE

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| Service/Train Name ▶       | Northeast-Direct Old Dominion | Northeast-Direct Gotham Limited | Metroliner      | Weekend Metroliner       | Northeast-Direct Times Square | Northeast-Direct Merchants Limited | Northeast-Direct Merchants Limited | Metroliner      | Weekend Metroliner      | Northeast-Direct Congressional |
|----------------------------|-------------------------------|---------------------------------|-----------------|--------------------------|-------------------------------|------------------------------------|------------------------------------|-----------------|-------------------------|--------------------------------|
| Train Number ▶             | 94                            | 194                             | 116             | 216                      | 186                           | 176                                | 476                                | 118             | 218                     | 190                            |
| Normal Days of Operation ▶ | Su-Fr                         | Sa                              | M-F             | Su                       | Su                            | Daily                              | Daily                              | M-F             | SaSu                    | Su-Fr                          |
| Will Also Operate ▶        |                               | 2/15                            |                 | 12/29-31, 1/1, 1/2, 2/16 | 2/16                          |                                    |                                    |                 | 12/25, 12/26, 1/1, 2/16 |                                |
| Will Not Operate ▶         | 2/15                          |                                 | 12/25-1/2, 2/16 | 2/15                     | 2/15                          |                                    |                                    | 12/25-1/2, 2/16 |                         | 12/25, 2/15                    |
| On Board Service ▶         | Reserved<br>☺ ☺ ☺             | Reserved<br>☺ ☺ ☺               | Reserved<br>☺ ☺ | Reserved<br>☺ ☺          | ☺                             | ☺ ☺                                | ☺                                  | Reserved<br>☺ ☺ | Reserved<br>☺ ☺         | ☺                              |

Amtrak Thruway Connection—Virginia Beach, VA/Newport News, VA—Schedule Below

| Station                            | (ET) | Dp | Ar     | Dp      | Ar      | Dp      | Ar      | Dp       | Ar | Dp | Ar | Dp | Ar | Dp | Ar | Dp | Ar | Dp | Ar |       |
|------------------------------------|------|----|--------|---------|---------|---------|---------|----------|----|----|----|----|----|----|----|----|----|----|----|-------|
| Newport News, VA                   |      |    | 8 40A  | 8 40A   |         |         |         |          |    |    |    |    |    |    |    |    |    |    |    |       |
| Williamsburg, VA                   |      |    | 9 03A  | 9 03A   |         |         |         |          |    |    |    |    |    |    |    |    |    |    |    |       |
| <b>Richmond, VA</b>                |      | Ar | 10 17A | 10 17A  |         |         |         |          |    |    |    |    |    |    |    |    |    |    |    |       |
| Ashland, VA                        |      | Dp | 10 25A | 10 25A  |         |         |         |          |    |    |    |    |    |    |    |    |    |    |    |       |
| Fredericksburg, VA                 |      |    | 10 37A | 10 37A  |         |         |         |          |    |    |    |    |    |    |    |    |    |    |    |       |
| Quantico, VA                       |      |    | 11 19A | 11 19A  |         |         |         |          |    |    |    |    |    |    |    |    |    |    |    |       |
| Woodbridge, VA                     |      |    | 11 39A | 11 39A  |         |         |         |          |    |    |    |    |    |    |    |    |    |    |    |       |
| Alexandria, VA                     |      |    | 11 51A | 11 51A  |         |         |         |          |    |    |    |    |    |    |    |    |    |    |    |       |
| <b>Washington, DC</b>              |      | Ar | 12 39P | 12 39P  | 2 00P   | 2 00P   | 2 10P   | 2 15P    |    |    |    |    |    |    |    |    |    |    |    |       |
| New Carrollton, MD                 |      | Dp | 1 10P  | 1 10P   |         | R 2 10P |         | R 2 26P  |    |    |    |    |    |    |    |    |    |    |    |       |
| BWI Airport Rail Sta., MD          |      |    | 1 21P  | 1 21P   |         |         |         | 2 44P    |    |    |    |    |    |    |    |    |    |    |    |       |
| Baltimore, MD—Penn Sta.            |      |    | 1 39P  | 1 39P   | 2 23P   | 2 25P   |         | 2 44P    |    |    |    |    |    |    |    |    |    |    |    |       |
| Aberdeen, MD                       |      |    | 1 55P  | 1 55P   | 2 36P   | 2 38P   | 2 45P   | 3 00P    |    |    |    |    |    |    |    |    |    |    |    |       |
| Newark, DE                         |      |    |        |         |         |         |         |          |    |    |    |    |    |    |    |    |    |    |    | 4 18P |
| Wilmington, DE                     |      |    | 2 43P  | 2 43P   | 3 21P   | 3 23P   | 3 33P   | 3 48P    |    |    |    |    |    |    |    |    |    |    |    | 4 37P |
| <b>Phila., PA</b> —30th St. Sta.   |      | Ar | 3 05P  | 3 05P   | 3 43P   | 3 45P   | 3 55P   | 4 10P    |    |    |    |    |    |    |    |    |    |    |    | 4 21P |
| North Philadelphia, PA             |      | Dp | 3 08P  | 3 08P   |         |         | 3 58P   | 4 13P    |    |    |    |    |    |    |    |    |    |    |    | 4 23P |
| Cornwells Heights, PA              |      |    |        |         |         |         |         |          |    |    |    |    |    |    |    |    |    |    |    | 4 49P |
| Trenton, NJ                        |      |    | 3 37P  | 3 37P   |         |         |         | 4 42P    |    |    |    |    |    |    |    |    |    |    |    | 5 11P |
| Princeton Jct., NJ                 |      |    |        |         |         |         |         |          |    |    |    |    |    |    |    |    |    |    |    | 5 15P |
| New Brunswick, NJ                  |      |    |        |         |         |         |         |          |    |    |    |    |    |    |    |    |    |    |    | 5 24P |
| Metropark, NJ                      |      |    | 4 01P  | 4 01P   |         | D 4 31P |         | 5 06P    |    |    |    |    |    |    |    |    |    |    |    | 5 47P |
| Newark, NJ                         |      |    | 4 15P  | D 4 15P | D 4 41P | D 4 44P | D 4 58P | 5 24P    |    |    |    |    |    |    |    |    |    |    |    | 5 56P |
| <b>New York, NY</b> —Penn Sta.     |      | Ar | 4 34P  | 4 34P   | 4 59P   | 5 04P   | 5 20P   | 5 45P    |    |    |    |    |    |    |    |    |    |    |    | 6 09P |
| New Rochelle, NY                   |      | Dp | 4 54P  | 4 54P   |         |         |         | 6 05P    |    |    |    |    |    |    |    |    |    |    |    | 6 18P |
| Stamford, CT                       |      |    |        |         |         |         |         | 6 38P    |    |    |    |    |    |    |    |    |    |    |    | 6 33P |
| Bridgeport, CT                     |      |    |        |         |         |         |         | 7 02P    |    |    |    |    |    |    |    |    |    |    |    | 8 42P |
| <b>New Haven, CT</b>               |      | Ar | 6 22P  | 6 32P   |         |         |         | 7 20P    |    |    |    |    |    |    |    |    |    |    |    | 8 55P |
| Wallingford, CT                    |      | Dp |        |         |         |         |         | 7 55P    |    |    |    |    |    |    |    |    |    |    |    | 9 03P |
| Menden, CT                         |      |    |        |         |         |         |         | 8 15P    |    |    |    |    |    |    |    |    |    |    |    | 9 08P |
| Berlin, CT                         |      |    |        |         |         |         |         | 8 05P    |    |    |    |    |    |    |    |    |    |    |    | 9 31P |
| Hartford, CT                       |      |    |        |         |         |         |         | 8 25P    |    |    |    |    |    |    |    |    |    |    |    |       |
| Windsor, CT                        |      |    |        |         |         |         |         | 8 33P    |    |    |    |    |    |    |    |    |    |    |    |       |
| Windsor Locks, CT                  |      |    |        |         |         |         |         | 8 42P    |    |    |    |    |    |    |    |    |    |    |    |       |
| Springfield, MA                    |      |    |        |         |         |         |         | 8 55P    |    |    |    |    |    |    |    |    |    |    |    |       |
| Old Saybrook, CT                   |      |    |        |         |         |         |         | 9 03P    |    |    |    |    |    |    |    |    |    |    |    |       |
| New London, CT (Foxwoods Casino)   |      |    |        |         |         |         |         | 9 08P    |    |    |    |    |    |    |    |    |    |    |    |       |
| Mystic, CT                         |      |    |        |         |         |         |         | 9 31P    |    |    |    |    |    |    |    |    |    |    |    |       |
| Westery, RI                        |      |    |        |         |         |         |         | 8 49P    |    |    |    |    |    |    |    |    |    |    |    |       |
| Kingston, RI                       |      |    |        |         |         |         |         | 9 09P    |    |    |    |    |    |    |    |    |    |    |    |       |
| Providence, RI                     |      |    |        |         |         |         |         | 9 22P    |    |    |    |    |    |    |    |    |    |    |    |       |
| Route 128, MA                      |      |    |        |         |         |         |         | 9 32P    |    |    |    |    |    |    |    |    |    |    |    |       |
| Boston, MA—Back Bay Sta.           |      |    |        |         |         |         |         | 9 50P    |    |    |    |    |    |    |    |    |    |    |    |       |
| <b>Boston, MA</b> —South Sta. (ET) |      | Ar | 9 20P  |         |         |         |         | 10 20P   |    |    |    |    |    |    |    |    |    |    |    |       |
|                                    |      |    |        |         |         |         |         | D 8 30P  |    |    |    |    |    |    |    |    |    |    |    |       |
|                                    |      |    |        |         |         |         |         | D 8 54P  |    |    |    |    |    |    |    |    |    |    |    |       |
|                                    |      |    |        |         |         |         |         | D 9 12P  |    |    |    |    |    |    |    |    |    |    |    |       |
|                                    |      |    |        |         |         |         |         | D 10 50P |    |    |    |    |    |    |    |    |    |    |    |       |
|                                    |      |    |        |         |         |         |         | D 11 07P |    |    |    |    |    |    |    |    |    |    |    |       |
|                                    |      |    |        |         |         |         |         | 11 15P   |    |    |    |    |    |    |    |    |    |    |    |       |

Thru Train from Washington, Separates from Train 176 at New Haven.

Via Inland Route

- ☒ Custom Class Service available
- D Stops only to discharge passengers
- R Stops only to receive passengers
- ☒ Sleeping Car service available
- ☒ Club Class Service available
- ☒ Dining Car serving complete meals
- ☒ Sandwich, snack and beverage service
- ☒ Amtrak Express Shipping and Checked Baggage services at stations indicated
- ☒ Amtrak Thruway connecting motorcoach
- ☒ Service to commence Nov. 1997.

Amtrak Thruway Connection—Foxwoods Casino, CT—See page 38

Amtrak Thruway Connection—Virginia Beach, VA/Newport News, VA. Reservations required.

| Connecting Train Number | Mile | Daily    |
|-------------------------|------|----------|
| 94/194                  |      |          |
| Virginia Beach, VA (ET) | 0    | Dp 6 50A |
| Norfolk, VA             | 19   | R 7 20A  |
| Newport News, VA (ET)   | 41   | Ar 8 30A |



# METROLINER/NORTHEASTDIRECT/CLOCKER SERVICE

Newport News • Washington • Baltimore • Philadelphia • New York • Springfield • Boston

| Service/Train Name ▶                  | Metroliner      | Weekend Metroliner       | Northeast-Direct Bankers | Silver Palm    | Metroliner      | Weekend Metroliner | Keystone        | Northeast-Direct Concord | Metroliner      | Weekend Metroliner       |
|---------------------------------------|-----------------|--------------------------|--------------------------|----------------|-----------------|--------------------|-----------------|--------------------------|-----------------|--------------------------|
| Train Number ▶                        | 120             | 220                      | 148                      | 90             | 122             | 222                | 652             | 178                      | 124             | 224                      |
| Normal Days of Operation ▶            | M-F             | Su                       | Daily                    | Daily          | M-F             | Sa                 | Daily           | Daily                    | M-F             | Su                       |
| Will Also Operate ▶                   |                 | 12/25-31, 1/1, 1/2, 2/16 |                          |                |                 | 12/25, 12/26, 2/15 |                 |                          |                 | 12/25-31, 1/1, 1/2, 2/16 |
| Will Not Operate ▶                    | 12/25-1/2, 2/16 | 2/15                     |                          |                | 12/25-1/2, 2/16 |                    |                 |                          | 12/25-1/2, 2/16 | 2/15                     |
| On Board Service ▶                    | Reserved ☉ ☎    | Reserved ☉ ☎             | ☎ ☎                      | Reserved ☉ ☎ ☎ | Reserved ☉ ☎    | Reserved ☉ ☎       |                 | ☎ ☎                      | Reserved ☉ ☎    | Reserved ☉ ☎             |
| Newport News, VA (ET) Dp              |                 |                          |                          | From Florida   |                 |                    |                 |                          |                 |                          |
| Williamsburg, VA                      |                 |                          |                          | ☎ 1 58P        |                 |                    |                 |                          |                 |                          |
| <b>Richmond, VA</b> Ar Dp             |                 |                          |                          |                |                 |                    |                 |                          |                 |                          |
| Ashland, VA                           |                 |                          |                          |                |                 |                    |                 |                          |                 |                          |
| Fredricksburg, VA                     |                 |                          |                          |                |                 |                    |                 |                          |                 |                          |
| Quantico, VA                          |                 |                          |                          |                |                 |                    |                 |                          |                 |                          |
| Woodbridge, VA                        |                 |                          |                          | ☎ 3 43P        |                 |                    |                 |                          |                 |                          |
| Alexandria, VA                        |                 |                          |                          | ☎D 4 09P       |                 |                    |                 |                          |                 |                          |
| <b>Washington, DC</b> Ar Dp           | 4 00P           | 4 00P                    | 4 05P                    |                | 5 00P           | 5 00P              |                 | 5 35P                    | 6 00P           | 6 00P                    |
| New Carrollton, MD                    |                 | R 4 10P                  | R 4 16P                  |                |                 | R 5 10P            |                 | R 5 46P                  |                 | R 6 10P                  |
| BWI Airport Rail Sta., MD             |                 | 4 25P                    | 4 34P                    |                | 5 23P           | 5 25P              |                 | 6 04P                    | 6 23P           | 6 25P                    |
| Baltimore, MD-Penn Sta                | 4 33P           | 4 38P                    | 4 50P                    | ☎D 5 25P       | 5 36P           | 5 38P              | From Harrisburg | 6 20P                    | 6 36P           | 6 38P                    |
| Aberdeen, MD                          |                 |                          |                          |                |                 |                    |                 |                          |                 |                          |
| Newark, DE                            |                 | 5 20P                    | 5 23P                    | ☎D 6 25P       | 6 21P           | 6 23P              |                 | 7 13P                    | 7 21P           | 7 23P                    |
| Wilmington, DE                        |                 |                          | 6 00P                    | ☎D 6 50P       |                 |                    |                 | 7 35P                    |                 |                          |
| <b>Phila., PA</b> -30th St. Sta Ar Dp | 5 43P           | 5 45P                    | 6 12P                    |                | 6 43P           | 6 45P              | 7 00P           | 7 48P                    | 7 43P           | 7 45P                    |
| North Philadelphia, PA                |                 |                          |                          |                |                 |                    | 7 09P           |                          |                 |                          |
| Cornwells Heights, PA                 |                 |                          |                          |                |                 |                    | ☎ 7 21P         |                          |                 |                          |
| Trenton, NJ                           |                 |                          | 6 41P                    | D 7 43P        | 7 11P           |                    | 7 34P           | 8 17P                    |                 |                          |
| Princeton Jct., NJ                    |                 |                          | 6 52P                    |                | 7 20P           |                    | 7 43P           | 8 26P                    |                 |                          |
| New Brunswick, NJ                     |                 |                          |                          |                |                 |                    | 7 56P           |                          |                 |                          |
| Metropark, NJ                         | D 6 29P         | D 6 31P                  | 7 10P                    |                |                 |                    | D 7 31P         | 8 05P                    | D 8 29P         | D 8 31P                  |
| Newark, NJ                            | D 6 43P         | D 6 44P                  | 7 27P                    | ☎D 8 28P       | D 7 48P         | D 7 44P            | D 8 18P         | 9 02P                    | D 8 43P         | D 8 44P                  |
| <b>New York, NY</b> -Penn Sta Ar Dp   | 8 59P           | 7 04P                    | 7 45P                    | ☎ 8 54P        | 8 05P           | 8 04P              | 8 38P           | 9 20P                    | 8 59P           | 9 04P                    |
| New Rochelle, NY                      |                 |                          | 8 46P                    |                |                 |                    |                 |                          |                 |                          |
| Stamford, CT                          |                 |                          | 9 06P                    |                |                 |                    |                 | 10 26P                   |                 |                          |
| Bridgeport, CT                        |                 |                          | 9 32P                    |                |                 |                    |                 |                          |                 |                          |
| <b>New Haven, CT</b> Ar Dp            |                 |                          | 9 57P                    |                |                 |                    |                 | 11 15P                   |                 |                          |
| Wallingford, CT                       |                 |                          | 10 07P                   |                |                 |                    |                 | 11 25P                   |                 |                          |
| Meriden, CT                           |                 |                          | 10 26P                   |                |                 |                    |                 |                          |                 |                          |
| Berlin, CT                            |                 |                          | 10 34P                   |                |                 |                    |                 |                          |                 |                          |
| Hartford, CT                          |                 |                          | 10 43P                   |                |                 |                    |                 |                          |                 |                          |
| Windsor, CT                           |                 |                          | 10 56P                   |                |                 |                    |                 |                          |                 |                          |
| Windsor Locks, CT                     |                 |                          | 11 04P                   |                |                 |                    |                 |                          |                 |                          |
| Springfield, MA                       |                 |                          | 11 11P                   |                |                 |                    |                 |                          |                 |                          |
| Old Saybrook, CT                      |                 |                          | 11 37P                   |                |                 |                    |                 | 11 59P                   |                 |                          |
| New London, CT (Foxwoods Casino)      |                 |                          |                          |                |                 |                    |                 | 12 20A                   |                 |                          |
| Mystic, CT                            |                 |                          |                          |                |                 |                    |                 |                          |                 |                          |
| Westerly, RI                          |                 |                          |                          |                |                 |                    |                 | 12 57A                   |                 |                          |
| Kingston, RI                          |                 |                          |                          |                |                 |                    |                 | 1 28A                    |                 |                          |
| Providence, RI                        |                 |                          |                          |                |                 |                    |                 | D 1 57A                  |                 |                          |
| Route 128, MA                         |                 |                          |                          |                |                 |                    |                 | D 2 18A                  |                 |                          |
| Boston, MA-Back Bay Sta               |                 |                          |                          |                |                 |                    |                 |                          |                 | 2 25A                    |
| <b>Boston, MA</b> -South Sta (ET) Ar  |                 |                          |                          |                |                 |                    |                 |                          |                 |                          |

NORTHBOUND

Stops only to discharge passengers Washington to New York.

## AMTRAK "GREAT REASONS TO TRAVEL" PACKAGES

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# METROLINER/NORTHEASTDIRECT/CLOCKER SERVICE

Newport News • Washington • Baltimore • Philadelphia • New York • Springfield • Boston

| Service/Train Name ▶       | Carolinian | Pennsylvanian | Metroliner      | Northeast-Direct Big Apple | Weekend Metroliner | Northeast-Direct Twilight Shoreliner | Northeast-Direct Wind/Twilight Shoreliner | Northeast-Direct Bowery | Northeast-Direct James River |
|----------------------------|------------|---------------|-----------------|----------------------------|--------------------|--------------------------------------|---|-------------------------|------------------------------|
| Train Number ▶             | 80         | 44            | 126             | 150                        | 226                | 66                                   | 76  | 198                     | 78                           |
| Normal Days of Operation ▶ | Daily      | Daily         | M-F             | Fr                         | Su                 | Su-Th                                | FrSa                                      | Daily                   | Fr                           |
| Will Also Operate ▶        |            |               |                 | 12/24, 12/31               | 1/1, 2/16          |                                      |   |                         |                              |
| Will Not Operate ▶         |            |               | 12/25-1/2, 2/16 | 12/26, 1/2                 | 2/15               |                                      |   |                         |                              |
| On Board Service ▶         |            |               | Reserved        |                            | Reserved           | Reserved                             | Reserved                                  |                         |                              |

Amtrak Thruway Connection—Virginia Beach, VA/Newport News, VA—Schedule Below

| Station                           | (ET) | Dp | From       |             |          |          |          |         |          |        |
|-----------------------------------|------|----|------------|-------------|----------|----------|----------|---------|----------|--------|
| Newport News, VA                  |      |    |            |             |          |          | 4 00P    | 4 00P   |          | 8 15P  |
| Williamsburg, VA                  |      |    | Charlotte  |             |          |          | 4 23P    | 4 23P   |          | 8 38P  |
| <b>Richmond, VA</b>               |      | Ar |            |             |          |          | 5 37P    | 5 37P   |          | 9 50P  |
|                                   |      | Dp | Richmond   |             |          |          | 5 45P    | 5 45P   |          |        |
| Ashland, VA                       |      |    |            |             |          |          | 5 57P    | 5 57P   |          |        |
| Fredericksburg, VA                |      |    |            |             |          |          | 6 39P    | 6 39P   |          |        |
| Quantico, VA                      |      |    |            |             |          |          | 6 58P    | 6 58P   |          |        |
| Woodbridge, VA                    |      |    |            |             |          |          |          |         |          |        |
| Alexandria, VA                    |      |    | Richmond   |             |          |          | 7 28P    | 7 28P   |          |        |
| <b>Washington, DC</b>             |      | Ar |            | 7 30P       |          | 8 00P    | 7 55P    | 7 55P   | 10 30P   |        |
|                                   |      | Dp | Washington |             |          |          | 8 15P    | 8 15P   |          |        |
| New Carrollton, MD                |      |    |            | R 7 40P     |          | R 8 10P  | 8 26P    | 8 26P   | R 10 41P |        |
| BWI Airport Rail Sta., MD         |      |    |            | 7 55P       |          | 8 25P    | 8 45P    | 8 45P   | 10 59P   |        |
| Baltimore, MD—Penn Sta            |      |    | 7 08P      | From        | 8 08P    | 8 38P    | 9 03P    | 9 03P   | 11 15P   |        |
| Aberdeen, MD                      |      |    |            | Pittsburgh, |          |          |          |         | 11 40P   |        |
| Newark, DE                        |      |    |            | Harrisburg  |          |          |          |         |          |        |
| Wilmington, DE                    |      |    | 7 57P      |             | 8 53P    | 9 23P    | 9 50P    | 9 50P   | 12 10A   |        |
| <b>Phila., PA</b> —30th St. Sta   |      | Ar |            |             |          |          | 10 13P   | 10 13P  | 12 32A   |        |
|                                   |      | Dp | Phila.     | 8 48P       | 9 15P    | 9 35P    | 9 45P    | 10 23P  | 10 23P   | 12 35A |
| North Philadelphia, PA            |      |    |            |             |          |          |          |         |          |        |
| Cornwells Heights, PA             |      |    |            |             |          |          |          |         |          |        |
| Trenton, NJ                       |      |    | 8 52P      | 9 17P       | 9 42P    | 10 05P   |          |         |          |        |
| Princeton Jct., NJ                |      |    |            |             |          |          | 10 58P   | 10 58P  | 1 05A    |        |
| New Brunswick, NJ                 |      |    |            |             |          |          |          |         |          |        |
| Metropark, NJ                     |      |    | D 9 17P    | 9 41P       | D 10 02P |          | D 10 31P | 11 23P  | 11 23P   | 1 29A  |
| Newark, NJ                        |      |    | D 9 32P    | D 9 56P     | D 10 14P | D 10 44P | 11 39P   | 11 39P  | D 1 44A  |        |
| <b>New York, NY</b> —Penn Sta.    |      | Ar |            |             |          |          | 11 59P   | 11 59P  | 2 09A    |        |
|                                   |      | Dp | New York   | 10 15P      | 10 29P   | 11 08P   | 11 04P   | 12 35A  | 12 35A   |        |
| New Rochelle, NY                  |      |    |            |             |          |          |          |         |          |        |
| Stamford, CT                      |      |    |            |             |          |          | 1 25A    | 1 40A   |          |        |
| Bridgeport, CT                    |      |    |            |             |          |          |          |         |          |        |
| <b>New Haven, CT</b>              |      | Ar |            |             |          |          | 2 15A    | 2 30A   |          |        |
|                                   |      | Dp | New Haven  |             |          |          | 2 50A    | 3 05A   |          |        |
| Wallingford, CT                   |      |    |            |             |          |          |          |         |          |        |
| Menden, CT                        |      |    |            |             |          |          |          |         |          |        |
| Berlin, CT                        |      |    |            |             |          |          |          |         |          |        |
| Hartford, CT                      |      |    |            |             |          |          |          |         |          |        |
| Windsor, CT                       |      |    |            |             |          |          |          |         |          |        |
| Windsor Locks, CT                 |      |    |            |             |          |          |          |         |          |        |
| Springfield, MA                   |      |    |            |             |          |          |          |         |          |        |
| Old Saybrook, CT                  |      |    |            |             |          |          | 3 28A    | 3 43A   |          |        |
| New London, CT (Foxwoods Casino)  |      |    |            |             |          |          | 3 50A    | 4 05A   |          |        |
| Mystic, CT                        |      |    |            |             |          |          |          |         |          |        |
| Westerly, RI                      |      |    |            |             |          |          | 4 12A    | 4 27A   |          |        |
| Kingston, RI                      |      |    |            |             |          |          | 4 29A    | 4 44A   |          |        |
| Providence, RI                    |      |    |            |             |          |          | 5 03A    | 5 18A   |          |        |
| Route 128, MA                     |      |    |            |             |          |          | D 5 38A  | D 5 53A |          |        |
| Boston, MA—Back Bay Sta           |      |    |            |             |          |          | D 5 53A  | D 6 08A |          |        |
| <b>Boston, MA</b> —South Sta (ET) |      | Ar |            |             |          |          | 6 00A    | 6 15A   |          |        |

- C Custom Class Service available
  - D Stops only to discharge passengers.
  - R Stops only to receive passengers
  - \* Reservations required for travel to or from this station
  - ⊙ Sleeping Car service available
  - ⊙ Club Class Service available
  - ⊙ Sandwich, snack and beverage service
  - ⊙ Amtrak Express Shipping and Checked Baggage services at stations indicated
- Note: Trains 66/76, the **Twilight Shoreliner**, handle Amtrak Express Shipping between select stations. For details, call 1-800-368-TRAK.

Amtrak Thruway Connection—Virginia Beach, VA/Newport News, VA. Reservations required.

| Connecting Train Number |      |      | 66/76    |
|-------------------------|------|------|----------|
| Days of Operation       |      | Mile | Daily    |
| Virginia Beach, VA      | (ET) | 0    | Dp 1 50P |
| Norfolk, VA             | (ET) | 19   | R 2 35P  |
| Newport News, VA        | (ET) | 41   | Ar 3 15P |



**NJ TRANSIT**  
**NORTHEAST**  
**CORRIDOR LINE**  
*Effective: October 26, 1997*

**TRENTON, PRINCETON JCT.,  
 NEW BRUNSWICK, METUCHEN,  
 METROPARK, ELIZABETH,  
 NEWARK, NEW YORK and  
 intermediate points**  
**CONNECTING PATH SERVICE  
 TO JERSEY CITY AND NEW YORK**



**NJ TRANSIT**  
 The Way To Go

**NORTHEAST CORRIDOR LINE**

- TVM**   
 Penn Station New York  
 33rd & 7th Ave. N.Y.C.  
 SEPTA routes end here
- TVM**   
 Hudson  
 at the top of Hudson R.  
 2 blk. east the end  
 of Closter Hwy.  
 the end service from Princeton
- TVM**   
 Newark  
 Raymond Plaza  
 between Raymond Blvd.  
 & Market St.  
 SEPTA routes end here
- TVM**   
 City Subway, The Loop
- TVM**   
 North Elizabeth  
 1180 North Ave.  
 1 mile west of Rts. 1 & 9
- TVM**   
 Elizabeth  
 W. Grand Ave.  
 1 block west of Broad St.
- TVM**   
 Linden  
 S. Wood Ave.  
 approx. 1/2 mile west  
 of Rt. 1 & 9
- TVM**   
 Rahway  
 Alton Ave.  
 Between Irving & Broad St.
- TVM**   
 Metropark  
 100 Meadow Tpk.  
 off G.S. Parkway East 131A  
 1 block east of Rt. 27  
 SEPTA routes end here
- TVM**   
 Metuchen  
 Main St. & Woodbridge Ave.  
 2 block east of Rt. 27
- TVM**   
 Edison  
 Pearlfield Ave.  
 1 mile west of Rt. 27,  
 east of Kerner Rd.
- TVM**   
 M10, M11, M14,  
 M15, M18, 980
- TVM**   
 Jersey Avenue  
 At Jersey Ave. Park & Ride  
 approx. 3 miles from  
 New Brunswick
- TVM**   
 Princeton Junction  
 Waterloo Rd. between  
 Alexander Rd. & RL571  
 SEPTA routes end here
- TVM**   
 Princeton  
 University Pl. 1 block  
 north of Alexander Rd.
- TVM**   
 Trenton  
 So. Clinton Ave. at intersection  
 of Rasou Walleberg Ave.  
 1/2 mile from Rt. 1  
 SEPTA routes end here
- TVM**   
 Philadelphia  
 (Via SEPTA)  
 30th St. Station

|                          |  |                             |
|--------------------------|--|-----------------------------|
| Accessible Train Station | NY Waterway                            | PATH                        |
| AIRLINK                  | Wheels Employer Shuttle/Rail Connector | TVM Ticket Vending Machines |
| Bus Route                |  |                             |

# NEW YORK - NEWARK TO TRENTON Weekdays Except Major Holidays

| Outbound Train No      | 1811 | 61   | 1814 | 1815 | 3704 | 110  | 3271 | 1871 | 1873 | 1224 | 1825 | 1877 | 1227 | 1829 | 1813 | 1871 | 1833 | 1835 | 1837 | 1839 | 1841 | 1843 | 1845 | 1847 | 1849 | 1851 | 1853 | 1855 | 1857 | 1859 | 3705 | 1861 | 1863 | 1865 | 1867 | 1869 | 1871 |      |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| New York (Penn Sta) Lv | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 |
| Newark (PATH) Ar       | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 | 7:38 |      |

| Outbound Train No      | 851  | 1863 | 3724 | 1865 | 1867 | 1869 | 3726 | 1871 | 1873 | 1875 | 1877 | 1879 | 1881 | 1883 | 1885 | 1887 | 1889 | 1891 | 1893 | 1895 | 1897 | 1899 | 1901 | 1903 | 1905 | 1907 | 1909 | 1911 | 1913 | 1915 | 1917 | 1919 | 1921 | 1923 | 1925 | 1927 | 1929 |      |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| New York (Penn Sta) Lv | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 | 8:45 |
| Newark (PATH) Ar       | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 | 9:28 |

## NJ TRANSIT REFERENCE NOTES

- A - Train or connecting train is operated by National Railroad Passenger Corporation (Amtrak). See NJ TRANSIT ticket use on Amtrak trains for restrictions and exceptions.
- C - Change trains at Newark for connecting train service to continue trip as shown in schedule. Every effort will be made to maintain connections, however, they cannot be guaranteed.
- R - Stops to RECEIVE passengers only.
- Shaded - Roundtrip excursion tickets are not valid on this train to Newark Penn Station and Penn Station New York only.
- L - Regular stop to receive or discharge passengers. Train may leave ahead of schedule.
- Extra holiday train runs only on dates indicated.
- H - Stops on holiday get-away trains: Nov. 26, Dec. 24, Dec. 31, 1997; Jan. 16 and Feb. 13, 1998.
- HOB - Direct Waterfront Connection service from Hoboken to Newark.
- SSH - Operates Saturdays, Sundays and major holidays. Major holidays are as follows: Saturday schedule Presidents Day, Sunday schedule New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.
- B - Princeton Branch service provided by shuttle bus for the 9:20 p.m. departure from Princeton Jct. and the 9:35 p.m. departure from Princeton. The bus will load all unload passengers from the outbound platform side drop off fare.
- SAT - Operates Saturdays only.

## HAVE A SAFE TRIP

- Your safety is important to us. Always stand behind the safety line while waiting for your train.
- Watch the gap between the platform and train when boarding or detraining.
- Cross tracks only at designated locations such as underpasses, overpasses and grade crossings.
- Never go around the lowered gates at a grade crossing.
- Never get on or off a moving train.
- Many of our trains approach almost noiselessly. Please stay alert!
- Overhead electrified lines pack a lot of power. Don't go near them!

Emergency Hot Line  
(973) 491-7400

Taped message available during major service disruptions.

## LATE NIGHT/WEEKEND TRAVEL

Train service between Newark and New York has been adjusted to accommodate work on the Secaucus Transfer Project. Trains operating through the construction zone between 10:00 p.m. and 5:00 a.m. Monday through Friday, and all day Saturday and Sunday, have been adjusted. Additionally, track work (concrete installation) may impact New York bound trains between Friday night and Monday morning. NJ TRANSIT does not anticipate any major inconvenience, however, trains may be slightly delayed as a result of this work.



NJ TRANSIT  
**RARITAN VALLEY  
 LINE**

Effective: October 26, 1997

**HIGH BRIDGE, RARITAN,  
 SOMERVILLE, PLAINFIELD  
 WESTFIELD, NEWARK, NEW YORK  
 and intermediate points**

**CONNECTING PATH AND  
 FERRY SERVICE TO NEW YORK**



**NJ TRANSIT**  
 The Way To Go

**RARITAN VALLEY LINE**

- TVM   
 Penn Station New York  
 33rd & 7th Ave., N.Y.C.  
 SEPTA express also here
- Hoboken  
 at the foot of Hudson Pt.
- Newark  
 Raymond Plaza  
 SEPTA express also here
- Roselle Park  
 West Lincoln Avenue &  
 Cherry Street
- Cranford  
 Washington &  
 North Lincoln Avenue
- Garwood  
 Center Street
- Westfield  
 at the foot of Summit Avenue
- Fairwood  
 South Marine Street
- Netherwood  
 South Avenue &  
 Bendare, Plainfield
- Plainfield  
 North Avenue
- Dunellen  
 Slinger Plaza
- Bound Brook  
 Main Street
- Bridgewater  
 East Main Street
- Finders  
 Finders Avenue
- Somerville  
 Urban Drive
- Raritan  
 between Thompson &  
 Anderson Street
- North Branch  
 River & Station Road
- White House  
 Main Street
- Lebanon  
 Cherry & Central Avenue
- Annandale  
 End of Main Street
- High Bridge  
 Central Avenue &  
 Bridge Street

|                          |   |      |
|--------------------------|---|------|
| Accessible Train Station | NY Waterway                             | PATH |
| AIRLINK                  | Wheels Employer Shuttle/Rail Connection |      |
| Bus Route                | TVM Ticket Vending Machines             |      |



## HIGHBRIDGE TO NEWARK - NEW YORK Weekdays Except Major Holidays

| Inbound Train Number:          | 5404 | 5406 | 5408 | 5700 | 5412 | 5414 | 5416 | 5702 | 5600 | 5422 | 5704 | 5426 | 5706 | 5430  | 5432  | 5434  | 5436  | 5438  | 5440 | 5442 | 5444 | 5710 | 5448 | 5450 | 5452 | 5454 |      |
|--------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|------|
|                                | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M.  | A.M.  | A.M.  | P.M.  | P.M.  | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. |
| High Bridge                    | Lv   |      |      | 5:58 |      |      |      | 6:47 |      |      | 7:14 |      | 8:44 |       |       |       |       |       |      |      |      | 4:47 |      |      |      |      |      |
| Annandale (Clinton)            |      |      |      | 6:02 |      |      |      | 6:51 |      |      | 7:18 |      | 8:48 |       |       |       |       |       |      |      |      | 4:51 |      |      |      |      |      |
| Lebanon                        |      |      |      | 6:07 |      |      |      | 6:58 |      |      | 7:23 |      | 8:53 |       |       |       |       |       |      |      |      | 4:55 |      |      |      |      |      |
| White House                    |      |      |      | 6:13 |      |      |      | 7:02 |      |      | 7:29 |      | 8:59 |       |       |       |       |       |      |      |      | 5:01 |      |      |      |      |      |
| North Branch                   |      |      |      | 6:21 |      |      |      | 7:10 |      |      | 7:36 |      | 9:06 |       |       |       |       |       |      |      |      | 5:08 |      |      |      |      |      |
| Raritan                        | Lv   | 5:03 | 5:36 | 6:06 | 6:28 | 6:38 | 6:51 | 7:00 | 7:16 |      | 7:30 | 7:42 | 8:33 | 9:12  | 9:59  | 10:57 | 11:56 | 12:57 | 1:56 | 2:54 | 3:48 | 4:15 | 5:14 | 6:06 | 7:10 | 8:27 |      |
| Somerville                     |      | 5:06 | 5:38 | 6:09 | 6:31 | 6:41 | 6:54 | 7:03 | 7:19 |      | 7:33 | 7:45 | 8:36 | 9:15  | 10:02 | 11:00 | 11:59 | 1:00  | 1:59 | 2:57 | 3:51 | 4:18 | 5:17 | 6:09 | 7:13 | 8:30 |      |
| Findeme (Manville)             |      |      |      |      |      |      |      |      |      |      |      |      |      |       |       |       |       |       |      |      |      |      |      |      |      |      |      |
| Bridgewater                    |      |      |      | 5:42 | 6:13 |      | 6:46 |      | 7:08 |      | 7:38 |      | 8:40 | 9:19  | 10:06 | 11:04 | 12:03 | 1:04  | 2:03 | 3:01 | 3:57 | 4:24 |      | 6:13 | 7:16 |      |      |
| Bound Brook                    |      | 5:11 | 5:45 | 6:16 | 6:38 |      | 7:00 | 7:11 |      | 7:41 | 7:50 | 8:43 | 9:22 | 10:09 | 11:07 | 12:06 | 1:07  | 2:06  | 3:04 | 4:00 | 4:27 | 5:23 | 6:16 | 7:18 | 8:36 |      |      |
| Dunellen                       |      | 5:17 | 5:51 | 6:22 | 6:42 |      | 7:06 | 7:17 | 7:28 |      | 7:47 | 7:58 | 8:48 | 9:28  | 10:15 | 11:13 | 12:12 | 1:13  | 2:12 | 3:10 | 4:06 | 4:33 | 5:29 | 6:22 | 7:24 | 8:41 |      |
| Plainfield-No. Plainfield      | Lv   | 5:22 | 5:56 | 6:27 |      | 6:58 |      | 7:22 |      | 7:37 | 7:52 | 8:01 | 8:53 | 9:33  | 10:20 | 11:18 | 12:17 | 1:18  | 2:17 | 3:15 | 4:12 | 4:38 | 5:34 | 6:27 | 7:29 | 8:46 |      |
| Netherwood (Plainfield)        |      | 5:25 | 5:59 | 6:30 |      | 6:59 |      | 7:25 |      | 7:40 |      | 8:04 | 8:56 |       | 10:23 |       | 12:20 |       | 2:20 |      | 4:15 | 4:41 | 5:37 | 6:30 | 7:49 |      |      |
| Fanwood-Scotch Plains          |      | 5:28 | 6:02 | 6:33 |      | 7:03 |      | 7:28 |      | 7:44 |      | 8:07 | 8:59 | 9:38  | 10:26 | 11:23 | 12:23 | 1:23  | 2:23 | 3:20 | 4:18 | 4:44 | 5:40 | 6:33 | 7:33 | 8:52 |      |
| Westfield                      |      | 5:32 | 6:06 | 6:38 | 6:52 |      | 7:18 |      | 7:38 | 7:49 |      | 8:12 | 9:04 | 9:43  | 10:30 | 11:27 | 12:27 | 1:27  | 2:27 | 3:24 | 4:23 | 4:48 | 5:45 | 6:38 | 7:38 | 8:56 |      |
| Garwood                        |      |      | 6:09 |      | 7:09 |      |      | 7:32 |      |      | 8:07 |      | 9:07 |       |       |       |       |       |      |      | 4:26 | 4:51 | 5:48 |      |      |      |      |
| Cranford                       | Lv   | 5:36 | 6:12 | 6:43 | 6:56 |      | 7:21 | 7:34 |      | 7:55 |      | 8:17 | 9:10 | 9:48  | 10:34 | 11:31 | 12:31 | 1:31  | 2:31 | 3:28 | 4:29 | 4:54 | 5:50 | 6:43 | 7:43 | 9:00 |      |
| Roselle Park                   |      | 5:39 | 6:15 | 6:46 |      | 7:16 |      | 7:38 |      | 7:59 |      | 8:20 | 9:14 | 9:51  | 10:37 | 11:34 | 12:34 | 1:34  | 2:34 | 3:31 | 4:33 | 4:58 | 5:54 | 6:47 | 7:47 | 9:03 |      |
| Newark (Penn Station)          | Ar   | 5:56 | 6:32 | 7:03 | 7:15 | 7:31 | 7:38 | 7:55 | 8:00 | 8:14 | 8:21 | 8:38 | 9:32 | 10:08 | 10:53 | 11:50 | 12:50 | 1:50  | 2:50 | 3:49 | 4:48 | 5:14 | 6:09 | 7:03 | 8:03 | 9:18 |      |
| Newark (Via PATH)              | Lv   | 6:06 | 6:40 | 7:10 | 7:23 | 7:37 | 7:44 | 8:00 | 8:06 | 8:22 | 8:28 | 8:43 | 9:36 | 10:16 | 11:06 | 11:56 | 12:56 | 1:56  | 2:56 | 3:54 | 4:53 | 5:20 | 6:18 | 7:16 | 8:18 | 9:26 |      |
| World Trade Center             | Ar   | 6:28 | 7:02 | 7:32 | 7:45 | 7:59 | 8:08 | 8:22 | 8:28 | 8:44 | 8:50 | 9:05 | 9:58 | 10:38 | 11:28 | 12:18 | 1:18  | 2:18  | 3:18 | 4:16 | 5:15 | 5:42 | 6:40 | 7:38 | 8:38 | 9:48 |      |
| Newark C (Change Trains)       | Lv   | 6:02 | 6:38 | 7:10 | 7:24 | 7:37 | 7:45 | 8:01 | 8:10 | 8:19 | 8:25 | 8:48 | 9:37 | 10:13 | 10:58 | 11:57 | 12:57 | 1:57  | 2:57 | 3:57 | 4:53 | 5:19 | 6:20 | 7:08 | 8:11 | 9:30 |      |
| Arrive New York (Penn Station) | Ar   | 6:22 | 6:57 | 7:30 | 7:43 | 7:56 | 8:04 | 8:22 | 8:28 | 8:40 | 8:44 | 9:07 | 9:55 | 10:33 | 11:18 | 12:17 | 1:17  | 2:17  | 3:17 | 4:17 | 5:13 | 5:39 | 6:39 | 7:27 | 8:31 | 9:49 |      |

## NEW YORK - NEWARK TO HIGHBRIDGE Weekdays Except Major Holidays

| Outbound Train Number:          | 5409 | 5901  | 5701 | 5415  | 5417  | 5419  | 5421   | 5423   | 5425   | 5427  | 5705  | 5431  | 5707  | 5435  | 5709  | 5439  | 5441  | 5711  | 5445 | 5713  | 5449  | 5715  | 5453  |        |        |
|---------------------------------|------|-------|------|-------|-------|-------|--------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|--------|--------|
|                                 | A.M. | A.M.  | A.M. | A.M.  | A.M.  | A.M.  | A.M.   | A.M.   | P.M.   | P.M.  | P.M.  | P.M.  | P.M.  | P.M.  | P.M.  | P.M.  | P.M.  | P.M.  | P.M. | P.M.  | P.M.  | P.M.  | P.M.  | P.M.   |        |
| New York (Penn Station)         | Lv   | 5:52  | 6:23 | 6:35  | 7:12  | 8:29  | 9:43   | 10:43  | 11:43  | 12:43 | 1:42  | 2:43  | 3:42  | 4:23  | 4:42  | 5:12  | 5:24  | 5:36  | 5:55 | 6:23  | 6:52  | 7:38  | 8:14  | 9:12   |        |
| Arrive Newark C (Change Trains) | Ar   | 6:07  | 6:39 | 6:50  | 7:27  | 8:44  | 9:58   | 10:58  | 11:58  | 12:58 | 1:57  | 2:58  | 3:57  | 4:39  | 4:57  | 5:27  | 5:39  | 5:53  | 6:11 | 6:39  | 7:07  | 7:53  | 8:29  | 9:27   |        |
| World Trade Center              | Lv   | 5:30  | 6:12 | 6:42  | 7:25  | 8:25  | 9:34   | 10:32  | 11:32  | 12:32 | 1:32  | 2:32  | 3:32  | 4:16  | 4:42  | 5:03  | 5:09  | 5:33  | 5:49 | 6:15  | 6:43  | 7:22  | 8:12  | 9:02   |        |
| Arrive Newark (Via PATH)        | Ar   | 5:52  | 6:32 | 7:04  | 7:47  | 8:47  | 9:56   | 10:54  | 11:54  | 12:54 | 1:54  | 2:54  | 3:52  | 4:39  | 5:04  | 5:25  | 5:31  | 5:55  | 6:11 | 6:37  | 7:05  | 7:44  | 8:34  | 9:24   |        |
| Newark (Penn Station)           | Lv   | 6:13  | 6:44 | 7:12  | 7:54  | 8:54  | 10:08  | 11:06  | 12:06  | 1:06  | 2:06  | 3:05  | 4:03  | 4:44  | 5:14  | 5:33  | 5:46  | 6:03  | 6:18 | 6:45  | 7:16  | 7:58  | 8:39  | 9:33   |        |
| Roselle Park                    |      | 6:27  | 6:58 | 7:26  | 8:08  | 9:07  | 10:22  | 11:20  | 12:20  | 1:20  | 2:22  | 3:19  | 4:16  | 4:58  | 5:28  |       | 6:00  | 6:17  | 6:32 | 6:59  | 7:30  | 8:12  | 8:53  | 9:47   |        |
| Cranford                        |      | 6:32  | 7:03 | 7:31  | 8:13  | 9:11  | 10:21  | 11:25  | 12:25  | 1:25  | 2:27  | 3:23  | 4:21  | 5:03  | 5:33  |       | 6:05  | 6:22  | 6:37 | 7:04  | 7:35  | 8:17  | 8:58  | 9:52   |        |
| Garwood                         | Lv   | 6:35  |      | 7:34  |       |       |        |        |        |       | H     | 3:24  | H     | 5:06  | H     |       |       |       |      |       | 6:39  | 7:06  | 8:19  | 9:54   |        |
| Westfield                       |      | 6:38  | 7:07 | 7:37  | 8:16  | 9:14  | 10:30  | 11:28  | 12:28  | 1:28  | 2:30  | 3:26  | 4:24  | 5:09  | 5:38  | 5:51  | 6:11  | 6:28  | 6:43 | 7:08  | 7:38  | 8:22  | 9:01  | 9:56   |        |
| Fanwood-Scotch Plains           |      | 6:42  | 7:11 | 7:41  | 8:20  | 9:18  | 10:34  | 11:32  | 12:32  | 1:32  | 2:34  | 3:30  | 4:29  | 5:14  | 5:43  |       | 6:15  | 6:33  | 6:47 | 7:12  | 7:42  | 8:24  | 9:05  | 10:00  |        |
| Netherwood (Plainfield)         |      | 6:44  | 7:13 | 7:43  | 8:22  |       | 10:36  |        | 12:34  | H     | 2:36  | 3:32  | 4:32  | 5:17  | 5:46  |       | 6:19  | 6:36  | 6:50 | 7:14  | 7:44  | 8:28  | 9:07  | 10:02  |        |
| Plainfield-No. Plainfield       |      | 6:46  | 7:19 | 7:45  | 8:25  | 9:22  | 10:39  | 11:36  | 12:37  | 1:36  | 2:39  | 3:35  | 4:35  | 5:21  | 5:49  | 5:57  | 6:22  | 6:39  | 6:53 | 7:16  | 7:46  | 8:30  | 9:09  | 10:04  |        |
| Dunellen                        | Lv   | 6:50  |      | 7:49  | 8:29  | 9:26  | 10:43  | 11:40  | 12:41  | 1:40  | 2:43  | 3:40  | 4:40  | 5:25  | 5:54  | 6:02  | 6:27  | 6:43  | 6:57 | 7:20  | 7:50  | 8:34  | 9:13  | 10:08  |        |
| Bound Brook                     |      | 6:54  |      | 7:53  | 8:33  | 9:30  | 10:48  | 11:45  | 12:46  | 1:45  | 2:48  | 3:45  | 4:46  | 5:31  | 6:00  | 6:07  | 6:33  | 6:49  | 7:03 | 7:24  | 7:54  | 8:38  | 9:17  | 10:12  |        |
| Bridgewater                     |      | L6:56 |      |       |       | L9:33 |        | L11:48 |        | 1:48  | H     | L3:48 | L4:48 | L5:34 | L6:03 | L6:10 | L6:36 |       |      | 7:06  | L7:28 |       | L8:41 | 9:20   | L10:15 |
| Findeme (Manville)              |      | L6:58 |      |       |       |       |        |        |        |       |       |       |       |       |       |       |       |       |      |       |       |       |       |        |        |
| Somerville                      |      | L7:06 |      | 7:58  | L8:41 | L9:40 | L10:57 | L11:55 | L12:55 | 1:53  | L2:57 | L3:52 | L4:53 | L5:39 | L6:08 | L6:15 | L6:41 | L6:54 | 7:09 | L7:35 | 7:59  | L8:49 | 9:24  | L10:23 |        |
| Raritan                         | Ar   | 7:11  |      | 8:01  | 8:46  | 9:47  | 11:04  | 12:02  | 1:02   | 1:59  | 3:04  | L3:55 | 4:59  | L5:42 | 6:13  | L6:18 | 6:47  | 6:59  |      |       | 7:12  | 7:40  | 8:02  | 8:54   | 9:27   |
| North Branch                    | Lv   |       |      | L8:06 |       |       |        |        |        |       | H     |       | L4:00 |       | L5:48 |       | L6:23 |       |      |       | 7:17  |       | 8:07  |        | 9:32   |
| White House                     |      |       |      | L8:12 |       |       |        |        |        |       | H     |       | L4:06 |       | L5:55 |       | L6:30 |       |      |       | 7:23  |       | 8:13  |        | 9:38   |
| Lebanon                         |      |       |      | L8:18 |       |       |        |        |        |       | H     |       | L4:12 |       | L6:01 |       | L6:36 |       |      |       | 7:28  |       | 8:18  |        | 9:44   |
| Annandale (Clinton)             |      |       |      | L8:26 |       |       |        |        |        |       | H     |       | L4:17 |       | L6:07 |       | L6:42 |       |      |       | L7:37 |       | L8:25 |        | L9:51  |
| High Bridge                     | Ar   |       |      | L8:33 |       |       |        |        |        |       | H     |       | L4:26 |       | L6:14 |       | L6:49 |       |      |       | 7:44  |       | 8:33  |        | 9:59   |



**NJ TRANSIT**  
**NORTH JERSEY**  
**COAST LINE**  
*Effective: October 26, 1997*

**BAY HEAD, POINT PLEASANT BEACH,  
 BELMAR, LONG BRANCH, MATAWAN,  
 NEWARK, HOBOKEN, NEW YORK**  
*and intermediate points*

**CONNECTING PATH SERVICE  
 TO NEW YORK**



**NJ TRANSIT**  
 The Way To Go.

**NORTH JERSEY COAST LINE**

- TVM
    - TVM
    - 85, 87, 89, 126, 181
  - TVM
    - 1, 5, 11, 21, 25, 28, 29, 34,  
39, 44, 62, 67, 70, 71, 72,  
73, 75, 76, 78, 79, 108,  
302, 303, 319, 978.
    - City Subway, The Loop
    - 112 TVM
    - 24, 26, 52, 56
    - 57, 58, 59, 62
    - 112
    - 56, 57, 94 TVM
    - 112
  - 3, 62, 116
    - (Metropark Loop)
    - M13, M15, M17
    - 62, 116
    - M15, M17
    - 135
  - M21, M22,
    - M23, M24, M25
  - M21, M27
    - M27
  - M20, M22,
    - M26, M27, 317
    - M20, 317
    - M20, 317
    - M20, 317
    - M20, 317
    - M20, 317
    - M20, 317
  - Bay Head
    - Osborne Ave
- Penn Station New York  
33rd & 7th Ave., N.Y.C.
  - Hoboken  
Hudson Place  
*(No direct service to/from Hoboken)*
  - Newark  
Raymond Plaza
  - North Elizabeth  
1180 North Avenue
  - Elizabeth  
W. Grand Avenue
  - Linden  
S. Wood Avenue
  - Rahway  
Milton Avenue
  - Avenel  
Avenel Street
  - Woodbridge  
Pearl Street
  - Perth Amboy  
Smith Street
  - South Amboy  
Mason Street
  - Matawan  
Main Street & Atlantic Avenue
  - Hazlet  
Hornet Road
  - Middletown  
Railroad Avenue
  - Red Bank  
Bridge Avenue
  - Little Silver  
Branch Avenue
  - Monmouth Racetrack  
Port-Au-Port Avenue  
*(Station used only during racing season)*
  - Long Branch  
3rd Avenue
  - Eberon  
Lincoln Avenue
  - Allentown  
Main St. & Cortes Avenue
  - Asbury Park  
Cookman Avenue
  - Bradley Beach  
Railroad Square
  - Belmar  
10th Avenue & Belmar Plaza
  - Spring Lake  
Railroad Plaza at Warren Ave
  - Manasquan  
E. Main Street
  - Point Pleasant Beach  
Arnold Avenue

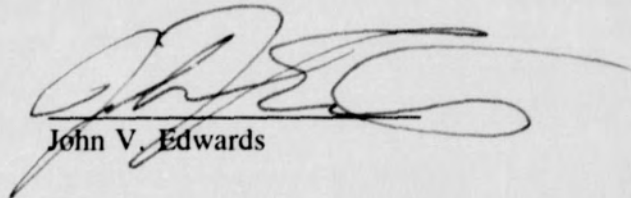
|                          |                             |   |
|--------------------------|-----------------------------|---|
| Accessible Train Station | NY Waterway                 | PATH                                    |
| AIRLINK                  | Local Van Service           | Wheels Employer Shuttle/Pool Connection |
| Bus Route                | TVM Ticket Vending Machines |   |



CERTIFICATE OF SERVICE

I, John V. Edwards, certify that on October 29, 1997 I caused to be served by first class mail, postage pre-paid, or more expeditious means, a true and correct copy of the foregoing CSX/NS-119, Supplement to Volume 3 of 8, CSX/NS Operating Plan for the North Jersey Shared Assets Area and Supporting Statement, on all parties of record in STB Finance Docket No. 33388 and by hand delivery on the following:

The Honorable Jacob Leventhal  
Administrative Law Judge  
Federal Energy Commission  
Office of Hearings  
825 North Capitol Street, N.E.  
Washington, D.C. 20426



John V. Edwards

Dated: October 29, 1997

STB

FD

33388

8-4-97

A

180913

VYG 1/8

BEFORE THE  
SURFACE TRANSPORTATION BOARD

**Finance Docket No. 33388**

CSX CORPORATION AND CSX TRANSPORTATION, INC.,  
NORFOLK SOUTHERN CORPORATION AND  
NORFOLK SOUTHERN RAILWAY COMPANY  
— CONTROL AND OPERATING LEASES/AGREEMENTS —  
CONRAIL INC. AND CONSOLIDATED RAIL CORPORATION



**RAILROAD CONTROL APPLICATION**

**VOLUME 4G OF 8**

SUPPLEMENTAL STATEMENTS OF SHIPPERS, PUBLIC OFFICIALS  
AND OTHERS IN SUPPORT OF THE APPLICATION

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| Central Illinois Public Service Company  | Mark S. Cochran         | 4B          | 555         |
| Central Jersey Propane, Inc.             | Brian N. Clayton        | 4F          | 287         |
| Central Ohio Shippers                    | John R. Weisenberger    | 4B          | 556         |
| Central Rock & Supply (CRS)              | Don Sandargas           | 4B          | 558         |
| Central States Enterprises, Inc.         | Richard C. Shura        | 4F          | 289         |
| Central States Trucking Company          | George G. Baima         | 4B          | 560         |
| Century                                  | Doug Swallen            | 4B          | 562         |
| Ceres Terminals Inc.                     | Peter Hahn              | 4B          | 563         |
| Cerro Copper Products Company            | William Blacksher       | 4B          | 564         |
| CertainTeed Corporation                  | George F. Milligan, Jr. | 4B          | 565         |
| CertainTeed Corporation                  | Nancy C. Wease          | 4B          | 566         |
| Ceylion Shipping Inc.                    | Nihal Mendis            | 4B          | 569         |

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| Chamberlain Manufacturing               | John Morgan           | 4F          | 291         |
| Chandler Concrete Company, Inc.         | Donnie Brady          | 4B          | 571         |
| Chassis Systems, Inc.                   | Nelson H. Corbett     | 4B          | 572         |
| Chatham Oil Company                     | Ruth C. Barnard       | 4F          | 292         |
| Chem-Rail Transport International, Inc. | Duane Grismore        | 4F          | 294         |
| CHEMCENTRAL/Atlanta                     | F. Wilson Cox         | 4F          | 296         |
| Chemical Lime Company                   | Gary D. Waller        | 4B          | 574         |
| Chemical Products Corporation           | Stanley E. Davis      | 4B          | 575         |
| Chemtech Products, Inc.                 | James R. Winkler      | 4B          | 577         |
| Chemetron True Temper                   | Tom Brewster          | 4B          | 579         |
| Cheney Lime & Cement Company            | Robert P. Pruett      | 4B          | 580         |
| Cherokee Brick & Tile Company           | Michael E. Peavy      | 4B          | 581         |
| Cherokee Distribution Services, Inc.    | Wilbur Dean           | 4B          | 583         |
| Cherokee Marine Terminal                | Sam Albert            | 4B          | 585         |
| Cherokee Sanford Brick, Inc.            | Donald P. Herweyer    | 4B          | 587         |
| Cherokee Sanford Brick, Inc.*           | Donald P. Herweyer    | 4F          | 297         |
| Cherokee Warehouses, Inc.               | Robert P. Hellerstedt | 4B          | 589         |
| Cherokee Wood Preserves, Inc.           | June Colyer           | 4B          | 591         |
| Chesapeake Fence & Awning Company, Inc. | Ronald L. Saunders    | 4B          | 593         |
| Chesapeake Forest Products Company      | Charles J. Kerns, Jr. | 4B          | 595         |
| Chesapeake Forest Products Company      | Jack C. King          | 4F          | 299         |
| Chesapeake Paper Products Company       | Patric K. Barron      | 4B          | 597         |
| Chester County Grain, Inc.              | Marvin Pickens        | 4B          | 598         |
| Chicago Consolidators Inc.              | Raymond J. Hamilton   | 4B          | 599         |
| Chicago Heights Steel                   | William Wiater        | 4B          | 601         |

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| Chicago Steel                             | Dan Phillips           | 4B          | 605         |
| Chickasha Cotton Oil Company              | Dennis Lard            | 4F          | 301         |
| Chips, Inc.                               | E. Glennan Grady       | 4F          | 303         |
| Chisholm Coal Company                     | Robert C. Miser        | 4B          | 606         |
| Chrysler Corporation                      | Edward J. Krajca       | 4B          | 607         |
| Church Brick Company                      | Robert C. Charlton     | 4B          | 610         |
| CIBA Specialty Chemicals Corporation      | Joseph Pecoraro        | 4B          | 611         |
| Cincinnati Belting & Transmission Company | Dan Corbett            | 4B          | 613         |
| Cincinnati Blacktop Company               | Paul A. Seta           | 4B          | 615         |
| Cincinnati Cullet Company                 | Rod Gibbons            | 4B          | 617         |
| The Cincinnati Enquirer                   | Frank H. Woesman       | 4B          | 619         |
| Circle (S) Ranch, Inc.                    | Samuel O. Starnes, Jr. | 4B          | 620         |
| Citgo Asphalt Refining Company            | Thomas J. Bronaugh     | 4F          | 304         |
| Citgo Petroleum Corporation               | Antonio S. Tepedino    | 4B          | 621         |
| City Delivery Service, Inc.               | Stanley J. Gutkowski   | 4F          | 306         |
| CKS Packaging, Inc.                       | William Andrew Sewell  | 4B          | 623         |
| Clark Henry Company                       | Robert C. Johnson      | 4B          | 625         |
| Clarke Sunac                              | W. Dennis Hunter       | 4B          | 627         |
| Classic Coal Sales, Inc.                  | Richard L. Taylor      | 4B          | 628         |
| Claude Howard Lumber Company, Inc.        | William C. Howard      | 4B          | 629         |
| Claxton Poultry Farms                     | Harry McDonald         | 4B          | 631         |
| Clay Barton Woodyard                      | Clay Barton            | 4F          | 308         |
| Clay Ingels Company, Inc.                 | William S. Chapman     | 4F          | 309         |
| Cline Delivery Service, Inc.              | Jim Cline              | 4B          | 633         |

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| Clorox                                    | Sandra Parcell      | 4B          | 637         |
| Co-Op Trading                             | David Denué         | 4B          | 638         |
| Coal Products Limited                     | David E. Foster     | 4B          | 639         |
| CoalARBED International Trading           | James F. Roberts    | 4F          | 310         |
| Coast & Valley Company                    | Tom Daughtry        | 4B          | 641         |
| The Coastal Corporation                   | Leslie Wm. Adams    | 4F          | 311         |
| Coastal Cottonseed, Inc.                  | W. C. Cox           | 4F          | 312         |
| Coastal Materials of Alabama, Inc.        | Carolyn Fleming     | 4B          | 643         |
| Cogentrix Energy, Inc.                    | Ronald A. Munse     | 4B          | 644         |
| Cold Spring Granite Company               | Gene Patnoe         | 4B          | 647         |
| Collings Industrial Supply, Inc.          | Issac E. Oribabor   | 4B          | 648         |
| Colona Terminal Services                  | Bruce M. Rosen      | 4B          | 650         |
| Colonial Brick Company, Inc.              | Kevin L. Gurican    | 4B          | 652         |
| Colonial Coal Company, Inc.               | B.W. McDonald       | 4B          | 654         |
| Colorite Plastics Company                 | Ted Borshe          | 4B          | 656         |
| Columbia Forest Products, Inc.            | George W. Mitchener | 4F          | 314         |
| Columbia Grain & Ingredients, Inc.        | Mattox Ward         | 4B          | 657         |
| Columbus Diesel Supply Company, Inc.      | Howard S. Robertson | 4B          | 658         |
| Columbus Pipe & Equipment Company         | Bruce J. Siberstein | 4F          | 316         |
| Columbus Roof Trusses, Inc.               | Tony Iacovetta      | 4B          | 660         |
| Comcast Cablevision of Indianapolis, Inc. | David A. Wilson     | 4B          | 661         |
| Commerce/Express, Inc.                    | Duane Miller        | 4B          | 662         |
| Commercial Cartage, Inc.                  | David Wilson        | 4B          | 664         |
| Commercial Cold Storage, Inc.             | Robert E. Strange   | 4B          | 666         |

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| Commonwealth Aluminum Corporation              | William L. Mallonee      | 4B          | 669         |
| Commonwealth Gin                               | Tom Alphin, Jr.          | 4B          | 670         |
| Commonwealth Inc.                              | Mike Sullivan            | 4B          | 671         |
| Commonwealth Industrial Services, Inc.         | William L. Broaddus, Jr. | 4B          | 672         |
| Community-Suffolk, Inc.                        | Lawrence P. Piazza       | 4B          | 673         |
| Compagnie Maritime D'Affretement               | Edward F. O'Callaghan    | 4B          | 674         |
| Compass Consolidators Inc.                     | Emile John Buteau        | 4B          | 675         |
| Compass Consolidators Inc.                     | John M. Pollack          | 4B          | 677         |
| Complete Logistics Distribution, Inc.          | Douglas C. Burkhardt     | 4B          | 679         |
| Comtrak, Inc.                                  | Michael J. Bruns         | 4B          | 681         |
| Con-Am Warehouse & Distribution Services, Inc. | Anthony J. Vallus        | 4B          | 683         |
| Concept Mining, Inc.                           | M.E. Walker              | 4B          | 684         |
| Conex Freight Systems, Inc.                    | Michael W. Keller        | 4B          | 685         |
| Connecticut Logistics, Inc.                    | Roger L. Desrosier       | 4B          | 690         |
| Connecticut Logistics, Inc.                    | Denis Roy                | 4B          | 692         |
| Connecticut Plywood Corporation                | Charles Dionisio         | 4B          | 694         |
| Connelly Paper Mill                            | Randy Ellithorpe         | 4B          | 695         |
| Consolidated Freightways Corporation           | John D. Sunderland       | 4F          | 317         |
| Consolidated Grain and Barge Company           | Charlie Threlkeld        | 4F          | 319         |
| Consolidated Lumber Corporation                | Stanley Shirvan          | 4B          | 696         |
| Consolidated Papers, Inc.                      | Duane R. Mayer           | 4F          | 320         |
| Container Strapping, Inc.                      | Robert Rowan             | 4B          | 697         |
| Containerbase, Inc.                            | Kenneth D. Harrington    | 4B          | 699         |
| ContainerPort Group, Inc.                      | Richard C. Coleman       | 4B          | 701         |
| Conte Luna Foods                               | Joseph Rees              | 4B          | 703         |

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| Continental Paper Grading Company                 | Paul Carlson             | 4B          | 706         |
| Continental Paper Grading Company                 | Paul Carlson             | 4F          | 324         |
| Continental Paper Grading Company of Canada, Inc. | Nicolina Tantalo         | 4B          | 707         |
| Continental Traffic Service, Inc.                 | James A. Van Eynde       | 4B          | 709         |
| Continental Web Press                             | William Scarpaci         | 4B          | 711         |
| Contract Hauling Company, Inc.                    | R.J. Pope, Jr.           | 4B          | 713         |
| Contract Transport Services, Inc.                 | Brian Roberts            | 4F          | 326         |
| Contship Containerlines, Inc.                     | John P. Zimmerly         | 4B          | 715         |
| Cooper/T. Smith Stevedoring Company, Inc.         | Patrick C. Hall          | 4B          | 717         |
| Coors Brewing Company                             | Terrance L. Priest       | 4F          | 328         |
| Cope/Bestway Express Inc.                         | Michael Cope             | 4B          | 719         |
| Copeland Trucking Company, Inc.                   | Linwood L. Copeland, Jr. | 4B          | 721         |
| Cordova Clay Company, Inc.                        | Gail Beaird              | 4B          | 723         |
| Core Industries, Inc.                             | R. E. Myles              | 4F          | 333         |
| Core Logistics Management                         | Gerard B. Kollé          | 4F          | 335         |
| Coreslab Structures (TAMPA), Inc.                 | Cecil Lines              | 4B          | 725         |
| Cornerstone Systems                               | Ronald C. MacDonald      | 4B          | 727         |
| Cornerstone Transportation, Inc.                  | Robert Locke             | 4B          | 728         |
| Coshocton Grain Company                           | Todd A. Willeke          | 4F          | 336         |
| Country Star Co-Op                                | Ron Dentinger            | 4B          | 730         |
| Cowlitz Stud Company                              | Judy E. Ramsey           | 4F          | 338         |
| Crane Plastics Company                            | Theodore C. Partridge    | 4B          | 731         |
| Crane Plumbing                                    | Everett Randall          | 4B          | 732         |
| Crate & Barrel                                    | Joel Kligerman           | 4B          | 734         |

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| Crittendon Commodities, Inc.           | William B. Crittendon, Jr. | 4B          | 738         |
| Crop & Soil Service, Inc.              | Kenneth W. Hessler         | 4F          | 341         |
| Crosfield Company                      | Jan Forneris               | 4B          | 739         |
| Cross Con Terminals, Inc.              | Richard P. Hyland          | 4B          | 741         |
| CrossRoad Carriers Intermodal Company  | Daniel T. Yoest            | 4B          | 745         |
| CrossRoad Carriers Intermodal Company* | Daniel T. Yoest            | 4F          | 344         |
| Crosstowns Inc.                        | Arthur Kenah               | 4F          | 347         |
| Crowley American Transport, Inc.       | Thomas J. Eager            | 4B          | 748         |
| Crowley Chemical Company               | Joseph Doheny              | 4B          | 750         |
| Crown Pacific                          | Maria Griffith             | 4F          | 349         |
| Crown Products Company, Inc.           | William P. Tuggle Jr.      | 4B          | 751         |
| Crystal Farms Milk, Inc.               | Jim Broc                   | 4B          | 753         |
| CSI PLANOS                             | Emilio Loreda              | 4F          | 351         |
| CSR-Southern Regates Company           | William McCall             | 4B          | 754         |
| CT Services                            | Robert C. Chambers         | 4B          | 756         |
| Cullman Cabinet and Supply Company     | Danny McAfee               | 4B          | 758         |
| Cumberland Coal Company, LLC           | H.E. Hearn                 | 4B          | 760         |
| Cumberland Creek Coal Corporation      | Frank H. Ikerd, III        | 4B          | 762         |
| Cushing Stone Company Inc.             | Duane A. Yager             | 4B          | 764         |
| Custom Freight Sales, Inc.             | Cathy J. McCoy             | 4B          | 765         |
| Custom Freight Sales, Inc.             | Cathy J. McCoy             | 4F          | 353         |
| Custom Shortenings & Oils              | Scot W. Jansen             | 4B          | 766         |
| Customized Paper Services, Inc.        | Harold G. Andrews          | 4B          | 768         |

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| Cycle Systems Inc.                              | Jay R. Brenner       | 4B          | 771         |
| Cypress Foods, Inc.                             | James R. Biggers     | 4B          | 772         |
| Cypress Truck Lines, Inc.                       | David V. Penland     | 4B          | 773         |
| D.D. Jones Transfer and Warehouse Company, Inc. | Robert W. Jones, Jr. | 4C          | 1           |
| D.D. Williamson & Company, Inc.                 | Anne N. Hampton      | 4C          | 3           |
| D.G. Agency, L.C.                               | William E. Crandell  | 4C          | 4           |
| D I F. Inc.                                     | Ronald K. Sellman    | 4C          | 6           |
| D.W. Dickey & Son Inc.                          | Paul L. Boyd         | 4C          | 8           |
| D&S Plastics International                      | Lee Williams         | 4C          | 9           |
| D&S Plastics International*                     | Lee Williams         | 4C          | 355         |
| Dairy Feeds, Inc.                               | John R. Brooks       | 4C          | 10          |
| Dale Oxygen, Inc.                               | Harry D. Bennear     | 4F          | 356         |
| Dalton Beverage Company                         | John Mosteller       | 4F          | 358         |
| Dan Carrol Associates, Inc.                     | Daniel W. Carroll    | 4C          | 11          |
| Dan Henry Distributing Company                  | Steve Montgomery     | 4C          | 12          |
| Dana Railcar                                    | Dana Petersen        | 4C          | 13          |
| Daniel Cohen Enterprises, Inc.                  | Jack Cohen           | 4C          | 14          |
| Darling Builders Supply Company                 | Mike Pierce          | 4C          | 15          |
| Darling International Inc.                      | Jeffrey L. Gunn      | 4F          | 359         |
| Dart Intermodal, Inc.                           | Dale A. Thompson     | 4C          | 16          |
| Dave's Delivery Service                         | David Saba           | 4C          | 17          |
| The David J. Joseph Company                     | Thomas F. Pellington | 4C          | 20          |
| Davis-Grande, Inc.                              | Joe Vozza            | 4C          | 22          |
| Davis Industries, Inc.                          | Benjamin Ettleman    | 4C          | 23          |

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| Dayton Steel Service, Inc.                | J. Ronald Kiefer     | 4F          | 363         |
| Deal Rite Foods Inc.                      | Ronald Deal          | 4C          | 25          |
| Dean Foods Company                        | Scot W. Jansen       | 4C          | 26          |
| Dearborn Steel Center                     | Geoffrey M. Eaton    | 4C          | 28          |
| Deberry Land & Timber                     | Danny V. Deberry     | 4C          | 29          |
| DeCrescente Distributing Company          | Craig N. Meinhardt   | 4C          | 31          |
| Deere & Company                           | E.F. Standaert       | 4C          | 33          |
| Dekalb County L.P. Gas Company, Inc.      | Frank Smith          | 4F          | 365         |
| Del-Cook Lumber Company                   | David Sorrell        | 4C          | 35          |
| Delaware Avenue Distribution Center, Inc. | Anthony Nardella     | 4C          | 37          |
| Delaware Brick                            | Charlie Schaubert    | 4C          | 38          |
| Delight Products                          | George Benton        | 4C          | 40          |
| DeLille Oxygen Company                    | James F. O'Conner    | 4C          | 42          |
| Delmarva Chemicals, Inc.                  | John F. Pilling, Jr. | 4C          | 44          |
| Delta Coals, Inc.                         | D. Tate Rich         | 4C          | 45          |
| Delta Resins & Refractories               | Robert J. Carr       | 4C          | 46          |
| Delta Steel Corporation                   | Charles Schulmeyer   | 4C          | 47          |
| Den-El Transfer, Inc.                     | Donna Miedusiewski   | 4C          | 48          |
| Dennis Kern Contractor                    | Dennis Kern          | 4C          | 50          |
| Denton Cartage Company Inc.               | Lowell D. Denton     | 4C          | 52          |
| Derrick Lumber Company, Inc.              | Louie E. Derrick     | 4C          | 54          |
| Desticon Transportation Services, Inc.    | Jade Stevenson       | 4F          | 367         |
| Detroit Edison Company                    | Norman H. Barthlow   | 4C          | 56          |

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| Diamond R Fertilizer Company, Inc.     | Ben E. Burdeshaw    | 4C          | 62          |
| Diamond Trailer Service, Inc.          | Albert Bayona       | 4C          | 63          |
| Diamondhead Coal Sales, Inc.           | Cecil Lewis         | 4C          | 65          |
| Dickman-Hines Lumber Company           | Theresa Wood        | 4C          | 66          |
| Dierner Brick Company                  | Mike Mignogna       | 4C          | 68          |
| Direct Rail Head                       | James D. Moore      | 4C          | 69          |
| Direnzo Coal Company                   | Michael DiRenzo     | 4C          | 70          |
| Distribution Services of America, Inc. | David L. Petri      | 4C          | 71          |
| Distribution Services of Atlanta, Inc. | John Kinnick        | 4C          | 72          |
| Distribution Unlimited, Inc.           | David M. Brown      | 4C          | 73          |
| Distribution Unlimited, Inc.           | Murray Glantz       | 4F          | 370         |
| Diversified Automotive, Inc.           | Dennis Kraez        | 4C          | 75          |
| Diversified Cartage Service, Inc.      | Wayne A. Wendorf    | 4C          | 76          |
| Diversified Consulting Engineers       | S. B. Lal           | 4C          | 78          |
| Diversified Energy, Inc.               | Randy C. Edgemon    | 4C          | 79          |
| Diversified Holdings, Inc.             | Salvador Gaudiano   | 4C          | 80          |
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| Dixie Cut Stone & Marble, Inc.         | John Hoffmann       | 4C          | 82          |
| Dixie Fabrication Inc.                 | Robert E. Penninger | 4C          | 83          |
| Dixie Plywood Company                  | Randall C. Collins  | 4C          | 85          |
| Dixie Redi-Mix                         | Bobby Hopkins       | 4C          | 87          |
| Dixie Roadbuilders, Inc.               | Alton Walker        | 4C          | 88          |
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| Dodd Distributing Company, Inc.   | Tom Parish           | 4C          | 93          |
| Dominion Coal Corporation         | Charles Ellis        | 4C          | 94          |
| Douglas Asphalt Company           | Joel Spivey          | 4C          | 97          |
| Downey and Company                | A. M. Downey, Jr.    | 4F          | 371         |
| Dravo Lime Company                | Donald H. Stowe, Jr. | 4C          | 98          |
| Drexel Logistics, Inc.            | Richard Knoll        | 4C          | 99          |
| Drumheller Bay & Supply Inc.      | Cathy Harrell        | 4C          | 100         |
| Drummond Coal Sales, Inc.         | James C. Ludwig      | 4C          | 101         |
| Dry Branch Kaolin Company         | Larry Davis          | 4C          | 103         |
| Drypers Corporation               | Matthew Moravy       | 4C          | 104         |
| The DSI Network                   | Kenneth M. Rouse     | 4C          | 105         |
| DSI Transports, Inc.              | David Lindsay        | 4C          | 106         |
| DSM Chemicals North America, Inc. | Wex A. Woodard       | 4C          | 109         |
| DuBard Inc.                       | Don Rupard           | 4C          | 110         |
| Duferco Limited                   | Greg Smith           | 4C          | 112         |
| Duferco S.A.                      | Giuseppe Meconi      | 4C          | 114         |
| Dunan Brick Corporation           | Jamie Flores         | 4C          | 116         |
| Dunavant Enterprises, Inc.        | John U. Raffety      | 4F          | 376         |
| E. A. Nelson Company, Inc.        | Chad Steele          | 4C          | 118         |
| E.I.L. Petroleum, Inc.            | Josephine Cucinella  | 4C          | 120         |
| E.R. Advanced Ceramics, Inc.      | Robert M. Roth       | 4C          | 122         |
| E&B International, Inc.           | M.J. Murphy          | 4C          | 123         |
| Eaglehawk Carbon, Inc.            | James O. Bunn        | 4C          | 124         |
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| Eastech Chemical Inc.   | James E. Bodner        | 4C          | 130         |
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| Eastern Distribution, Inc.                                      | Frances Hykes          | 4C          | 131         |
| Eastern Export Company, Inc.                                    | Grady Tribble          | 4C          | 133         |
| Eastern Industrial Minerals, Inc.                               | Peg McBride            | 4C          | 135         |
| Eastern Transport & Warehousing<br>America                      | David C. Wenger        | 4C          | 136         |
| Eastland Crane Service  | Robert M. Marshall     | 4C          | 138         |
| Eastman Kodak Company   | Linda L. Kelley        | 4C          | 140         |
| Eastwood Carriers, Inc.   | Roger P. Cox, Jr.      | 4C          | 143         |
| Echo West Inc.  | Trevor West            | 4C          | 144         |
| Ecolab, Inc.  | Sharon Flynn           | 4C          | 145         |
| Economy Oil Company   | John Beck              | 4C          | 147         |
| Economy Transport Corporation                                   | Virginia M. Gagliano   | 4C          | 149         |
| Edgar H. Allen & Son, Inc.                                      | Herman F. Pfeifer      | 4F          | 380         |
| EGI Warehouse Inc.  | Joseph J. Venturoso    | 4C          | 151         |
| Eiler Towing & Wrecker Service                                  | Richard Eiler          | 4C          | 152         |
| Eka Chemicals   | Bobby Suggs            | 4F          | 382         |
| Eland Distribution  | Doug Eland             | 4C          | 154         |
| Electric Fuels Corporation                                      | Joeseph L. Stearman    | 4C          | 156         |
| Electric Fuels Corporation                                      | Dennis G. Edwards      | 4C          | 158         |
| Eljer Manufacturing Company                                     | James D. Mahan, C.P.M. | 4C          | 159         |
| Elk Corporation of Alabama                                      | Kelvin L. Thomas       | 4F          | 384         |
| Ellwood City Forge  | Daniel P. Hamilton     | 4C          | 160         |

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| Elme North America, Inc.                       | Dennis A. Niska    | 4C          | 165         |
| Elmore Sand & Gravel                           | Bobby H. Harvey    | 4C          | 167         |
| Emerald International Corporation              | Aidan C. Bowles    | 4C          | 168         |
| Emerald Packing Company, Inc.                  | Harold F. Arost    | 4C          | 170         |
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| Hub City Detroit, L.P.                       | Steven R. Gove     | 4G          | 25          |
| Hub City Florida                             | Robert H. Maisch   | 4C          | 582         |
| Hub City Golden Gate Terminals, Inc.         | William F. Schmidt | 4C          | 585         |
| Hub City Houston L.P.                        | Robert Weaver      | 4C          | 587         |
| Hub City Indianapolis, L.P.                  | Thomas Reisinger   | 4C          | 588         |
| Hub City Kansas City, L.P.                   | Mark S. Smith      | 4C          | 589         |
| Hub City Los Angeles, L.P.                   | James G. Decker    | 4C          | 591         |
| Hub City Mid-Atlantic Terminals              | Philip Bayle       | 4C          | 592         |
| Hub City New Haven                           | Richard Merrill    | 4C          | 594         |
| Hub City New Orleans, L.P.                   | Jeffrey L. Badeaux | 4C          | 596         |
| Hub City New York - New Jersey, L.P.         | Roger J. Monaco    | 4C          | 597         |
| Hub City New York State Terminals, Inc.      | Richard C. Vara    | 4C          | 598         |
| Hub City North Central Terminals, Inc.       | Jim Gaw            | 4C          | 600         |
| Hub City Ohio, L.P.                          | Joseph Wallace     | 4C          | 602         |
| Hub City Philadelphia, L.P.                  | Robert K. Bulack   | 4C          | 604         |
| Hub City Pittsburgh Terminals, Inc.          | Edward A. Peterson | 4C          | 605         |

\* Original of letter previously filed