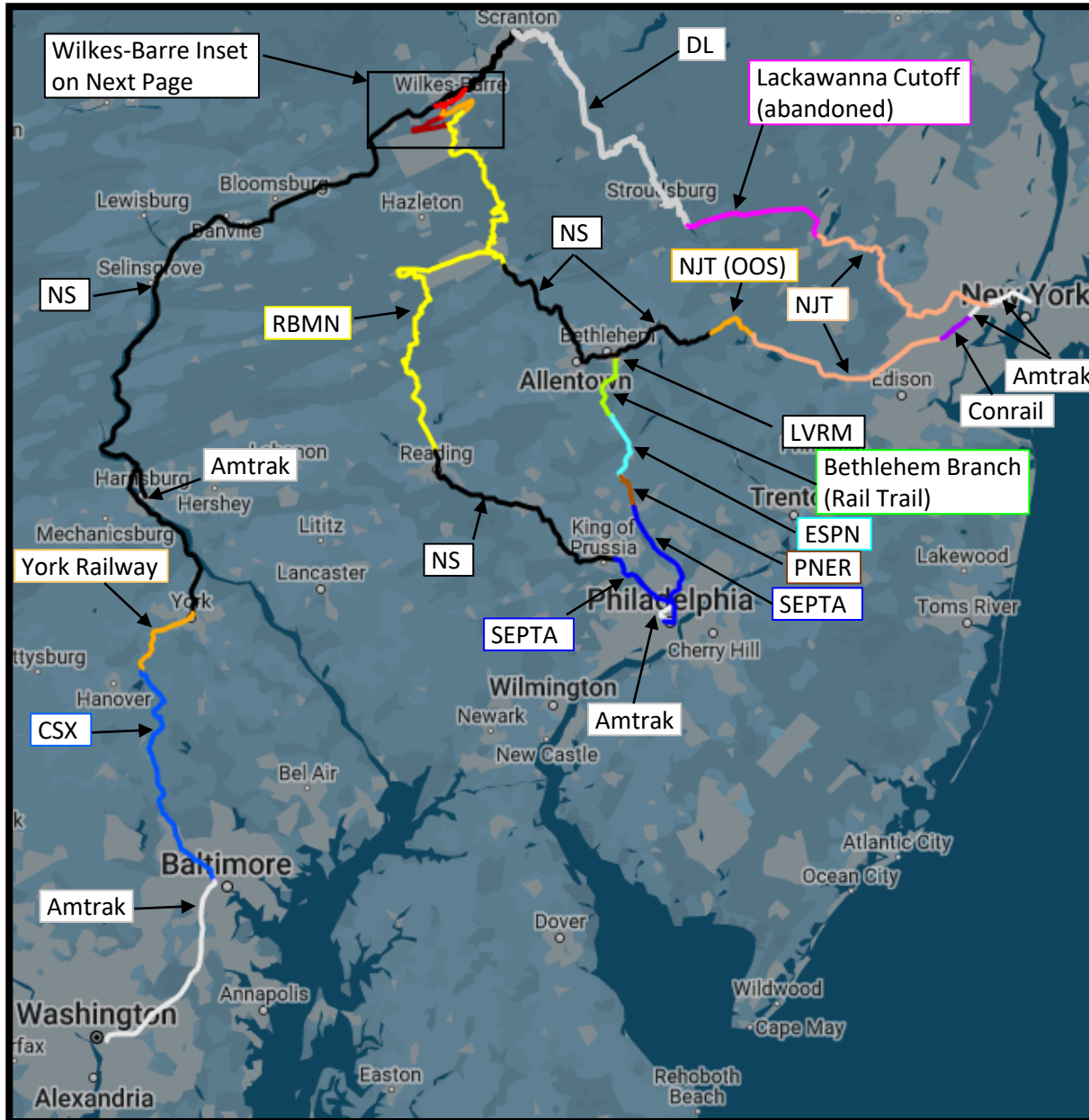
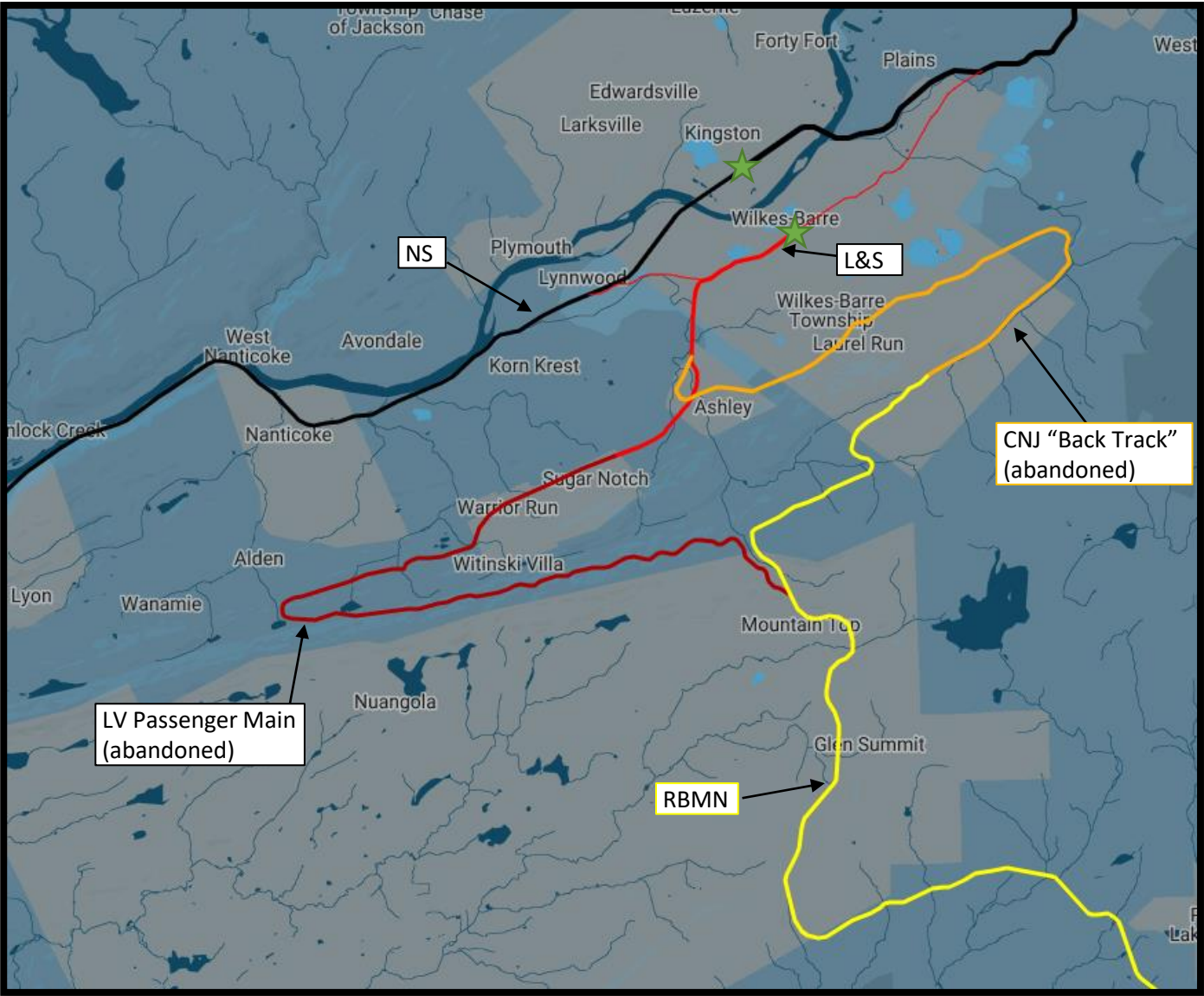


Wilkes-Barre Passenger Rail Potential Routes



Wilkes-Barre Area



Summary – Proposed Routes

Route (Approx. Route Miles)	Railroads	Historic Rail Travel Times & Mode Comparisons	Missing Trackage	Notes
Wilkes-Barre to Philadelphia via Reading (178 miles)	<ul style="list-style-type: none"> Luzerne & Susquehanna (RJ Corman) Reading, Blue Mountain, and Northern Norfolk Southern SEPTA Amtrak 	<p>Unknown – No immediately identifiable through-service appears to have taken this route</p> <p><i>1h53m Drive time</i></p> <p><i>2h50m Bus direct</i></p>	<p>Mountain Top: 9-12 miles between L&S and RBMN</p>	<ul style="list-style-type: none"> 9-12 miles of the route out of Wilkes-Barre are long abandoned. RBMN route is slow and curvy due to mountain territory with limited opportunities for speed improvements. Current passenger excursion trains take 2h20m between Reading and Jim Thorpe, approximately 60 miles of the total trip. No direct move through Jim Thorpe. Route requires both I-ETMS and ACSES PTC systems.
Wilkes-Barre to Philadelphia via Allentown (146 miles)	<ul style="list-style-type: none"> Luzerne & Susquehanna (RJ Corman) Reading, Blue Mountain, & Northern Norfolk Southern Lehigh Valley Rail Management East Penn Railroad (SEPTA) Pennsylvania Northeastern (SEPTA) SEPTA 	<p>4h35m – via Reading / CNJ / Lackawanna Interstate Express</p> <p><i>1h53m Drive time</i></p> <p><i>2h50m Bus direct</i></p>	<p>Mountain Top: 9-12 miles between L&S and RBMN</p> <p>Bethlehem: 12 miles between Bethlehem and Quakertown (SEPTA)</p>	<ul style="list-style-type: none"> 9-12 miles of the route out of Wilkes-Barre are long abandoned. 12 miles of the former Bethlehem Branch are now a rail trail (railbanked by SEPTA). L&S, ESPN, and PNER trackage is low-speed industrial railroad. RBMN and NS route is slow and curvy due to mountain territory with limited opportunities for speed improvements. NS Lehigh Line east of Allentown is a heavily traveled freight route. Route requires travel through SEPTA’s Philadelphia Center City Commuter Tunnel (SEPTA is electrified with limited diesel engines currently operating in the tunnel). Route requires both I-ETMS and ACSES PTC systems.
Wilkes-Barre (Kingston) to Washington, DC via Harrisburg (256 miles)	<ul style="list-style-type: none"> Norfolk Southern York Railway (G&W) CSX Amtrak 	<p>6h29m – via combined PRR trains</p> <p><i>3h48m Drive time</i></p> <p><i>9h00m Bus (connecting in NYC)</i></p>	<p>Baltimore: 0.3 miles between CSX and Amtrak</p>	<ul style="list-style-type: none"> Majority of the route is via secondary tracks, and the York Railway portion is an industrial short line. No direct move through Harrisburg. No connection between CSX Hanover Sub and Amtrak NEC in Baltimore. Route requires both I-ETMS and ACSES PTC systems.

Summary – Alternative Routes to New York City Area

Route (Approx. Route Miles)	Railroads	Historic Rail Travel Times & Mode Comparisons	Missing Trackage	Notes
Wilkes-Barre (Kingston) to New York City via Scranton (157 miles)	<ul style="list-style-type: none"> Norfolk Southern Delaware Lackawanna NJ Transit Amtrak 	<p>4h12m – via Combined CNJ and Lackawanna Trains</p> <p><i>2h31m Drive-Time</i></p> <p><i>3h00m Bus direct</i></p>	<p>Lackawanna Cutoff: 26 miles between Portland, PA and Port Morris, NJ</p>	<ul style="list-style-type: none"> Lackawanna Cutoff portion of the route was removed. NJT is currently restoring part of this section to extend service to Andover, NJ. Amtrak has a long-term vision to initiate service to Scranton that would potentially restore the remainder of this section. DL portion of the route is short line track and requires significant upgrade. Conditions of the Delaware River and Paulinskill viaducts need further evaluation. Currently no additional rush-hour capacity on Amtrak, but service could potentially be commingled with existing NJT rush-hour M&E trains into New York.
Wilkes-Barre to New York City via Allentown (175 miles)	<ul style="list-style-type: none"> Luzerne & Susquehanna (RJ Corman) Reading, Blue Mountain, & Northern Norfolk Southern NJ Transit Conrail Amtrak 	<p>4h58m – via CNJ through train</p> <p><i>2h31m Drive-Time</i></p> <p><i>3h00m Bus direct</i></p>	<p>Mountain Top: 9-12 miles between L&S and RBMN</p>	<ul style="list-style-type: none"> 9-12 miles of the route out of Wilkes-Barre are long abandoned. RBMN and NS route is slow and curvy due to mountain territory with limited opportunities for speed improvements. Former CNJ Line from Pohatcong, NJ to High Bridge, NJ is currently out of service and requires upgrades to passenger service standards NS Lehigh Line east of Allentown is a heavily traveled freight route. Currently no additional capacity on Conrail. Currently no additional rush-hour capacity on Amtrak. Route requires both I-ETMS and ACSES PTC systems.