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WHAT SPURRED FLYERS' STREAK

The Philadelphia Inquirer

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Plan: Airport Amtrak, Faster SEPTA

Federal Railroad Administration envisions upgrades to broaden Northeast Corridor rail.

By Jason Laughlin
STAFF WRITER

A new plan for railroad service on the East Coast includes an Amtrak stop at Philadelphia International Airport and improvements that could help the region's railroads run faster and more reliably.

The NEC Future project, announced Friday by the Federal Railroad Administration, would also straighten the Frankford Curve, north of 30th Street Station, where an Amtrak train derailed in May 2015, killing eight people.

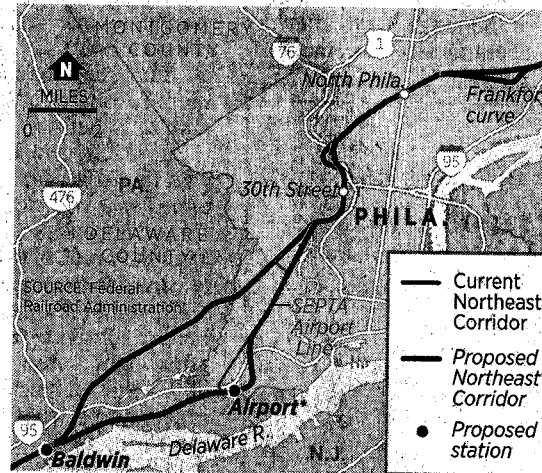
The recommendations — part of a \$120 billion, 30-year plan for the 457-mile Northeast

Corridor — were four years in the making, and would bring more goodies from Boston to Washington: a long-awaited rail tunnel expansion under the Hudson River, Amtrak service between New Haven, Conn., and Springfield, Mass., and faster, more frequent trains between the East Coast's metro areas.

Experts called the plan groundbreaking, marking the first time the FRA had offered a unified vision across the eight states served by the nation's most heavily traveled rail corridor.

"There's no doubt this is the first time anything of this scope has been done," said
See **AMTRAK** on A5

Changing the Northeast Corridor in Philadelphia



The recommendations would add a station at Philadelphia International Airport and create additional track for more frequent Amtrak and SEPTA service. The curve at Frankford Junction, the scene of the deadly 2015 Amtrak derailment, would be among the sections of track that would be straightened to allow for faster speeds.

* The proposed Amtrak segment to the airport would be an alternative route, supplementing the existing track.

Staff Graphic

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