MARC TRAIN SERVICE OVERVIEW

Frederick Co. Transportation Services Advisory Council
MARC Today

- 202 Route-miles of commuter rail services
- 46 locomotives and 177 commuter rail coaches
- 42 Stations, MD, DC & WV
- 96 Trains per weekday
  - 18 Brunswick Line (+ 1/Fri.)
  - 21 Camden Line
  - 57 Penn Line
- 18 Saturday, 12 Sunday
  - (Penn only)
- Weekday passengers
  - ~38,000
- Weekend passengers
  - ~3,000-6,000 or more
CAMDEN LINE
Avg. Daily Boardings

BRUNSWICK LINE
Avg. Daily Boardings

Unlike other commuter railroads, MARC is a “virtual railroad”

- MTA- MARC does not own any track, except for 3.2 mile Frederick Branch
- MTA- MARC does not employ any train or mechanical crews
- MTA- MARC does not dispatch or control any trains

How is this possible?

- Contracted Partners
History of MARC traces to the beginning of railroads in the United States, the Baltimore and Ohio Railroad (1830)...
The Standard Railroad of the World

...and the

Baltimore and Potomac (1872) & Pennsylvania Railroads (1902).

A PRR commuter train passes “Beltway Station” prior to the construction of New Carrollton.

The B&P railroads original station in Washington at B and 6th St.
Union Station, Built 1907-1909 by the Washington Terminal Company, a consortium of all the railroads operating in Washington.
Changing Landscape, 1970’s

Short and Long distance passenger railroad service remained private business until the 1970’s, when it began to collapse.
State Subsidies and Intervention

The State of Maryland began subsidizing commuter rail service provided by the B&O Railroad in 1974

...and Conrail (Penn Line) in 1976
Rapid Growth: mid 1980’s to present

Once the State began a more direct role in MARC Train service, improvements came quickly
We’ve Come A Long Way!
## PENN LINE NORTHBOUND

### WEEKDAY SCHEDULE

<table>
<thead>
<tr>
<th>Train</th>
<th>Monday</th>
<th>Tuesday</th>
<th>Wednesday</th>
<th>Thursday</th>
<th>Friday</th>
<th>Saturday</th>
<th>Sunday</th>
</tr>
</thead>
<tbody>
<tr>
<td>549</td>
<td>AM</td>
<td>AM</td>
<td>AM</td>
<td>AM</td>
<td>AM</td>
<td>AM</td>
<td>AM</td>
</tr>
<tr>
<td>549</td>
<td>AM</td>
<td>AM</td>
<td>AM</td>
<td>AM</td>
<td>AM</td>
<td>AM</td>
<td>AM</td>
</tr>
<tr>
<td>549</td>
<td>AM</td>
<td>AM</td>
<td>AM</td>
<td>AM</td>
<td>AM</td>
<td>AM</td>
<td>AM</td>
</tr>
<tr>
<td>549</td>
<td>AM</td>
<td>AM</td>
<td>AM</td>
<td>AM</td>
<td>AM</td>
<td>AM</td>
<td>AM</td>
</tr>
<tr>
<td>549</td>
<td>AM</td>
<td>AM</td>
<td>AM</td>
<td>AM</td>
<td>AM</td>
<td>AM</td>
<td>AM</td>
</tr>
</tbody>
</table>

### PENN LINE SOUTHBOUND

<table>
<thead>
<tr>
<th>Train</th>
<th>Monday</th>
<th>Tuesday</th>
<th>Wednesday</th>
<th>Thursday</th>
<th>Friday</th>
<th>Saturday</th>
<th>Sunday</th>
</tr>
</thead>
<tbody>
<tr>
<td>549</td>
<td>PM</td>
<td>PM</td>
<td>PM</td>
<td>PM</td>
<td>PM</td>
<td>PM</td>
<td>PM</td>
</tr>
<tr>
<td>549</td>
<td>PM</td>
<td>PM</td>
<td>PM</td>
<td>PM</td>
<td>PM</td>
<td>PM</td>
<td>PM</td>
</tr>
<tr>
<td>549</td>
<td>PM</td>
<td>PM</td>
<td>PM</td>
<td>PM</td>
<td>PM</td>
<td>PM</td>
<td>PM</td>
</tr>
<tr>
<td>549</td>
<td>PM</td>
<td>PM</td>
<td>PM</td>
<td>PM</td>
<td>PM</td>
<td>PM</td>
<td>PM</td>
</tr>
<tr>
<td>549</td>
<td>PM</td>
<td>PM</td>
<td>PM</td>
<td>PM</td>
<td>PM</td>
<td>PM</td>
<td>PM</td>
</tr>
</tbody>
</table>

### Cecil Transit Bus connection to/from SEPTA rail service at Newark, DE

- **Date:** Effective August 5, 2019
- **Services:** Weekday, Sunday
- **DataAdapter:** WMATA

### Form 14

- **Date:** December 13, 1976
- **Source:** MARC
- **Copy Rights:** MARC, Printed in U.S.A.
MARC has seen ridership explode over the past 20 years. However, investment in capacity – both on the trains and in station facilities – has struggled to keep pace due to limited funding.

- Rail car capacity
- Limited parking expansions
- New/updated station facilities
Weekend Service

- Penn Line began weekend service in December 2013
- Ridership has exceeded expectations
- Primarily leisure travel, but some work as well
- Cherry Blossoms has been the most popular/heaviest ridership
- Introduction of MARC Bike Car
- Ability to adjust capacity to demand (4-7 railcars)