



Facts

The Trinity Railway Express (TRE) *The Best Connection between Dallas and Fort Worth*

The Trinity Railway Express is a commuter railroad (also called regional rail) that operates on a 35-mile east-west track with ten stations between downtown Dallas and downtown Fort Worth. It was the first commuter rail in the Southwest.

OWNERS: Jointly owned and operated by Dallas Area Rapid Transit (DART) and the Fort Worth Transportation Authority (The T).

RIDERSHIP: Annual passengers – 2.7 million
Average Daily Ridership – 9,800

OPERATION: Trains – 49 daily; 22 – Saturdays; additional trains for special events

SECHEDULE: Monday- Friday from 5:10 a.m. to 11:45 p.m.
Saturday from 7:19 a.m. to 11:40 p.m.

TYPE OF RAILROAD: The TRE is a commuter railroad (or regional railroad). This type of railroad uses electric or diesel locomotive-hauled or self-propelled railroad passenger cars. Its railway is for urban passenger train service consisting of local short distance travel operating between a central city and adjacent suburbs. Commuter rail, unlike light rail, may operate on tracks shared with freight rail. Light rail, in contrast, generally has lightweight passenger rail cars, operating with only a few cars, on fixed rails in right-of-way that is not separated from traffic for much of the way. They are typically driven electrically with power from an overhead electric line via a trolley or a pantograph.

TRAIN SPEED: The TRE railroad corridor is rated for a maximum speed of 79 mph.

TRE TRACKS: The 35 miles of track is jointly owned by The T and DART and controlled by their TRE operation, which allows use of the tracks by short line freight trains as well as Class I railroads, such as BNSF and UP. These freight railroads use the tracks to ship freight loads under the dispatch of TRE, primarily at off-peak times.

TRE RAIL CARS: Locomotives – 6
Bi-level passenger cars, seating an average of 140 passengers – 25
Single-level self-propelled cars, seating 92 passengers– 13
TOTAL: 44

STATIONS:

Union Station

400 S. Houston St., Dallas

Victory Station

American Airlines Center, 2525 Victory Ave., Dallas

Medical/Market Center Station

1419 Motor St., Dallas (Motor St. & Medical Market Dr.)

South Irving Station

201 Rock Island Rd., east of O'Connor Rd., Irving

West Irving Station

4200 Jackson St., Irving

CentrePort/DFW Airport Station

14470 Statler Rd., Fort Worth (East of Trinity Blvd. Exit off of Highway 360)

Hurst/Bell Station

3232 Bell Spur Dr., Hurst

Richland Hills Station

7225 Burns St., Richland Hills

Fort Worth Intermodal Transportation Center (ITC)

1001 Jones, Fort Worth (9th and Jones St.)

Texas & Pacific Station (T&P)

221 W. Lancaster, Fort Worth

TRE HISTORY

1983 – Cities of Dallas and Fort Worth purchase the corridor and track from the trustees of the bankrupt Rock Island Railroad for future use as a passenger rail between the two cities. The track is now jointly-owned by DART and The T.

December 30, 1996 – TRE begins operation as the first commuter rail in the Southwest. DART begins the first segment of the TRE operation along a 10-mile commuter rail line linking Dallas Union Station, the Medical/Market Center Station, and the South Irving Transit Center. More than 4,000 people rode the first day of operation.

September 16, 2000 – The T extends Trinity Railway Express service west to four new stations at West Irving, CentrePort, Hurst/Bell and Richland Hills. Revenue service begins September 18. More than 5,700 people ride the first day.

December 3, 2001 – Service extends to the Intermodal Transportation Center (ITC) and T & P Stations in downtown Fort Worth, completing the TRE system between Dallas and Fort Worth.