

HIGH GREEN

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Chesapeake Railway Association Officers and Directors

President	Tim Moriarty	2781 Prince Harold Court, Herndon, VA 20171-2441	(703) 758-7449	tmoriart@tax.org
Vice President	Wayne Kirchof	16490 A. E. Mullinix Road, Woodbine, MD 21797-8430	(410) 489-5987	wayne@alreedconst.com
Secretary	Bill Breazeale	11302 Orleans Way, Kensington, MD 20895-1017	(301) 942-0083	
Treasurer	Paul Bergdolt	8832 N. Westland Drive, Gaithersburg, MD 20877-1206	(301) 926-6136	pbergdolt@comcast.net
Directors	Elmer Sichert	12007 Rocking Horse Road, Rockville, MD 20852-2378	(301) 770-1972	
	Bill Breazeale	11302 Orleans Way, Kensington, MD 20895-1017	(301) 942-0083	
	Gabe Gerber	1209 S. College Street #2115, Charlotte, NC 28203-4470		pullmanfund@gmail.com
Equipment Chief	Tim Moriarty	2781 Prince Harold Court, Herndon, VA 20171-2441	(703) 758-7449	tmoriart@tax.org
Master Mechanic	Jim Baird	P.O. Box 69, Bealeton, VA 22712-0069	(540) 439-3357	jrbaird@erols.com
Program Director	Tim Moriarty	2781 Prince Harold Court, Herndon, VA 20171-2441	(703) 758-7449	tmoriart@tax.org
Editor	Tim Moriarty	2781 Prince Harold Court, Herndon, VA 20171-2441	(703) 758-7449	tmoriart@tax.org

The *High Green* is published monthly. Please send address changes to Paul Bergdolt at the snail-mail or email address above. Contributions to the *High Green* are welcome. Send news items and articles to the editor at the address above. Photographs and slides can be emailed to the editor in digital format, sent via snail-mail, or hand delivered. Originals will be scanned and returned. Be sure to include caption information.

FEBRUARY TIMETABLE

6: Walkersville Southern Railroad Annual Meeting of Stockholders:

The annual meeting will be held at Town Hall at 21 West Frederick Street in Walkersville. All stockholders, railroad staff and their families are invited to attend. Pot luck lunch will begin at 12:30, followed by the business meeting at 2. Those attending whose last name begins with A through J are asked to bring a vegetable side dish; K through R, a dessert; and S through Z, a meat/main dish. The railroad will supply beverages. The meeting will be held in the same room as last year, in the second floor meeting room. Go up the stairs on the RIGHT side of the building to the second floor, or there is an elevator available as you enter the building on the right side that can be used in lieu of the stairs. Tables and chairs will need to be set up and taken down, so if you come a little early, we may draft your help.

6-7: Great Scale Model Train Show at the Maryland State Fairgrounds in Timonium MD, Sat. 9-4, Sun. 10-4. Admission is \$9, under 15 free, family \$18; tickets good for both days.

8: Baltimore Chapter, NRHS Membership Meeting at the Baltimore Streetcar Museum, 1911 Falls Road, three blocks from the Amtrak station.

9: Action Coalition for Transit Meeting at 7:30 p.m. at the Silver Spring Center, 8818 Georgia Avenue, Silver Spring, MD.

13: Winchester Chapter, NRHS Membership Meeting at 7:30 p.m. at the Calvary Church of the Brethren, 578 Front Royal Pike (Route 522), Winchester, VA. The church is located south of Route 50 near Winchester Airport Road (southeast of Winchester and east of I-81). Program TBA.

16: Potomac Chapter, NRHS Membership Meeting at 8 p.m. at the Montgomery County Executive Building, 101 Monroe Street, Rockville, MD. Randy Anderson will present *The Cumberland Valley Railroad*, a special two-projector, two-screen slide program on the history of the Cumberland Valley Railroad in Maryland. This interesting railroad was chartered in 1831, later became part of the Pennsylvania Railroad, and some segments lasted until the Conrail era in 1976 before being abandoned.

18: Old Dominion Division, RRE Membership Meeting at 8 p.m. at Thoreau Middle School, 2505 Cedar Lane, Vienna VA, in the Lecture Hall. Pre-meeting dinner will be at Neighbor's Restaurant across Cedar Lane from the school at 6:30 p.m. Bob Kaplan will present *Oregon and*

Washington, a slide program from several trips to Oregon and Washington between 1978 and 2006. The program will cover the Union Pacific and the transition of the Burlington Northern to BNSF, and will also include some shortlines and a few steam excursions.

19: Washington DC Chapter, NRHS Membership Meeting at the former B&O Silver Spring station at 8 p.m.

AROUND THE BEND

13 Mar: Winchester Chapter, NRHS Banquet at the Valley Room of the Hotel Strasburg, 213 South Holliday Street (at Queen Street), Strasburg, VA. Doors open at 5:45 p.m. with cash bar followed by buffet dinner at 6:30, featuring three entrees and all of the trimmings. The speaker will be Richard Sparks, historian and artist, on the history of the Cass railroads. Mr. Sparks is the long-time editor of *The Log Train*, the quarterly publication of the Mountain State Railway & Logging Historical Association. Tickets are \$35 each. Make checks payable to the Winchester Chapter, NRHS and send them to the Winchester Chapter Banquet, c/o Doug Russell, 201 Brandyion Drive, Stephens City, VA 22655. Include the names of all in your party. Call Jerry and Jo Hott at 301-926-4660 for information. Special overnight room rates at the hotel are available and there will be a separate Sunday morning breakfast.

20 Mar: Baltimore Chapter, NRHS Banquet from 1 to 5 p.m. at Heritage Parkville Gardens, Parkville Shopping Center, Harford Road & Taylor Avenue. Buffet entrees: roast beef, roast turkey breast, shrimp creole, vegetables, salad, deli items, rolls, dessert, soft drinks, coffee and tea. Guest presenter: William Withuhn, rail transportation curator, Smithsonian Institution. Tickets are \$35 per person prepaid before March 14; \$30 after. Send your order form to the Baltimore Chapter, NRHS, Attn: President Henry (Ed) Hess, 8600 Midi Avenue, Baltimore, MD 21234 and include your name, address, phone number, email address, and the number of tickets. Make checks payable to the Baltimore Chapter, NRHS.

INTERNAL BIDNIZ

Our Next Meeting will take place on **February 3** at the Bauer Drive Community Center in Rockville. Randy Anderson will present a program on the original Western

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Maryland terminus at Williamsport, MD and the interchange with the C&O Canal. See you there!

Renewals Done: The renewals for 2010 are done and thanks go out to our treasurer, Paul Bergdolt, for rounding up the last of the late renewal submissions and providing a comprehensive list of current Chessie members. Working tirelessly without fanfare, Paul accomplished a monumental task for which we're all very grateful.

LAST RUN

Longtime WMSR Conductor dies at 82: The Western Maryland Scenic Railroad lost one of its most iconic employees Monday morning (1/4) when 82-year-old conductor **Richard Markle** died as a result of cardiac arrest suffered on New Year's Day.

Markle was the railroad's main conductor. He worked with the railroad for 17 years and had been a conductor for more than 50 years, including time working for the B&O Railroad.

Donna Corley, scenic railroad representative, said Markle had no plans to retire and intended to stay with the railroad as a conductor.

"He was a big part of the train's charm and will be missed by everybody," said Dave Williams of public relations firm McClarran & Williams. "He brought authenticity to it. From the day there was a scenic railroad, there was Richard.

"He had a great voice for it, too," said Williams. "When he stood on the platform, you could hear him all the way down the train platform." *Cory Galliher/ Cumberland Times-News, January 4, 2010 via Carl Franz and Ray Saunders*

WES VERNON ON THE RAILS

Mass Transit in the Washington Area - A Policy Disconnect: The recession has led to reduced ridership on mass transit. That applies even in the Washington area - a large percentage of whose work force is employed by government. And in bad times government actually expands its workforce through programs aimed at helping those who are - well - out of work. Nonetheless, the result is a net loss of riders on trains and buses.

Metro

Let's face it: In the real world, you pay for what you get. In the Hobson's choice of a fare hike or cuts in service, the common-sense choice is fare hikes; no contest.

Cutting back on Metro service is to waste a part of the huge investment we as taxpayers - both here and across the country - have made in building the system.

Sustaining fare hikes on the other hand is root canal - I know, I know. But we don't like it when gas prices go up either - or groceries, house payments, rents, clothes, or whatever. Let's assume we meet the first economist who can prove that the powers of inflation affect every other sector of the economy - but not rail transit service. That economist could take his exalted seat right up there with the scientist proving the laws of gravity are not valid.

What the Metro board did

This writer told the WMATA board in downtown Washington on January 27, that we (my neighbors and I)

are sorry that the Metro's directors had specifically denied us the opportunity to consider an option (to cover its \$40 million shortfall) that would have raised the fare by 20 cents. It can be assumed - though it was not made clear - that this option would have done little or no damage to the maintenance and capital budget.

Cutting back maintenance on an aging system can threaten safety and/or reliability. Let us assume that - given the Metro accidents of which we are all painfully aware - the board does not intend to skimp on safety. No way, no how.

So raiding the maintenance and capital budget would mean more breakdowns, delays and offloading of passengers. There was a time when that was almost routine. We pleaded with the board not to put us through that again.

The directors responded by endorsing a plan that includes hiking the fare by ten-cents a ride and plugging the maintenance budget gap with \$10 million in stimulus money.

That's a stopgap. Then what?

Metro will not cut back on service - for now. But in June, we're back at the table looking for a longer-term fix. At that point, we're looking at a \$189 million dollar gap in operating expenses. That is when we will be back at the drawing boards with - again - the sword of Damocles in service cuts hanging over our heads.

Here is this column's plea to Metro when we get to that point:

Cutting back on service means customers at times can't even get on the train, let alone find a seat. We need the 8-car trains in rush hour. Please don't take them away.

The 5 a.m. Metrorail opening enables people to get to the airports for early morning flights or to Amtrak stations for early departures. Please don't take that away.

Closing at midnight on weekdays and 3 a.m. on weekends confirms that this world capital does not roll up its sidewalks at sundown. We need the late night trains. Please don't take them away.

Lengthening the headways between trains drives customers back to their automobiles. The headways are already too long on weekends as it is. Metro is an urban subway system - not another commuter train operation. Let's keep it that way.

We will revisit these issues when we get closer to the next round of WMATA hearings. We have what is - for all its problems - one of the very best rail transit systems in the world, and we should be willing to pay for it.

Connecting to Metro

Wherever you live in the Washington area, you may find yourself having to grapple with the problem of an expanding population that is served by a local transit system whose managers are forever applying pressure to reduce the schedules. Somehow that math just doesn't add up.

Such a paradox confronts those of us who live in Montgomery County. So, at this writing, off we go to yet another hearing on February 1, this time in Rockville.

RideOn to customers: Ride on a horse

The RideOn bus service was created concurrent with the arrival of Metrorail in Montgomery County. Its purpose was (and hopefully is) to make it easier for us to get to use the Metro system without having to drive a car to

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the stations whose garages and parking lots are perpetually full and/or sky-high expensive.

Cross-purposes

The Montgomery County Council has made clear its intent to encourage more walkable transit-friendly communities.

At one and the same time, the county is proposing to eliminate all service on 24 RideOn bus routes and reductions in service on another 20.

Now add to that the fact that every time a developer gets the green light to build another high or medium rise condominium apartment building or walkable neighborhood, right away, up goes the cry that this will add to the traffic congestion.

If the county wants to create more of these communities *while at the same time* yanking away the bus schedule that serves to make it easier to transport many people to the Metro or nearby mall without putting more automobiles into the traffic mix, then the fear of parking lot-style congestion becomes a self-fulfilling prophecy, does it not? Duh!

Pointing out the obvious to adults in government is sometimes like trying to explain to a two-year-old how come two plus two equals four.

Bottom line: you can't build a "transit-friendly" neighborhood *without* transit. *Wes Vernon*

PASSENGER RAIL NEWS

Cover Story: Recently your editor contacted the North Anna Nuclear Generating Station to inquire about a couple of passenger train cars stopped in a satellite photo. Mike Duffey, a spokesman for Dominion Virginia Power, responded with the answer: "The short version of the story is that the company purchased a dining car and a kitchen car back in the 1980s for use as a cafeteria at the power station." Mike noted they'd been made redundant by the construction of a cafeteria within the plant's admin building and had recently departed the site over the company's lightly-used branch near Mineral, VA, along the former C&O line operated by the Buckingham Branch Railroad. The company also owned two similar cars at the Surry Nuclear Power plant and these had also recently departed; however, since there is no rail connection at Surry, the cars were barged out, just as they had once been barged in.

Winslow R. "Win" Goodier of the Old Dominion Chapter, NRHS, in Richmond, VA, filled in more pieces of the puzzle. Win noted that they'd been purchased by the Buckingham Branch Railroad and wrote, "The North Anna cars are on their way to Staunton by rail and the Surry Power Station cars will go to Dillwyn. They will be rehabbed for entertaining clients. We're hoping to be able to use the ones in Dillwyn for our excursions. They also purchased a CSX office car last year that had been sitting in Clifton Forge and previously had been up at the Greenbrier. I think it's the *Virginia*."

Win pointed out a website where the cars could be viewed online and you can view them yourself at:

www.pbase.com/vamidlandrr/recent_images

Photographer Shannon Crabtree, who posted the photos to the website above, gave his permission for his photos to be reprinted in the *High Green* and wrote: "I

heard that the BB had purchased them from Dominion (formerly VA Power) and they were stored on the North Anna spur. BB has them parked at the Martin-Marietta unloading facility. I believe they were at the end of the spur by the power plant. A friend of mine and I were in the area and we saw them." Shannon and his friend ask for and were granted permission to photograph them.

The cars from North Anna that Shannon photographed are the *Shennandoah Vale* (yes, with an extra "n") and the *Nu Power Lakeside*. Keep an eye out for them and the others while you're railfanning and maybe you'll be lucky enough to catch them sometime.

New Use For An Old Right-of Way? An article in the January 12, 2010 issue of the *Fairfax County Times* notes that "military leaders have slightly more than 90 days to submit plans for use of the \$150 million in federal funds just approved for transportation improvements around Fort Belvoir... All parties are in agreement that the bulk of the funding should be used to widen Richmond Highway (U.S. Route 1), the gateway to the fort, to six lanes. However, other key details remain in flux, including the scope of the widening... Fairfax County officials are also very interested in improving transit access to Fort Belvoir. [U.S. Rep. James P.] Moran (D-Dist. 8) said a study of the possible reuse of an abandoned rail bed that connects Virginia Railway Express tracks to the fort could potentially be paid for with the new federal dollars."

This abandoned line is the former post utility railway originally constructed during World War I and rebuilt by the newly-activated 711th Railway Operating Battalion at the beginning of World War II. It was abandoned in 1993 after the consolidation of combat engineer training at Fort Leonard Wood, MO (i.e., no more unit moves by rail), and the post ceased handling coal deliveries for nearby DC prison complexes. Following the 2005 Base Realignment And Closure (BRAC), there was a proposal to extend Metro's Blue Line alongside the CSX (ex-RF&P) main line and then follow the old right-of-way to the old warehouse area on the west side of Route 1. Since then it has remained just that - a proposal lacking funding.

In early 1993 a post civil engineer told your editor of a proposal to extend VRE service onto the post by bringing in VRE trains to the old warehouse area, which would be converted to a site for northbound buses on Route 1 to bring passengers to VRE trains. The post did rebuild crossings with rubberized material between the interchange and Route 1, but no VRE service was ever introduced on the line, and it was subsequently abandoned and pulled up.

Although it would make more sense to bring a rebuilt line further into the post, that's not in the cards because the Route 1 widening plan calls for the demolition of the concrete railroad bridge over the road. If either VRE or Metro service were brought to the post, but only as far as the west side of Route 1, the Army would need a shuttle bus network to deliver people to their destinations because the proposed rail terminal is too far from just about everything on post.

Amtrak Train Partially Derails Near Fairfax: An Amtrak spokeswoman says a train heading to Florida derailed just outside Washington, causing several minor injuries and delaying the train for about four hours.

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Amtrak spokeswoman Vernae Graham says the train derailed about 8:30 p.m. Saturday (1/23) in Fairfax County, VA, and got under way again about 12:40 a.m. Sunday. Graham says several passengers and crew members suffered minor bumps and bruises.

Graham says the train was not a regularly scheduled train, but a special train headed for West Palm Beach with 712 passengers and 15 crewmembers. *AP, January 24, 2010 via Ray Saunders*

Amtrak to Add Over 100 Locomotives 'Major equipment purchase' planned for 2010

Amtrak will buy more than 100 locomotives, along with hundreds of new passenger cars, in what it is billing as a "major equipment purchase."

Amtrak included the purchase plans in a 2010 outlook statement, but gave no details about how much money it will spend on the equipment. The agency said it will later "announce a comprehensive and detailed plan to replace and expand its fleet."

It also did not say which suppliers would win the orders, but said the purchase "will support American rail manufacturing industries and create jobs in the U.S." Passenger train engines are much different from the heavier locomotives needed for freight service, but some manufacturers are trying to supply both industries.

Amtrak's other plans for the coming year include spending \$442 million on an engineering program that includes installing more than 112,000 concrete crossties and over 49,000 wooden ties on the Northeast Corridor, and repair to some bridges in Michigan, Maryland, New York and New Jersey. *John D. Boyd/Journal of Commerce, January 11, 2010*

New Federal Spending On Rail Lines in the area will include assistance in funding high-speed service between Richmond and Washington and replacement of a 19th-century tunnel through Baltimore.

Virginia was awarded \$75 million to help fund an estimated \$1.3 billion project intended to more than double the rate at which passenger trains travel between Richmond and Washington, allowing them to reach speeds in excess of 90 mph. This includes adding a third track along the 11-mile stretch between Stafford and Prince William counties, where bottlenecks occur when passenger and freight trains share the rails.

Maryland will receive \$60 million to lay the groundwork for replacement of a tunnel built just west of Baltimore's Penn Station in the 1870s.

The tunnel, which will cost \$1 billion to replace, is used by Amtrak, MARC and Norfolk Southern. The state was also awarded \$9.4 million to begin planning an \$80 million to \$100 million project to improve the BWI-Marshall Airport station served by MARC and Amtrak. *Ashley Halsey III/Washington Post, January 29, 2010 and Scott Wykoff/WBAL Radio, January 28, 2010 via Alex Mayes*

FREIGHT RAIL NEWS

NS Seeks to Withdraw From Shared Baltimore Track: Norfolk Southern has asked the Surface Transportation Board for permission to cease service on its Cockeysville, MD, branch, which it operates at night under a temporal

separation agreement with Maryland Transit Administration. MTA's light rail transit trains in Baltimore ply the line by day, as part of its Hunts Valley Line service.

NS acquired operating rights over the ex-Pennsylvania Railroad line when Conrail was partitioned between NS and CSX in 1999. The route once served trains linking Baltimore and Harrisburg, PA. *Railway Age, January 11, 2010*

Those Disappearing Rail Car Blues: *Sterling Rail Daily Express* reported on January 19 that "Last year, car owners scrapped older idle cars, perhaps as many as 70,000, in lieu of paying storage fees, the second consecutive year with a high level of scrapping activity... A large number of intermodal, box cars and housing-related cars does not help new car orders to the degree that scrapping of steel coal cars, covered hoppers and tanks would because the former car types were in excess supply in recent years prior to the downturn."

Meanwhile, *Recycling Today* reported on January 11 that "Progress Rail Services has announced their Galesburg, IL, facility is now rail served. The 11-acre facility, which primarily is used for processed scrap metal, will now have the ability to receive railcars for dismantling as well as ship prepared scrap by rail on BNSF. With the addition of a new rail spur, Progress Rail anticipates the Galesburg yard will process seven to eight railcars per day."

Rail Cars Arrive at Fort Lee: In 2009, soldiers with the 757th Transportation Battalion (Railway), an Army Reserve unit, built 320 feet of train track to accommodate railcars for the Army Transportation School.

The rail spur consists of rails that weigh about 3,900 pounds each. Soldiers also had to prepare the rail bed by making it ready for drainage with ballast and installing hard composite rubber railroad ties. The composite ties weigh more than their wood counterparts and won't rot.

The Army Transportation School is moving to Fort Lee from Fort Eustis as part of the Base Realignment and Closure-related growth at Fort Lee.



Fort Lee Photo/Rhonda Seward
A crane moves railcars onto a rail spur at Fort Lee on Jan. 11 for movement to their final destination at the Army Transportation School multi-mode load training site.

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The track will be used for training purposes once the Transportation School arrives on post. Flat cars will be placed on the tracks for their final destination at the Transportation School multi-mode load training site. Soldiers will learn how to load vehicles onto the railcars. The equipment will become a part of the new joint training site where more than 2,000 students train per year. Military students from across the Department of Defense, and as well as international students, will use this facility to conduct realistic rail load and air training. *Progress-Index, January 19, 2010. (The 757th is the Army's last rail unit and it's scheduled to be inactivated in 2015. Although loading and unloading classes are moving to Fort Lee, rail operations training will continue at Fort Eustis for reservists and civilian rail employees from various Army posts, depots and ammunition plants operating their own utility railways. Fort Lee has a relatively short rail spur that cannot support rail operations training. Ed.)*

Two Army Rail Bridges Will Be Nearly All Recycled Plastic: Demolition of two existing short rail bridges is now under way at the U.S. Army's Fort Eustis Transportation Corps post in Virginia to make way for two new bridges that will consist almost entirely of heavy-duty recycled plastic parts.

The prime contractor for the project is Parsons Brinckerhoff. Axion International Holdings, Inc., is providing holdings, I-beams for pilecaps and main girders, and crossties/curbing. "All parts of the bridges will be made from Axion products except the steel fasteners and bolts," said the company.

"We are pleased to announce the Fort Eustis project is under way as we demolish the existing wood spans and make way for two new bridges utilizing our patented thermoplastic technology," said Axion CEO Jim Kerstein. "Being the first known structures of this kind able to support 130 tons is a milestone achievement, considering the main components of these bridges are made entirely from 100% recycled consumer and industrial plastic. In fact, the only non-recycled plastic components of these bridges will be the steel connectors holding our Axion parts together and the rubber bearing pads that provide cushion between the main girders and pile caps.

"By utilizing recycled plastic, not only will these bridges not rot, rust, or corrode like traditional building materials, they will also help divert literally tons of recycled products that would normally be destined for landfills. This includes household items such as milk jugs, detergent bottles, and car bumpers."

The new short-span bridges will extend approximately 40 feet and 80 feet, respectively. Each of these bridges is designed to achieve a high-load rating of 130 tons (in order to transport locomotives and freight traffic for military movement and base exercises and achieve a Cooper E60 Rating). *Railway Age, January 27, 2010*

WHERE THE TRAINS ARE

On May 3, 2007, Marlow Barnes snapped this picture of Lehigh Cement's GE 65-ton centercab that handled cars inside the plant in Union Bridge, MD. Unfortunately the locomotive's date with the scrapper was drawing near, and

today a Maryland Midland geep handles switching duties inside the plant.



RAIL PRESERVATION

Ever Dream of Operating a High-Speed Steam Passenger Locomotive? You can make it happen by joining one of the *Ultimate Steam Dream* tours. Running a steam locomotive that is pulling a regularly-scheduled passenger train is one of the most exciting and exhilarating things that a railfan can do! As a student-engineer and student-fireman, you will operate eight high-speed steam passenger trains with your hands on the throttle, reverser, brake valves, whistle, and injector. No experience is required; your patient engineer-instructor will guide you through the process. Each trip makes 17 station stops in just under two hours with peak speeds of 100 kilometers per hour (63 mph). You and your running mate will split throttle time and firing duty 50-50. These standard gauge, commuter trains are powered by 2-6-2s, 2-8-2s and occasionally, by *Beautiful Helena*, a green 4-6-2. The more than 400 miles of cab-time provides an in-depth learning experience that is unequalled, anywhere! Tour packages also include one day each at two different 30-inch narrow-gauge lines which use 0-8-0s with tenders. Unlimited photo and video opportunities plus other features. Each tour is limited to eight students. Primary tour dates are: May 10 – 17, June 26 – July 3 and July 4 – 11. The cost, including lodging, is approximately \$2,150. Meals and airfare are extra. Shorter, less expensive tours, can be arranged at other times of the year. These training sessions are organized by the *Wolsztyn Experience*, a non-profit British railfan organization and are conducted in Wolsztyn, Poland. Wolsztyn is a three-hour train ride east of Berlin, Germany and is the only place in the world where you can run high-speed, regular service (non-tourist), steam passenger trains! For a trip flier, photos or a video tape, contact Carl Franz at 1-240-720-8686 or e-mail cmfrr@aol.com.

Proposed: Civil War-Era Train Rides Along the York County Rail Trail: A new nonprofit wants to use rail lines along a portion of the Heritage Rail Trail County Park to operate a replica Civil War-era steam train.

Representatives with Steam Into History, Inc. unveiled the proposal Wednesday (1/13) and said it would

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draw tourists and locals alike. It would promote the county's history and drive economic development.

The proposal earned a formal endorsement from the York County Commissioners at their regular meeting. The commissioners also agreed to work on a deal that would allow the nonprofit to use the rail line along the county-owned Rail Trail.

Trip

The first stage of the project calls for the train to run back and forth along an approximately 10-mile stretch from New Freedom to Hanover Junction in North Codorus Township, said Simpson, a partner in Susquehanna Real Estate. A round trip would last about approximately 90 minutes, which includes about 30 minutes at Hanover Junction.

Eventually, Steam Into History wants to operate the train along the Rail Trail from New Freedom to York City, said Simpson, the former president and chief executive officer of Susquehanna Pfaltzgraff Co.

Operation is slated to begin in 2013, the 150th anniversary of the Battle of Gettysburg and Lincoln's famous Gettysburg Address.

The steam engine train would operate on the former Northern Central Railway. Steam Into History plans to use at least five cars, which would carry about 200 passengers.

Board members said they are confident the train can operate in conjunction with the Rail Trail. The train would travel at upwards of 15 mph. Road crossings could be manned by volunteers or staff members.

"It's not going to be any threat to the use of the Rail Trail," said board member D. Reed Anderson.

Work

Much work remains before the operation can begin. Nonprofit officials said they plan to renovate rail lines, develop storage facilities, retail operations and install "turntables," wooden platforms where the trains are turned around.

They also plan to commission the fabrication of an 1863 locomotive and rail cars. All told, they project a capital investment of about \$5 million.

The cash is expected to come from private investors, bank financing and hopefully state and/or federal grants, Anderson said. The train would operate several times per day from the spring to late fall, board members said. Ticket prices, while undetermined, would be competitive with similar attractions in the area.

The only concern raised by commissioners was that the operation get the endorsement from affected municipalities, particularly North Codorus Township and New Freedom.

Board members said they had received favorable responses during limited interaction with some officials, and plan to make formal presentations to the municipalities in the future. *Carl Lindquist/York Dispatch, January 13, 2010 via Bob Thompson*

Working to Keep Stewartstown Railroad on Track: The Bucks County Historical Society plans to meet with officials from the historic York County railroad, which owes it money.

Officials from the society and the Stewartstown Railroad will meet in February to discuss a payment plan for debt owed to the railroad's one-time president and

benefactor George M. Hart - debt that must be repaid to the historical society, according to Hart's will.

The Bucks County Historical Society has asked the executor of Hart's estate to extend a January 30 payment deadline by 60 days, said president and executive director Douglas Dolan. The extension gives the 124-year-old railroad company time to come up with a way to pay down the \$350,000 lien.

It's up to the executor to decide if liquidation proceedings begin, Dolan said. But if railroad officials can present a plan that helps them stay afloat while fulfilling Hart's wishes, the society will take an active role in convincing the estate to work with it.

The railroad is defunct and hasn't run trains in many years, though restoration efforts are under way.

The historical preservation group Friends of the Stewartstown Railroad began a letter-writing campaign last month in hopes of convincing the society to hold off on collecting the money until the railroad is back on its feet.

They've since gained considerable support - most notably, from the York County Commissioners. County officials are looking into railroad preservation grants and hotel sales tax to help pay down the debt.

The railroad's working proposal involves a five-year payment plan, though that'll be subject to negotiation with the Bucks County Historical Society, said Friends of the Stewartstown Railroad vice president Eric Bickleman.

As they coordinate schedules with the society, railroad advocates are also setting up meetings with local movers and shakers who have offered their support, a list that includes county commissioners and a few state legislators.

Whether the support will be moral or financial remains to be seen, he said. No formal fundraising campaign has been launched at this point. It's hard to ask people for money when there's not a clear goal in place, Bickleman said. *Anne Tasker/Bucks County Courier Times, January 18, 2010*

A LOOK BACK DOWN THE TRACKS TO...

FEBRUARY 7, 1939

Rail Enthusiasts Form Organization

D.C. Group Studies Various Phases of 'Iron Horse'

A new organization has taken its place among local groups. Known as the Washington Division of the Railroad Enthusiasts, Inc., it is an organization of men who are interested in railroads and make the various phases of operation their hobby.

One of the features of this railroad hobby is the different angles included in it. Some of the members take photographs of engines and trade and collect them the same as stamp collectors. Others go in for the model railroad angle and build their own models, while others go in for still other angles.

The meetings of the Washington Division are held in the board room of the Association of American Railroad on the tenth floor on the second Saturday of each month at 8 p.m. At the next meeting, to be held on Saturday, the speaker will be Mr. R. B. Adams, train dispatcher of the Washington Division, Southern Railway System. *The Washington Post via Frank Tosh*

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