

Saturday, April 13, and Sunday, April 14, 2002



# The Rockville Limited



Sponsored by the Harrisburg Chapter, National Railway Historical Society

to

Celebrate the Centennial of the Rockville Bridge



Schedule:

Harrisburg Amtrak Station	Time
Leave	7:30 a.m.
Arrive (approx.)	3:00 p.m.

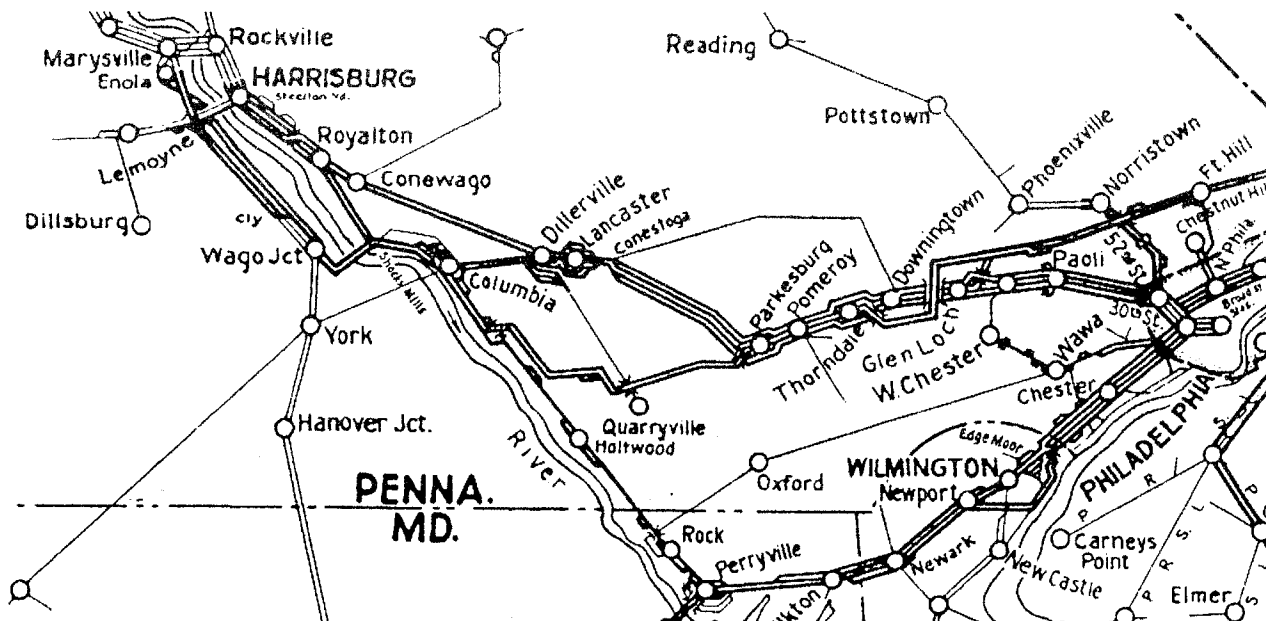
IMPORTANT: Car Hosts for each car are wearing golf shirts and white hats. Hosts are responsible for your safety and comfort. Please heed their instructions.

Regulations:

- No smoking anywhere on the train
- No alcoholic beverages permitted
- Safety First!

Locomotives: Restored PRR E8s Nos. 5711 and 5809

Cars: Amtrak coaches and private cars



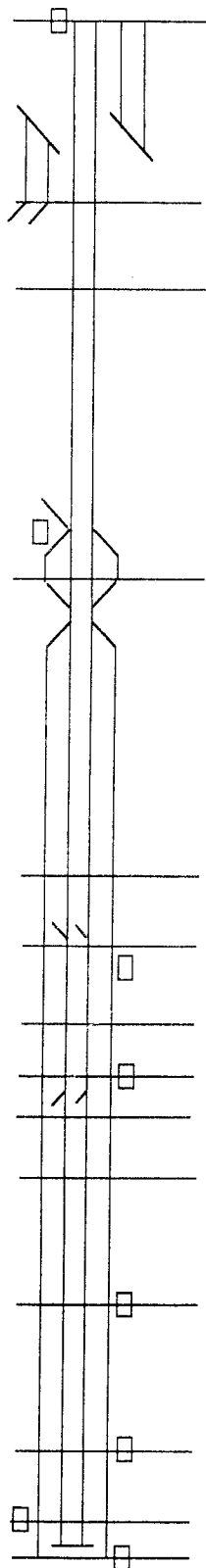
## Pennsylvania Railroad

Electrified Lines January 1, 1946

(thick lines are electrified, while thin lines denote non-electrified lines)

# Track Diagrams and Sights Along Our Route

## PRR/Amtrak Main Line: Harrisburg to Philadelphia



MP 104.6 “State” tower (inside the station) and Harrisburg Station.  
“Harris” tower, owned by Harrisburg Chapter, is just to the west.  
PRR GG1 No. 4859, Pennsylvania’s official electric locomotive, is on display at the station as is Harrisburg Chapter owned PRR cabin car No. 980016, a N6b.

MP 94.7 Middletown Station.

Columbia Branch (*PRR name*) diverges towards the Susquehanna.

MP 86.8 Elizabethtown Station.

From Middletown to near Elizabethtown the train has climbed a grade of around 0.75% to get out of the Swatara Creek valley. At one time there was a tunnel east of the town.

Here the “Broad Way” was always only two tracks wide.

*References for this page:*

*PRR Eastern Region Timetable No. 22, October 30, 1966.*

*PRR 1950 Track Chart. Not all tracks shown exist now.*

MP 68.1 and 68.0 “Cork” tower and Lancaster Station.

The Columbia Branch rejoins the Main just west of “Cork,” one of the few remaining staffed towers left in this area of Pennsylvania. The station is one of the busiest on Amtrak’s Keystone Corridor that runs from Philadelphia out to Harrisburg.

Soon after crossing the Conestoga River the train will begin to traverse the “Pennsylvania Dutch” countryside. At Eby’s Curve, west of Gap, the train slows to negotiate curves through the hills.

MP 49.3 Christiana Freight Station (restored by Lancaster Chapter, NRHS) is on the left.

MP 44.2 and 43.9 Parkesburg Station and “Park” tower.

Atglen & Susquehanna Branch joins the Main Line.

MP 38.4 Coatesville Station.

MP 35.0 “Thorn” tower. Here the Philadelphia & Thorndale diverges.

MP 32.3 Downingtown Station.

MP 28.2 Whitford Station and Pratt bridge over the Main Line.

Location for Grif Teller’s 1949 PRR calendar painting, “Main Lines – Freight and Passenger.”

MP 19.9 and 19.8 “Paoli” tower and Paoli Station.

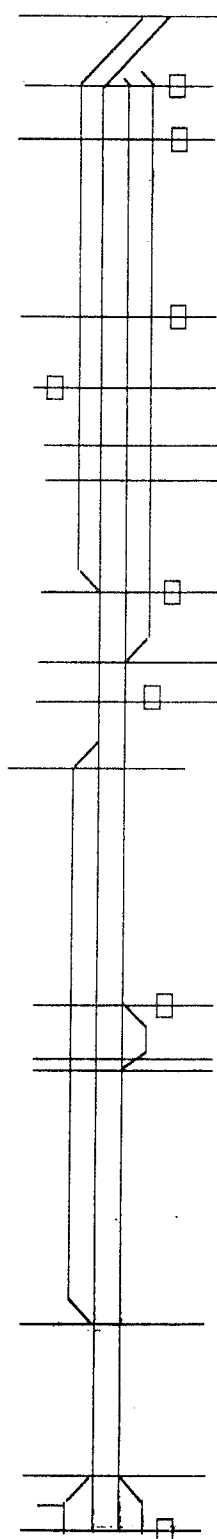
Start of the famous “Paoli Local” to Philadelphia and the end point of the Philadelphia’s Main Line, a series of traditionally exclusive suburbs.

MP 10.1 “Bryn Mawr” tower location and Bryn Mawr Station.

MP 5.4 “Overbrook” tower, Overbrook Station, and Philadelphia city limits.

MP 3.2 “Zoo” tower. The train leaves the Main Line and proceeds towards 30th Street Station and the Northeast Corridor.

## PRR/Amtrak Northeast Corridor: Philadelphia to Perryville



MP 0.0 30th Street Station

MP 2.1 "Arsenal" tower.

MP 4.2 "Brill" tower.

West Philadelphia Elevated Branch (the "High Line") joins the New York Washington Main Line (Amtrak's Northeast Corridor). "Brill" is named for the once-nearby trolley manufacturer.

MP 11.7 "Baldwin" tower.

Watch for Baldwin Locomotive's famous office building to the west.

MP 14.4 "Lamokin" tower.

MP 16.8 "Hook" tower, named for the town of Marcus Hook.

MP 18.2 Pennsylvania-Delaware State Line

This state line is an arc centered on the Court House in New Castle and is one of the most complex borders in the U. S.

MP 22.5 "Bell" tower.

MP 25.4 Landlith R-"Wilmington."

MP 26.8 "Wilmington" tower.

MP 29.5 Shellpot.

To the south is one of the fastest sections of the Northeast Corridor.

*Note: track diagrams do not show all tracks and are not to scale, but are approximately correct in showing relative distances between points. Rectangles represent interlocking towers.*

MP 39.9 "Davis" tower.

MP 41.4 Delaware-Maryland State Line.

MP 41.5 Iron Hill R-"Davis."

*References for this page:*

*PRR Eastern Region Timetable No. 22, October 30, 1966.*

*Amtrak Northeast Corridor Track Charts, Jan. 1977.*

MP 51.3 Northeast R-"Davis."

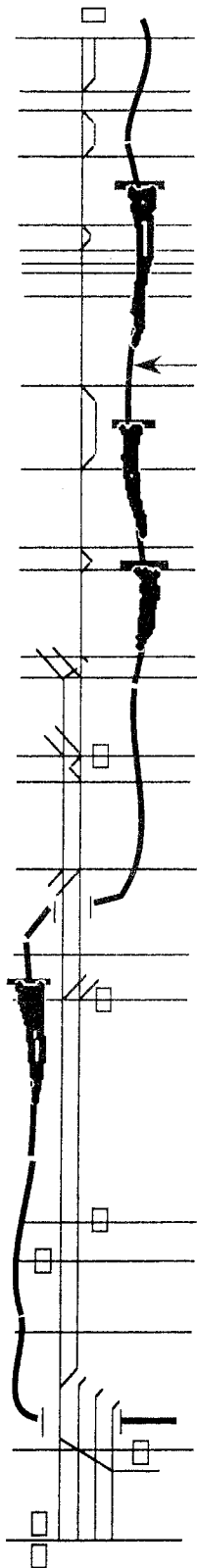
Here is another stretch that is only two tracks wide and is not what one would expect on this busy route.

MP 57.3 Principio R-"Perryville."

MP 59.5 "Perryville" tower.

The Columbia and Port Deposit Branch swings to the west to follow the Susquehanna River upstream while the Corridor crosses it on a spectacular bridge.

PRR/Norfolk Southern: Perryville to Harrisburg



MP 0.0 "Perryville" tower. Start of Columbia and Port Deposit Branch.

MP 3.2 Quarry R-"Perryville."

MP 4.5 Tome R-"Cola." Coming into Port Deposit.

MP 7.4 West Rock R-"Cola"

Conowingo Dam (Lake Conowingo).

MP 11.6 Pilot R-"Cola."

MP 13.0 West Pilot R-"Cola."

MP 14.1, 14.7, 14.8 Wildcat Tunnel, Frazer Tunnel, Md-Pa State Line.

MP 15.9 Williams Tunnel.

Susquehanna River, longest non-navigable river in the eastern U.S.

MP 21.7 Midway R-"Cola." Named for halfway point on Port Road.

Holtwood Dam (Lake Aldred) supplied electricity to the PRR.

MP 26.8 McCalls R-"Cola."

Bald eagles and ospreys frequent the lower Susquehanna.

MP 31.9 Harbor R-"Cola."

MP 33.2 West Harbor R-"Cola." Safe Harbor Dam (Lake Clarke).

Above here three flumes carry streams over the Port Road.

MP 38.8 Cres R-"Cola."

MP 40.3 and 33.7 Port R-"Cola." Port Road joins Atglen and Susquehanna.

*R-: switches remotely controlled from interlocking tower named.*

MP 38.4 "Cola" tower. Columbia Branch diverges towards Lancaster.

MP 40.0 Lake R-"Cola." Named for down-river Kerbaugh Lake (now filled in), named for an A&S contractor for this section.

MP 45.4 Shocks R-"Cola." Columbia Branch heads towards Harrisburg.

Shocks Mill Bridge, construction similar to Rockville Bridge.

Hurricane Agnes destroyed the bridge's center section in 1972.

MP 50.6 and 66.7 Wago Jct. PPL's coal-fired Brunner Island plant.

MP 69.6 "Cly" tower. Northern Central Branch joins York Haven Line.

York Haven Dam (Lake Frederick)

Three Mile Island, site of famous 1979 accident

*References for this page:*

*PRR Eastern Region Timetable No. 22, October 30, 1966.*

*PRR 1950 and other PRR Track Charts. Not all tracks shown exist now.*

MP 83.2 "Lemo" tower, now Lancaster Chapter's "J" tower at Strasburg.

MP 85.8 "Day" tower. Entrance to Enola yards.

Enola Yards, huge classification yards built by PRR in 1905.

To "Banks" tower and Middle Division.

Rockville Bridge

MP 110.2 "Rockville" tower.

MP 104.8 "Harris" tower, owned by Harrisburg Chapter, NRHS.

MP 104.6 "State" tower and Harrisburg Station.

## WELCOME ABOARD THE *ROCKVILLE LIMITED!*

We want you to have a safe and enjoyable trip. Today's train is made possible by the cooperation of a number of partners. The sponsoring organization is the Harrisburg Chapter, National Railway Historical Society. The locomotives and two private cars are provided by Juniata Terminal Company of Philadelphia. Amtrak cars are leased from Amtrak, and two other private cars are leased from private owners. The tracks we ride on are owned by Amtrak and Norfolk Southern, but were once all part of the vast Pennsylvania Railroad network.



Practically every seat on the train will be occupied. Please be courteous to your fellow passengers and trade off on the seats next to the windows. No smoking is allowed on the train. Cell phones and loud conversations are discouraged, but if they must happen, please move to the vestibules of the car. Restrooms are located at the ends of each car. Safety instructions for exiting during emergencies are located in seatbacks. There are fold-down trays for holding box lunches, which will be distributed to each passenger en route. Car hosts are wearing golf shirts and white hats.

As the trip proceeds, notice the variety of landscapes and scenery the route covers. We will traverse beautiful farmland in Lancaster County, the suburbs of Philadelphia followed by the transition to the urban center, heavy industrial areas such as refineries and steel mills along the Northeast Corridor, and finally the fairly remote lower Susquehanna River valley, with its scenery, waterfowl and recreational attractions. The trip will be capped off with a railroad flair by going through a classification yard in Enola and then across the world famous Rockville Bridge, celebrating its 100<sup>th</sup> anniversary this year. The Rockville Bridge is the longest, stone-arch bridge in the World. The National Railway Historical Society will be presenting an anniversary recognition plaque to Norfolk Southern Railroad for mounting on the bridge, which has been recognized for a number of other honors over its life.

The *Rockville Limited* is scheduled to have 15 cars. The private cars on the rear are reserved for First Class passengers. There are 10 Amtrak coaches and--in the center of the train--a café car for coach passengers. Feel free to walk about the train, but please be cautious when stepping between cars, especially when the train goes around curves. In the café car, we will be selling snacks and beverages as well as trip souvenirs. There will be commemorative T-shirts, sweatshirts and coffee mugs for sale, each bearing an exclusive design for this trip! Also, the Harrisburg Chapter is selling raffle tickets for an HO gauge trainset and a print of the locomotives in the Harrisburg station at night. A book on the history of the Rockville Bridge is written and orders will be taken on the train.

### ABOUT THE HARRISBURG CHAPTER, NRHS



The Harrisburg Chapter is one of over 170 local affiliates of the National Railway Historical Society. Formed in 1959, it is composed of more than 150 members dedicated to the preservation of rail artifacts and to the documentation of railroad history. Two of our recent restoration projects were ex-PRR GG1 4859, the first GG1 to pull a revenue train into Harrisburg, and ex-PRR N6b cabin car 980016, a representative of hundreds of wooden cabooses once owned by the Pennsylvania Railroad. Both pieces of rolling stock are on display in the Harrisburg Transportation Center.

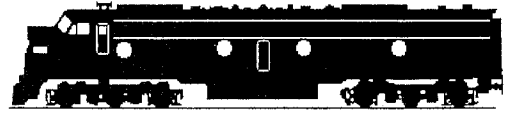
In the summer of 1992 we acquired HARRIS interlocking tower from Amtrak. HARRIS is an ex-PRR structure that stands just to the north of the Amtrak Station and once controlled all the switches and signals at that end of the station. We are currently in the process of restoring the building, and will have interlocking machine, model board and other key parts actually function. Other activities of the Chapter are the Harrisburg Train Show each March, featuring over 70 sales tables and an HO modular layout which we also take to train shows and malls.

The Chapter meets monthly to share in the pursuit of our interest. The meeting is always the second Tuesday of the month and begins at 7:00 pm. After a business session, there is entertainment in the form of slide shows, movies, a speaker, or the like. The April meeting is a banquet. The summer months of July and August typically feature a picnic, facility tour or train ride of some sort. Indoor meetings are held at the 29<sup>th</sup> Street United Methodist Church, 29<sup>th</sup> and Derry Sts.

Membership in the Harrisburg Chapter includes full voting privileges at the meetings, the right to participate in Chapter activities and a subscription to the monthly newsletter, the *Harrisburg Rail Review*. Membership in the National Society is a requirement, either through another chapter or as an Associate member, or must be concurrent with joining the Harrisburg Chapter. The dues for belonging to the Chapter in 2002 are \$12.00. The national dues are an additional \$20.00, or a total of \$32.00.

We invite you to attend a meeting and to join our group. You may obtain an application by asking your car host, calling our machine at 717-232-6221, writing to 637 Walnut Street, Harrisburg, PA 17101-1924, or clicking on <http://nrhs-hbg.pennsyr.com>.

EB



Ken Houghton Rail Images

## PRR 5711A and 5809A (courtesy Bennett Levin)

The locomotives powering today's excursion are two-thirds of the survivors of Conrail's Executive Office Car Special locomotive fleet that were acquired by Juniata Terminal Company from both the Norfolk Southern and the CSX railroads after the split of Conrail into those two organizations. The Conrail fleet consisted of three E-8 locomotives. Two locomotives began life on the Pennsylvania Railroad and one entered service on the Erie.

The *Rockville Limited*, appropriately, is using the two locomotives that were initially purchased by the Pennsylvania Railroad. Engine 5809 was formally Conrail 4020 while engine 5711 was Conrail 4021. Conrail acquired both engines from Amtrak. The third engine of the OCS fleet--the Erie 833--was used in the Erie Railroad's Cleveland service and was owned by Conrail from its inception and carried Conrail road number 4022.

Both of today's locomotives were built by the Electro Motive Division of General Motors Corporation and were classified as model E-8. The 5809 was built in 1951 and the 5711 was built in 1952 and, when delivered to the Pennsylvania Railroad, were part of that railroad's passenger service locomotive fleet, being classified as Class EP-22. Each locomotive is rated at 2250 HP and carries two auxiliary generators for the provision of head-end power to light, heat and cool the cars in the train. The engines weigh 316,500 pounds and generate a tractive effort of 56,500 pounds each. They have a fuel capacity of 2,000 gallons and a lubrication oil capacity of 660 gallons. Both engines are equipped with the most "state-of-the art" technology for cab signals and speed and event recorders.

After being purchased by Juniata Terminal, both engines were completely restored under the direction of Eric B. Levin. A complete photographic record of the work that was undertaken to bring the engines back to their current appearance has been documented by Steve Agostini and can be found on the Philadelphia Chapter page of the PRRT&HS website-- [http://www.prths.com/Phila\\_Restoration\\_Articles.htm](http://www.prths.com/Phila_Restoration_Articles.htm)

## THE ROCKVILLE BRIDGE (courtesy Dan Cupper)

Opened on March 30, 1902, the present stone-arch Rockville Bridge is the third bridge on the site, replacing a double-track iron structure (1877), which in turn replaced a single-track wooden bridge (1849). It measures 3,860 feet long and 52 feet wide, and carries the tracks 46 feet above the low-water level of the Susquehanna River. Each of its 48 arches measures 70 feet long. Its cost new was \$975,150, not counting major excavation for approaches. Then as now, it is a major link on main lines between East Coast and Midwest, and between Canada and the South. Built to hold four mainline tracks, it now carries two tracks for Norfolk Southern Corp.

Taking two years to build, the bridge contains 220,000 tons of sandstone quarried mostly from Clearfield and Cambria counties in western Pennsylvania. It is often said to be the longest stone-arch bridge in the world and this is mostly, but not entirely, correct, because the design is a composite—the stone piers and arches are hollow, with the inside filled with concrete. It was built for the Pennsylvania Railroad by two contractors, Drake & Stratton on the east half and H. S. Kerbaugh on the west half.

Many famous trains and people have crossed the bridge, including the daily overnight *Broadway Limited* (originally named *Pennsylvania Special*) between New York and Chicago, from 1902 to 1995; Union Pacific Railroad's M-10000 (America's first streamliner), in February 1934; and twice, trains carrying the Liberty Bell to exhibitions. Among the notable who have ridden trains over it are Thomas Edison, Henry Ford, George Westinghouse, and Andrew Carnegie, and 10 U.S. presidents, starting with Theodore Roosevelt and ending with candidate Jimmy Carter.

The bridge withstood the "St. Patrick's Day Flood" of March 1936 and the Tropical Storm Agnes flood of June 1972. In August 1997, movement of stones caused by the freeze-thaw cycle caused a portion of a side wall at Pier 19, south side, to collapse into the river under the weight of a coal train. In the repair, a concrete patch was installed with textured surface to replicate the original stone. Steel reinforcing channels were added to that and other piers. Today the bridge carries 50 to 60 Norfolk Southern freight trains and four Amtrak passenger trains daily.