

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.

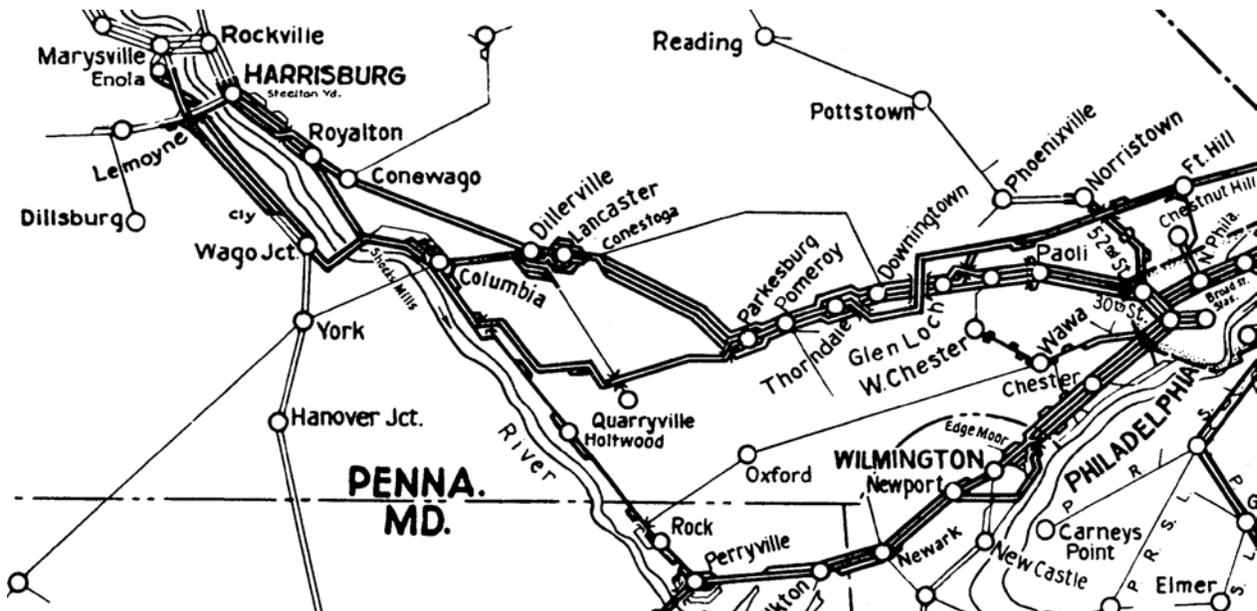
**IMPORTANT:** Car Hosts for each car are wearing golf shirts and white hats. Hosts are responsible for your safety and comfort. Please heed their instructions.

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



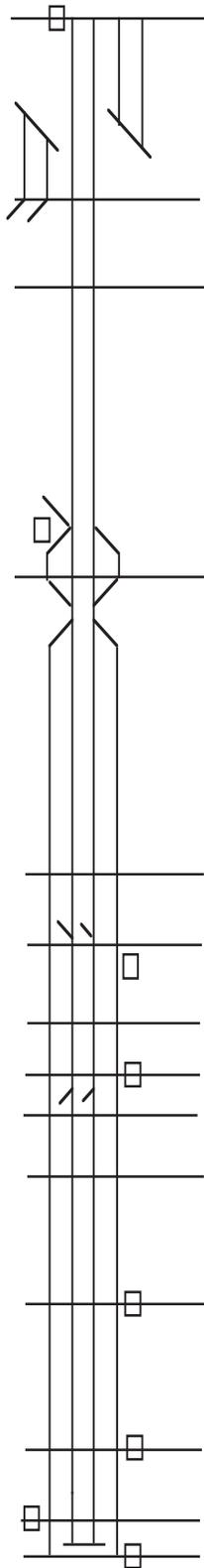
Pennsylvania Railroad

Electrified Lines January 1, 1946

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

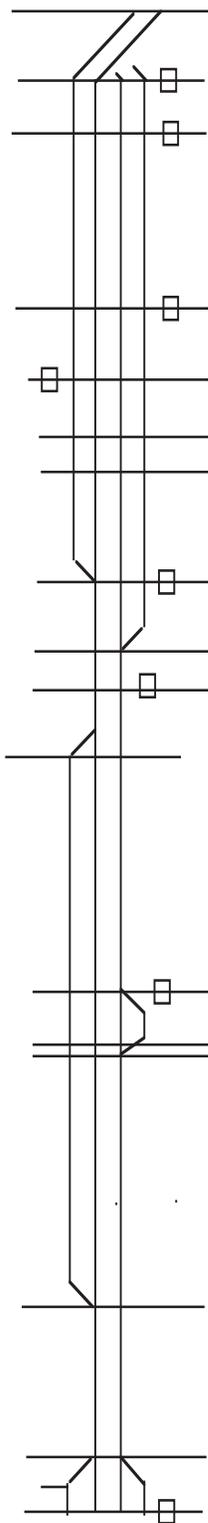
# Track Diagrams and Sights Along Our Route

## 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.”

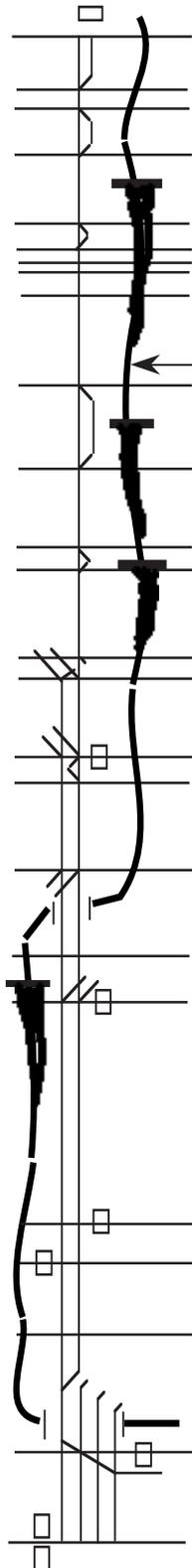
Here is another stretch that is only two tracks wide and is not what one would expect on this busy route.

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.