

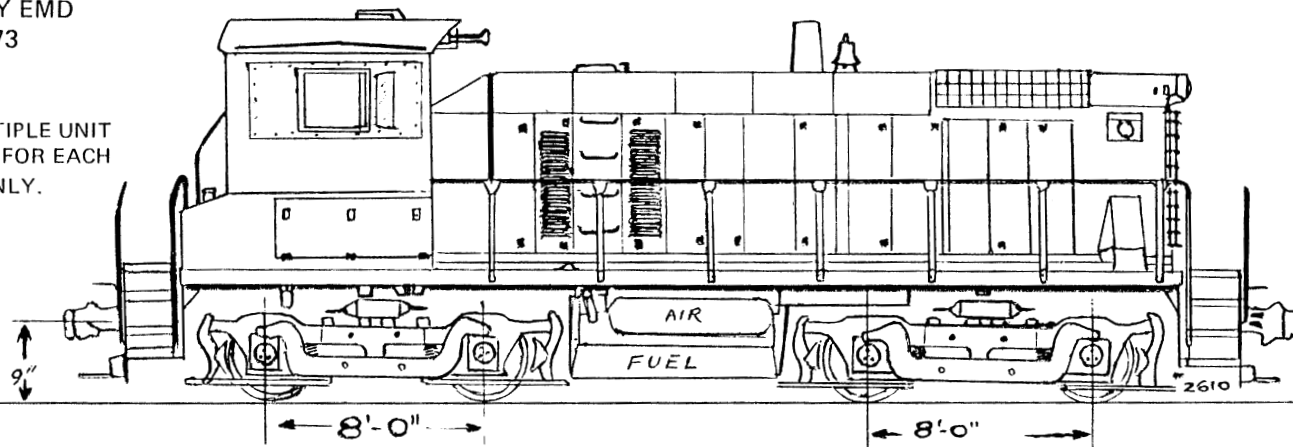
GUIDE TO
Pennsylvania's
TOURIST RAILROADS

EIGHT WHEEL SWITCHING LOCO., MODEL SW1001

1000 HP SWITCHER
NOS. 2601 to 2625

BUILT BY EMD
NOV. 1973

ALL MULTIPLE UNIT
EQUIP'D FOR EACH
OTHER ONLY.



| | | | |
|--------------------------------|-----------------------|--------------------------------|----------|
| WEIGHT ON DRIVERS AND TOTAL — | ENGINE EMD. 6-645E | RADIUS | 150 FT. |
| 233,079 lbs. | DIA. OF CYLS. 9 1/16" | DEGREES | 38' |
| TRACTIVE EFFORT — 58,270 lbs. | STROKE 10" | DIA. OF WHEELS | 40" |
| BRAKE EQUIPMENT WESTGAL | FUEL CAPY. 1000 GALS. | CU. FT. SAND | 30 |
| MAX. PERMISSIBLE SPEED 45 MPH. | LUBE OIL 135 GALS. | CONTINUOUS RATING T.E. 41,700@ | |
| GEAR RATIO — 62:15 | WATER 190 " | | 6.7 MPH. |

GUIDE TO
Pennsylvania's
TOURIST RAILROADS

2ND EDITION

Bill Simpson



PELICAN PUBLISHING COMPANY
Gretna 2003

*To Dad and Uncle George—
may you forever be together on the trolley to Terre Hill*

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By Bill Simpson

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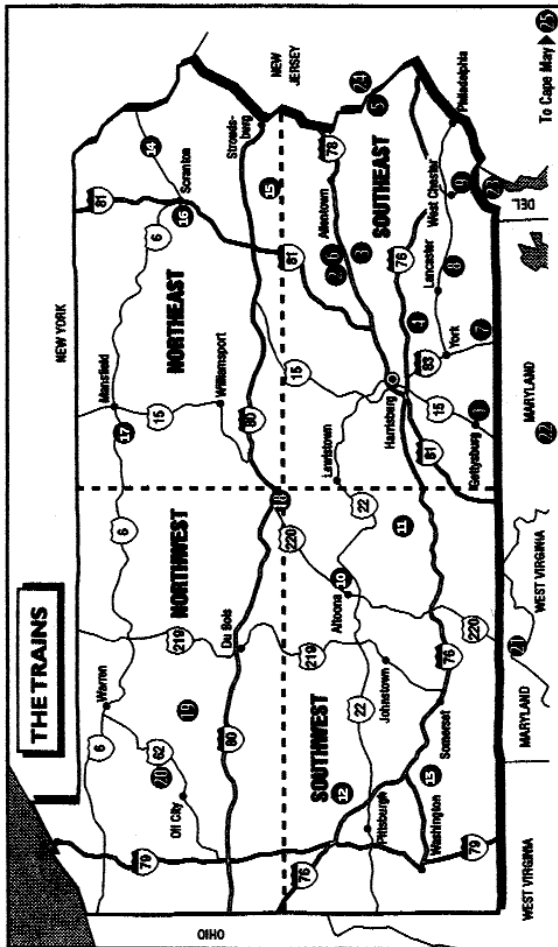
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Map by Linda Eberly

TRAINS

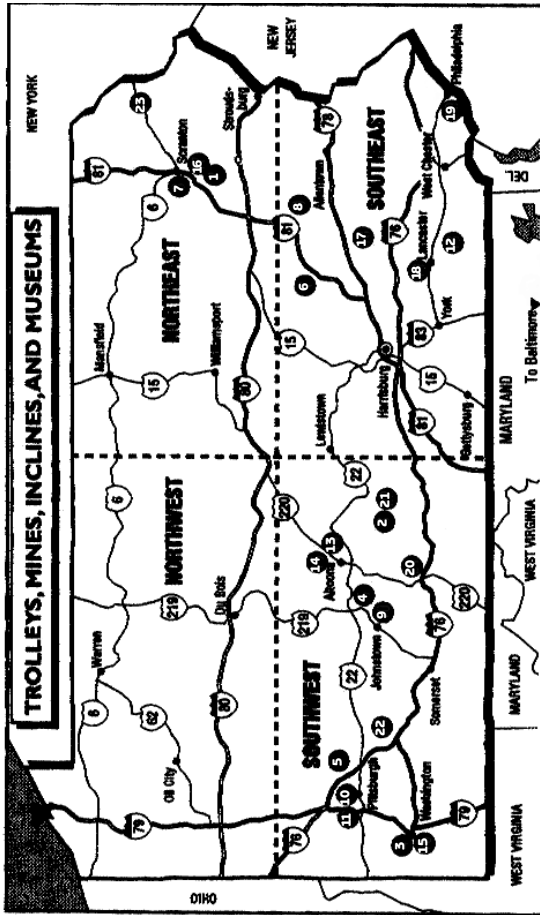
- SE**
- ① Gettysburg—Gettysburg Scenic Rail Tours
 - ② Kempton—Wanamaker, Kempton & Southern Railroad
 - ③ Kutztown—East Penn Scenic Railway
 - ④ Middletown—Middletown & Hummelstown Railroad
 - ⑤ New Hope—New Hope & Ivyland Railroad
 - ⑥ Port Clinton—Reading & Northern Railroad
 - ⑦ Stewartstown—Stewarttown Railroad
 - ⑧ Strasburg—Strasburg Railroad
 - ⑨ West Chester—West Chester Railroad Company
- SW**
- ⑩ Amtrak National Park Service
 - ⑪ Orbisonia—East Broad Top Railroad
 - ⑫ Schenley—Kiski Junction Railroad
 - ⑬ Scottsdale—Westmoreland Historical Railroad
- NE**
- ⑭ Honesdale—Stourbridge Line
 - ⑮ Jim Thorpe—Rail Tours, Inc.
 - ⑯ Scranton—Steamtown National Historic Site
 - ⑰ Wellsboro—Tioga Central Railroad
- NW**
- ⑱ Bellefonte—Bellefonte Historical Railroad
 - ⑲ Marienville and Kane—Knox and Kane Railroad
 - ⑳ Titusville—Oil Creek & Titusville Railroad
 - ㉑ Western Maryland Railroad
 - ㉒ Walkersville Southern Railroad
 - ㉓ Wilmington, Delaware—Wilmington & Western Railroad
 - ㉔ Ringoes, New Jersey—Black River & Western Railroad
 - ㉕ Cape May, New Jersey—Cape May Seashore Lines

Preface

Some people don't understand my fascination with trains. They don't understand why I feel disappointed whenever I come to a grade crossing and don't have to stop for 10 minutes to watch a long freight train pass. They don't understand why whenever I hear a train whistle my ears perk up like those of a dog hearing one of those whistles that humans can't hear. They don't understand why I'd pull my bicycle to the side of the road to watch a 200-car coal train roll along the tracks beside the Susquehanna River. I don't know how to explain it, either. Some people just don't understand the most basic human emotions. Perhaps the following few paragraphs will help the doubters gain an understanding of the magic of trains.

In the simplest sense, they're nothing but utilitarian vehicles. They transport people and freight. They make noise and they stop traffic. They're not nearly as fast as airplanes, and they don't stop at South of the Border, Wall Drug, Taco Bell, or any of the other scenic sites along America's highways. So, to a person unable to appreciate the truly beautiful parts of our world, trains might seem like lumbering legacies of America's past.

As all train lovers know, however, trains are much more than mere utilitarian vehicles. They're transportation, technology, history, adventure, intrigue, song, and romance all rolling down "magic carpets made of steel," as Arlo Guthrie put it.



Map by Linda Eberly

TROLLEYS

- NE** ① Scranton—Electric City Trolley Station & Museum
- SW** ② Rockhill Furnace—Rockhill Trolley Museum
- ③ Washington—Pennsylvania Trolley Museum

COAL MINES

- SW** ④ Patton—Seldom Seen Mine
- ⑤ Tarentum—Tour-Ed Mine
- SE** ⑥ Ashland—Pioneer Tunnel Coal Mine
- NE** ⑦ Scranton—Lackawanna Coal Mine
- ⑧ Lansford—Number 9 Mine & Museum

INCLINES

- SW** ⑨ Johnstown—Johnstown Incline
- ⑩ Pittsburgh—Duquesne Incline
- ⑪ Pittsburgh—Monongahela Incline

RAILROAD MUSEUMS

- SE** ⑫ Strasburg—Strasburg Railroad Museum of Pennsylvania
- SW** ⑬ Altoona—Railroaders Memorial Museum
- ⑭ Cresson—Allegheny Portage Railroad National Historic Site
- ⑮ Washington—Pennsylvania Trolley Museum

- NE** ⑯ Scranton—Steamtown National Historic Site

SMALLER MUSEUMS

- SE** ⑰ Leesport—Reading Technical & Historical Society
- ⑱ Manheim—Manheim Historical Society
- ⑲ Philadelphia—Transit Museum Store
- SW** ⑳ Robertsdale—Broad Top Area Coal Miners Historical Museum & Entertainment Center
- ⑲ Rockhill Furnace—Rockhill Trolley Museum
- ㉑ Youngwood—Youngwood Historical Railroad Museum
- NE** ㉒ Honesdale—Wayne County Historical Society Museum

The train was the world's first form of mass transportation, and for many generations of Americans, the train was the only way to travel. Whether they were marching off to war or going down to the shore, Americans traveled by train.

In small towns across America, life revolved around the depot. The train brought food, mail, clothing, and visitors, and it carried local farmers' and miners' goods to markets. The lonesome whistle of the midnight train inspired songwriters and brought young men visions of travel to distant places. Movie producers used trains liberally, and trains became legends in their own time: the Broadway Limited, the Wabash Cannonball, the Orange Blossom Special. From the 1840s through World War II, trains and trolleys were integral parts of the daily lives of millions of Americans.

Cars have changed that, but trains still have a visceral appeal for many of us. Whether it's a ride on the East Broad Top or an afternoon spent watching mile-long freight trains struggling up Horseshoe Curve, trains captivate me and many others. That's why we have tourist trains. As regularly scheduled passenger service has declined, tourist railroads have stepped up to fill the need to ride the rails that so many of us experience.

For those of us with that need, Pennsylvania is the best place to be. Pennsylvania is a leader in tourist railroads because Pennsylvania was a leader in railroads. The first trip by steam locomotive in the United States took place in Honesdale in 1829. The construction of Horseshoe Curve, which opened in 1854, was one of the first great railroad engineering feats, and the Curve is still in heavy daily use. The Pennsylvania Railroad was one of the most powerful corporations in the world, and the Reading earned a place on the Monopoly board. Pennsylvania has a powerful railroad legacy, and Pennsylvanians have strong ties to their trains. The state has thousands of miles of train tracks, and some of those tracks are now finding work as tourist railroads.

If a friend or loved one has a fascination with trains, and you find that fascination perplexing, go for a ride on a tourist

train. Watch the eyes of a child grow wide as a huge, hulking steam locomotive comes to life. Enjoy a meal as you roll down the rails. Watch the scenery pass slowly by, and think back to a time when a train was the fastest way to travel.

Trains are a link to our past, and they're also an important part of our present. Freight lines are carrying more cargo now than ever before, and while passenger service is in decline in the United States, it's an important part of the transportation system of most European countries.

Yes, trains may be lumbering legacies of a time when life moved at a slightly slower pace, and that's about as good a thing as anyone can say about them. In a hectic world, few activities are more relaxing than a 10 MPH stroll down the tracks. The train won't make the modern world go away, but it will help you block it out for a while.

Introduction

If all 50 states entered into a contest to determine which state has been most influential in the growth of American railroads, Pennsylvania would stand a good chance of winning. From the beginning, Pennsylvania has been a railroad leader, and many railroad firsts occurred here. The first trip in the New World by steam locomotive took place in Honesdale in 1829. The longest covered bridge ever built, 5,690 feet in length, carried trains across the Susquehanna River between Columbia and Wrightsville. In the first half of the 20th century, the Pennsylvania Railroad was as big and powerful as any in the world. The Pennsy owned more than 3,000 locomotives, 6,000 passenger cars, and 200,000 freight cars, and it served more than 2,000 cities from the Atlantic Ocean to the Mississippi River.

Despite the Pennsylvania Railroad's size and influence, it was not the only railroad in the state. The Reading, Baltimore & Ohio, Northern Central, New York Central, and many short lines operated within Pennsylvania, as did numerous trolley systems. Throughout the state, rails found their ways into big cities and small towns. Every settlement of any significance had a rail depot, and in many towns the train station was the hub of commercial activity.

Getting the rails into all those Pennsylvania towns wasn't easy. Pennsylvania's highest elevation is only 3,213 feet (Mount Davis in Somerset County), but the state's topography features

steep mountains that run primarily from north to south. Because the main routes of commerce run east and west, the mountains made the building of railroads, especially east-west lines, a real challenge. Railroad engineers had to be creative to cross the rivers and climb the mountains, and perhaps the most famous railroad engineering feat in the country resulted from that creativity. At Horseshoe Curve, located just west of Altoona in the center of the state, the train doubles back on itself to gain altitude as it climbs a mountain. Opened in 1854, the Curve is still in heavy use and a favorite spot for train watchers. While historians generally consider the completion of the transcontinental railroad the defining moment in American railroad history, it was the completion of Horseshoe Curve that really made further westward expansion possible.

Although freight and passenger trains still climb Horseshoe Curve every day, the Pennsylvania Railroad is just a memory, as is passenger service in most of the state. Amtrak runs one line across the southern tier between Philadelphia and Pittsburgh, and one daily train stops in Erie, but most towns in Pennsylvania no longer have passenger-train service. However, thanks to tourist railroads, you can still see many parts of the state, including many historic sites, from the window of a slowly moving train.

If you chose to ride all of Pennsylvania's tourist railroads, you'd see an interesting cross section of attractions, including such historic sites as

- America's most famous battlefield—Gettysburg Railroad
- America's first Amish settlement
- America's most productive non-irrigated agricultural county—Strasburg Railroad
- The route of America's first steam locomotive—Stourbridge Line in Honesdale
- The world's steepest incline—Johnstown Inclined Plane
- The world's first oil well—Oil Creek & Titusville Railroad
- America's second-highest (and formerly the highest) railroad bridge—Knox & Kane Railroad

- The nation's first refuge for birds of prey (Hawk Mountain)—Wanamaker, Kempton & Southern Railroad
- Pennsylvania's Grand Canyon—Tioga Central Railroad
- America's most authentic* tourist railroad—East Broad Top Railroad

And even if you don't care what's outside the windows, you'll enjoy riding the rails. So head for Pennsylvania and a wonderful collection of tourist railroads. Pennsylvania was a leader in the development of American railroads, and it's a leader in the development of tourist railroads. In the Keystone State, an eclectic assortment of tourist lines keeps the state's railroad history alive.

* While other tourist lines have brought in period locomotives and passenger cars from various locations, the East Broad Top is still using the same equipment that it's had since the 1910s.

Defining Tourist Railroads

Traditional railroads carry people and freight from one place to another on a strict schedule. In fact, in 1883 the railroads of the United States and Canada adopted the concept of standard time, and soon railroad time became standard throughout both countries. Thus, in many ways it was possible to set your watch by the daily train.

Tourist railroads operate differently. They run strictly to give passengers the pleasure of riding a train. They go down the tracks and back so that passengers can ride the rails and perhaps enjoy a meal. In many instances the same tracks carry both tourists and freight, and the railroad's identity as a freight line or a tourist line may depend on the day of the week.

The concept of tourist railroads is hardly a new one. From the beginning, railroads have carried passengers who were riding simply for the thrill of it. Perhaps the first true tourist railroad began operating in 1872, when the Gravity Railroad in Mauch Chunk (now Jim Thorpe) stopped hauling coal and began to

carry only passengers. For more than 50 years the Gravity Railroad functioned as a tourist railroad.

In this book, you'll read about tourist lines, Amtrak, and other railroad attractions in Pennsylvania. Train service isn't what it once was, but in Pennsylvania you can still enjoy riding the rails.

The Trolleys

Trolleys, streetcars, interurbans. They've gone by many names, and they've been a huge part of rail passenger service in the United States. Once cities large and small had extensive trolley networks. Today the only streetcar systems still running in Pennsylvania are in Philadelphia and Pittsburgh. However, in several locations you can still enjoy rides on old-time trolleys and visit trolley museums. You'll find restored trolleys operating in

- Philadelphia—Seasonal tourist rides around Center City and Chestnut Hill
- Rockhill Furnace—Rockhill Trolley Museum and rides
- Scranton—Electric City Trolley Museum
- Washington—Pennsylvania Trolley Museum and rides

The Coal Mines

Railroads have served many purposes in Pennsylvania. One of the most important was (and is) moving coal. At these four sites, you can board a small train and travel into a real coal mine:

- Ashland—Pioneer Tunnel Coal Mine
- Patton—Seldom Seen Mine
- Scranton—Lackawanna Coal Mine
- Tarentum—Tour-Ed Mine
- Lansford—Number 9 Mine

The Inclines

Mountains surround many Pennsylvania communities, and some of those communities built inclined railroads to provide the quickest possible routes from the bottom to the top. In the state, three inclines are still operating:

- Johnstown—Johnstown Incline Plane*
- Pittsburgh—Duquesne Incline
- Pittsburgh—Monangahela Incline

* At 71.9°, the Johnstown Incline is the steepest in the world and also the only one equipped to carry automobiles.

Railroad Museums

Many museums recount the history of railroading in Pennsylvania. At these museums, you can see what a rugged life working on the railroad was, and you can learn about the technical and engineering feats that made railroading possible, as well as how railroads have influenced life in Pennsylvania and beyond.

Pennsylvania's railroad museums come in different sizes and with different themes. Some smaller ones focus on railroading in a particular area. Others, such as the Railroad Museum of Pennsylvania, take a broader view. At the Railroad Museum of Pennsylvania everything has a Pennsylvania connection; trains either ran in Pennsylvania or were manufactured in the state.

Many museums are close to one of the tourist railroads, allowing you to ride a train and to learn something about railroad history on the same day.

Location, Location, Location

If you drove around Pennsylvania on the state's major highways, you wouldn't happen on many of the tourist railroads described here. Most of the lines are in small towns, and they travel through areas that are primarily rural. Of all the rides, only Steamtown, the Johnstown Incline, the Philadelphia trolleys, and the Pittsburgh Inclines are in "big" cities.

The operators of the Strasburg Railroad often receive phone calls asking how others can build a business like the Strasburg. The operators' answer is that it's helpful to find a site with heavy tourist traffic, beautiful scenery, and plenty of other tourist attractions nearby. Those criteria apparently eliminate every other site in the

country, because Strasburg carries at least twice as many passengers as any other tourist line in the country.

The Strasburg benefits greatly from its location on PA 741 in the heart of Lancaster County's Amish Country, a major tourist destination. Other railroads located in regions that attract large numbers of tourists are the Tioga Central, the New Hope & Ivyland, Rail Tours in Jim Thorpe, Steamtown, and the Gettysburg. Perhaps farthest from beaten paths are the Wanamaker, Kempton & Southern and the East Broad Top. Coincidentally, those two lines offer the best chance to get cinders from a steam locomotive in your hair.

Don't Be Late

Although many of Pennsylvania's tourist lines are far from population centers, rail fans find them all. Sellouts are always a possibility, so be sure to call ahead if you're traveling to a train.

What Are You All Steamed Up About?

Choo . . . choo . . . choo . . . choo . . . choo . . . choo . . . choo . . . choo. The sound of a steam engine is distinctive and enchanting. Once, coal- and wood-fired steam engines produced all the power that moved the trains that carried the nation's passengers and cargo. The sounds, the sights, the cinders, and above all the smells were integral parts of a ride on a steam-powered train. The smell of burning coal is the smell of history. It's the smell that built America.

Then diesel power came along. Diesel engines are more efficient and cleaner than steam, but steam has an attraction that diesels can't match. If a diesel train captivates everyone who sees it, a steam train is positively mesmerizing. When a steam train passes, everyone stops to watch, to admire, and to fantasize a bit. If steam were cheaper, just about every railroad would use it for tourist operations, but one railroad man estimated that a run that required \$40 worth of diesel fuel would require \$400 worth of coal, so the reason for using diesel is obvious.

Despite that expense, steam engines power many tourist trains, and steam is a great attraction. Few experiences in train riding can match a ride in an open car behind a steam engine. The black smoke drifts back, and the cinders fly everywhere. It's not a place to wear a white dress, but it's a great place to enjoy trains as they once were. In Pennsylvania, you can enjoy steam rides on these lines:

- East Broad Top
- Strasburg
- Steamtown
- Gettysburg
- Wanamaker, Kempton, & Southern
- Rail Tours
- Knox & Kane*
- New Hope & Ivyland

*Unlike the other steam lines, which use old steam engines, the Knox & Kane uses a Chinese-built steam engine from the 1980s.

Some Rail Great Food

In the golden days of rail travel, many trains were rolling luxury restaurants. Every long-distance train had a dining car and a high-quality menu. Dining on the train was a formal affair that called for suits and dresses. Today, many tourist railroads recreate that dining experience, and you can enjoy a complete meal on some rides on these trains:

- Strasburg Railroad
- Tioga Central Railroad
- Oil Creek & Titusville Railroad
- Middletown & Hummelstown Railroad
- New Hope & Ivyland Railroad
- Stourbridge Line
- Bellefonte Historical Railroad*
- Stewartstown Railroad*
- Gettysburg Scenic Rail Tours*

*On these trains, you won't actually eat on the train. The

Bellefonte Historical Railroad carries diners to a restaurant on the last Friday of each month. The Stewartstown Railroad has Country Breakfast trains on one Saturday morning from June through November. Breakfast is at a small-town restaurant along the line. Gettysburg Scenic Rail Tours' dinner trips offer either a chicken dinner at a volunteer fire company or dinner in a restaurant along the line.

On most lines, the dinner trains are special evening runs, and passengers don't have the option of riding the train and not buying the meal. The major exception is the Strasburg Railroad, which has its own dining car where passengers may order either lunch or dinner.

A typical train meal includes salad, meat, vegetables, dessert, and beverages. The food is quite good, and costs generally range from \$25 to \$40. If you prefer a vegetarian meal or have special dietary needs, call ahead. The railroads will work hard to handle your requests.

Pennsylvania's dinner trains have become quite popular, and many sell out well in advance. Make your reservations early to avoid disappointment.

Some Great Places to Watch Trains and Take Pictures

This is by no means a complete list. With more than 5,000 miles of track, Pennsylvania offers plenty of photo opportunities. The following are just a few sites where you'll get frequent opportunities to snap away.

Thompsontown, PA Route 333. Here, a major Norfolk Southern line runs beside the Juniata River. Long freight trains roll by with regularity. On average, at least one train an hour passes this way.

Downtown Lebanon/Hershey. A major Norfolk Southern line passes through Lebanon and Hershey. Freight trains are frequent at all hours of the day and evening.

Horseshoe Curve, Altoona. This is a tourist attraction with real

trains. As many as 50 freights and at least half a dozen passenger trains go across Horseshoe Curve daily.

Special Events

Pennsylvania's colorful fall foliage is an occasion for special rides on almost every tourist railroad. Other themes include Easter, Halloween, Christmas, a reenactment of the Civil War, Mother's Day, Father's Day, the Harvest Moon, the Great Train Robbery, and the Pennsylvania German Festival. For just about every holiday or special day, some railroads have extra trains on top of their regular schedule, or have special activities on or associated with the rides.

Rent a Car

If you have a group outing, many tourist lines will allow you to rent your own private railroad car. You can have a formal dinner, a birthday party, or even a Super Bowl party. Almost every line will be happy to accommodate your group.

Getting Some Exercise

If you enjoy combining your train ride with some active recreation, Pennsylvania offers plenty of opportunities. With their rural locations, many tourist railroad stations are excellent beginning places for bicycling, canoeing, hiking, and walking. Here are some of the active recreation possibilities associated with the different trains.

Oil Creek & Titusville—A bike trail runs along Oil Creek from Oil Creek State Park to the Drake Well Museum. Passengers can take bikes or canoes on the train and return under their own power. The bike trail is about 10 flat miles, and the canoe trip is also about 10 miles. In summer, the creek is generally shallow.

Wanamaker, Kempton & Southern—A park with tennis courts is adjacent to the station.

Rail Tours (Jim Thorpe)—Mountain biking and white-water

rafting are popular in this region. A bike rental company is across the street from the train station, and the surrounding woods are full of trails.

Johnstown Incline—A hiking trail, two winding, steep miles long, goes from the lower station to the upper station. In some spots, the trail is extremely steep, so it's actually easier to walk or run up than down.

Tioga Central—Pennsylvania's Grand Canyon (with a 25-mile rail trail) is nearby, and the state parks on both sides of the canyon are excellent for hiking. Pine Creek is a favorite among canoe enthusiasts.

Knox & Kane—The Allegheny National Forest covers most of the surrounding region and offers hiking, mountain biking, canoeing, and camping.

Gettysburg—A bike rental company offers tours of the battlefield with the rental package.

In addition, Pennsylvania has 103 state parks. They offer many types of recreation, and some have lodging. For a brochure on the parks, call 1-800-63-PARKS.

Out in the Open

On a warm day, riding in the open air is a pleasant way to travel, and many railroads make that possible with a variety of open cars. The following lines have genuinely open cars, meaning no roof:

- East Broad Top
- Wanamaker, Kempton & Southern
- Oil Creek & Titusville

These next lines have cars that are "open air." They have roofs but they're open on the sides:

- Strasburg
- Gettysburg
- Rail Tours
- Knox & Kane
- Tioga Central

Most Unusual Car

This distinction goes to the Gettysburg Railroad. The car is a former automobile carrier that's now a double-decked passenger car capable of holding 240 passengers. The upper floor definitely provides the highest passenger perch in Pennsylvania railroads, and it's the most popular location on the train. However, it does sway significantly from side to side.

When You're Riding More Than One

With a little planning, it's often possible to ride more than one train in a day. These trips are close enough to each other to make it possible to do two in one day:

- Strasburg and Middletown & Hummelstown
- East Penn Scenic and Wanamaker, Kempton & Southern
- Wanamaker, Kempton & Southern and Rail Tours
- Rail Tours and East Penn
- Steamtown and Stourbridge Line
- Johnstown Incline and Amtrak on Horseshoe Curve
- Duquesne Incline, Monangahela Incline, and Pennsylvania Trolley Museum

If you want to do three in a day, your best possibilities would be East Penn, Wanamaker, Kempton & Southern, and Rail Tours.

This Ride Brought to You by . . . Volunteers

At many of Pennsylvania's tourist railroads, volunteers play an important part in keeping the trains running and the museums open. Some railroads are entirely volunteer organizations, and some have both paid employees and volunteers. The volunteers give freely of their time and they're very helpful, so be sure to thank them profusely. Your words of appreciation are their psychic income.

Railroad History Teachers

If you're interested in the history of a line, just ask one of

the conductors on the train. Generally, they're very interested in their trains, and they know pretty much everything about them. Once they take all the tickets, they're happy to talk about trains for the rest of the ride.

Pennsylvania's Weather

Not only did the railroad builders have to struggle to cross steep mountains and wide rivers, but they also had to deal with winters that could be quite harsh. Because of those winters, few of Pennsylvania's tourist railroads operate all year. In fact, only the Strasburg and New Hope & Ivyland operate all year, and even they limit their operations to weekends during the cold months.

In general terms, the tourist railroad season lasts from late March until Christmas, and the busiest month is probably October when Fall Foliage rides highlight the schedules of most railroads. The best weather months are September and October. They're usually warm and comparatively dry. The nicest month lasts from mid-September until mid-October.

Pennsylvania's weather has a clearly defined four-season pattern, but all sections of the state do not have the same weather. The Southeast, for instance, is measurably warmer than other sections of the state. Philadelphia's average temperature is about seven degrees warmer than Scranton's average.

Spring comes sooner and winter comes later in the region from Harrisburg to Philadelphia than in the rest of the state. Pennsylvania doesn't have a hot spot, but it does have an ice-box—the region around Kane in the Northwest quadrant. The towns of Kane, Bradford, and Smethport take a curious pride in their low temperatures, and one of them is usually the coldest place in the state.

Every part of the state can be hot in summer, although truly stifling days are relatively rare. Average precipitation across the state is about 40 inches annually. In summer, the majority of the rainfall comes from afternoon thunderstorms.

Schedules, Fares, and Fees

They change. Before you depart for any of Pennsylvania's railroad attractions, call ahead. If you can't call during business hours, an answering machine will tell you when the trains are running or the museum is open. All prices in the book are for round trips (except for those specially marked for cyclists or canoeists taking the train in one direction only).

Glossary of Railroad Terms

Every industry has its own language. These are some of the terms commonly used by railroad men and women.

ABANDON. To cease operating a stretch of track. Many of Pennsylvania's tourist railroads operate on tracks that other railroads abandoned.

ARTICULATED. A steam locomotive with two sets of driving wheels under a single boiler. Articulated locomotives have wheel arrangements such as 2-8-8-4 or 4-6-6-4. A 2-8-8-4 has two small wheels in front, two sets of eight wheels in the center, and two sets of two small wheels in the rear. Usually, there will be only three numbers, such as 2-8-2. Only very large locomotives have four numbers. When that happens, the locomotive has two sets of wheels in the center. The numbers always read from front to back. The accompanying diagram illustrates a 4-4-2 configuration.

BLOCK. A section of track used to control trains.

BOOMER. A railroad worker who changes jobs as he drifts across the country.

BRIDGE ROUTE. A railroad with more bridge traffic than traffic originating or terminating on that line.

BRIDGE TRAFFIC. Freight received from one railroad to be moved by a second railroad for delivery to a third. Also called "Overhead traffic."

CLASS 1 RAILROAD. A railroad with annual gross revenue greater than \$255.9 million.

CLASS 2 RAILROAD. Revenue from \$20.5 to \$255.9 million.

CLASS 3 RAILROAD. Revenue under \$20.5 million.

COG RAILROAD. A railroad that uses toothed wheels on the locomotive meshing with a rack between the rails. Cog railroads allow trains to handle much steeper grades than traditional methods, but they tend to be very slow.

COMMON CARRIER. A transportation company that offers its services to all customers.

CONSIST (CON' SIST). A group of locomotives or the makeup of a train.

CONTRACT CARRIER. A railroad which carries goods for one shipper.

CROSSING. A special piece of track that allows two tracks to cross each other but does not allow trains to move from one track to the other.

CROSSOVER. Two track switches laid back to back to allow trains to move from one track to another parallel track.

CUT. A section of track that has been cut from the earth, often by blasting.

DEADHEAD. To travel in a train not to support its operation but to be in position for subsequent operations. Can apply to both equipment and workers.

DOUBLEHEADING. The use of two locomotives and two separate crews to pull a train.

DOUBLE-STACK. The transport of containers stacked two high on special cars.

FILL. A right-of-way formed by placing rock, earth, or other material across a low spot to form a flat area suitable for tracks.

FIRST-GENERATION DIESELS. The locomotives that replaced steam locomotives.

GEEP. Nickname for General Motors GP series diesel locomotives.

GRADE CROSSING. Intersection of a road and a railroad track, or of two railroad tracks.

HELPER. A locomotive added to a train to provide extra power to climb a grade. Called a pusher if it's on the rear of a train.

HIGHBALL. Signal to proceed given by a crew member to an engineer by hand motion, lantern, or radio.

HOTBOX. An overheated wheelbox that, if not detected, can burn off and cause a derailment.

IN THE HOLE. On a siding, usually to allow another train to pass.

INCLINE. A railroad that travels up the side of a hill or mountain. An incline follows the shortest possible route from the bottom to the top.

INDUSTRIAL RAILROAD. A railroad owned and operated by an industry to move cars within a factory, plant, or mill, and to and from an exchange with a common carrier. In Pennsylvania, industrial railroads are not common carriers.

INTERCHANGE. Junction of two railroads where exchange of cars takes place.

INTERMODAL. Traffic that moves on more than one type of carrier on its journey from shipper to receiver. The most common type of intermodal transport is trucks carried on flatbed railroad cars.

INTERURBAN. An electric railroad (trolley) that runs between cities.

MIXED TRAIN. A train carrying both passengers and freight.

ON THE ADVERTISED. On time.

ON THE GROUND. Derailed.

OPERATING RATIO. The ratio of operating expenses to revenue.

A railroad with an operating ratio of 80 or lower is doing well. One with a ratio over 100 may not be in business much longer.

PIGGYBACK. The carrying of truck trailers on railroad cars.

REGIONAL RAILROAD. A railroad bigger than a short line but smaller than a Class 2.

ROAD UNIT. A diesel unit designed for getting trains over the road rather than for switching cars.

ROLLING STOCK. Cars or locomotives.

ROUTE MILE. A mile of railroad line without regard to the number of tracks on that line.

RUNAROUND. A maneuver in which a locomotive is uncoupled, run past the train on another track, and coupled to the other end of that train.

SHORT LINE. A railroad with fewer than 100 miles of main line track.

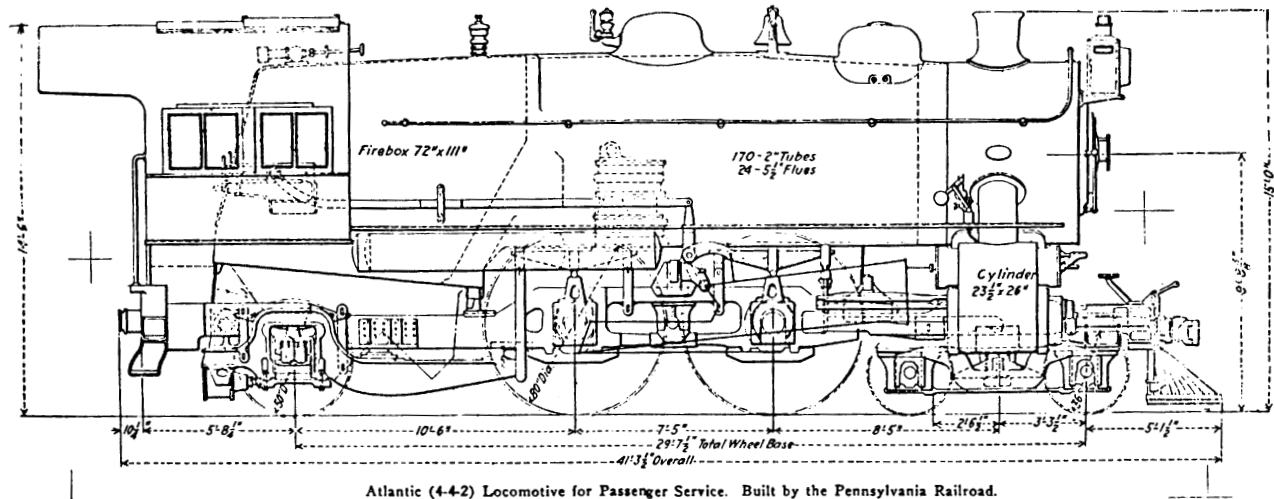
STEAM RAILROAD. A term still used by regulatory bodies to differentiate ordinary railroads from interurbans and streetcar companies.

SWITCH. A track with movable rails to direct traffic from one track to another (when used as a noun). To sort cars by destination on more than one track (when used as a verb).

SWITCHBACK. An arrangement of track, usually with two switches, used to climb steep grades.

SWITCHING RAILROAD. A railroad whose business is not point-to-point transportation but pickup and delivery for a connecting road.

TRACKAGE RIGHTS. Rights granted by Railroad A to Railroad B to operate on the tracks of Railroad A, usually for a fee



Courtesy Railroad Museum of Pennsylvania

and usually with the tenant's crews and locomotives.

UNIT TRAIN. A train carrying a single bulk commodity, usually coal or grain, without any switching en route.

VARNISH. A slang term for a passenger train, derived from the coats of varnish applied to wooden passenger cars.

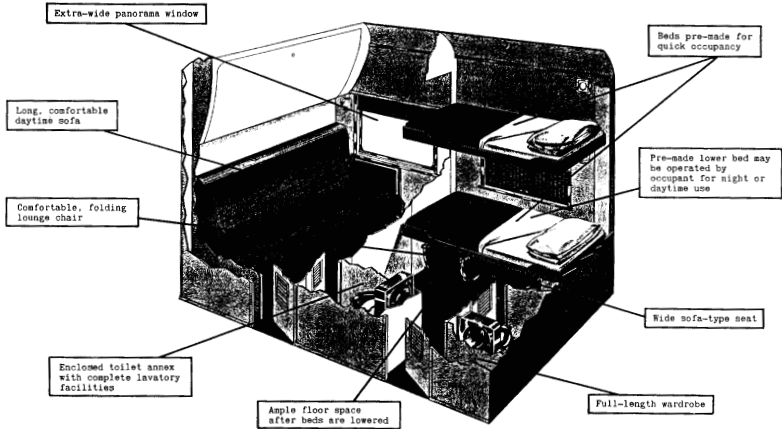
WYE. An arrangement of tracks forming the letter Y, used for turning cars and engines.

GUIDE TO
Pennsylvania's
TOURIST RAILROADS

DOUBLE BEDROOMS--"B" TYPE

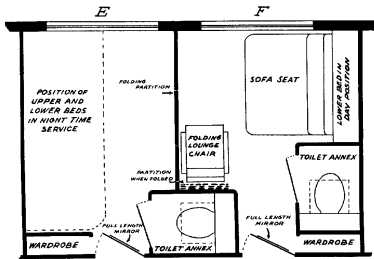
For 1 or 2 Persons

Shown below is sketch of two adjoining Double Bedrooms—"B" Type—one prepared for daytime occupancy, the other for night-time service. Many changes have been incorporated in these new bedrooms. Slight differences as to location of beds and type of furniture prevail in the two rooms. Each may be sold separately or both combined and sold en suite. Both have been re-designed and modernized to provide more comfort, greater convenience for sleeping car passengers. Red lines pin-point outstanding features.



DOUBLE BEDROOMS--"B" TYPE

For 1 or 2 Persons



Above sketch shows floor plans of two Double Bedrooms—"B" Type. Each will accommodate 1 or 2 persons and may be sold as separate rooms. Beds in Room E have been placed cross-wise of car. Beds in Room F (adjoining) are positioned parallel to length of car. Passengers may state preference when reserving space. Rooms are so coordinated that by folding back the center partition, the entire facilities of both rooms may be sold en suite as a most attractive Drawing Room accommodating 2, 3 or 4 persons. Dotted lines show arrangement of beds in Room E.

Daytime Features

- Enclosed toilet annex with complete lavatory facilities.
- Extra-wide panorama window allows free, wide-angle vision.
- Long, comfortable daytime sofa in Room E.
- Comfortable lounge chair and sofa-seat in Room F.
- Pre-made lower bed in Room F may be lowered without porter's assistance—day or night.
- Full-length wardrobe provides ample space for clothes.
- Convenient full-length mirrors.

Night-time Features

- Beds are pre-made, thus eliminating inconvenience and affording more privacy en route.
- Beds readied for quick occupancy. Porter will assist in positioning both beds in Room E; upper bed in Room F.
- Ample floor space after beds are lowered.
- Room temperature individually controlled by occupant—night and day.

See Floor Plans 3, 4 and 5, Pages 19 and 20 for location of "B" Type Double Bedrooms in latest type sleeping cars.

Courtesy Railroad Museum of Pennsylvania

Sunbury /ˈsʊnbəri/ is a city in Northumberland County, Pennsylvania, United States. It is located in Central Pennsylvania's Susquehanna River Valley on the east bank of the Susquehanna River, just downstream of the confluence of its main and west branches. It dates to the early 18th century and is the county seat of Northumberland County. Thomas Edison features in the town's history, and the historic Edison Hotel was renamed in his honor. Other historic sites include the Beck House, Northumberland Pennsylvania is a state in the eastern United States. Pennsylvania from Mapcarta, the free map. Poconos and Endless Mountains. The Poconos is a mountain area in northeastern Pennsylvania. Scranton. Coal Region.