

A Brief History of the Strasburg Rail Road

Donald E. L. Hallock

“ . . . in the late summer of 1960, the nation's oldest 'short-line' Rail Road had a day of supernal glory.

“The Strasburg Rail Road not only was operating its regular daily runs between Strasburg and Paradise, Pa., but, for the first time in many and many a year, its “Mixed Train to Paradise” went snorting up the track behind a cloud of chuffing coal smoke and hissing steam.

“And, best of all — bringing wide-eyed stares of wonder from otherwise blase teenagers, and grins of pleasant remembrance from older folk—it signaled its departure and its passing with a deeply resonant and melodious steam whistle.

“That whistle, echoing across the sunset hills and valleys, could be heard from one end of the line to the other.

“The once familiar sound, long missing from the American Scene, evoked many memories . . .

“And as old #31 stood alongside the gingerbread-Gothic depot of East Strasburg, she softly dropped the first sprinkling of cinders that the old station roof had known for many a long year.”

—Joseph T. Kingston in
The Intelligencer Journal
Lancaster, Pennsylvania

FOREWORD

To the younger generation, accustomed as it is to the age of jets and space craft, the railroad may seem a thing out of the past, — sort of a 'dead duck.'

Yet for over a century, the railroads have played a vital role in the lives of millions of people.

True, the railroads are a thing of the past, and a glorious past it was, too.

The railroad was the most important development in the history of transportation, and it, in a very real way, paved the way to modern miracles of speed and ushered in the era of mass transportation at low cost.

Even today, a tremendous quantity of people and things are carried by the nation's railroads, and 50 years ago, in the fabulous hey-day of the iron horse, the nation's thousands of snorting locomotives and hundreds of thousands of miles of track reigned supreme in the field of transportation. The towns which could not boast of a railroad connection were destined to a dim future. The cities which sprang up at important railroad junction points became great because of the swift transportation of goods and people by the steam trains.

Once there were literally hundreds of short-line connecting railroads, built by far-sighted men of small communities, to connect their hometowns with the main line routes. One by one they have died, until today only a handful remain, and many of these are hard pressed by the competition of private autos and the motor truck. Each year takes a further toll.

Of these many tiny independent railroads, the oldest still alive today (and very much alive, we might add) is the historic Strasburg called by Railroad Magazine, November 1947, our "Oldest Short-line". In the words of the magazine, the Strasburg, a contemporary of the Conestoga Wagon and the canal boat, has "outlived everything but the community she serves."

An article in the Lancaster Sunday News of about 15 years ago stated that the Strasburg "spans the entire history of land transportation".

And not only is it still operating after more than a century and a quarter; it is more lively today than at any time in its long career, and is a living tribute to the many men over the years who had the courage and foresight to keep this "Methuselah of railroads" alive.

The Strasburg is not an amusement device. It is a licensed public utility, still operating in the glorious, yet carefree style of grandpa's day, and still fulfilling the requirements of its ancient charter, — to carry goods and people to and from its terminal points.

The thunder of the iron horse is magic to today's youngsters as it was to millions of children before them. The thrill of old time steam railroading brings increasing thousands to Strasburg to see with their own eyes and hear with their own ears the almost forgotten sights and sounds of yesteryear, when the aim of every red-blooded American boy was to be the engineer of a huffing, snorting, living, breathing, genuine steam locomotive.

To all who have had a part in keeping the Strasburg alive, this history is dedicated, and particularly to my long-suffering wife, who has taken all of it with never a complaint.

THE STRASBURG RAIL ROAD

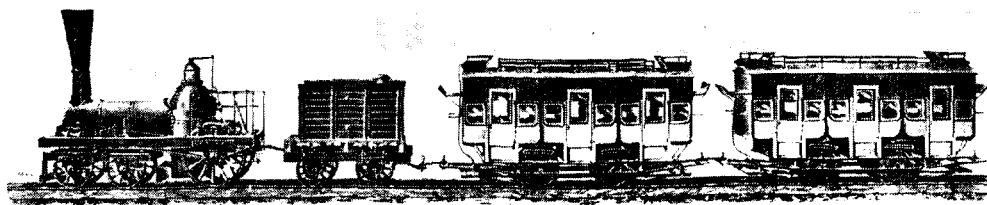
It is entirely fitting and proper that the nation's oldest short-line, and one of the world's oldest railroads, is located in Lancaster County, for Lancaster County has always been an important center in the development of transportation.

Long before the first trains creaked over their flimsy tracks, Lancaster pioneered in the building of bigger and more sturdy wagons. During the Revolutionary War, Benjamin Franklin himself visited Lancaster County to purchase heavy wagons for moving supplies to Washington's soldiers on the far flung battle lines. Carriage and wagon making was a major business in the area, and the skill of the wheelwrights and wagon builders of the 1700's was nationally famed. Possibly the most picturesque of all the freight wagons ever built was the famous "Conestoga", the prairie schooner, associated with the opening of the West. It was not named for Conestoga, Oregon, but for the Conestoga River of Lancaster County. In the field of passenger transportation many of the artisans of Lancaster were occupied in building overland stage-coaches, also associated with the West.

True to its tradition, Lancaster County is still the largest producer of wagons and carriages in the United States, for the industrious Amish people who live in this area travel almost exclusively by horse-drawn vehicles.

East Strasburg Station on a summer Saturday at train time. The coaches are all over 50 years old, some about 80, and No. 31, resplendent in polished brass, was built by Baldwin in 1908.





13. Baldwin's Lancaster of the Philadelphia & Columbia Railroad, 1834.

In the field of water transportation, surprisingly enough, this area has had some pioneers. While the ocean going clipper ships were distinctly New England in origin, the talents of Lancastrians were devoted to river vessels. The pioneer inventor of the Steamboat, Robert Fulton, was a native of Lancaster County.

By the 1820's, a great network of canals was beginning to spring up around the United States, and the residents of Lancaster were quick to discover that the waterways offered much cheaper and easier transportation than the heavy freight wagons. Because the roads of the period were little more than rutted, muddy trails, six and eight horse teams were often required to pull a load of 3 and 4 tons over the highway, whereas one horse could easily pull fifty tons at a leisurely pace in a canal boat.

The State of Pennsylvania had become very canal conscious in the early 1800's and had spent public money to construct the complicated and rather amazing Susquehanna Canal from the headwaters of the Chesapeake Bay, upward toward Harrisburg, and up the Juniata River. Ultimately, the canal system reached Pittsburgh, but only by the costly and very ingenious use of a series of inclined planes called the Portage Railroad, which crossed the Allegheny Mountains. The canal boats were actually mounted on wheels and pulled over rails by steam engines and cables up a series of steep grades to the top of the mountains, and lowered down the other side to the next series of canals, which gave access to the growing commerce of the West.

The Susquehanna Canal was an immediate success, and in spite of the extreme slowness of the canal boats, thousands of tons of merchandise were moving along the waterways. In later days, even the City of Lancaster had its own canal along the Conestoga, connecting with the Susquehanna system.



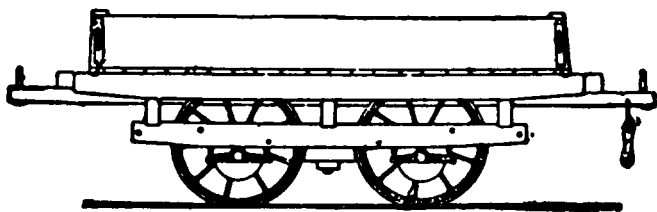
Passenger train at Paradise ready to leave for Strasburg. Pennsylvania Railroad main line on the right. U.S. Route 30, the famed Lincoln Highway, one of the nation's first paved highways, is at the top of the rise in the background.

The story of the canals and the Conestoga Wagons is intimately tied to the early development of the railroads, and because of these two methods of transportation, the Strasburg Rail Road came into being.

In the late 1820's, the city fathers of Philadelphia were greatly concerned. This "Cradle of Liberty," this city of cities, was being outstripped by a couple of Johnny-come-latelies, namely Baltimore and New York, and the reason was that these two ports had better access to the vast wealth of the West than did Philadelphia.

New York was booming because the Hudson River and the Erie Canal afforded a ready outlet for western products to the prosperous East.

Baltimore, because of a strange quirk of nature, was getting the lion's share of the goods which flowed down the mighty Susquehanna Canal, a fact that particularly irked the Philadelphians since Pennsylvania money and labor built this costly canal system.



Typical early freight car from the horse-drawn days of railroading. Capacity was about four tons per car. It is said that the modern car developed from the idea of an early railroader who made a long platform to span two cars, and this invented the swivel truck.

The bulk of the western merchandise which did get to Philadelphia was carted overland at great expense on horse-drawn freight wagons.

Therein the little Dutch town of Strasburg, populated largely by Mennonite farmers who had settled the area in the early 1700's, achieved a degree of prominence.

Strasburg at one time rivaled Lancaster in size, chiefly due to the fact that it lay astride the main wagon route from the Susquehanna Canal to Wilmington and Philadelphia. In fact, it was the end of the first day's haul. The tired horses and their rough-and-ready drivers pulled into Strasburg to eat, drink, and sleep. At one time seven hotels in the little town did a booming business, and whiskey flowed like water.

Meanwhile, the Philadelphians were busy making engineering surveys of possible routes for constructing a canal between the Susquehanna and the City of Brotherly Love. Fortunately for future progress, the engineers reported that the practical difficulties involved in such a canal were well-nigh insurmountable. Reluctantly the promoters turned to a new and novel method of transportation which had been tried in a small way in a couple of other localities, most notably on a short-line between Baltimore and Ellicott's Mills, Maryland. There, a company known as the Baltimore and Ohio Railroad, was busy hauling freight in horse drawn cars over 8 miles of wooden tracks with an iron strap spiked to the top. The chief ad-

vantage over the wagon was the fact that one horse could haul about as much tonnage over the smooth iron surfaced track as five horses could haul on dirt roads.

Accordingly, in the mid 1820's the State of Pennsylvania chartered the Philadelphia and Columbia Railroad Company, which was authorized to build a track from the City of Philadelphia to a junction with the Susquehanna Canal at the Lancaster County town of Columbia, Pa., a distance of about 82 miles, a terrific undertaking for the time.

Since the money was supplied by the Commonwealth, the surveys started at once, and track laying was begun at both ends of the route in about 1831.

By late 1831 the surveyors had staked out the entire route, and the grading crews were hacking their way to Lancaster.

Gloom fell over the town of Strasburg, which saw the end of a prosperous trade with the wagoners, and more gloom descended when it was discovered that even the railroad by-passed the town by several miles.

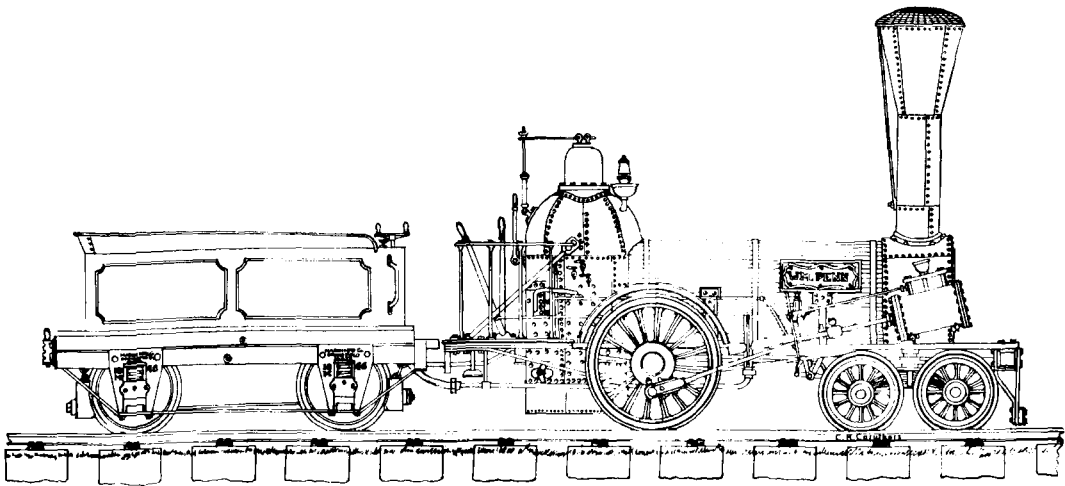
Accordingly, meetings were held, interested businessmen were contacted, and even though most of the promoters had probably never seen a railroad, they petitioned the legislature of the Commonwealth of Pennsylvania for the right to build their own short-line railroad to connect with the State-owned P. & C. R. R. On June 9, 1832, a charter was issued to this pioneer group to build the 5 mile Strasburg Rail Road (that is how it is spelled in the charter) and transportation history began right here in the heart of the Dutch Country.

Of course, it wasn't as easy as all that.

The charter (which remains to this day the basis for our operation) was all written in terms of horse-drawn equipment. The proprietors were authorized to build a track on a right-of-way "3 rods in width", and were further permitted to allow any person whose cars or wagons would fit the track to use the rails for transportation of goods or people on payment of certain tolls which were set by law. The charters of the old toll roads, and even the Philadelphia and Columbia R.R., were drawn in the same fashion.

The line was to start at the "Public House of Jacob Hoover", (the Old Swan Hotel, still standing near the Western side of the town), thence down the center of the main street to the East End of the borough, thence by the shortest and best route to a junction with the P.&C.R.R. at or near Paradise, Pa. It is interesting to note that the same Jacob Hoover, at whose Public House the line started, was one of the promoters and a large subscriber of stock. To Mr. Hoover probably goes the honor of being the first man in the United States to have a railroad terminal right at the door of his hostelry.

By 1834, a report made to the State Legislature listed 22 stockholders, who owned a total of 723 shares of stock. On December 11, 1834, bids were invited for grading the entire line of the railroad. History does not record who got the contract, but apparently some one did, for in 1835 the Governor's committee on Canals and Railroads reported that the Stras-



The "William Penn" built in 1835 by William Norris of Philadelphia, and rebuilt by J. A. Norris at the Locomotive Works in Lancaster in 1864. Sketch is dated 1846.

burg Rail Road, 5 miles long, was under construction, and apparently it began operations of a sort shortly thereafter, since some of the oldest issues of Poor's Manual of Railroads, an authoritative source book, state that the line was "chartered in 1832 and first put in operation in 1837."

The history of the line is very vague during these horse-drawn years. Apparently the horse drawn operation, which came into being 3 years after the first steam locomotive had reached Lancaster on the Philadelphia and Columbia Railroad, did not work out too well, since the freight had to be transferred from the larger steam cars to the comparatively small horse cars at "Leaman's Place", the name that the P & C Railroad selected for the Paradise end. (Henry Leaman's Hotel, located at that junction, served in the early years of the P & C as a horse-transfer point, as well as a refreshment stop.)

Accordingly, more stock was issued in 1851 and this additional capital enabled the owners to lay heavier rails and purchase a steam locomotive, a passenger coach, and a couple of freight cars. In the "Strasburg Bee" of December 20, 1851 appeared an ad listing facilities for through shipments of freight between Strasburg and Philadelphia and Baltimore and the West, as well as two round trip passenger trains daily except Sunday, connecting with the Philadelphia and Columbia local trains.

The Strasburg's first steam locomotive was a "gem". Built about 1836 by William Norris of Philadelphia for the Philadelphia & Columbia, she was named the "William Penn", an appropriate name, and a proud one. She was classed as a 4-2-0, a common style in the earliest years of

railroading, and she weighed about 7½ tons, of which about 5 tons rested on its single pair of driving wheels. The engineer rode an open platform behind the boiler, with no protection from the elements.

William Norris had built a few locomotives previous to the Wm. Penn, one of the most successful of which was the George Washington, built in 1835, which performed so much better than imported British locomotives and even than Baldwin's early machines, that it made an instant hit, and orders poured into his shops for similar engines. The Wm. Penn was one of these, as was the "Lafayette", produced in 1837 for the B&O, a replica of which stands in the B&O museum to this day, and resembles the former very closely.

The Wm. Penn performed faithfully on the P&C until 1851, when it was sold to the Strasburg. Mr. Henry C. Frazer, an inspector for Westinghouse Air Brake, wrote in "Locomotive Engineering" in 1898, that he recalled seeing the Wm. Penn in operation on the Strasburg in 1854. Even with only two cars, the locomotive had to make a flying start to surmount the stiff grades on the line.

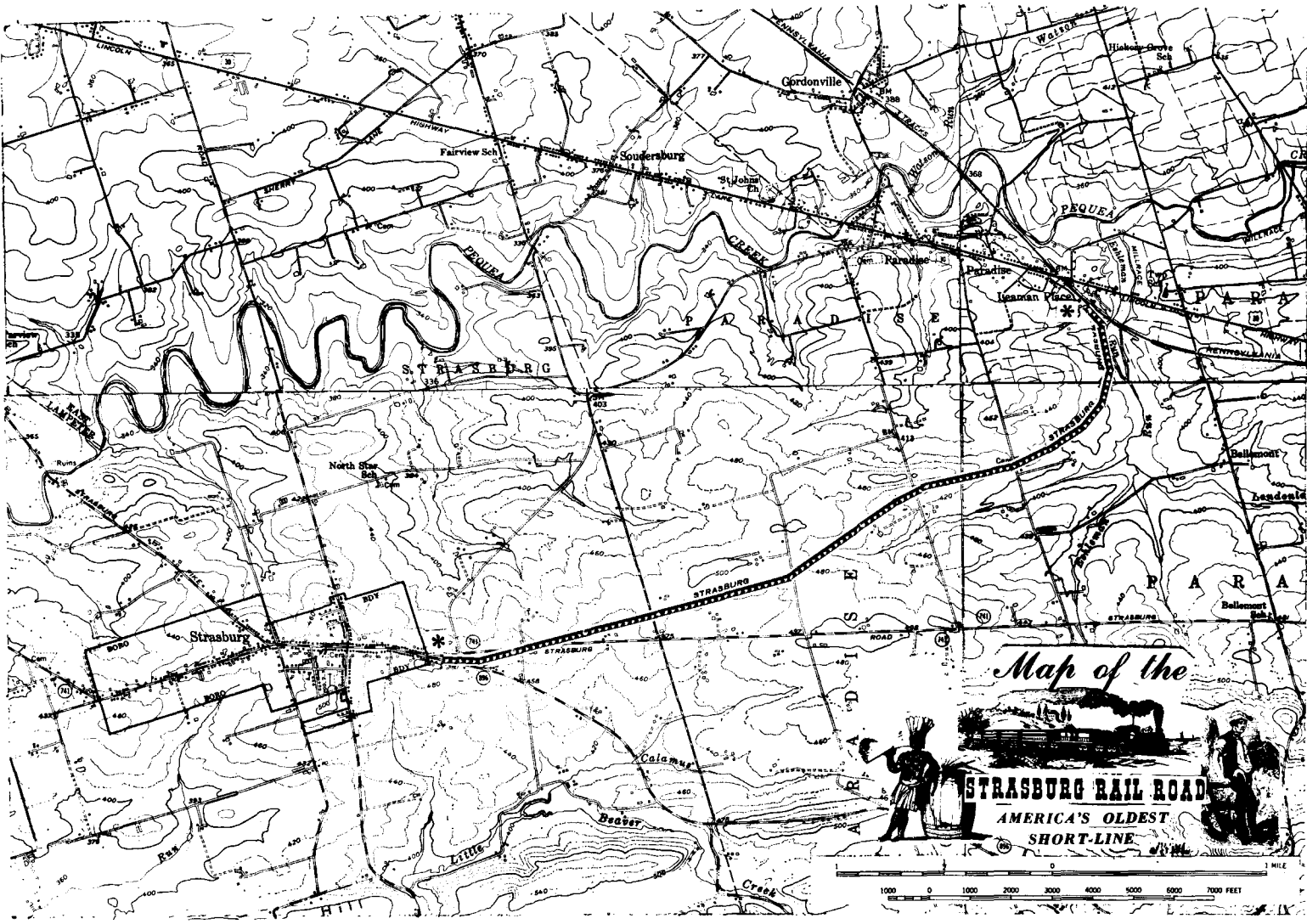
The Norris Locomotive served the Strasburg until 1865, when it was purchased by Lancaster Locomotive Works, rebuilt, and shipped by sailing vessel around the "Horn" to the Western Pacific R.R. in Jan. 1866. When Southern Pacific took over the Western Pacific, the locomotive continued in switching service until 1883, when it was rebuilt in the Sacramento Shops, a cab was added, the old funnel stack removed, and it was sold to Oakland Iron & Nail Works. There it performed faithfully until about 1894 when the plant burned down. Several pictures exist of the old-timer rusting away in Oakland, Calif. in 1898. Quite a long life history for a locomotive!

Ben Kline, one of the Strasburg's active engineers and historians, who unearthed all this valuable information, believes that the Wm. Penn was one of the first 50 locomotives built in the United States.

The Dutch people of the area were neither good bookkeepers nor great promoters, and whatever records of Strasburg locomotives and cars which may once have been made, have long since been lost to history. No information of any sort has been found of the early cars of the railroad, but they were undoubtedly of the old 4-wheel variety similar to those shown in accompanying cuts, and in fact may have simply been the old horse-cars converted. Suffice it to say that none but the world's primeval railroads have ever used horse power and 2-driven locomotives, and the Strasburg was certainly a primeval railroad from the word "go."

With steam operation, the old horse trackage down the center of main street was abandoned, and the present terminal at the borough line became the end of the track. In 1908, when the street-car line was extended to Strasburg, the workmen were surprised to find old wooden ties under the road-bed, relics of the original horse-railroad which had been torn up about 12 years before the Civil War.

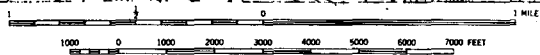
Some of the oldest inhabitants of the area tell of seeing the ties of the old horse track when the street car line was laid, and it is stated that a



Map of the



STRASBURG RAIL ROAD
AMERICA'S OLDEST
SHORT-LINE



gavel was made from one of these for use at Boro Council meetings, but that too, has since become lost.

All was not "gravy" for the newly refurbished railroad. For several years the line operated at a loss, and in April of 1859 the stock was purchased by one Feree Brinton, a direct descendant of the original French Huguenot settlers of Paradise, Pa. He acted as an agent for a group of 23 men, which included the Honorable Thaddeus Stevens of Lancaster, the congressman who had proposed the impeachment of President Andrew Johnson.

The operation continued until 1863, when John F. and Cyrus N. Herr purchased controlling interest. A. M. Herr joined the company in 1866.

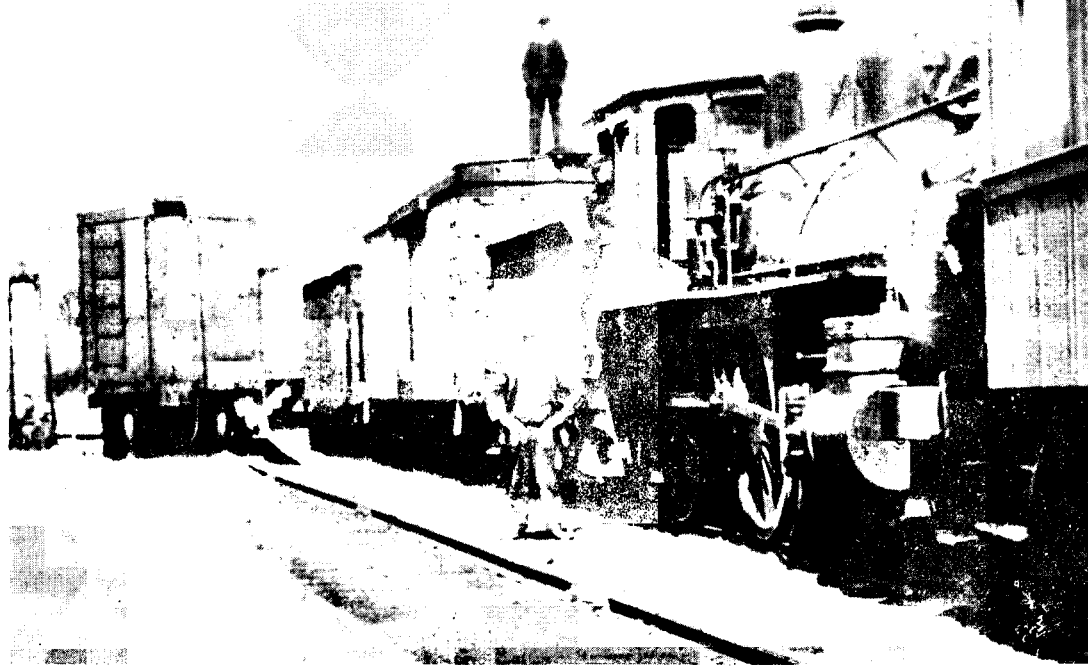
The year after the end of the Civil War brought big things to the railroad. In 1866 a large steam "flouring mill", planing mill, and machine shop were built at the Strasburg Terminal. The mill used, as well as sold coal, and that commodity made up a good deal of the Railroad's inbound freight. Meanwhile, a considerable tonnage of iron ore from open pit diggings south of Strasburg Township was being lugged to the railroad by horse-drawn wagons and shipped out on the Strasburg for interchange to the Pennsylvania Rail Road, which had purchased the old P. & C. in 1857.

From a history of the Pennsylvania R.R. (1898) we learn that 3000 tons of high grade ore per year was interchanged at the junction.

In that same year the Herrs had dreams of empire, and petitioned for, and were granted a charter to extend the railroad to the Southwest to the town of Quarryville, Pa., with branches to neighboring ore beds at Ca-

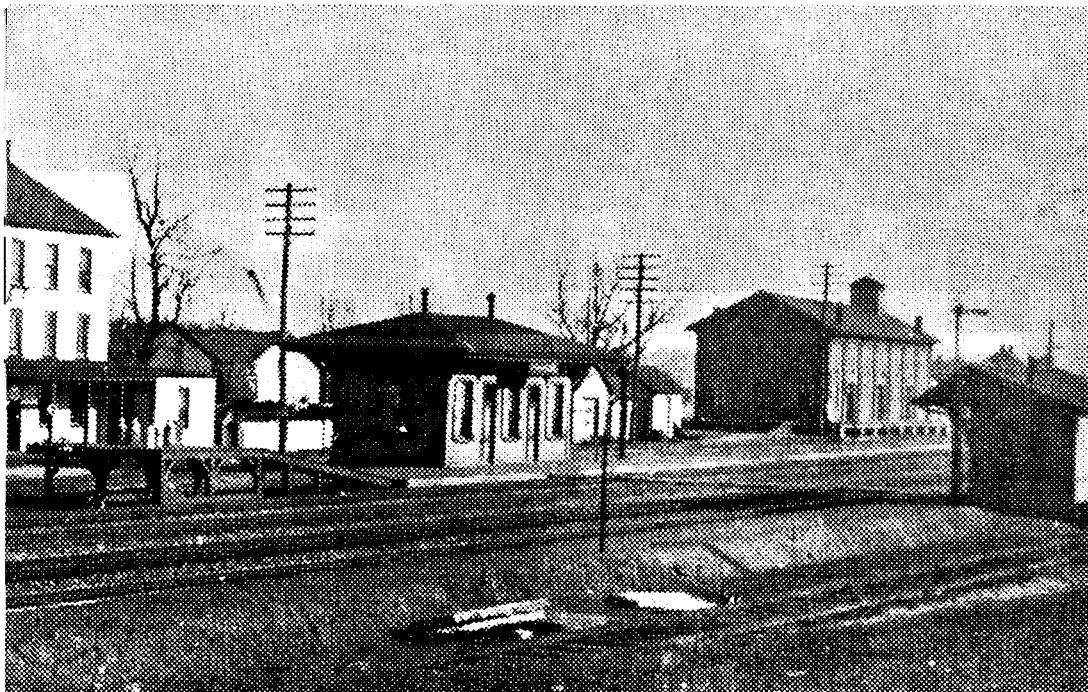
The daily passenger-mail train ploughing through deep snow near Esbenshade's, 1895.

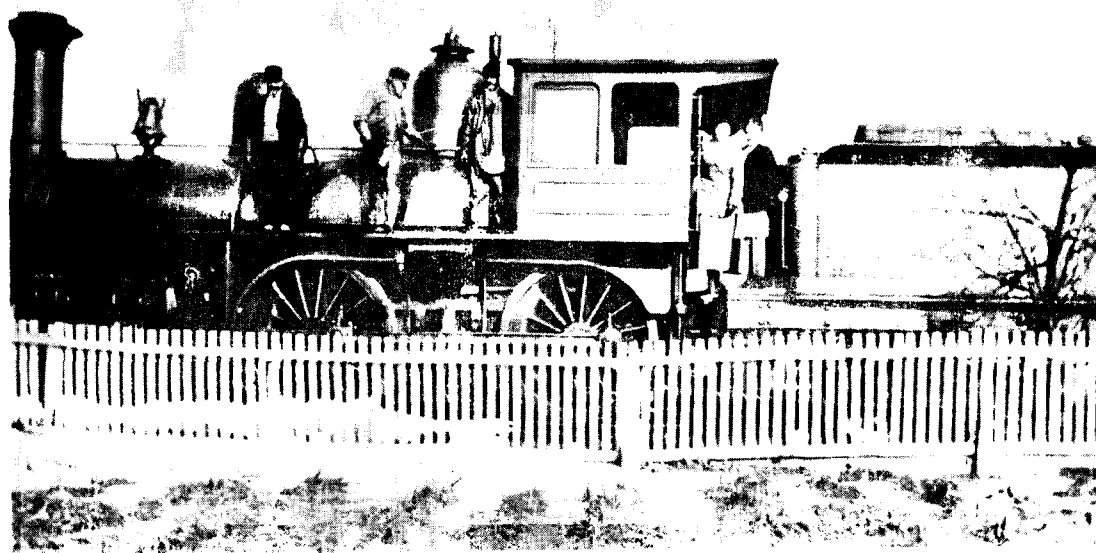




(top) Leaman Place Junction about 1918. The crew is switching cars at the station (visible in the background) prior to returning to Strasburg with the daily mixed train. Note passenger coach in the foreground.

(bottom) The junction of the Strasburg Rail Road and the Pennsylvania Railroad at Leaman Place, Paradise Twp. as it appeared about 1905. Leaman's Hotel, long since gone, is on the left. The station was torn down about 1928. The Pennsylvania main line (long before electrification) is on the left and the Strasburg track is in the foreground. At this station, on 20 February 1861, Lincoln spoke from the rear platform of his inaugural train to a large audience. The Strasburg ran special trains that day to handle the crowds.





Strasburg locomotive No. 1 poses with engineer, fireman and their wives about 1910. All locomotives on the Strasburg were numbered "1" except for some which retained the number of the road from which they were purchased.

margo. Preliminary surveys were made, (copies are in the corporation files) but the panic of 1867 stopped the new extension dead, never to revive. It is interesting to note that these same abandoned "diggings" at Camargo have recently been re-checked by scientific means and still show potential for future exploration.

"Panics", the early word for depressions, plagued the Strasburg throughout its long life. The panic of 1873 again forced the plucky little line to its knees, and the whole railroad was sold to Thomas & Henry Baumgartner for \$12,725. In 1876, the road was leased to Isaac Phene-gar, who had been the Herr's bookkeeper.

The line perked up, and business again improved. The citizens depended on the little carrier for transportation of their supplies, the moving of the mail, and their own wanderings in visiting, shopping, and commuting to work.

The dream of empire building had not died. It was the age of terrific expansion of the railroads into every nook and cranny of the United States. Even the far reaches of the mountains were being penetrated by a recent invention in railroad annals, the narrow gauges, which were cheaper to build, and could negotiate hairpin turns which their larger brethren could not tackle. The doughty little Strasburg determined to advance in a grand way, and in March of 1881 it figured in a real big plan. In that month the Reading and Chesapeake Coal and Railway Company was chartered to build a line from Reading to New Holland, Intercourse, Paradise, Strasburg and Quarryville to Carpenter's Point on the Chesapeake Bay, with a 12 mile branch from New Holland to Lancaster. The plan envisioned using the Strasburg's existing trackage, as well as the unused

Quarryville extension charter. The line, if built, would have been 85 miles long. Surveys placed the cost of the line at \$35,000 per mile, but for unknown reasons the line never materialized.

In 1888 Edward Musselman took over the operation of the line and continued until 1898. In that year Frank Musselman bought the remaining stock from the Baumgartners, and ran the line until 1918.

The passenger business suffered a serious setback in 1908 when the street car tracks reached Strasburg, and a more direct route to Lancaster competed successfully with the railroad.

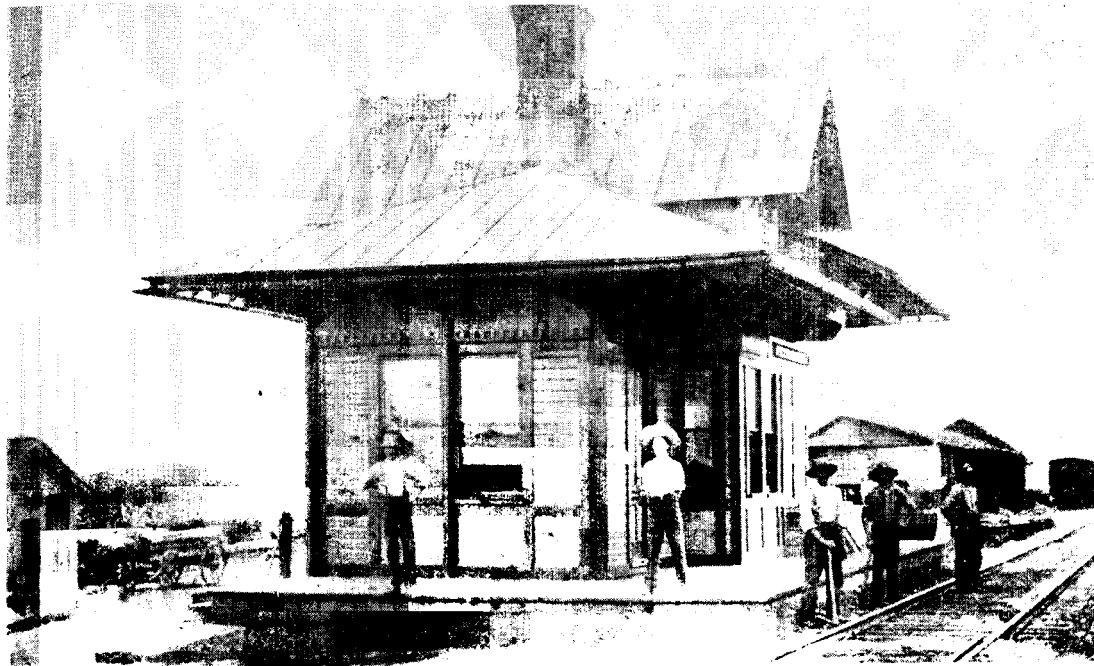
The old passenger coach, with its red plush seats, grew seedy, and wound up its days in the 1920's, its baggage compartment filled with milk cans on their way to the creamery at Leaman Place, but its passenger compartment usually empty. It was eventually cut down to a flat car, and collapsed from old age at Cherry Hill one day when hauling a large load of cross-ties.

In 1918 State Senator John Homsher purchased the mill and the railroad, and at his death the line passed to his two sons, Fred L. and John S. Homsher.

In 1926, after more than 75 years of steam operation, the owners decided that steam was too expensive, and purchased what we believe was the only new piece of equipment ever built exclusively for the road, a 20 ton Plymouth gasoline switcher. Thus the Strasburg passed another milestone, and became what was probably the first railroad in the United States to completely abandon the old faithful steamer.

Old No. 938 with eight wood hopper cars on the trestle at Strasburg about 1890. The locomotive was once the pride of the Pennsylvania Railroad paymaster, and pulled the weekly pay-car for years before being sold to the Strasburg.





East Petersburg depot in 1882 when it was brand new. The building was moved to East Strasburg in 1960, a 20-mile haul.

Even the great depression of the 30's saw the Strasburg battered but unbowed, still plying back and forth on the crooked rails, while other shortlines died like flies.

Finally, the fourth war in the Strasburg's long career found the line in the hands of Uncle Sam, operated by the Government to prevent a threatened nation-wide rail strike; quite a joke for a line that has never, from its earliest inception, been unionized.

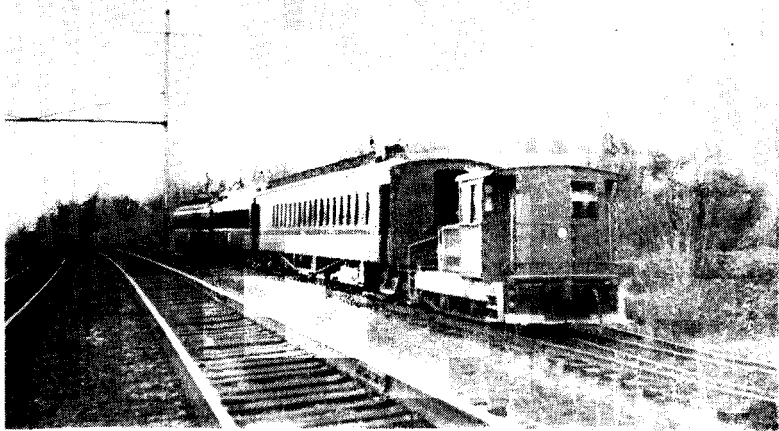
The decade of the 50's found the ancient rails more crooked than ever, and the weeds growing through the rotting ties to waist height.

Still the Strasburg hung on, running on an irregular schedule as the necessity arose, hauling a total of only about 200 carloads of freight a year. Its gross annual operating revenue fell to less than \$3,000, the smallest in the nation.

By 1958 both Fred Homsher and John Homsher had died, and Fred's son Bryson Homsher was operating the railroad almost single handedly. When he died the sorry little pike was in a sad shape.

The Interstate Commerce Commission had bent over backward, but the inspector could no longer approve the old Plymouth locomotive for operation. The track was well nigh invisible through the jungle of weeds and brush, and to top it all off, a century and a quarter old stone culvert collapsed near Mellinger's crossing, and left the rails hanging over a ten foot chasm.

About a half dozen lawyers, all representing different branches of the Homsher Clan, were trying to run the mill and railroad by remote control. The freight was still hauled, but by motor truck, that archenemy of short-



Twenty-ton Plymouth gasoline switcher hauling three vintage coaches at Leaman Place Junction in 1958, after rejuvenation of the railroad but before the return to steam power.

lines, and the tired old locomotive was driven into the tiny engine house in Strasburg for what everyone thought was the last time.

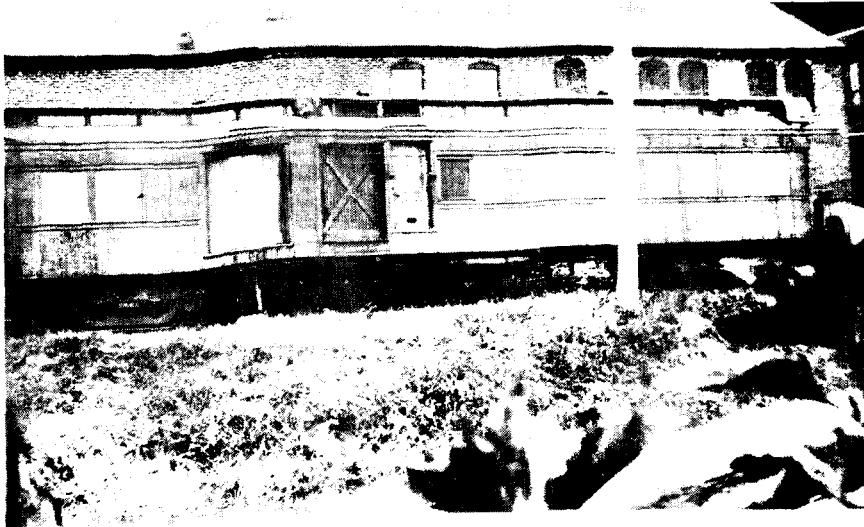
The weeds grew unchecked, and the first steps of abandonment were begun. The Public Utility Commission approved, and the line was advertised for sale.

But the Interstate Commerce Commission had the last say, and stayed the execution of the little carrier, which by this time had become the oldest short-line in the nation, and second only in age to the giant Baltimore and Ohio as the oldest railroad in the Western Hemisphere.

In the spring of 1958, Henry K. Long, president of Champion Blower and Forge Company in Lancaster, an ardent rail fan, and your author, who was fascinated by the glorious history of the Strasburg, met to discuss ways to keep this "Methuselah of Railroads" alive.

Letters were sent to rail fans, industrialists, businessmen, and many more, setting up an inspection of the line and a business meeting. The subsequent plans and aspirations came to fruition on November 1, 1958, when the group of men, who comprise the corporation at the present time, completed a deal with the Homsher estate, and proudly bought the entire stock of the Strasburg Rail Road, a line which came within an inch of the junkman's torch.

It was a wonderful day, that fall day in 1958, when the old Plymouth locomotive gleaming in fresh paint and polished brass, with wheels refaced to I.C.C. standards by the Reading Company, wheeled out of the engine house to begin a trip it knew by heart, to Paradise, Pa., to pick up its first load of revenue freight under the new ownership.



The last passenger coach on the Strasburg, purchased from the Pennsylvania, as it looked near the end of its days in the 1920's. It is shown here beside the milk station at Strasburg. An extra door had been cut in the side to facilitate the loading of milk. The car is of a style common about 1890.

You would have thought, had you been a bystander, that engineer Huber Leath and brakeman Bill Moedinger were driving the Broadway Limited. The whistle never sounded better on a mighty mountain type steamer. The bell never rang louder on the Cannonball Express. That shrill shriek and tinny clang were ushering in the greatest chapter in the long and proud history of the Strasburg.

It began in 1832 — back in the days of the covered wagon — and the end is not in sight. Who knows — maybe the little Strasburg will outlive even the mighty B&O. It sure is active enough right now to make even the skeptics sit up and take notice.

Author's Note: This article is intended only to bring the history of the Strasburg up to the time when the present management purchased it. William Moedinger's handsomely illustrated book, "The Road to Paradise" depicts the glorious resurrection, and is well worth the reader's attention.

SEASON ARRANGEMENT OF PASSENGER TRAINS,

To commence on the First day of April, 1837, and
continue until further notice.

COLUMBIA AND PHILADELPHIA RAIL-WAY.

A Through Train for the accommodation of Western Passengers will leave the vicinity of
Broad & Callowhill Streets,

Philadelphia for Columbia

Each Morning exactly at 6 o'clock, and will

Arrive at	At 6 o'clock	Tarry at 6 o'clock	and Start at
Brookeville	7 30	30 (Breakfast)	8
Paoli	8 30	5	8 35
Downingtowd.	9 25	5	9 30
Parkesburg	10 25	5	10 30
Leaman's	11	5	11 5
Lancaster	12	15	12 15
Columbia,	1 30 to Dine on Board the Boats.		

A Through Train for Eastern Passengers will leave

Columbia for Philadelphia,

At 8 o'clock precisely, each morning, and will

Arrive at	At 8 o'clock	Tarry at 8 o'clock	Start at
Lancaster	8	15	9 15
Leaman's	10	5	10 5
Parkesburg	10 55	5	11
Downingtowd.	11 45	5	11 50
Paoli	12 35	5	12 40
Eagle	1	10 (for refreshment)	1 10
Philadelphia,	3 (to dine, as the Passengers may think proper.)		

The Travelling Public are hereby informed that not the slightest deviation from the foregoing Arrangements will be permitted. It should also be understood that Passengers leaving Philadelphia for Pittsburg will at the latter place as soon by keeping the Rail Road to Columbia, as by any other route, in consequence of the fact that all who leave Philadelphia in the morning, no matter what intermediate route they may take, must pass the Portage Rail Road together. It may also be remarked that, by taking the State route, only ONE Transshipment of Baggage will be necessary between Philadelphia and the Portage, and disbursements will be ready at the usual hour about the Boats, without causing any delay. By this arrangement the Passengers will not be detained all night at Holidays, as was the case last season.

A Train for the Accommodation of Way Passengers will leave

COLUMBIA for PHILADELPHIA

Every Morning at 11 o'clock, and a like Train will Leave Philadelphia each Morning at the same hour, stopping at the following named points:

EASTERN TRAIN.

Leave Boats at	At 11 o'clock
Arrive at Mountville	11 50
Hamfield	12 15
Lancaster (dine)	12 20
Bird-in-Hand	1 20
Leaman's	1 30
Kinzer's	2
Gap	2 10
Pennington's	2 20
Parkesburg	2 25

Arrive at	At 11 o'clock
Cottleville	3 20
Gallagherville	3 25
Downingtowd	3 40
Oakland	4 15
Steamboat	4 15
Paoli	4 20
Eagle	5
Brookeville	5 25
Whitehall	5 40
Philadelphia	6 30

WESTERN TRAIN.

Leave Philadelphia at	At 11 o'clock
Whitehall	12 20
Brookeville	12 40
Eagle	1
Paoli (to dine)	1 20
Steamboat	1 25
Oakland	1 30
Downingtowd	2 25
Gallagherville	2 35
Cottleville	3

Arrive at	At 11 o'clock
Pennington's	2 35
Gap	4 10
Kinzer's	4 25
Leaman's	4 35
Bird-in-Hand	4 40
Lancaster	4 45
Hamfield	5
Mountville	5 20
Columbia	7

A. MEHAFFEY,

Supt Col. & Phila. R. R.

See News Paper for full details of the above

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 Railroad Co.



View looking out the cab window of the Plymouth locomotive in 1958, a few months before the line was sold. A careful examination will reveal the tracks, almost