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PROFILE OF PENN CENTRAL'S
NEW HOLLAND SECONDARY TRACK
at Lancaster, Pa.

Penn Central's New Holland Secondary Track is a single-track segment of railroad on the Harrisburg Division, serving parts of Chester and Lancaster Counties in Pennsylvania. It originates at the Cork Interlocking in Lancaster, at the railroad's mainline between Philadelphia and Pittsburgh, and extends about 23 miles north through New Holland to Honey Brook.

This secondary track enables Penn Central to provide essential services to the industrial park at Leona, Pa., and is vital to the developing mobile home industry in the areas adjacent to it.

IMPORTANCE

The United States Railway Association has designated the New Holland Secondary Track for inclusion in the Consolidated Railway (ConRail) System. The track is considered in two segments: from Lancaster to New Holland, about 12 miles, and from New Holland to Honey Brook, a distance of nearly 11 miles.

Penn Central presently schedules the operation of a local freight train over this track everyday as far as New Holland, and each Monday, Wednesday and Friday to Honey Brook, at the end of the line. However, the condition of the track is such that the schedule is slow, with the train operating at restricted speeds of eight and ten miles per hour over the entire route.

More than 4,000 carloads of freight are moved over this

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track each year. The majority of these come from Sperry-North Holland Agricultural Implements Company, which ships farm machinery throughout the United States from New Holland. Other large customers on the track are Narvon Mines and Chemical Company, at Honey Brook; Dart Container Corporation, Lancaster Foundry Supplies, Miller-Hartman, Inc., Organic Plant Food Company, H. M. Stauffer and Sons and Anderson Box Company, at Leola. There are also smaller, but consistent, deliveries to firms involved in the mobile home industry -- D. G. Shelter Products, East Earl; Liberty Homes, Inc., Shasta Trailer Company, Layton and Nomad, and LaSalle Deitch, at Leola.

Other shipments are received at Agway Fertilizers and John B. Hurtz Company, at Cedar Lane; Agway Feeds, at New Holland, Silvercoat Products, C. and D. Batteries, B. and J. Saylor Foods Corp., L. Clyde Smith and Sons, and Profax Gas Corp., at Leola.

COST TO COMPLY WITH FRA STANDARDS

Improvements to the New Holland Secondary Track for Federal Railroad Administration to 30 mile-per-hour standards would cost approximately \$1,895,290. This work would include the installation of 16,800 railroad ties at a cost of \$386,400, and putting down 21 miles of rail at \$1,236,690. Further, 20 switches would have to be renewed at a cost of \$190,000 and 21 miles of the track would have to be surfaced, for \$76,200.