

Bridge Replacement & Rail Rehabilitation

The Strasburg Rail Road Company (SRC) is not only a world-renowned tourist attraction, it is also America's oldest short line freight railroad and has been providing cost-effective shipping for agri-business in southern Lancaster County since 1832. SRC specialties include railcar-to-truck transfer of grains, bulk feed additives, dry fertilizers and bedding. The railroad is also able to handle bulk transfers from truck-to-railcar.

Facing demand for rail service and sizable increases in customer traffic, SRC made significant investments in essential infrastructure improvements to begin expanding capacity. However, the magnitude of the required upgrades outpaced available capital resources. In 2010, SRC was awarded \$1 million from the Rail Transportation Assistance Program (RTAP) to assist in the replacement of a critical bridge located on the mail line, rehabilitate the main and yard tracks at Leaman Place Junction, and construct an additional yard team track.

Bridge Replacement

The previous bridge was engineered over 50 years ago and was not able to handle the 286K freight car loadings necessary for SRC to serve new customers and continue expansion. The new bridge allows SRC to move heavier freight more safely, and allows for wider grade-separated right-of-way crossing for farm machinery.



Before (top): The old bridge that dated back to the civil war, where support beams started to separate from the retaining wall, and with heavier loaded cars, posed a serious risk to the railroad.

After: New bridge allows for increased capacity and safe handling.



Rehabilitation of the Main Line

Both the main and yard tracks at Leaman Place Junction have been rehabilitated to allow for safer movement of current customer carloadings and for additional maneuvering space for car handling. The modifications also created a safer distance between the SRC tracks and the Amtrak mainline.



Before: Rails are warped, cracked and worn at several spots along the main line, increasing the risk of derailment and forcing traffic to move slowly over unstable areas of rail.



After: Rehabilitation allows for increased capacity and safe handling.

Construction of an Additional Yard Team Track

Construction of an additional yard team track at the East Strasburg location has allowed for increased quantities of carloads and efficient handling adjacent to SRC's current freight transfer and storage area. Without this expansion, SRC would not have been able to extend service to new customers or increase its traffic on the line.



Before: Grain cars shared a siding with bio-fuel and lumber cars. There was no clean-up pad and capacity was limited to two spots. Center-beams were unloaded on grade crossings.



After: The new team track has capacity for sixteen cars, with three paved spots for center-beams, storage for eleven grain cars and a pad where two grain cars can be unloaded at the same time.