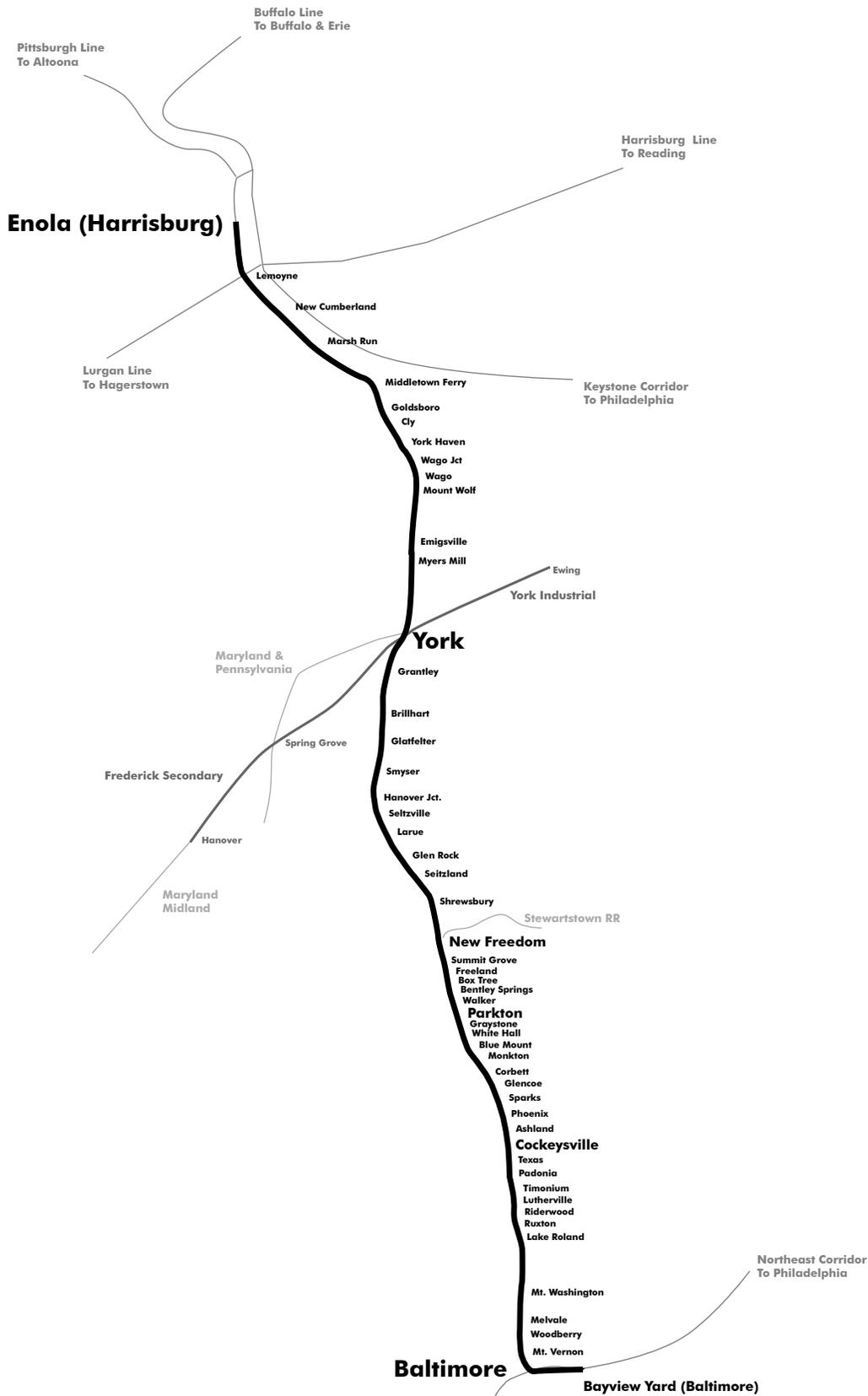


CONRAIL NCR Line
Windsor Street Yard and Environs

Harrisburg Division
Eastern Region



DEDICATED TO SAFETY



CONRAIL's NCR Line

History Of The Northern Central

The Northern Central Railway was originally built to give the city of Baltimore a competing Rail Line to the Baltimore and Ohio. It grew in importance through the late 19th and early 20th centuries. It carried passengers and freight north from Baltimore to meet up with the Pennsylvania's main line to the Ohio River Valley.

Early on, the Pennsylvania Railroad bought a controlling interest in the road and took over operations. The southern end (from Baltimore to Parkton MD) carried a large number of commuters in the early 20th century until the 30s when busses and automobiles took over much of this traffic.

The line still carried high priority trains for Baltimore until the 50s when it started to really decline. Penn Central took over in 1968 and let the line further decline.

In the 1970s Hurricane Agnes struck and washed out many bridges along the line. This was the last nail in the coffin and much of the line in Northern Maryland was abandoned and turned into the Northern Central Trail in Maryland and the York County Historical Trail in Pennsylvania.

The south end of the line, from Baltimore to Cockeyville MD was left intact to serve a large quarry, and later become the MTA's Central Light Rail Line.

Conrail's NCR Line

My layout concept is that Hurricane Agnes spared the NCR, and its adjoining lines, but wiped out the Port Road line that followed the Susquehanna River. This meant that the NCR was now the sole means for traffic from the west to get to Baltimore, aside from traveling to Philadelphia and south on the Amtrak owned Northeast Corridor.

The NCR line would link Harrisburg with York and Baltimore, and would see trains that were to terminate in either Baltimore or the Washington DC area.

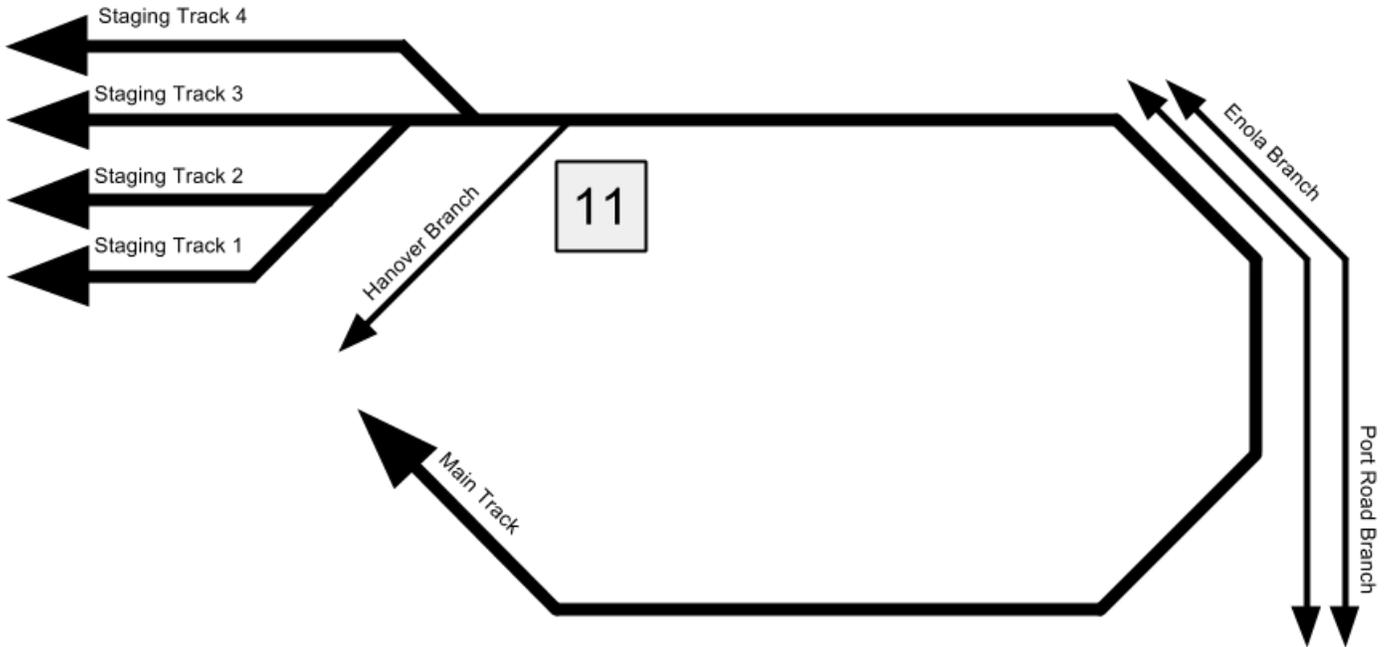
There was a fairly major yard in Baltimore, Bayview, which is where trains for Baltimore would terminate, and I intend to include on the layout as a staging yard. Additionally, there were major port facilities in town, which included a coal export terminal(Consolidated, or Consol Coal), a grain export facility, and a number of container piers. This is in addition to the various other local traffic, which would still contain cars for Bethlehem Steel's Sparrows Point plant.

Washington DC, while hardly an industrial center, did have a number of important rail destinations. The largest, in the 80s, was Potomac Yard. Pot Yard was a major interchange point for traffic heading to and from the South. Additionally, there as a branch line to the east of the city which served multiple coal fired power plants.

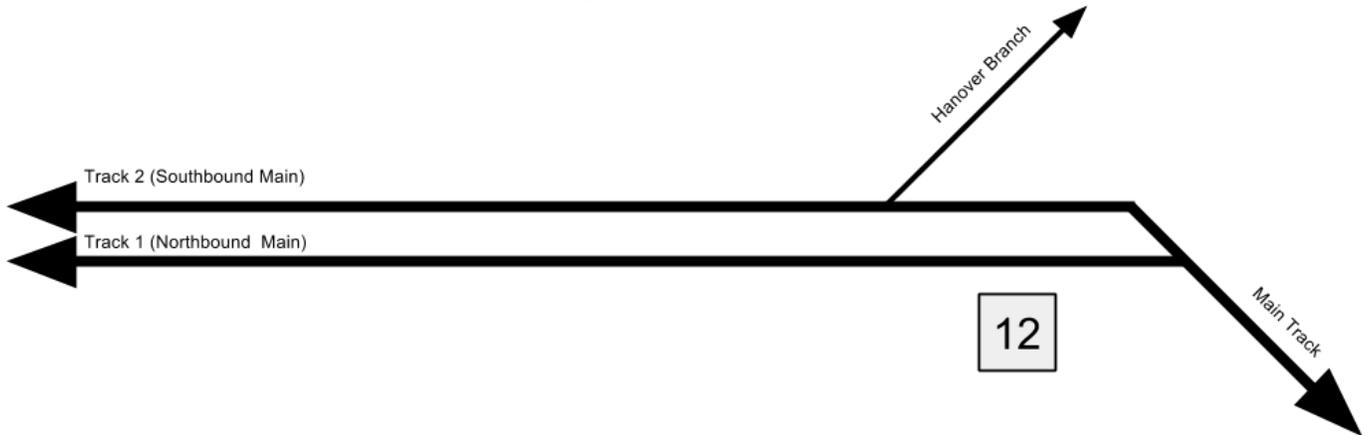
The layout, as presented, focuses on Conrail operations in and around York PA in December of 1985, had the NCR still been around.

This document explains some of the locations and features found on the layout.

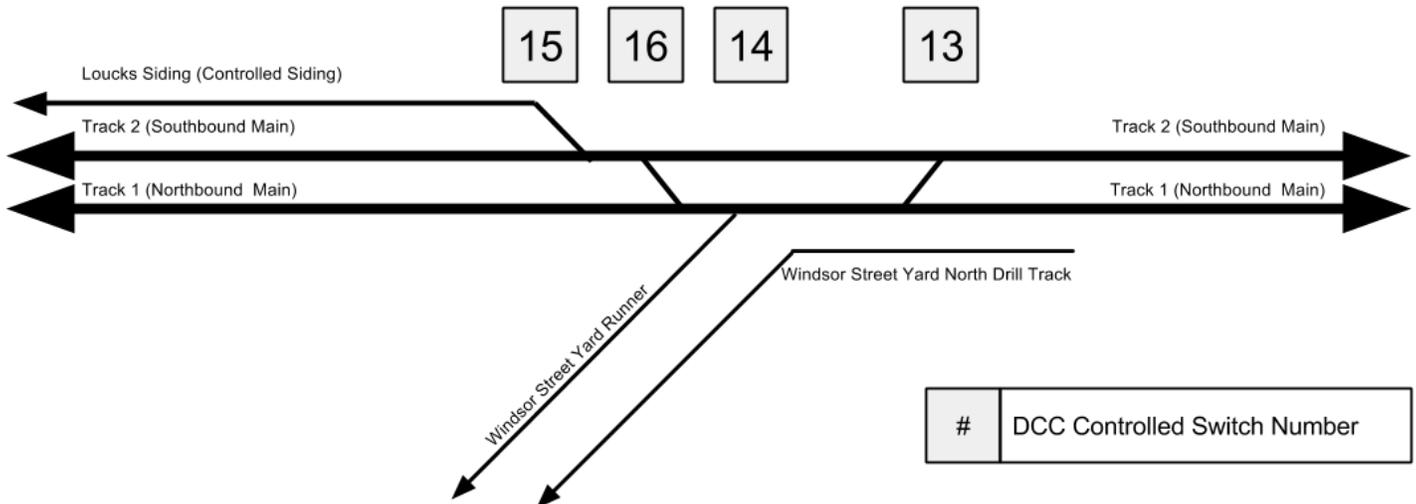
Wago Junction



Hanover Junction



CP Loucks



The NCR North of York PA

Wago Junction is where the Northern Central joins the Conrail Enola Branch and Port Road line.

In the alternate history in which the layout is set, the northern portion of the Port Road remains as far as Columbia PA to allow trains to reach the Columbia Secondary and Lancaster PA.

Trains heading north at Wago Junction are at the “end of the layout”. Wago Junction, as modeled, also serves as the name of the interlocking where trains can either return to the layout via the fictitious Hanover Branch for continuous running or enter the NCR staging yard.

The “active” staging tracks are accessed via a set of turnouts thrown via Unitrack switches organized to match the order of the switches in the yard.

Hanover Junction is where the fictitious Hanover Branch which serves as the layout’s continuous running connection joins the NCR mainline.

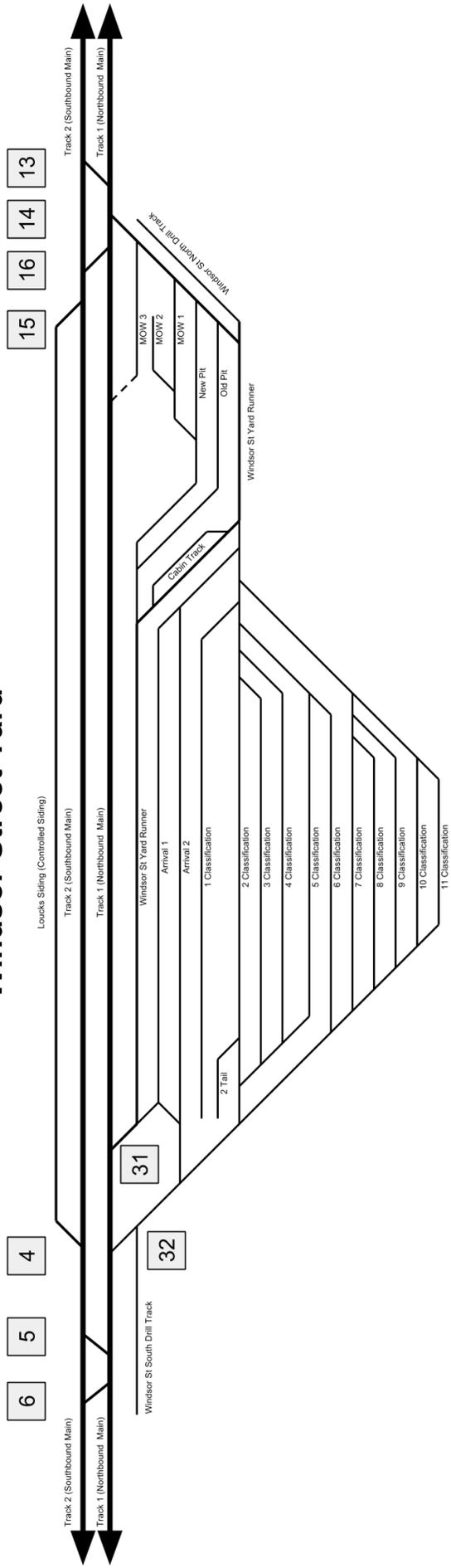
Hanover junction may be the most famous of all locations on the NCR. It was the site of an iconic 1863 photograph of Abraham Lincoln on his way to give the Gettysburg Address. While the actual Hanover Junction is a few miles south of York, the similar track layout at ,made it difficult to resist including this iconic location.



CP Loucks, named after Loucks Mill, is the north end of Windsor Street Yard. It features a set of slow speed crossovers allowing for trains on either main track to access both main tracks giving movements from track 1 access to the signalled Loucks Siding and the switch to access the yard via the Windsor St Yard Runner.

Trains that work Windsor St Yard will use CP Loucks to either enter (if they are southbound) or leave (if they are northbound) the yard.

Windsor Street Yard



Windsor Street Yard & Loucks Siding

Windsor St Yard is used to classify traffic originating or departing to or from the York area.

Windsor St Yard is comprised of 11 classification tracks, two arrival/departure tracks, a caboose servicing track and two engine layover/servicing tracks.

Cars coming into Windsor St are generally for:

- Industries along the NCR Line via WHYK-10.
- Industries along the Frederick Secondary via WHYK-40.
- Industries along the York Industrial via WHYK-20.
- Interchange to the Maryland Midland Railroad via train YKMM.
- Interchange to the Maryland & Pennsylvania Railroad via WHYK-10.
- Interchange to the Chessie System via train YKCS.

Windsor St classifies outbound blocks of cars for the following destinations on the Conrail system:

- Bayview Yard (Baltimore) via train ENBA.
- Conway Yard (Pittsburgh PA) via train BAPI.
- Elkart Yard (Elkhart IN) via train BAPI.
- Enola Yard (Harrisburg PA) via train BAEN.
- Frontier Yard (Buffalo NY) via train BAEN.
- Potomac Yard (Alexandria VA) via train PYSE.
- Allentown Yard (Allentown PA) via train PYSE.
- Selkirk Yard (Albany NY) via train PYSE.

The following road trains make pickups and set-offs in Windsor St:

- ENBA - Enola to Baltimore
- BAEN - Baltimore to Enola
- PYSE - Potomac Yard to Selkirk
- SEPY - Selkirk to Potomac Yard
- BAPI - Baltimore to Conway (Pittsburgh)
- PIBA - Conway to Baltimore

Most days, two transfer trains from other railroads also arrive and depart for their home roads:

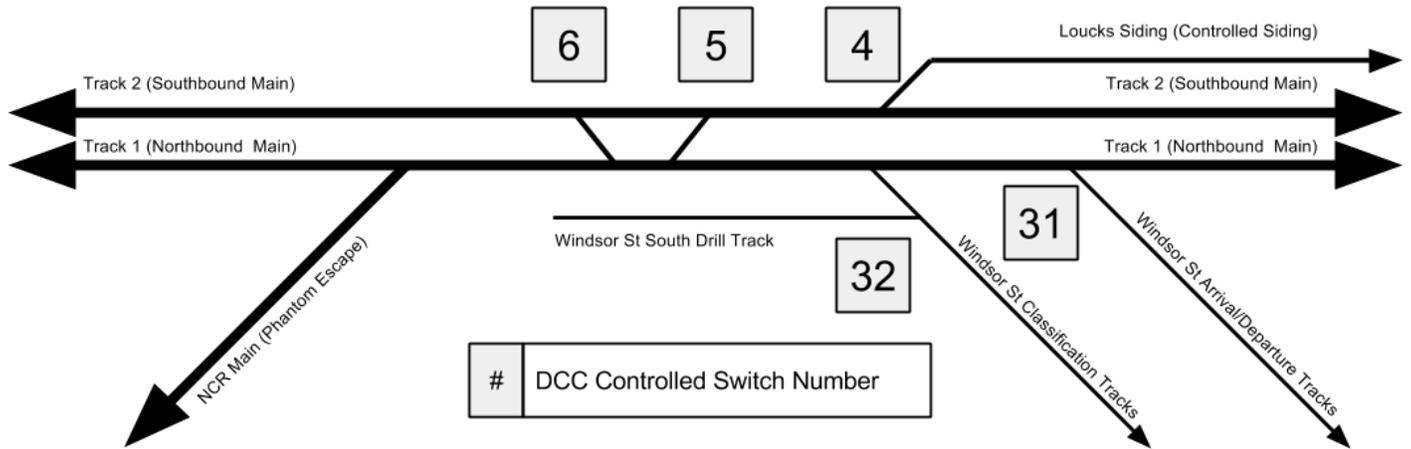
- MMYK/YKMM - Maryland Midland via the Frederick Secondary to Spring Grove PA
- CSYK/YKCS - Chessie System via the Frederick Secondary to West York PA

The limited facilities at Windsor St also provide light servicing for locomotives and cabooses assigned for York based locals.

Additionally, there is an MOW base located in the former engine terminal. This MOW base serves as the headquarters to MOW forces assigned to the NCR line and the branches radiating out of the city of York.

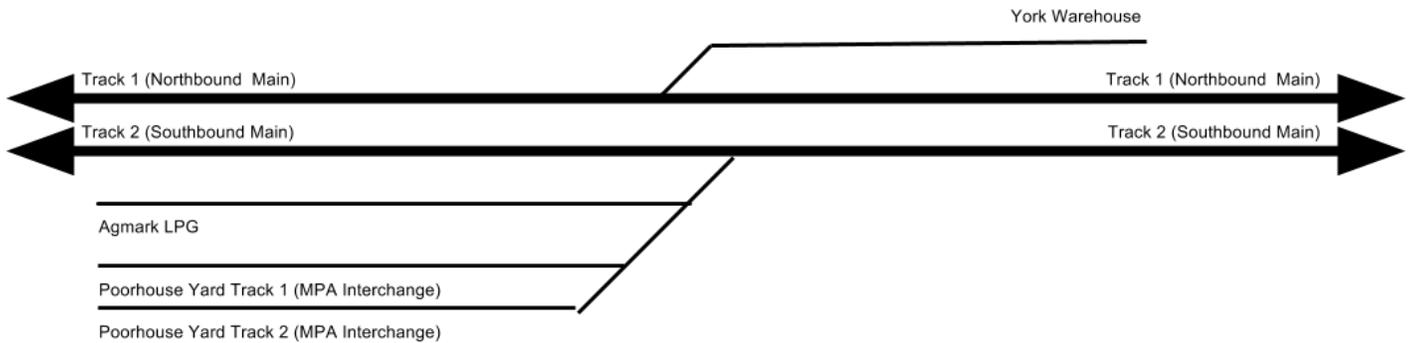
Loucks Siding, which spans the length of the yard off of the #2 main is a signaled siding with dispatcher controlled switches at either end (at CP Windsor and CP Loucks).

CP Windsor

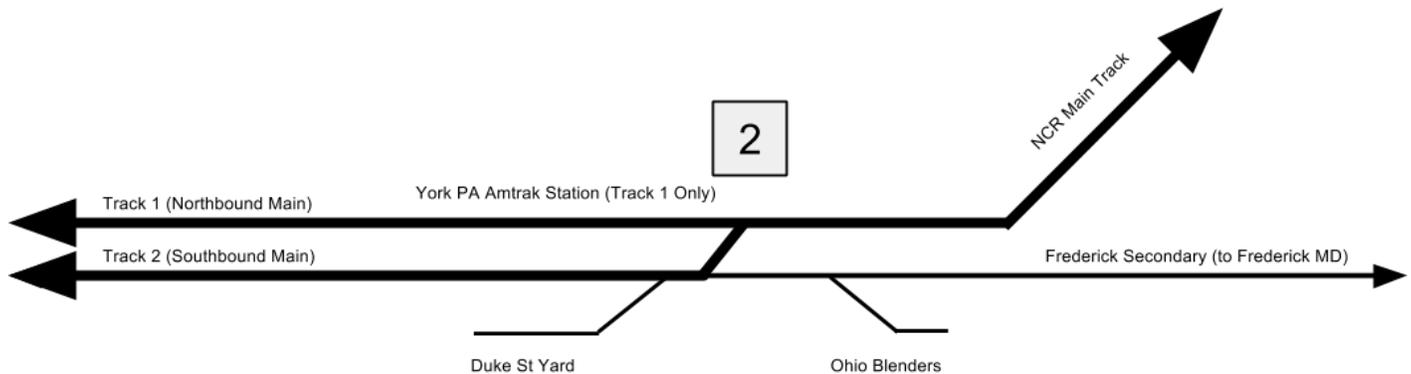


Note: DCC Switch 32 must be manually & digitally thrown while power switches are out of out of service.

Poorhouse Yard



CP YORK



The NCR In York PA

CP Windsor is at the south end of Windsor St Yard and controls movement into Windsor St Yard and Loucks Siding, a controlled siding that runs the length of the yard off of track 2. CP Windsor also controls the "phantom switch" which allows trains at the south end of their run on the layout to loop back around and head toward staging as "phantoms".

From CP Windsor, the tracks enter central York PA where they curve around to meet the storied Maryland and Pennsylvania. Interchange is made with the remnants of the MA & PA at the former PRR "Poorhouse Yard", named after Poorhouse Run, which itself took its name from the nearby York County Almshouse.

Located next to the Poorhouse Yard tracks is Agmark, a Liquefied Petroleum Gas transporter that unloads tank cars for distribution to customers.

Located across the tracks from Poorhouse Yard is the former PRR York Tower. This interlocking tower once controlled the previously interlocked entrance to Poorhouse Yard and the junction with the line toward the Susquehanna River. The tower has been closed and is now abandoned.

Between the tower and the York Amtrak station are former PRR warehouses. These warehouses once served the Pennsy's busy less than carload business in town, but are now used by small tenants utilizing their strategic locations to receive rail service.

Moving to the south is the CP York, where the NCR mainline diverges south toward Baltimore while the Frederick Secondary continues across Codorus Creek.

The Frederick Secondary leads to the large PH Glatfelter paper mill in Spring Grove PA which receives chemicals and coal from Conrail and ships out paper products. Beyond Spring Grove, the Frederick Secondary is operated by the Maryland Midland which uses it to reach York from its mainline on the former Western Maryland East Sub. The Maryland Midland runs a daily transfer run consisting of mostly loaded cement hoppers into Windsor Street Yard via trackage rights on the Frederick Secondary and NCR between CP York and CP Windsor St.

Conrail serves Ohio Blenders, an alfalfa company that receives covered hoppers off of the Frederick Secondary near CP York.

Also located at CP York is the York Amtrak station. The station is accessible from track 1 only, requiring all Amtrak trains stopping in town to use that track between CP York and CP Windsor St.

Duke St Yard is located across the tracks from the Amtrak station, and is the location of a Conrail Flexiflo facility that serves customers without direct rail access.

Thank You For Visiting CONRAIL's NCR Line



Conrail1285.com | Ed@Kapuscinski.net

The NCR Line uses JMRI WiThrottle and Digitrax Duplex Radio
Wifi SSID: UDDI7 WEP KEY: 00372b199e