

**Proposed Enola Branch Rail Line Abandonment
Public Hearing - Lancaster, Pennsylvania
November 19, 2003**

<p align="center">PUBLIC HEARING</p> <p align="center">1</p> <hr/> <p>In Re:</p> <p align="center">Proposed Enola Branch Rail Line Abandonment</p> <hr/> <p>DATE: November 19, 2003</p> <p>TIME: 3:00 p.m.</p> <p>PLACE: Hoffman Building Solanco Fair Grounds Quarryville, Pennsylvania</p> <p>Appearing on behalf of the Surface Transportation Board:</p> <p>Victoria Rutson, Chief Rini Ghosh, Attorney-Advisor Troy Brady, Environmental Protection Specialist</p>	<p align="right">3</p> <p>1 Kirk Liddell 45</p> <p>2 Tom Eilertsen 49</p> <p>3 Susan Shearer 50</p> <p>4 Karl Knoch 55</p> <p>5 Jane Martin 56</p> <p>6 Kara Kalypson 58</p> <p>7 Barry Longenecker 60</p> <p>8 Gerald Duvall 64</p> <p>9 Randolph Harris 65</p> <p>10 Pat Tomes 68</p> <p>11 Howard Groff 71</p> <p>12 Frank Wint 72</p> <p>13 Steve Risk 74</p> <p>14 Thomas Podlesny 76</p> <p>15 Mark Platts 78</p> <p>16 Rick Rankin 80</p> <p>17 Nicole Roth 82</p> <p>18 Elizabeth Keating 84</p> <p>19 Don Dixon 85</p> <p>20 Chuck Byers 86</p> <p>21 Michael Rank 88</p> <p>22</p>
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1 railroads to abandon a line or to build a new line.
2 And the case that we're working on in relationship to
3 this meeting, is a rail line abandonment of the Enola
4 branch line.
5 The purpose of this meeting is part of
6 what's called the Section 106 process of the National
7 Historic Preservation Act. That is a statute that
8 requires every federal agency to take into account
9 the effects of its decision on historic sites and
10 structures. And in this case, working with the
11 Pennsylvania State Historic Preservation Office, we
12 have found that the entire Enola Branch Line, as well
13 as the bridges along the line, are historic
14 properties.
15 We're here now to take your comments
16 and your thoughts on the Enola branch line and
17 specifically, on two documents. One is called a
18 Memorandum of Agreement. And that is a document that
19 discusses how to mitigate adverse impacts. How to
20 document and record the historic importance of the
21 Enola branch line. We have a draft Memorandum of
22 Agreement, MOA, available for you in the back of the

7

1 area and write down what you weren't able to get in
2 orally.
3 Also, we're accepting written comments
4 until December 3, so if you go home and think of some
5 more things that you would like to raise, please feel
6 free to send us your written comments. The address
7 is in the materials in the back of the room.
8 Now, as you see, we have a Court
9 Reporter with us today, so we will have an official
10 record of everything that one says. But we will also
11 be taking notes in the front of the room just for our
12 own purposes.
13 So what is the next step? What happens
14 after this meeting and the evening meeting? Well, we
15 are going to go back to Washington and assess all the
16 comments that we hear today and that we get in
17 writing. We will then need to prepare other
18 documents that respond to your comments. Your oral
19 and your written comments. Then we want to finalize
20 the Memorandum of Agreement. Now, it's possible
21 during this next step process, that a trail user
22 could come forward and that the railroad may be

6

1 room. And that's one of the reasons why we're here
2 today. To hear your comments on that MOA.
3 We're also here to listen to your
4 comments on potential trail use for the Enola branch
5 line. We have prepared a notice to the parties,
6 that's also available in the back of the room, that
7 talks about the trails use issue. It is a
8 complicated issue, so I would encourage all of you to
9 take a look at the notice to the parties.
10 We are happy to hear all your comments
11 on whatever you would like to speak about. The
12 official reason for the meeting is to hear your
13 comments on the MOA and the notice to the parties.
14 But like I said, we're more than happy to hear
15 whatever you have to say about this rail line.
16 Because there is a great number of you
17 here, and because we're talking, we'll try to limit
18 it. We also have a written comments area available.
19 You have about three minutes to speak. We want to
20 make sure we want to get everyone in before the
21 evening session starts. If you run out of time,
22 please feel free to go over to the written comment

8

1 willing to negotiate a trails use agreement with the
2 trail user. If that should happen, the Board would
3 then provide time for the parties, the railroad and
4 the trail user, to negotiate a Trails Use Agreement.
5 Until then though, we will be working on the
6 Memorandum of Agreement and finalizing that document.
7 So right now, I'm going to have Rini
8 Ghosh of my staff, provide you with a quick summary
9 of the Memorandum of Agreement. Then we'll turn the
10 mike over briefly to Troy Brady, who is going to give
11 you a few more instructions and guidance as you come
12 to the microphone.
13 Please don't feel awkward; don't feel
14 shy. We're all nervous doing this, and again, you
15 always have the option of filling out written
16 comments if you prefer. Communicating your thoughts
17 in writing. So we're so glad that you are here. I
18 know it's a terrible day and its taken some effort to
19 make your way here, and we're most appreciative to
20 this attendance and thank you, and welcome.
21 MS. GHOSH: Good afternoon. As Vicki
22 just mentioned, we're here today to receive your

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1 comments particularly on the proposed draft
2 Memorandum of Agreement, which I will briefly
3 summarize.
4 We developed this proposed draft
5 Memorandum of Agreement in consultation with the
6 Advisory Council on Historic Preservation, the
7 Pennsylvania Historical and Museum Commission, and
8 Norfolk Southern Railroad Corporation, as well as the
9 comments we received from the public on the notice to
10 the parties issued last fall.
11 The proposed draft Memorandum of
12 Agreement sets forth stipulations for mitigating
13 adverse effects to the entire historic Enola branch
14 rail line. These stipulations include conducting
15 archival research by a professional historian of the
16 rail line, and also having a professional historian
17 document appropriate structures on the rail line to
18 Pennsylvania State standards.
19 The documentation and archival research
20 would be compiled into one cohesive document to be
21 archived at the Pennsylvania Historical and Museum
22 Commission.

11

1 you keep your comments to three minutes.
2 Secondly, to assist you in that regard,
3 speakers will be alerted at one minute, that one
4 minute remains by the showing of a yellow card. And
5 that time has expired by the showing of a red card.
6 And as your timekeeper, I will be sitting to your
7 left.
8 Due to the limited time and the
9 tremendous number of people that have pre-registered,
10 individuals will speak first or those individuals
11 will speak first that have been assigned a number.
12 As for those speakers who did not preregister, they
13 will be assigned a letter and will be permitted at
14 this time to speak if time allows.
15 Lastly, I will also announce the first
16 speaker and the next two speakers in line. So with
17 that, let's have the first speaker who will be Paul
18 Davis Jr, and the next two to get ready will be Frank
19 Peiffer, and Charles Wolfinger.
20 MR. DAVIS: I'm Paul Davis. I'm a
21 member of the C and O Canal Association. My wife and
22 I have walked the canal. We have ridden the canal

10

1 The draft proposed MOA, also sets forth
2 stipulations, particularly protecting unexpected
3 discovery of your own historic research which could
4 possibly result from documentation efforts or from
5 salvaging activities.
6 Again, as Vicki mentioned, if you have
7 not received a copy of this proposed draft Memorandum
8 of Agreement, it is attached to our notice to the
9 parties; copies of which are available at the first
10 table right next to the open door.
11 Now Troy Brady will go over the ground
12 rules for this public meeting, so that we can ensure
13 all of your participation.
14 Thank you.
15 Troy?
16 MR. BRADY: Hello. As Vicki mentioned,
17 I'm going to be going over a few of the ground rules.
18 And these ground rules were developed to ensure that
19 the public meeting moves forward as smoothly as
20 possible. So with that, I will go over a few of
21 these grounds rules.
22 One, as mentioned earlier, we ask that

12

1 and we have served for 12 years as level walkers on
2 the canal. We also serve one weekend each summer as
3 interpreters for the National Park Service at Lock
4 House 75 on the canal, the last lock house 10 miles
5 from Cumberland. We just moved to Lancaster in fact
6 two weeks ago, so any of the materials that I might
7 have brought are in boxes somewhere in there. But
8 I'm returning to Lancaster after graduating from
9 Elizabethtown College 51 years ago.
10 The flood of 1924 put the C and O Canal
11 out of business after almost 100 years of service to
12 the Washington and the Cumberland Valley. For the
13 next 30 years, the canal sat idle and further
14 deteriorated. It was at that time that an
15 enterprising group of businessmen came up with the
16 idea of refilling the canal. They had the right of
17 way. It had been cleared and making a highway from
18 Georgetown to Cumberland. Fortunately at that point,
19 Justice Douglas, William Douglas, stepped up to the
20 plate and he was recognized as a conservationist and
21 an environmentalist, and he accepted the challenge to
22 speak on behalf of the C and O, the preservation of

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1 the C and O Canal. He challenged this proposition of
2 a highway; was strongly endorsed by the Washington
3 Post. He challenged the editorial staff to walk the
4 184 miles of the canal with him so that they might
5 see the beauty and the value of the canal. They did
6 that and when they had finished that hike, they
7 changed their position because they recognized what a
8 valuable resource it was.

9 The canal had been saved. Over the
10 years, there have been hundreds and thousands of men,
11 woman, youth organizations of all types, scouts,
12 church groups, senior groups, that have utilized the
13 recreational resource of the canal. Across the
14 nation there are hundreds and thousands of miles of
15 rails that have been turned into trails. And I would
16 strongly encourage you to give a favorable
17 consideration to this opportunity.

18 If Douglas had not stepped forward, the
19 canal would be a highway and that historic treasure,
20 equal to the treasure that you have talked about,
21 would have been lost to this nation and to those
22 people who use that recreational resource.

15

1 the huge cost small government could bear. This
2 abandonment process involved 14 parties, I think.
3 And through much discussion, all parties agreed,
4 except one. The railroad offered to pay to each
5 Township and the Borough, a fair sum of money to make
6 each crossing safe. We were much relieved. The
7 parties that approved included Conrail, Amtrak, PUC,
8 our conservation resources, PP&L, our water
9 authority, telephone, state companies representing
10 the 100th district, Norfolk and Southern Railroad,
11 Surface Transportation Board and others. As years
12 drug on, US Senator Arlen Specter, US Senator Rick
13 Santorum, and US Congressman Joe Pitts, also
14 supported the agreement known as an MOA.

15 As I said, one party did not agree. A trail group,
16 and they appealed to every county, state, and federal
17 court available to them. Except the US Supreme
18 Court. Every Court that heard the case approved of
19 our agreement. The STB has been given responsibility
20 to do a negotiational agreement, called the MOA,
21 dealing with historical aspects of the Enola line.
22 They have completed their task and I support their

14

1 MS. RUTSON: Thank you, Mr. Davis.
2 MR. BRADY: Frank Pfeiffer.
3 MR. PFEIFFER: Thank you, Mr. Brady.
4 My name is Frank Pfeiffer. I have
5 served as a supervisor for Martic Township for almost
6 10 years and have been appointed to represent our
7 citizens best interest concerning the rear route
8 abandonment. I also became much involved with other
9 rural townships as well as Quarryville. The railroad
10 came to us and told us that they wanted to abandon
11 the Enola branch line through our township. It was no
12 longer profitable for them to own it. They said they
13 wanted to donate the property to us. They also told
14 us that since the PUC has jurisdiction over all the
15 crossings, we should become involved. The PUC has
16 the authority to assign the crossings and the related
17 costs to the county, PennDOT or the municipalities.
18 Frankly, we were all scared. The crossings had
19 served for approximately a century and most were on
20 site.

21 As elected officials we were very
22 concerned first about the safety issues. And also

16

1 MOA and their efforts.

2 I want to thank the STB for allowing
3 all of us an opportunity to speak here today.
4 Conrail started the abandonment process in 1989. As
5 elected officials, we are charged with public safety,
6 health and public welfare. For these reasons I
7 support the STB's Memorandum of Agreement. I
8 seriously hope this long process can be ended soon.

9 Thank you.

10 MR. BRADY: Next, Charles
11 Wolfinger.

12 MR. WOLFINGER: My name is Charles
13 Wolfinger of West Chester, Pennsylvania. I'm a
14 retired railroader of 39 years serving the Traffic
15 Department of the Pennsylvania Railroad, Lehigh
16 Valley Railroad, Vice President of Traffic,
17 Penn-Central, and Conrail, Assistant Vice-President
18 of Coal and Ore with a staff responsible for handling
19 over a million tons of ore, coal and coke on the
20 railroad.

21 During that period I was also a member
22 of the Valley Forge Park Commission, during which I

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1 was party to developing bicycle and hiking trails
2 through the park.

3 In 1976, the Sierra Club requested I
4 submit to Penn Central a plan for a bike trail on the
5 abandoned Pennsylvania Railroad Schuylkill Division
6 from westward to Philadelphia, and Montgomery
7 counties and Philadelphia counties have completed the
8 trails and today, 1.1 million people are using that
9 trail.

10 Montgomery County has extended the
11 trail west to Oakes and further on up to the
12 Perkiomen Trail, to Green Lane, for 22 miles and
13 dedication of that trail will be on the 22nd of this
14 month.

15 Today the trail is averaging 50,000
16 persons per month.

17 Montgomery County and Chester County
18 are extending the trail to Berks County, beyond
19 Pottstown.

20 I was a member of the Horseshoe Trail
21 Club for a number of years; a 133 mile trail for
22 horses and hikers. It is one of the longest trails

19

1 County and the State, to work cooperatively in
2 developing the trail. The alternative will be messy.
3 I'm appearing here as a private citizen, even though
4 I'm a member of the Chester County Park Board.

5 MS. RUTSON: Thank you.

6 MR. BRADY: Next will be John Cooper,
7 and in the batter's box will be Glenn Kandig.

8 MR. COOPER: Good afternoon. My name
9 is John Cooper. I'm a veteran with Pennsylvania
10 Railroad, Penn Central and Conrail. Most recently
11 with Conrail, my responsibility was with operating,
12 planning and operations improvement. I'm here today
13 to give you three reasons why I think the Enola
14 branch should be converted into trail use.

15 Historically, this branch was a start
16 for a through route for Pennsylvania Railroad freight
17 from Harrisburg, New York and points beyond. After
18 the Pennsylvania Railroad was divided up between
19 Conrail and Amtrak in 1976, the two couldn't get
20 along very well. Freight was blocked to find
21 alternative routes. Recently this unfortunate
22 situation is being reversed. Norfolk southern has

18

1 on private property. I contacted 27 townships, the
2 State, the Federal Government to help preserve this
3 trail against developments. During this period, the
4 Federal Government gave me a contract to study the
5 trail in which I became interested with the Lancaster
6 County Planning Commission. Then I learned of your
7 abandonment.

8 I'm submitting a copy of a article from
9 the Pennsylvania Keystone Magazine describing their
10 construction of the trail. The highlight, the trail
11 was started in -- the railroad was started in 1903,
12 completed '06. The purpose was to eliminate
13 congestion of the main line and also an easier grade.
14 Three percent via the low grade versus six percent
15 via the main line. I estimate on a peak day, 65 to
16 70 trains during the war years with between 5000 and
17 6000 cars moved over the railroad. A trail will
18 provide an excellent opportunity for hikers, bikers
19 and joggers to enjoy the trail and also for health
20 purposes.

21 I urge the Transportation Board to find
22 the trail of historical value; the Township, the

20

1 taken over from Conrail. Consequently with Amtrak to
2 restore freight traffic from the historic
3 Pennsylvania railroads. For example, in the last
4 month or so, they began running Norfolk Southern
5 trains, and Amtrak north corridor, where few trains
6 have been for many, many years, as Norfolk Southern
7 finds the success of rerouting its traffic into its
8 superior historic Pennsylvania railroad route, now
9 Amtrak, I'm sure this arrangement will spread to
10 other historic corridors, such as the Keystone
11 Corridor, which is Amtrak liberty through Parkesburg
12 out to Lancaster and out to Harrisburg. However, as
13 Norfolk Southern traffic returns to the Keystone
14 Corridor, there are only two tracks from Parkesburg
15 to Lancaster to Harrisburg, and therefore I forecast
16 that the Enola branch will be needed as a railroad in
17 the future as Norfolk Southern traffic reroutes to
18 its historic route.

19 Furthermore, it's impractical to
20 abandon this Enola branch because of Amtrak's 132
21 volt power line which carries hydro power from Safe
22 Harbor Dam through the hub of Amtrak's electrified

**PAMELA J. DOGGER, RPR
Lancaster, Pennsylvania
717-392-8918**

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21

1 operation in Philadelphia.

2 Amtrak needs to patrol this line.

3 Amtrak must retain ownership of the land underneath

4 its power structures and therefore I say that it be

5 allowed to be made into trails, so Amtrak can

6 continue to maintain and control the line.

7 Finally, the Enola branch is an

8 indispensable component of the proposed rail-to-trail

9 consideration, sometimes called the Schuylkill County

10 metro in Montgomery/Chester and Berks County. This

11 project follows along the Schuylkill River from New

12 York through Pottstown and up to Reading. In order

13 for this to be possible, present plans divert Norfolk

14 freight traffic from the Schuylkill line to a

15 restored Enola branch. Therefore I am

16 here to address all the parties concerned and ask

17 that proceeding under the terms of the Trail Act,

18 Title 16, Chapter 27, Section 1247 of the United

19 States Code, that all parties cooperate and act

20 together in order to restore this property so that it

21 will be a historic trail on an abandoned railroad

22 right-of-way and preserve it for future reactivation

23

1 constructed specifically as a transportation corridor

2 at the peak of the Pennsylvania railroads influence

3 and power. And it was intended to be used that way

4 and was constructed very, very soundly to serve for

5 many, many years and it still has tremendous

6 potential and impact to do that into the future.

7 Also, I'd like to mention that the

8 Lancaster Chapter of the National Railway Historical

9 Society, their home meeting base is located in

10 Christiana, which is the eastern end of this line.

11 The line does not pass through the Borough, but it is

12 immediately adjacent to the Borough, and if this

13 trail would come to be, assistance from the Lancaster

14 Chapter in preparing historical information and

15 helping with the policing, and when I say policing, I

16 mean, housekeeping type operations on the eastern end

17 of the line, consistent with the projects that this

18 organization would normally be involved with, and I'm

19 sure we would like to assist in that capacity.

20 Okay. I have this. Should I give this

21 to you?

22 MS. RUTSON: You are welcome to give it

22

1 of rail service.

2 Thank you very much.

3 MS. RUTSON: Thank you.

4 MR. BRADY: Glenn Kandig.

5 MR. KANDIG: Good afternoon. My name is

6 Glenn Kandig. I'm a life long resident of the Borough

7 of Christiana; member of the Borough Council in

8 Christiana, and also serve as the President of the

9 Lancaster Chapter of the National Railroad Historical

10 Society. I have two resolutions here both from the

11 Borough of Christiana and from the Railroad

12 Historical Society in support of retaining the

13 railroad rail line intact and its use in the rail

14 bank type situation.

15 Two unique points that I think are

16 worth mentioning, concerning this line. The majority

17 of rails-to-trails that have been started throughout

18 the country follow very, very old rail lines that had

19 a tendency to follow along the routes of streams and

20 rivers and so on. The easiest route to get from one

21 place to another.

22 This line is very unique in that it was

24

1 to me.

2 MR. KANDIG: These are the resolutions

3 from the Borough and the Historical Society.

4 MS. RUTSON: Thank you very much.

5 MR. BRADY: Okay. Next up is Cathy

6 Bowman, and then in the batter's box would be Margot

7 Brubaker.

8 MS. BOWMAN: Hi. I'm Cathy Bowman from

9 Marietta, Pennsylvania. I am here as a representative

10 of the Columbia Riding Club and Saddle Cinches 4-H

11 Club in support of the proposed rails-to-trails

12 project. Both these clubs feel there is more need

13 for more trails in Lancaster County. With closing of

14 the game lands, for bikers and horses it's getting

15 really hard for horses to ride. Pennsylvania has the

16 third largest population of horses in the United

17 States. This makes the equine industry a significant

18 part of our economy. It is imperative that we keep

19 supporting horse activities. Our 4-H Club is always

20 looking for community service projects; helping

21 maintain the trail system could be one of them.

22 We need to get our kids out of the house, off the

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<p style="text-align: right;">25</p> <p>1 street and onto the trails, whether it be hiking, 2 biking or horseback riding. This would help them get 3 physically fit and learn an appreciation of nature. 4 Trails that are regularly traveled and maintained are 5 safer, cleaner trails. I've ridden the rail trails 6 in Lancaster, Lebanon and York County, and biked the 7 rail trail in Potter County. They are the nicest 8 trails I've ever been on. I have seen everyone using 9 these trails from the very young, on the backs of 10 bicycles, to you know, bicycle seats behind their 11 parents, to the elderly. Some even using walkers. 12 Lancaster County is becoming developed 13 at an alarming rate. There is a great need for 14 people to come and go relax and enjoy nature and get 15 some exercise. 16 Thank you. 17 MS. RUTSON: Thank you for coming, Miss 18 Bowman. 19 MR. BRADY: Margot. 20 MS. BRUBAKER: My name is Margot 21 Brubaker. I am a resident of Conestoga Township. One 22 of the townships fortunate enough to be part of the</p>	<p style="text-align: right;">27</p> <p>1 trail and keeping the line as one continuous piece 2 under the authority of the county. 3 As a resident of one of the effected 4 townships, I feel that the responsibility of 5 maintenance together with liability issues preclude 6 owning part of the line. The dollars which might be 7 received from Norfolk Southern would no where cover 8 the cost to all our townships, given our small tax 9 bases. The county is in a position to include the 10 line in its park system and would also have the power 11 to attract the state and federal dollars to make the 12 rail-to-trail a reality. A decision that would make 13 the county the owner of the 800 acres at stake here 14 and at the same time satisfy the host townships is a 15 wise way to go. 16 History will be preserved and a great 17 opportunity will open for those of us in Lancaster 18 County to hike, bike and horseback ride. 19 Thank you very much for the opportunity 20 to speak. 21 MS. RUTSON: Thank you. 22 MR. BRADY: Next up is Greg</p>
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<p style="text-align: right;">26</p> <p>1 low grade path. Over the years as a Conestoga 2 resident, with involvement with FAST, I have become 3 very familiar with the rail line and its privileges 4 and I have a tremendous appreciation for the 5 important place they hold in the history of Lancaster 6 County. 7 The Enola low grade is a unique 8 inheritance from our industrial path, that amazingly 9 fits in perfectly with the rural landscape through 10 with which it runs. It is no mistake that the low 11 grade line has occupied a number one priority spot in 12 the county plan and that it ties in with the recently 13 established Lancaster York Heritage Region. Anyone 14 visiting the bridges cannot help but recognize the 15 craftsmanship that went into building them. 16 Stone masons came to create those 17 bridges and many of them never saw their homelands 18 again. They lie buried in a cemetery at Safe Harbor. 19 They left us a heritage. The current plan is not a 20 fitting mitigation for this remarkable feat of 21 engineering. I, together with so many others, 22 support the concept of turning the line into a rail</p>	<p style="text-align: right;">28</p> <p>1 Hohenwarter, and then right behind him will be Mr. 2 Wert. 3 MR. HOHENWARTER: Thank you. My name 4 is Greg Hohenwarter, 376 Truce Road, New Providence, 5 Pennsylvania. 6 I am a life-long resident of Providence 7 Township. I am here to voice my concerns to the 8 Surface Transportation Board in support that the 9 line, low grade line be preserved in its entirety as 10 a rail trail. This area is on the National Register 11 of Historic Places. With that in mind, the best use 12 of preservation and protection now and in the future 13 is a trail. The trail under one overseeing authority 14 and authority with the expertise, resources and track 15 record and preservation of park lands should be the 16 Lancaster County Park System, with other 17 municipalities in advisory roles. 18 I do not minimize or belittle the work 19 of local township officials; however, parks and 20 preservation do not make up a significant part of 21 employee budgets and monies. These resources are 22 already in place at the county level. Yielding</p>
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1 control of the low grade to individual townships does
2 not protect this area. There is no guarantee
3 endangered wild life will be protected. Habitat will
4 disappear, which 1000 more species world wide will be
5 added to the endangered list. There is no guarantee
6 that the historic structures will stand for our
7 children and grandchildren to gaze upon. No guarantee
8 they will survive; provide safe pass over two or four
9 lane highways. A trail is a good use to protect this
10 area and preserve it and at the same time it is good
11 for the community. Hopefully, even at that late
12 stage, 11th hour so to speak, Lancaster County
13 Commission has a duty to step forward. They have a
14 duty and responsibility to take a leadership role;
15 work with local officials to see that the 23 mile low
16 grade line, Enola line, is preserved it's in its
17 entirety.

18 Thank you.

19 MS. RUTSON: Thank you, Mr.

20 Hohenwarter.

21 MS. WERT: My name is Mariam Wert, and

22 I am involved with FAST also. And I'm here today to

1 county.

2 The study also showed that the majority
3 of land owners reported that there had been no
4 increase in problems since the trail had been
5 established. That living near the trails was better
6 than they had expected it to be and that living near
7 the trails was better than living near unused
8 railroad lines before the trails had been
9 constructed.

10 All in all, the majority of persons
11 sampled along each trail was satisfied with having
12 the trail as a neighbor and the majority of land
13 owners felt that the trails actually increased
14 property values.

15 I long for a nearby place to ride my
16 bike and leisurely enjoy the beauty around me without
17 having to divide my attention between the road and my
18 rearview mirror, to avoid being run down by motor
19 vehicles.

20 There are scores of trails already in
21 Pennsylvania. It's a thing of the future. Working
22 in a situation where I meet many tourists, I hear

30

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1 intercede on behalf of the Enola branch line. I want
2 very much to see this corridor developed into a trail
3 which could be enjoyed by all, rather than cut up to
4 pieces and possibly developed. Making a trail of
5 this corridor would not only preserve nature and a
6 beautiful national corridor for wild life, it would
7 preserve history. The flatness and width of a trail
8 would accommodate horses, bicycles, walkers, hikers,
9 rollerbladers and people in wheelchairs, not only
10 providing access to the outdoors for the physically
11 disabled, but would be a health and fitness facility
12 for entire communities.

13 Many state health departments fund
14 programs with trail components to promote physical
15 activity.

16 A major study of three trails by the
17 National Park Service has shown that trails bring
18 money into the communities through which they pass.
19 Trail users need food and supplies, sometimes lodging
20 and fuel. Bike shuttle services, campgrounds,
21 restaurants, concession stands, would all stand to
22 benefit from an uninterrupted trail across the

1 persons sadly commenting as to what is happening to
2 the beautiful landscape of Lancaster County. Here is
3 a chance to salvage our reputation of people who
4 really value the land; who dare to share its beauty
5 with others, and who dare to say yes, we will share a
6 piece of our back yards.

7 Thank you.

8 MS. RUTSON: Thank you, Ms. Wert.

9 MR. BRADY: Next is Alan Bruns, number
10 10. And in the batter's box will be Wayne Herr, 11.

11 MR. BRUNS: I'm Alan Bruns, Lancaster,
12 Pennsylvania.

13 First I want to express my appreciation
14 for the opportunity for the public to present its
15 views. I don't represent any groups, nor do I have
16 the background that some of my eloquent speakers had
17 preceding me. I represent the anonymous public of
18 the trails that you see. I have been a Lancaster
19 County resident for nearly 40 years and seen a great
20 deal of change at that time. Most of it related to
21 the approximate doubling of the population; primarily
22 the needs of the increasing population. We can be

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1 certain that such development will continue and
2 likely at an increasing pace since our population
3 growth rate and its development needs are
4 proportional to the population. Such circumstances
5 provide an opportunity for money to be made and it
6 seems inevitable that activity follows money.
7 But in addition to the need with
8 economic enterprise, there is a human need to feel
9 connection to the nature that nourishes us, that
10 cannot be found on a black top parking lot, speeding
11 on a highway, sitting in traffic, or walking
12 dangerously along narrow county roads or noisy city
13 streets. For such folks, their such sense of
14 identity and satisfaction is heightened when finding
15 the retreat from the hustle and bustle of man's
16 modern development. Most of it takes nothing more
17 than a morning, walking a trail in the wooded area,
18 sitting awhile on the shore of a lake or on a spot
19 overlooking the Susquehanna and having recently just
20 walked the short portion of the Northern Rail
21 Corridor Trail stretching through York County,
22 Pennsylvania, and Baltimore County, Maryland, I can

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1 Of the various legacies that may pass
2 to my children and yours, I can think of none that is
3 more personally satisfying than for society to have
4 saved some of our precious earth as a place for
5 personal renewal.
6 Thank you.
7 MR. BRADY: Number 11, Wayne Herr.
8 MR. HERR: My name is Wayne Herr; I'm a
9 Supervisor in Providence Township. As was mentioned
10 earlier, Providence Township, along with other
11 townships, were involved in the earlier agreement
12 with the PUC and Conrail and at that time had
13 supported that agreement and still do. We are in
14 support of the present MOA. Our primary concern is
15 the safety and problem issues at the rail crossings.
16 We have several areas in Providence
17 Township where these are serious problems and as
18 Township Supervisor, we need to be able to address
19 these problems and cannot do that until a 106 process
20 has been completed and it is brought to a close. So
21 we are hoping for a speedy resolution of the 106
22 process so that these problems at the crossings can

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1 attest to the sense of human worth that it afforded
2 in just an hour or so.
3 Not only the immediate experience it
4 provided, but also knowing that this strip has been
5 set aside, not just for those living, but for all
6 future children, grandchildren, great grand-children
7 and great-great grandchildren and so on, brings a
8 smile to my face and peace to my inner sole.
9 It is evident that I'm well along in
10 life, and with that comes the opportunity of relaxing
11 from the intensity of earlier years and to
12 contemplate the surroundings that future generations
13 will find. It seems inevitable that they will find
14 an ever more intensely developed environment;
15 development that is rarely reversed. The usual path
16 is from natural land to developed communities. But
17 this railroad corridor, stretching the breadth of
18 Lancaster County, offers the rare opportunity to
19 reverse the usual process and in its stead to create
20 some 20 miles of trail on which anyone can spend
21 minutes or hours recharging their identity with the
22 nature that nourishes them.

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1 be addressed.
2 I thank the STB for giving us the
3 opportunity to present our views.
4 MS. RUTSON: Thank you, Mr. Herr.
5 MR. BRADY: Okay. Number 12, Karen
6 Hurd. And then in the batter's box, it would be Levi
7 Rhoads, number 13.
8 MS. HURD: Karen Hurd, H-U-R-D, a
9 resident of Eden Township.
10 I would like to thank the Board for
11 this opportunity to comment. I am encouraging the
12 Board to move forward with the proposed Memorandum of
13 Agreement and complete the 106 process, consequently
14 allowing Norfolk Southern to honor the settlement
15 agreement with the Townships pertaining to the
16 disposition of the Enola line.
17 Thank you.
18 MS. RUTSON: Thank you, very much.
19 MR. BRADY: Number 13, Levi Rhoads.
20 MR. RHOADS: Thank you for having this
21 Hearing. I think it's time the public has an
22 opportunity to tell you how we feel.

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1 I'm a resident, a life time resident of
2 Quarryville Borough. I have supported the group known
3 as FAST. I am in favor of a rail-to-trail plan. The
4 23 miles of right-a-way we are discussing has existed
5 for 100 years. It is historical. It really is a
6 public right-of-way already. It should be retained
7 in its entirety for future use by the public, if not
8 as a recreational facility, but as a possible future
9 highway by-pass. I think Lancaster County
10 Commissioners or Pennsylvania Highway Department
11 should acquire the rail line, even if it should lay
12 idle. Do not abandon the right-of-way.

13 Thank you.

14 MR. BRADY: Number 14, Scott Peiffer,
15 And in the batter's box, number 15, David Foulk.

16 MR. PEIFFER: Thank you. My name is
17 Scott Peiffer. I'm kind of like the other gentleman.
18 I don't really represent anybody but me.

19 I have lived beside the Enola line for
20 18 years now. My adopted grandmother lived there, so
21 as a child I saw the electric trains pass from there,
22 to the diesels, to no trains, to four-wheelers and

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1 time, after living there all those years and watching
2 the corridor, it does seem to be the time to make
3 some kind of activity and really get together and you
4 know, make something good out of it, that the public
5 can use, that the adjacent land owners can be happy
6 with. I'd much rather see people walking or riding
7 horses or bicycling there than somebody driving
8 through with the car and getting stuck and having a
9 beer party behind my house or throwing tires behind
10 my house, so I do think that's going to be the best
11 choice at this point.

12 Thank you.

13 MS. RUTSON: Thank you.

14 MR. BRADY: David Foulk.

15 MR. FOULK: Good afternoon, my name is
16 David Foulk. I am a current residence of Lancaster
17 city and a life-long resident of Lancaster County.

18 Currently I'm here, actually wearing
19 two hats today. Formally I am a member of the Board
20 of Trustees with the Historic Preservation Trust of
21 Lancaster County. And very much a preservationist at
22 heart. There is always a delicate balance when

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1 dirt bikes and everything else, whatever else, going
2 on the line. As I lived there and watched this rail
3 line kind of deprecate, I guess, I've grown more and
4 more to be in favor of a trail; a passive use type
5 trail. At first I tried to remain kind of neutral;
6 let what happens, happens. As I see trash, tires,
7 car batteries, people driving along, drinking
8 parties, whatever, it seems like now is the time to
9 kind of pursue a more passive and environmentally
10 sensitive way to go with this, and I think a trail
11 would be the way to go.

12 I do favor a conservative approach to
13 the trail; segments facing in off the trail; kind of
14 get our feet wet and work sections at a time. I
15 think that is going to be the best use and I do feel
16 also that maybe there is something to be worked out
17 with the crossings.

18 I know Mr. Herr and I share those same
19 feelings. I know the tunnel on 222 is a nightmare. I
20 personally would like to see that go. So I'm kind of
21 hoping to see kind of a working-together process
22 between all the groups. And I just think at this

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1 talking about preservation because certainly an
2 aspect of that argument always creeps in the talk of
3 the counter economic developments, which is something
4 we always need to bear in mind, as well as a
5 preservationist at heart.

6 I would urge that all parties truly
7 consider the historic value of the line that we're
8 talking about. I come from a family of draftsmen,
9 architects and engineers, who for years have
10 marvelled at the line as being a truly architectural
11 engineering feat.

12 Often times I would sit around with my
13 father, who is no longer with us today, but
14 absolutely marvelled at the fact that through the
15 hilly country side of the southern end, there was
16 able to be constructed a line with no more than a one
17 percent grade, which really is an engineering marvel.

18 The other hat I'm wearing today,
19 actually, is speaking as an individual who's family
20 owns property that is nearly adjacent to the rail
21 line in Providence Township. Having spent my boyhood
22 growing up in proximity to the rail line, playing

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<p style="text-align: right;">41</p> <p>1 along the rail line, enjoying its absolutely gorgeous 2 bridges and tresses, is something that I think for 3 future generations we certainly need to be able to 4 provide that opportunity as well.</p> <p>5 It occurs to me that it is not rocket 6 science to think about making this an engineering 7 wonder; something that can be used for all residents 8 and that in my mind is a great compromise to make it 9 a rail trail for everyone's use.</p> <p>10 As I say, it was wonderful as a kid, 11 taking the time to go out in nature, romping around, 12 putting pennies on the railroad tracks and enjoying 13 all of the bridges and things associated with the 14 line and I think it's very important that we take the 15 opportunity to continue to provide that for others in 16 the community who will enjoy it, no doubt.</p> <p>17 Thank you for letting me speak.</p> <p>18 MS. RUTSON: Thank you, very much.</p> <p>19 MR. BRADY: Number 16, Al Sama.</p> <p>20 And then in the batter's box, number 21 17, J. Garber.</p> <p>22 MR. SAMA: Good afternoon, my name is</p>	<p style="text-align: right;">43</p> <p>1 dear from ongoing and coming traffic in these 2 tunnels. In addition, we have had collisions with 3 our school busses and other vehicles in or near these 4 tunnels because of these situations. Therefore, due 5 to our concern for the safety of our student 6 passengers, our employees, and the community in 7 general, we firmly support the proposed draft 8 memorandum of agreement. We feel these tunnels are a 9 menace to vehicular traffic and therefore should be 10 removed as quickly as possible.</p> <p>11 Thank you very for this opportunity to 12 present our position.</p> <p>13 MS. RUTSON: Thank you.</p> <p>14 MR. BRADY: Jay Garber.</p> <p>15 MR. GARBER: I'm Jay Garber. I live in 16 Pequea Township; lived there all my life and remember 17 the time when the steamers ran the line and now of 18 course, it's ready to be made into a trail as far as 19 we're concerned.</p> <p>20 My wife and I have ridden rail-to-trail 21 parks in both the Maryland, West Virginia, 22 Pennsylvania and New Jersey areas. We find them very</p>
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<p style="text-align: right;">42</p> <p>1 Al Sama, and I represent Eschbach Bus Service as the 2 school bus contractor both in the Solanco and Penn 3 Manor School Districts. We are very keenly aware of 4 the significant safety concerns involving the stoned 5 arched railroad bridge tunnels located on Route 222, 6 outside of Quarryville Borough in Providence Township 7 and on Route 324 near the intersection of Red Hill 8 Road in Martic Township, Lancaster County.</p> <p>9 On a daily basis during the school 10 year, we have 17 school busses going through the 11 Route 222 tunnel, and 19 school busses through the 12 Route 324 tunnel. In addition, we have a number of 13 employees crossing through these tunnels in their 14 personal vehicles. Therefore, we truly have a vested 15 interest in the safety of these roadways through 16 these tunnels.</p> <p>17 Due to their design and placement on 18 the roadway, these tunnels are dangerous to modern 19 day vehicular traffic, as evidenced by the number of 20 accidents that have occurred in these tunnels. In 21 fact, on a number of occasions, our school busses 22 have experienced bus damage while trying to remain</p>	<p style="text-align: right;">44</p> <p>1 clean, very pleasant; a wonderful way to spend your 2 time bike riding. We ride eight and a half miles 3 every morning now on the New Danville Pike, and cross 4 over to Willow Street and back, and it would just be 5 nice to have a safer place to ride. We truly do hope 6 that this wonderful trail can come about so many, 7 many people can enjoy good bike riding here in 8 Lancaster County.</p> <p>9 We rode the line from York to 10 Baltimore. It's a wonderful thing and to have one 11 closer by here for Lancaster people, would just be a 12 great idea.</p> <p>13 Thanks for the opportunity to speak.</p> <p>14 MS. RUTSON: Thank you.</p> <p>15 MR. BRADY: Next up is Kirk Liddell, 16 number 18, and in the batter's box number 19, Tom 17 Eilertsen.</p> <p>18 MR. LIDDELL: Good afternoon. My name 19 is Kirk Liddell; I'm the President and CEO of Irex 20 Corporation, Vice Chairman of the PA Chamber of 21 Business and Industry, and Chairman of the Lancaster 22 Alliance.</p>
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**PAMELA J. DOGGER, RPR
Lancaster, Pennsylvania
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1 Formally I was President of the
2 Economic Development Company of Lancaster County and
3 Chairman of the Lancaster Chamber of Commerce and
4 Industry. I'm also a neighboring landowner, who,
5 together with my wife, owns and lives on a farm in
6 Conestoga that shares approximately 4,000 feet of
7 boundary with the railroad.

8 I'm a strong supporter of the trail. I
9 believe the trail usage would be the highest and best
10 use of the abandoned line, and I'm not aware of any
11 other uses that would mitigate potential damages from
12 the abandonment nearly as much.

13 For any land use to be effective over
14 an extended period of time, it must make good
15 economic sense. I believe that a well-maintained
16 trail would make enormously good economic sense.
17 Obviously the people who would use the trail, would
18 directly benefit from it.

19 It would also directly increase the
20 property value of neighboring properties and I know
21 this from personal experience, from the fact that our
22 property value went up in 1991, when my wife and I

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1 The final point I would like to make
2 relates to safety. In my judgment, the trail in its
3 present condition, represents a safety hazard. The
4 railroad property bordering our farm is not actively
5 posted or patrolled. On numerous occasions there
6 have been suspicious looking people or hunters who
7 have come onto or shot into our property from
8 railroad lands. On one occasion hunters with high
9 powered rifles, stationed within a few feet of where
10 my wife feeds our horses, fired multiple shots
11 directly toward a woman, who was well within our
12 property line and had accidentally flushed some deer
13 out in front of her.

14 During hunting season, our feeders have
15 to wear bright orange. Moreover, my wife and
16 daughters and other guests are generally uneasy about
17 being anywhere near the railroad property as
18 presently exists, alone at any time of the year, for
19 fear of who may be wondering about.

20 A well-maintained and patrolled trail
21 is the only viable way that I know of to
22 significantly reduce these hazards.

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1 bought it in part specifically because we thought at
2 the time that the railroad line would be converted to
3 a hiking and riding trail that our family could
4 enjoy.

5 I also think that the trail would
6 directly generate economic activity to providers,
7 maintainers and service organizations.

8 From my experience with economic
9 development, I believe a trail would also increase
10 the attractiveness of our county, from a quality of
11 life standpoint, and this would indirectly benefit
12 many people and organizations economically, even if
13 they never came in direct contact with the trail.

14 Moreover, because the trail would make
15 good economic sense, it could be expected to draw
16 significant financial contributions from a broad
17 range of potential beneficiaries. These contributions
18 would go beyond any railroad or government funds that
19 might be available.

20 I for one would be pleased to make a
21 substantial contribution toward trail usage and/or
22 otherwise help the fundraising efforts.

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1 MR. BRADY: Number 19, Tom Eilertsen.
2 MR. EILERTSEN: My name is Tom
3 Eilertsen. I do not represent any group. I represent
4 myself. I am in favor of this trail for many
5 reasons. One, five years ago my doctor said I needed
6 to get out and exercise, so I went out and bought a
7 bike and a conformity bike it was. And I decided to
8 take to the roads of Quarryville. I live in town.
9 And after a couple of close instances with cars
10 almost running me off the road, I had to find an
11 alternate way to go biking, so I went on line, looked
12 up biking, came to the conclusion that there was a
13 trail over in York County that had a nice bike trail.
14 So I went over. And they have a 20 mile trail and 20
15 miles extending into Maryland. The trail goes
16 through towns. It is as clean as a whistle. It's
17 fresh limestone base; it's not macadam. We can put
18 in many miles. We can stop in towns if we want to eat
19 something and in Maryland. It's actually beautiful.
20 Myself and other bikers, we took the
21 time to take a lot of pictures of the trails. And I
22 have those pictures with me. A lot of people who

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1 have not biked don't have sometimes the concept of
2 what the trail is and how they pass you through
3 different streets. What kind of methods they have of
4 the overpasses for keeping safety there. It is
5 really excellently done in York. And I think we can
6 duplicate it here.

7 When we go over there, we see a lot of
8 families riding. We see horses riding over there.
9 We do not see roller blades because of the crushed
10 limestone, but we see a lot of walkers on both sides.
11 Myself and my partner, we both think this is a gem
12 that we have here locally, that's waiting to serve
13 the public, so I'm in favor of the trail and if
14 anyone would like to look at what a active trail is,
15 I'll be over here with this picture book and you can
16 take a few minutes to look at it.

17 Thank you.

18 MR. BRADY: Number 20. Susan Shearer,
19 and then in the batter's box, 21, Carl Knoch.

20 MS. SHEARER: My name is Susan Shearer,
21 I'm Executive Director of Preservation Pennsylvania,
22 which is the state wide non-profit membership based

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1 stone arched bridges. Although friends of the Atglen
2 Pennsylvania Trail, to preserve the line as a
3 representation of a resource of the region, their
4 efforts faced a challenge when individual
5 municipalities sought to require ownership of the
6 portion of the line running through the
7 jurisdictions. We believe that the future of this
8 right-of-way and its use as a recreational trail and
9 as a heritage trail, has the potential to make this
10 line, to really give it economic vitality for the
11 area, as many people have spoken about.

12 A lot of people have talked about the
13 York Heritage rail-trail, which is a very popular
14 resource in the area, and other trails all across the
15 state are developing, including a 320 mile main line
16 canal greenway, that will link Pittsburgh to
17 Harrisburg.

18 The low grade line definitely has a
19 potential to be a good part of the Lancaster/York
20 heritage region. We believe that the low grade line
21 for recreational use with accompanying interpretation
22 of the history and significance of the line, is the

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1 historic preservation organization for the
2 Commonwealth.

3 In 1996, Preservation Pennsylvania,
4 named the Enola low grade railroad line to our annual
5 listing of Pennsylvania's most endangered historic
6 places. We have been publishing this list annually
7 since 1992. The line, as many have spoken about, is
8 significant as one of the most important engineering
9 accomplishments of the Pennsylvania railroad. The
10 800-plus acre corridor, 28 of its bridges and other
11 amenities has, as you know, been determined legible
12 for the National Historic Register of Places, making
13 this a national historic -- national work of early
14 20th century engineering.

15 The line is also significant
16 historically of the stories it tells of the workers
17 who immigrated to the United States at the height of
18 the revolution, to work on the building of the
19 Pennsylvania railroad.

20 Our listing of the line in 1996 was
21 prompted by the threat of destruction of this unique
22 resource and potential demolition of its magnificent

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1 best possible use of this fairly significant
2 resource. To do any less would be a loss to the
3 nation, to the Commonwealth of Pennsylvania, and to
4 Lancaster County.

5 Thank you.

6 MR. BRADY: Karl Knoch.

7 MR. KNOCH: My name is Karl Knoch. I'm
8 Chairman of the York County Rail Trail Authority. I'm
9 here to present facts as to what the potential is for
10 the conversion of this line into a rail trail.

11 As a number of speakers have mentioned,
12 York County has a 22 mile trail stretching from York
13 to the Maryland line. In the 2001 Users Survey, we
14 found that 65 percent of our users are over the age
15 of 45. Lots of municipalities spend lots of money
16 for soccer fields and softball fields, but what are
17 they doing for us older citizens?

18 Again, from the User Survey, a third of
19 the users of the York County rail trail are from
20 outside of York County. A lot of them from Lancaster
21 County, Philadelphia, Maryland, Harrisburg, Colorado,
22 Florida, Wisconsin. We track people from all over

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<p style="text-align: right;">53</p> <p>1 the country. On our user survey, after two years, 95 2 percent of the users say that the cleanliness of the 3 trail is good or excellent. People pick up after 4 themselves. After two years, 94 percent of the 5 people rated the safety and security of the trail 6 good or excellent.</p> <p>7 From a 1999 User Survey that we 8 conducted just months after the trail opened, 98 9 percent of the people that we surveyed felt that the 10 development of and the maintenance of the trail was a 11 good use of state and local funds.</p> <p>12 We spent about 3.7 million dollars to 13 develop the Heritage Rail Trail, two-thirds of that 14 was federal and state money. 92 percent of the 15 people who we surveyed in '99, felt that the trail 16 was a strong asset to the community, and 94 percent 17 said they would like to see additional trails built 18 in York County, which is the Commission of the Rail 19 Council, Rail Trail Authority.</p> <p>20 In terms of an economic impact, on an 21 average our users spend about \$8.33 per person per 22 trip. That amounts to over nine million dollars in</p>	<p style="text-align: right;">55</p> <p>1 Volunteer efforts can handle a lot of 2 maintenance items. A local real estate firm painted 3 all of the gates in one section of the trail; the 4 Rotary Club paid for and installed landscaping. 5 Construction of the first mile of the Heritage Rail 6 Trail was done as an Eagle Scout project. Volunteers 7 built benches and picnic tables and volunteers pick 8 up trash and brush out vegetation along the trail. 9 Local municipalities can work together to build a 10 trail along the Enola line.</p> <p>11 MR. BRADY: Number 22. Jane Martin. 12 And then next up would be -- I can't make out the 13 name, so I'm going to say number 24.</p> <p>14 MS. MARTIN: Hello, my name is Jane 15 Martin; I'm a private citizen and land owner. I've 16 resided in the southern end for 42 years. I am in 17 support of a memorandum that would turn the rail 18 property and the crossings back over to the townships 19 in support of the original agreement that was made 20 with Norfolk Southern.</p> <p>21 I would like to add that this does not 22 preclude the possibility of a trail. I've heard many</p>
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<p style="text-align: right;">54</p> <p>1 economic benefit to York County's annual basis. Not 2 just one year, but year after year, after year. The 3 trails also foster the formation of new businesses. 4 The Whistle Stop Bike Shop in New Freedom; the New 5 Freedom Train Station Deli; the Jackson House Bed and 6 Breakfast in Railroad, Pennsylvania; the Glen Rock 7 Mill Inn in Glen Rock, and Smysers Station Deli, 8 in Seven Valleys, Pa, just to name a few.</p> <p>9 The Trail has become a focal point for 10 local fund raising activities.</p> <p>11 In 2003, March of Dimes Walk-a-thon on 12 the trail attracted 800 walkers and raised \$140,000.</p> <p>13 Concerns are voiced regarding trail 14 maintenance. State funds are available to help 15 maintain the historic structures along the trail. 16 Recent rehabilitation of the historic Howard Tunnel 17 on the Heritage Rail Trail was completely paid for by 18 state grants.</p> <p>19 Four bridges are on the National 20 Register; two Stations. New Freedom opened in 21 September 2003, and Hanover Junction opened in 22 September 2001.</p>	<p style="text-align: right;">56</p> <p>1 elegant speakers here giving you many, many reasons 2 of the historical value of the crossings and the 3 reasons why it should be into that. My issue is that 4 I would ask that you support the original agreement 5 that was made with the Township several years ago. 6 I've also spent many, many hours hiking the trail 7 line. But I'm concerned about numerous safety 8 issues. My concern, and I travel these roads on a 9 daily basis, sometimes several times a day. The 10 crossing at Quarryville has been the site of numerous 11 vehicle accidents resulting in injuries and deaths. 12 My husband also has a business where he is in truck 13 repair. It's actually in his best interest not to 14 improve the crossing; as we have done several 15 thousands of dollars worth of vehicle repair that 16 have been damaged at that crossing.</p> <p>17 I'm also concerned that if a 18 rail-to-trails is established, about the possibility 19 of personal assaults to hikers; especially woman. 20 There is a trail to the north of us, the Conowego, 21 that has been the site of elicited sexual acts, as 22 well as assaults to woman. I have a group of woman,</p>
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**PAMELA J. DOGGER, RPR
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1 we hike regularly on all the trails in the southern
2 end and there are many that we stay away from because
3 they are not adequately policed.
4 So I would ask that you -- I ask for
5 your assistance in a compromise, so that all of the
6 parties can be served if that is possible. The
7 historic values which are great. The physical and
8 fitness areas, as far as maintaining a trail are also
9 excellent, but I would ask that all parties be taken
10 into consideration.
11 Thank you for your time.
12 MR. BRADY: And I misspoke, number 23,
13 Kara Kalykson, is next.
14 MS. KALYPSON: Hello. My name is Kara
15 Kalykson. I'm a Registered Landscape Architect and I
16 live within walking distance of the trail in
17 Providence Township. I'm just here as a private
18 citizen to voice my support for the trail.
19 A lot of the things that I want to say
20 have already been said, but I'll just reiterate some
21 of them. Pennsylvania leads the country in
22 rail-to-trail movements with over a 1000 miles of

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1 open trails, which is indicative of the popularity of
2 this use. It preserves the integrity of the rail line
3 for future use and also preserves railroad heritage
4 of this great state. The trail does encourage
5 exercise and community development and connects large
6 numbers of small communities in the southern end,
7 which would be a tremendous asset to this area.
8 The trail would also remove the
9 isolation of abandoned trails that encourage
10 undesirable behavior and would provide legitimate use
11 for this rail line.
12 The levels of grade make the trails
13 ideal for wide range recreational uses that can
14 benefit everyone from young children to senior
15 citizens, as we have heard.
16 The only other trails in Lancaster
17 County which is the Conewago Trail, and is five miles
18 and Lititz-Warwick Trail is one point four miles.
19 The length of this trail is tremendous for this
20 community and I hope I just don't have to wait until
21 I'm a grandparent to be able to use the trail, if
22 it's taken about 10 years since the idea came to

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1 start. So thank you.
2 MS. RUTSON: Thank you.
3 MR. BRADY: Now number 24. What is the
4 name?
5 MR. LONGENECKER: Barry Longenecker.
6 Good afternoon. My name is Barry
7 Longenecker and I'm a life-long resident of Lancaster
8 County and I have resided for the past 17 years at
9 Fairview Road in Providence Township. I own a plant
10 nursery there and live adjacent to the rail line.
11 One of the historic stone and brick
12 arch tunnels is in my back yard at mile marker 15.42.
13 Let me say loud and clear, please in my
14 back yard, I want a trail.
15 Since Conrail has stopped running
16 trains on the line in 1989, the property has become
17 the worst of neighbors. We put up with all the
18 noise, partying, and general lawlessness that
19 accompanies a property that is abandoned and
20 unpoliced.
21 Last Sunday I biked the mile behind my
22 house and was appalled at all the trash, tires,

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1 mattresses and construction debris that have been
2 dumped on the line. We have two streams that border
3 our land and flow under the rail line. Who is
4 protecting our waterways from this pollution?
5 Over the years I have called Conrail
6 and Norfolk Southern police and their response has
7 always been the same. The region of rail lines they
8 patrol is huge and it would be days before they could
9 send someone out.
10 Our Township has no local police and
11 the State Police are very scarce and do not have the
12 access to patrol the line. After 14 years, it's time
13 for somebody with the ability to police this property
14 to step up. It is not the local townships. They do
15 not have the resources. The County should get this
16 line and convert it into a trail. That is the only
17 way that the property will become an asset to our
18 community.
19 Did you know that the Pennsylvania
20 Rails-to-trails Act specifically protects adjacent
21 land owners as well as the trail owners from
22 liability, if a rail trail is open to the public? No

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1 such protection now exists.

2 This is another reason why I'm against

3 the townships owning each segment. They will not

4 develop a trail; they will leave the line abandoned

5 and the property owners along with the townships will

6 continue to have significant liability exposure.

7 I have had the pleasure of riding bikes

8 on quite a few rail trails. It has been a great

9 experience to be with people of all ages enjoying

10 these trails. I would assure adjacent landowners

11 here, that trail users are friendly, polite, and

12 respectful of adjacent property. They keep the trails

13 very clean and also help with the patrolling of the

14 trails.

15 I would urge them to go to the York

16 trail and see for themselves. The Amish should go

17 over and walk the trail also, and see that the

18 surrounding farms are not bothered by trail users. I

19 bet they will be the first to use the trail, because

20 it would be a perfect, safe way for their children to

21 scooter to school and walk between farms.

22 I don't think you have the right to be

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1 preserve this historic line. A trail will benefit

2 our entire community.

3 MR. BRADY: Number 25. Gerald Duvall.

4 And then next would be number 26, Randolph Harris.

5 MR. DUVALL: I'd like to thank the

6 Board for the opportunity to speak today. I'm here

7 as a citizen of Providence Township. However, a

8 little more deeply involved. I served 12 years as

9 Township Supervisor in Providence and was a part of

10 all of the litigation and the hearings that have

11 preceded this.

12 I am here to recommend highly that the

13 Board support the Memorandum of Agreement as it is

14 written. The agreement has been made by all parties

15 involved, excepting one, to the memorandum. I see no

16 need to change it.

17 My real concern as a resident, is the

18 safety of the traveling public. There are several of

19 the arches that need to be removed, and very soon.

20 The remaining arches have no reason to be removed.

21 They can remain as historic structures, but we do

22 need to take action on the safety aspect of it.

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1 against a trail if you have ever even been on a rail

2 trail. So before you say no, you should go.

3 Currently local business are concerned

4 with the economic impact of a Walmart building at the

5 Buck. As a small business owner, I too am concerned.

6 This trail and the many dollars users spend would be

7 a fantastic boost to Quarryville. Local business

8 should be mobilizing to support preservation of this

9 important historic resource.

10 Lancaster County has the experience of

11 building and running rail-to-trail projects. They

12 are the proper stewards for this corridor. They

13 should not squander this amazing opportunity to

14 create a beautiful linear park of over 800 acres.

15 Keep in tack all the historic features of the line

16 and retain the continuity of all 23 miles.

17 If the Township is to slice and dice

18 it, demolish the historic bridges and sell it off

19 piece by piece, it will be remembered as a colossal

20 waste of what could have been the nation's most

21 important rail-to-trail project.

22 A county rail trail is the way to

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1 MS. RUTSON: Thank you.

2 MR. BRADY: 26. Randolph Harris.

3 MR. HARRIS: Thank you for this

4 opportunity. My name is Randolph Harris. I'm a

5 resident of Mount Joy, and I'm formally the Director

6 of the Historic Preservation Trust of Lancaster

7 County, and in that time period I spent a lot of time

8 on this project from 1995 to the year 2000.

9 I have some written comments that I

10 would be glad to share with anybody who might like to

11 have a copy of their own. I also have a number of

12 photographs, that the other gentleman and I could

13 share from the meetings, and I think you might find

14 them interesting.

15 Two points I would like to make, to

16 start with, is that what I think I'm going to share

17 with you, is a concept for creation of a recreational

18 trail that has a connection with the underground

19 railroad; information that has not come to light up

20 to this point, and I think that information I might

21 present here today would be helpful, and more

22 compelling reasons why people in this community in a

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1 larger sense would like to preserve this line, keep
2 it intact and preserve it for the future, and in
3 that, it's an urging to call on everybody to
4 cooperatively see to it that their resource is kept
5 intact and preserved as a rail trail.
6 And I'd also like to ask the STB in the
7 course of this process, to include this information
8 as new historical information and to please include
9 it and any documentation that is completed in the
10 future, relative to the 106 process, and the National
11 Historic Preservation Act.
12 And in my private practice as a history
13 preservation consultant, I have been working with
14 property owners who want to have their property
15 listed with the National Park Service in what's
16 called the Network to Freedom Program. That
17 commemorates the underground railroads during the
18 1830 to 1850 time frame approximately, and
19 Pennsylvania was a major part in this whole large
20 story nationally.
21 The connection to the heritage of the
22 Underground Railroad has only recently been realized.

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1 It is a direct connection through its chief engineer
2 and his family and indirectly based on its proximity
3 to sites known to be associated with the underground
4 railroad in Lancaster County.
5 The name of William H. Brown can be
6 seen on most of the fine stone arch bridges that are
7 such an outstanding feature of this historic railroad
8 right-of-way. Directly associated to the low grade
9 line is the fact that the engineer who's name appears
10 on the fine stone arch bridges, William H. Brown, and
11 his grandfather was active. He was a resident of
12 Fulton Township and his great-grandfather -- I'm
13 sorry, grandfather, was an underground operator and a
14 confidant of Thaddeus Stevens and collaborator.
15 A number of the quaker families in this
16 area, who live approximate to the line, owned
17 property and were known operators on the underground
18 railroad. This line served as a historical rail
19 trail. This is another feature that we can
20 commemorate the history of this beyond the
21 engineering achievement and beyond the information
22 about the amazing people that helped build this line.

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1 This history should not be lost because of the
2 inability to access these sites.
3 Nothing should be interpreted or
4 construed from this concept paper that owners of the
5 properties shown or described would be required to
6 permit access to their property or would be required
7 to improve or maintain their property in any way
8 without their consent.
9 I thank you for the time, and
10 appreciate your hearing me. And again, I have copies
11 if anybody would like to see it.
12 MR. BRADY: Next up would be number 27,
13 Pat Tomes, and then in the batter's box would be
14 number 28, Howard Graft, III.
15 MR. TOMES: Hello, I am Pat Tomes, the
16 Program Coordinator for the Pennsylvania Field Office
17 of the Rails-to-trails Conservancy. RTC has been in
18 the business of establishing rail trails for 17
19 years. We have assisted hundreds of communities and
20 rail trail advocates in building over 12000 miles of
21 rails trails throughout the nation. Representing 10
22 percent of the country's rail trails, Pennsylvania

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1 has more open trails than any state in the country.
2 It is evidence that our communities want trails and
3 will support them.
4 The historical significance of the
5 Enola low grade line was established in 1999, but by
6 the keeper of the National Register of Historic
7 Places, creating a rail trail along the corridor is
8 the best way to preserve this historic railroad line.
9 It is not only the construction features that are of
10 value, but the history of the people that built,
11 lived along and used the line that could be saved.
12 Rail trails are a natural venue for the
13 interpretation of local history and culture, as has
14 been demonstrated on rail trails throughout the
15 state. Private land owners have frequently struggled
16 with the concept of a public rail trail near their
17 property and local governments have thrown up
18 liability issues across the state. This is a common
19 pattern of concern and in every case these fears have
20 been erased when that first mile of trails has been
21 opened.
22 Lancaster County has access to

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<p style="text-align: right;">69</p> <p>1 professional park planners, historians and engineers, 2 who can work together to achieve a successful and 3 working route along the Enola rail grade, Norfolk 4 Southern and a responsible county agency is a way to 5 initialize the process.</p> <p>6 Successful trails are developed from a 7 relationship between local, government agencies 8 working with community resource.</p> <p>9 The Lebanon Valley and Conewago trails 10 in Lebanon and Lancaster County, are successful in 11 showing how public and private partnership can work. 12 The administration for the Heritage Rail Trail 13 Community Park in neighboring York County is one that 14 several municipalities have begun to emulate and I 15 would encourage Lancaster County officials to study 16 that organizational structure.</p> <p>17 Lancaster and neighboring counties have 18 proactive trail planning. These organizations have 19 been able to build highly successful rail trails all 20 within the last 10 years and including the Capital 21 Greenbelt Associates, Chester county, Lebanon 22 rail-to-trails, York County rail-to-trail Authority,</p>	<p style="text-align: right;">71</p> <p>1 here in Quarryville, Route 222, has as a main artery 2 here in Quarryville, and all traffic coming from the 3 north must pass through the railroad underpass.</p> <p>4 This tunnel, as a safety hazard, must 5 be dispelled now. It is for safety reasons I fully 6 support the MOA.</p> <p>7 Thank you.</p> <p>8 MR. BRADY: 29 had to leave. 9 So next up is number 30.</p> <p>10 Frank Wint, and right behind him would 11 be number 31, Steve Risk.</p> <p>12 MR. WINT: My name is Frank Wint. I'm 13 here as an individual. I'm 71 years old, retired, and 14 active biker, hiker and an X-runner. I wanted to 15 concentrate on two areas: One is quality of life, and 16 the other is economic impact.</p> <p>17 I recently saw an article in the 18 Boulder, Colorado newspaper. They were interviewing 19 the executive officer of a corporation and asked him 20 how his company grew from three people to several 21 hundred in a couple of years, and he said well, the 22 real success was to get the very best people in the</p>
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<p style="text-align: right;">70</p> <p>1 and Schuylkill Green River Association. As 2 execution, these organizations should be considered 3 another local resource for quality trail building in 4 Lancaster County.</p> <p>5 The Enola low grade line has the 6 potential to become a major connecting trail between 7 existing trails and between the Harrisburg to 8 Philadelphia route. Trails are currently connected 9 with downtown Philadelphia across Montgomery County 10 to Downingtown, Pennsylvania. Time, money and 11 support from local communities and partners across 12 all levels of government put trails on the ground. 13 We believe the Enola low grade is a very viable and 14 important route to convert through a route to 15 conversion.</p> <p>16 Thank you.</p> <p>17 MR. BRADY: 28, Howard Groff. 18 MR. GROFF: My name his Howard Groff, 19 III. I am a life-long resident here in Quarryville. I 20 appreciate the opportunity to speak today.</p> <p>21 For many years I have been concerned 22 with the safety issues that the railroad crossing</p>	<p style="text-align: right;">72</p> <p>1 industry. And he said that was the key to everything 2 that they did. He soon found out that he couldn't 3 get them by just salary. So the next thing that the 4 company did was try to determine where these people 5 would want to live. They did surveys and they ended 6 -- the survey ended up that Boulder was the top place 7 for them to live because Boulder has a strong 8 representation for recreational facilities and the 9 image that it created made possible that company to 10 locate in that area.</p> <p>11 So I'd suggest that besides the 12 standard type of appeal to the outdoors, that the 13 economic impact is significant and that certainly 14 corporations, retail businesses and so forth, should 15 benefit from, if Lancaster has a rounded 16 representation, so that we can get to more people 17 than perhaps just people who want to view Amish farms 18 or go to the outlets.</p> <p>19 I live part of the year in Colorado. 20 The Denver Post sponsors a six day bicycle ride. 21 There are approximately 7000 people on the ride and 22 you have to -- you get to it by lottery. It visits</p>
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1 six cities and the article suggested that the impact,
2 the economic impact on these six cities for one ride,
3 for six days, is one million dollars. So I'm not so
4 sure that we have to choose between quality of life
5 and recreational facilities on the one hand or
6 economic development on the other hand. I think we
7 can have both.

8 So I would strongly recommend the
9 rail-to-trail be established.

10 MR. BRADY: Number 31. Steve Risk.

11 MR. RISK: Good afternoon. Thank you
12 very much for holding these public meetings.

13 My name is Steve Risk. I reside at 652
14 Valley Road, Quarryville, which is at the Hess Road
15 crossing of the line that we're talking about.

16 I'm also the President of Paul Risk Associates,
17 General Contractor in Quarryville, who we do own and
18 operate a historically registered building in Port
19 Deposit, Maryland, so I'm familiar with those
20 processes.

21 I'm also an elected official on the
22 Solanco School Board, but today I am here as a

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1 cannot get new right-of-ways easily within any area.
2 As a developer of properties, I know
3 that. So with this, the right-of-way needs to be
4 maintained and I thank you very much for your time.

5 MS. RUTSON: Thank you.

6 MR. BRADY: Number 32. Thomas
7 Podlesny.

8 MR. PODLESNY: I'm a resident of
9 Conestoga Township; I also own a bicycle shop in
10 Lancaster, but I would be here whether I owned a bike
11 shop or not.

12 When I was 10 my father took me on a
13 hike up to Mount Hope just north of the Winery. There
14 is a rail trail up there. As we called it, an old
15 railroad bed. Beautiful area. And since then I was
16 hooked on rail trails. He's also taken me to the
17 Stoney Creek Valley in northern Lebanon County, which
18 I frequent about a dozen times or more a year. And
19 over 30 years of frequenting that area, I had one
20 case of vandalism against a vehicle which was my own
21 fault. I left it in a parking lot overnight and took
22 a camping trip, and came back and then it was

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1 resident business person. 222 underpass must go. It
2 is a hinderance and a hazard to the residents of the
3 southern end. There has been damage over and over
4 again. I had a friend who bought a brand new truck,
5 went in there, it was a 10 foot truck, the line says
6 10 foot, he went in there, a car came the other way,
7 he didn't even have three miles on the truck, bought
8 it at Stoner and Wade, ripped the whole side of the
9 truck open. That goes on on a weekly basis.

10 This underpass which was slated to be
11 brought down, it was bid and then it was stopped and
12 since then there has been a death at that
13 intersection because that bridge was not removed. It
14 must be removed. It's imperative to the residents of
15 the southern end that that be removed.

16 As far as the future of what the line
17 is, going either way, I'm very flexible and involved
18 also in our community and the Association here, but I
19 feel strongly that a right-of-way must be maintained,
20 so that in the future it can be used for whatever the
21 area needs. Whether it is putting water lines in,
22 sewer lines, roads, utilities, whatever, because we

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1 vandalized, so I don't think that there is a big
2 degree of vandalism on rail trails.

3 Over Labor Day I took a hike and left
4 my home in Conestoga and rode to York County Heritage
5 trail and went down the rail trail to Baltimore and
6 back to Conestoga. That was a three day bike ride.
7 In that time, over Labor Day, I saw hundreds of
8 people. Lot and lots of families; lots of kids,
9 smiling, laughing, having a good time. The trail was
10 very popular and I didn't see any trash. A little bit
11 of trash in Maryland and what I did see I was able to
12 pick up and take along with me.

13 I know I can get at least a dozen,
14 probably two dozen volunteers to maintain the rail
15 trail and I know a lot of other people here could do
16 the same. I would volunteer my truck, my chain saw,
17 to make sure that this trail, rail trail would be a
18 success.

19 Thank you very much.

20 MS. RUTSON: Thank you.

21 MR. BRADY: Okay. Next up is number
22 33, Mark Platts, and then right behind him would be

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1 Rick Rankin, number 34.
2 MR. PLATTS: Good afternoon, I'm Mark
3 Platts, Executive Director of the Lancaster-York
4 Heritage Region, now residing in Manheim Township, in
5 Lancaster County with my wife and seven year old,
6 where I go home to a birthday party after this
7 meeting.
8 I'm here to share with you a little bit
9 about the Heritage Region, which was created just
10 last year. It's one of 11 state heritage parks in
11 the state of Pennsylvania, which includes both York
12 and Lancaster Counties and its goal is to promote our
13 heritage, preserve our heritage, and to do that in a
14 way that strengthens our local communities and
15 strengthens our own Lancaster pride and a place
16 Lancastrians and Yorkers can pass on our stories to
17 the future and attract visitors who we can share our
18 stories with, and encourage developments to come into
19 our communities, rail trails, and the kind of idea of
20 having a rail trail, along the low grade ride, fits
21 perfectly in within the low grade. The Heritage Trail
22 we have successfully in York is working very well,

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1 son to ride without training wheels a week ago. He
2 is going gang-busters. We're riding around our
3 neighborhood. I want to take him to a place where we
4 can ride for an extended period of time. Right now I
5 have to take him to York, back to my own home town,
6 rather than take him someplace in Lancaster and show
7 him and experience our history. I think a rail trail
8 can do that.
9 Thank you.
10 MR. BRADY: Number 34. Rick Rankin.
11 And then, next up would be number 35, Nicole Roth.
12 MR. RANKIN: Good afternoon. I want to
13 thank you for the opportunity to be here this
14 afternoon.
15 My name is Rick Rankin. I reside at
16 2403 Beaver Valley Pike in New Providence. I've lived
17 within a quarter mile of the trail for the last 34
18 years and our current property is adjacent and I am
19 an adjacent land owner to the railroad line. I have
20 seen this rail line go from a very viable
21 transportation area to what is now litterdum. The
22 trash and everything that is put on that site now, is

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1 works in a low key way that attracts a lot of
2 visitors, attracts a lot of local people and people
3 from outside the area; helps the small communities
4 along the route and helps people enjoy all the
5 benefits of the region it passes through.
6 In the heritage region we have five
7 goals: Development of a rail trail in this line
8 would address a number of those goals and it would
9 promote and tell the story of intervention and
10 envision that went into the construction of the line.
11 Very significant history that's really important to
12 our region and the state.
13 It would also expose visitors and
14 residents to more of our rural areas and agricultural
15 areas, and experience that first hand safely on a
16 bicycle on a trail. Also expose folks to the natural
17 areas of our region and provide new recreational
18 resource for the region. Those are all the
19 professional reasons I think we should do this and I
20 don't think the memorandum of understanding goes far
21 enough to encouraging that.
22 On a personal side, I just taught my

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1 just terrible, from one end to the other.
2 I think we have a unique opportunity to
3 look at various options to preserve the line, but I
4 question whether all options have been considered. I
5 heard a lot about a trail this afternoon. I'm not
6 opposed to a trail, but I question whether all viable
7 options have been looked at.
8 There's been a lot of studies done in
9 the past, both environmental studies, land use
10 studies, that type of thing; a lot of conflicting
11 stories and a lot of conflicting reports and I think
12 those things have to be looked at again. I would
13 support forming a joint commission made up of the
14 community, municipalities, and also the county of
15 Lancaster, to study this and to come up with a
16 recommendation on what to do with the line going
17 forward.
18 The other issues that I feel very
19 strongly about is right now we have a public safety
20 issue. We have the underpass on Route 222, that has
21 been talked about. The site of various and numerous
22 accidents that occur almost on a daily basis. A

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1 quarter mile away we have an underpass, which is that
2 low you can't get emergency equipment through it,
3 much less building equipment or anything else.
4 You have an underpass on Route 324, on a very sharp
5 bend, that is again the site of numerous accidents
6 and I think public safety has to be the number one
7 concern when we talk about this trail.
8 We can look at other uses for the
9 trail, and we can study other options for the trail,
10 but these issues have to be corrected now before more
11 people are killed, and more property damage is done.
12 So I would support moving forward with
13 that; get those underpasses removed. As we said
14 earlier, there was a contract left to do that, and it
15 was stopped. That has got to come down and has to
16 come down soon.
17 Thank you.
18 MR. BRADY: And the last pre-registered
19 speaker, Nicole Roth.
20 MS. ROTH: Thank you for the
21 opportunity to be here.
22 About 13 years ago I had an opportunity

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1 should be kept in its entirety, with safety issues of
2 course being addressed for the bridges, but it's a
3 piece of history.
4 I also belong to a riding club, which
5 is in southern Lancaster County, and my riding club
6 would love to be able to ride there and if it is
7 developed as a rail trail, that is certainly one of
8 the uses, because riders are being pushed out of the
9 game lands, and they are a significant contributor to
10 the economic package in Pennsylvania.
11 Thank you for allowing me to testify.
12 MS. RUTSON: Thank you very much.
13 MR. BRADY: It appears we have time
14 remaining, so we can accommodate the speakers who did
15 not pre-register.
16 The first would be letter "A",
17 Elizabeth, I'm sorry, it is it Keating?
18 MS. KEATING: My name is Elizabeth
19 Keating, and I go to Lancaster Catholic High School
20 and this summer I went on a mission trip to Honduras
21 and they experience a lot of deforestation and their
22 land is just really hard and it's because they live

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1 to talk to an octogenarian then, who is a centenarian
2 now, about the origins of the low grade line and he
3 remembers that that was the biggest earth moving
4 project since the Panama Canal. It was done of
5 course with a lot of hand labor and several people
6 lost their life in it.
7 This is a piece of history. Having
8 walked parts of it, it is a beautiful piece of
9 history, because over the decades it has begun to
10 look natural and of course, there is a limited number
11 of curves; limited number of hills. So it's a real
12 piece of history that I think needs preserving.
13 I live currently in Delta, which is
14 across the river, and Delta lost a wonderful
15 opportunity with the railroad when that converted
16 back to land owners about 23 years ago and I would
17 not like to see that happen to the low grade line.
18 On a personal note, we have at
19 Thanksgiving or holidays when the families are
20 together, we love to have a place to walk. People
21 need a place to bike. This is a piece of our
22 heritage that can never be replicated and I think

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1 in such poverty and it's very unfortunate to see the
2 treasures that they have just go to waste because
3 they don't have enough money to support even their
4 own people. So I think it's really a blessing that
5 we have enough money to be able to preserve the land
6 that we have. And I think it's our obligation and
7 our duty to preserve this land and keep it the way it
8 is, or make it into a trail.
9 Thank you very much.
10 MR. BRADY: Letter B, Don Dixon.
11 MR. DIXON: Good afternoon. I'm Don
12 Dixon, retired from JD General Contractors. We worked
13 on three trail programs. One is in the Alleghany
14 Highlands in western Pennsylvania; the York Heritage
15 Trail general contractor, and up in Pine Creek on a
16 trail that was 60 miles long, built in three
17 sections. We worked on two of them with the
18 Pennsylvania Department of Conservation and Natural
19 Resources, who are very good in designing and
20 supervising. And I just really, really enjoy this
21 trail.
22 Up at Pine Creek the local people were

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1 very concerned before the trail about vandalism and
2 problems. Since then I talked to the restaurant
3 owners and people, and they love it and everybody --
4 they haven't had any problems with it.

5 I know they have been talking about
6 safety issues here, which the safety issues exist
7 now, so the bridges have to come out if you want to
8 be more safe and to build another bridge with like a
9 pedestrian bridge, would be not near as expensive as
10 a regular highway bridge.

11 But this trail, something has got to
12 happen to it. It's a beautiful thing. It's
13 deteriorating now and I sure hope they can have a
14 rail-to-trail there.

15 Thank you.

16 MR. BRADY: Letter C, Jason McCune.
17 Letter C, Jason McCune? I think he had to leave.
18 He was with the school district.

19 MS. RUTSON: Letter E, Chuck Byers.

20 MR. BYERS: My name is Chuck Byers and
21 I thank you for letting me speak.
22 I'm here representing myself; nobody

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1 There will be some economic advantages
2 if you allow access along the local towns of this
3 trail. People will buy stuff. You heard it from
4 York; you heard it from all over. I just came from
5 the Havasupai Reservation out in Arizona, hiked 10
6 miles in and 10 miles out. You've got to go into
7 this area and treat it like it is your own back yard.

8 Lancaster County will have people treat
9 this like it's in their own back yard and you will
10 find it will be an advantage to this county and do so
11 much. Get people from the cities. It's a stress
12 reliever from a house standpoint. You can get out of
13 the city; get out of the congestion and get out and
14 meet new people.

15 Thanks.

16 MR. BRADY: Okay. It looks like the
17 last person, letter F, Michael Rank.

18 MR. RANK: Thank you. I'm Michael Rank,
19 commonly known as Mick.
20 I've lived in Strasburg all my life and
21 spent a lot of time in the southern end. I was
22 active in the Historic Preservation Trust in

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1 else. I was born in Columbia Hospital, lived in
2 Marietta. Went to school in Lancaster County.
3 Currently live in Lancaster Township. I am a retired
4 physical therapist along with my wife. We founded
5 Basiano and Hickes Physical Therapy back in 1970.
6 I'm a hiker; I'm a biker, I'm a skier. We've gone to
7 Vermont frequently for the last 12 years every year.
8 I biked up there; I've hiked up there. I've skied up
9 there and I'm here to talk about the trail, because
10 I'm a hundred percent for it and I'm sure all the
11 issues -- I'm glad I came today, I found out so much
12 on the history of this trail and everything else.
13 I'm sure all these issues can be worked out and you
14 can present something to this county, that is useful
15 for people around the world literally.

16 What I found in my hiking experience is
17 that there is a camaraderie, and these people, type
18 of people, they pack in and they pack out. They're
19 not dirty people that just throw trash around. You
20 are going to find this trail, stuff laying around
21 every where, that will be cleaned up. You will find
22 that this will be useful.

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1 Lancaster County for a long time. I was asked to
2 carry their banner before the PUC Hearings, even
3 though that was not an area of my practice, but I did
4 learn some things in preparation for that.

5 One of the things that I learned that
6 was very dramatic has already been mentioned by the
7 one lady who spoke earlier. The project, the low
8 grade line, was at that time second only to the
9 Panama Canal in the number of cubic miles of earth
10 moved. Since I got to know the tractor, I have been
11 amazed at how many other people who lived in
12 Lancaster County all their lives were unaware that
13 the double tunnels going down 222 were not drilled
14 through a hill, but that they -- the tunnels were put
15 in and then it was filled in above them. People have
16 seen it so often that they become sort of enamored to
17 it and don't appreciate the archeological masterpiece
18 that it is.

19 I am told that we could not recreate
20 the stone bridges today if we were able to figure out
21 the engineering; we could not get stone masons who
22 are able to cut those bridges.

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1 The other thing that I would say is
2 that we have a piece of the earth surface that is
3 nearly flat, not to exceed one percent grade, as I
4 understand it, and if that is abandoned and chopped
5 up into various pieces, the potential for reuse of
6 it, for something perhaps more than a trail, will be
7 gone for ever, because it would become economically
8 unfeasible to recreate it.

9 If it's turned into a trail and the
10 basic configuration is preserved, in the future, we
11 may need to reconvert that back to a rail line or
12 other vehicular access, but so much has been spent to
13 create it, it would just be a real shame, and I urge
14 that it be saved and hopefully converted into a
15 trail.

16 Thank you.

17 MS. RUTSON: That's the end of our
18 registered speakers.

19 Does anyone have anything else they
20 would like to add? You are welcome to come up to the
21 mike and add a little more, if there is something
22 else you would like to say.

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1 railroad comes back and says gee, we need this line
2 again. Is that a reality? Could that happen?

3 MS. RUTSON: That's a good question.

4 Generally I didn't want to get too much into
5 questions and answers, only because we're here to
6 listen to you talk.

7 I know this is a complicated case and I
8 know you all have a lot of questions. We tried to
9 answer a lot of your potential questions in the
10 notice to the parties, but we didn't address this
11 gentlemen's question.

12 He asks is it possible that if this
13 rail corridor should be converted to a trail, what
14 happens if the railroad eventually in the future,
15 many, many years in the future, wants to come back
16 and start a rail line again? Could that happen? The
17 answer is yes, that could happen, but it hasn't
18 happened very often. They call the Trail's Act, rail
19 banking. Putting the rail corridor in a bank.
20 Saving it for future use. And the idea is if you
21 preserve the corridor as a trail, we all have the
22 benefit of using a trail as you all have eloquently

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1 Any interest?

2 MS. ROTH: Nicole Roth again. I did
3 mean to say something about the Susquehanna Heritage
4 Trail. I think that has been mentioned by a few other
5 people. But I know in Delta, that we are looking for
6 everything that we can to feed into the Heritage
7 concept. This would be just a beautiful part of that
8 concept and would fit in so beautifully, especially
9 as it touches the Susquehanna at the southern end, so
10 I think for so many reasons, this is really important
11 to preserve.

12 MS. RUTSON: Thank you.

13 Anyone else?

14 Would you like to speak?

15 AUDIENCE MEMBER: I have just a
16 question. I didn't quite understand at the very
17 beginning -- I'm Larry Royer. I live up in West
18 Lampeter Township.

19 You mentioned rail banking. The
20 concept in my mind right now says that if you rail
21 bank it and then go to the expense and effort to
22 develop a trail or whatever system over it, the

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1 spoken about the wonders of trails. The rail line is
2 preserved as a trail so that in the future, however
3 many years that may be, 10 years, 20 years, 50 years,
4 a 100 years, long after we all go to that great trail
5 in the sky, can a railroad come back and yes, it
6 could, because the corridor has been preserved. In
7 all the history of the Trails Act, that has only
8 happened I think it's three or four times in which
9 railroads have come back and reconverted a trail back
10 into a rail corridor.

11 AUDIENCE MEMBER: Out of how many?

12 MS. RUTSON: How many rail corridors
13 are there? How many rail trails are there? Many,
14 many, many, many. And the woman from the
15 rails-to-trails conservancy can probably answer that
16 question better than I.

17 There are many rail corridors that have
18 been converted to trails use.

19 AUDIENCE MEMBER: If you go through
20 that rail banking process, who actually owns the
21 piece of ground in that? Does ownership actually
22 pass and then the railroad has the right to come back

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1 and take it, or how does that work?

2 MS. RUTSON: It goes into limbo. Right
3 now Norfolk Southern owns the Enola branch line in
4 fee. That means they don't have just an easement
5 with underlying property ownership rights. They own
6 that rail corridor. They'll continue to own it but
7 the trail user would pay the taxes and the liability
8 insurance for the rail line. But the ownership would
9 still own with Norfolk Southern then. But it would
10 be in the bank and used as a trail. For that to
11 happen, Norfolk Southern has to be willing to
12 negotiate with the trail user and Norfolk Southern
13 has indicated that it is willing to negotiate with
14 the trail user and work toward a trail agreement as
15 long as certain conditions are met and there is about
16 four or five conditions that we summarized and put in
17 the notice to the parties.

18 So it's a little bit more complicated.
19 I know Norfolk Southern is concerned with the
20 agreement that it has with the municipalities and the
21 townships and one of the conditions is that the -- a
22 possible trails use agreement would do nothing to

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1 Advisory Council on Historic Preservation, the
2 Pennsylvania State Historic and Museum Commission,
3 Norfolk Southern Railroad and talk about different
4 aspects of this agreement, I feel like I'm losing you
5 -- I'm getting glazed expressions. I don't blame
6 you. Basically what Mr. Harris is saying, what do the
7 consulting parties do? They work with us; they have
8 the right to review the documents, consult on it. If
9 we have conference calls discussing the documents,
10 it's helpful that we get them involved. They are
11 equal parties in the discussion and the finalizing of
12 the document.

13 Have I captured that correctly, do you
14 think?

15 Okay. One more question.

16 AUDIENCE MEMBER: I'm curious why
17 Lancaster County is not a consulting party in this,
18 and is it within the realm of your jurisdiction to
19 make Lancaster County part of being a consulting
20 party in this?

21 MS. RUTSON: Of course we could.

22 AUDIENCE MEMBER: I'm curious why they

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1 underline those agreements that Norfolk Southern has
2 entered into with the Township.

3 AUDIENCE MEMBER: Can you explain what
4 the role and responsibilities are for the consulting
5 parties in the Memorandum of Agreement?

6 MS. RUTSON: Of course. Mr. Harris
7 asked the role of the consulting parties in the
8 Memorandum of Agreement and that refers to the 106
9 process of the National Historic Preservation Act and
10 the regulations of the Advisory Council on Historic
11 Preservation.

12 This all sounds very legalistic.

13 Basically consulting parties have the
14 right to work with the Board, with my agency, and
15 with the other consulting parties in drafting and
16 commenting on and then finalizing the Memorandum of
17 Agreement. The consulting parties participate in
18 that process. So the Memorandum of Agreement is like
19 a contract, sort of, that talks about, as Rini
20 mentioned, various stipulations, and the consulting
21 parties help in the drafting.

22 If we are going to speak with the

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1 are not and I am requesting for you to actually do
2 that, if you can.

3 MS. RUTSON: We're happy to do that.

4 AUDIENCE MEMBER: There was mentioned
5 numerous times by most speakers that came up and it
6 is terribly ironic that they're not a consulting
7 party.

8 MS. RUTSON: We're happy to do that.
9 Sometimes we have been a little limited in who we are
10 working with. We want to make sure we are contacting
11 the right person.

12 AUDIENCE MEMBER: It seems pretty big
13 in this and seems quite ironic that we are not a
14 consulting party.

15 MS. RUTSON: We will treat that as a
16 formal request and I will send a letter out when we
17 return to Washington.

18 Thank you so much for coming. And you
19 are welcome to stay and chat with us. We have the
20 next meeting starting in -- not until 6:00.

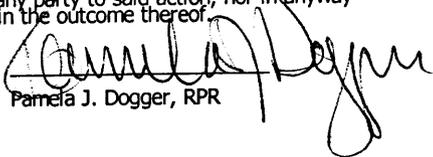
21 Thank you very much.

22 (Whereupon, the meeting was concluded at 4:55 p.m.)

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2 STATE OF PENNSYLVANIA)
3 COUNTY OF LANCASTER)

4 I, Pamela J. Dogger, RPR and Notary Public
5 for the State of Pennsylvania, do hereby certify:
6 That the witness named in the deposition,
7 prior to being examined, was by me first duly sworn;
8 That said deposition was taken before me at
9 the time and place therein set forth and was taken
10 down by me in shorthand and thereafter transcribed
11 into typewriting under my direction and supervision;
12 That said deposition is a true record of the
13 testimony given by the witness and of all objections
14 made at the time of the examination.
15 I further certify that I am neither counsel for nor
16 related to any party to said action, nor in anyway
17 interested in the outcome thereof.

11
12 
13 Pamela J. Dogger, RPR

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