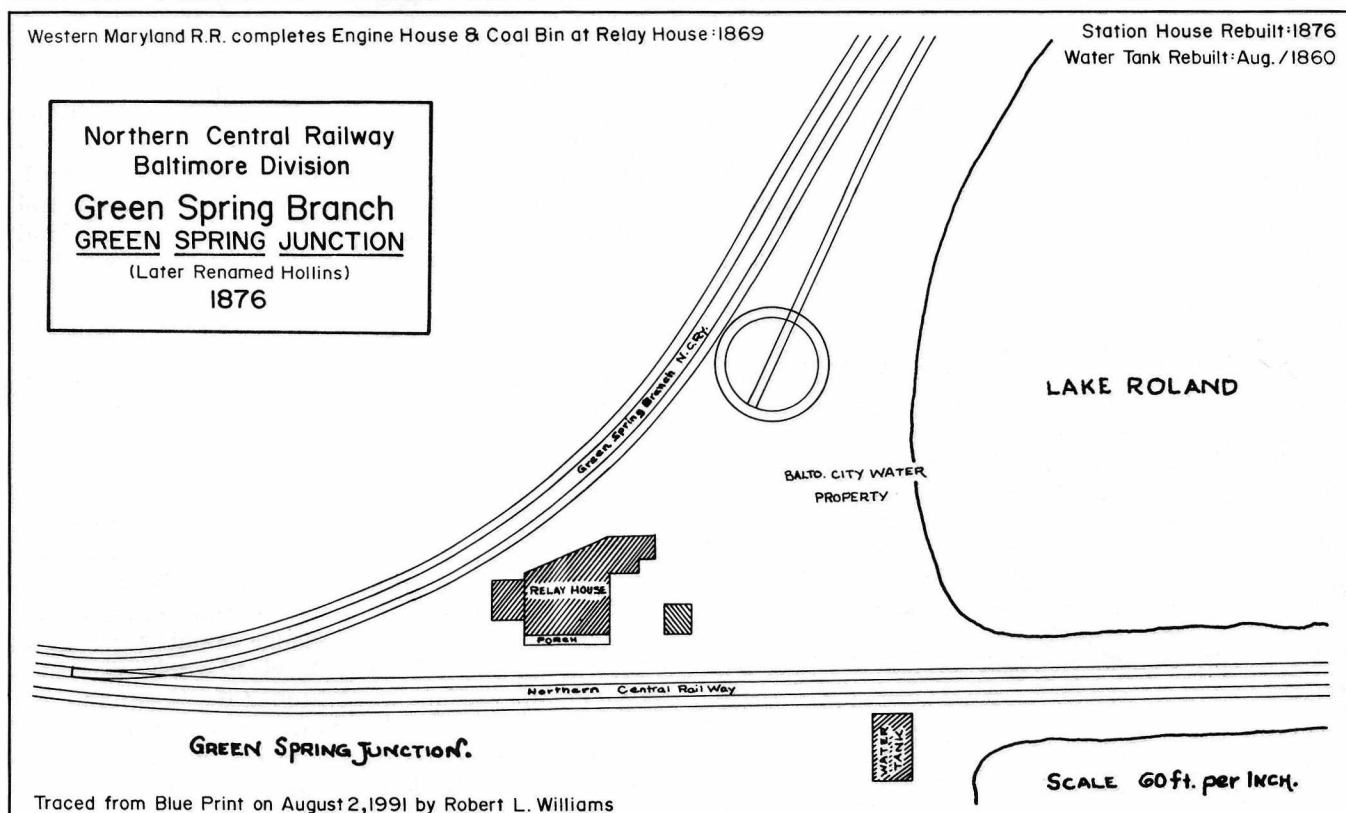
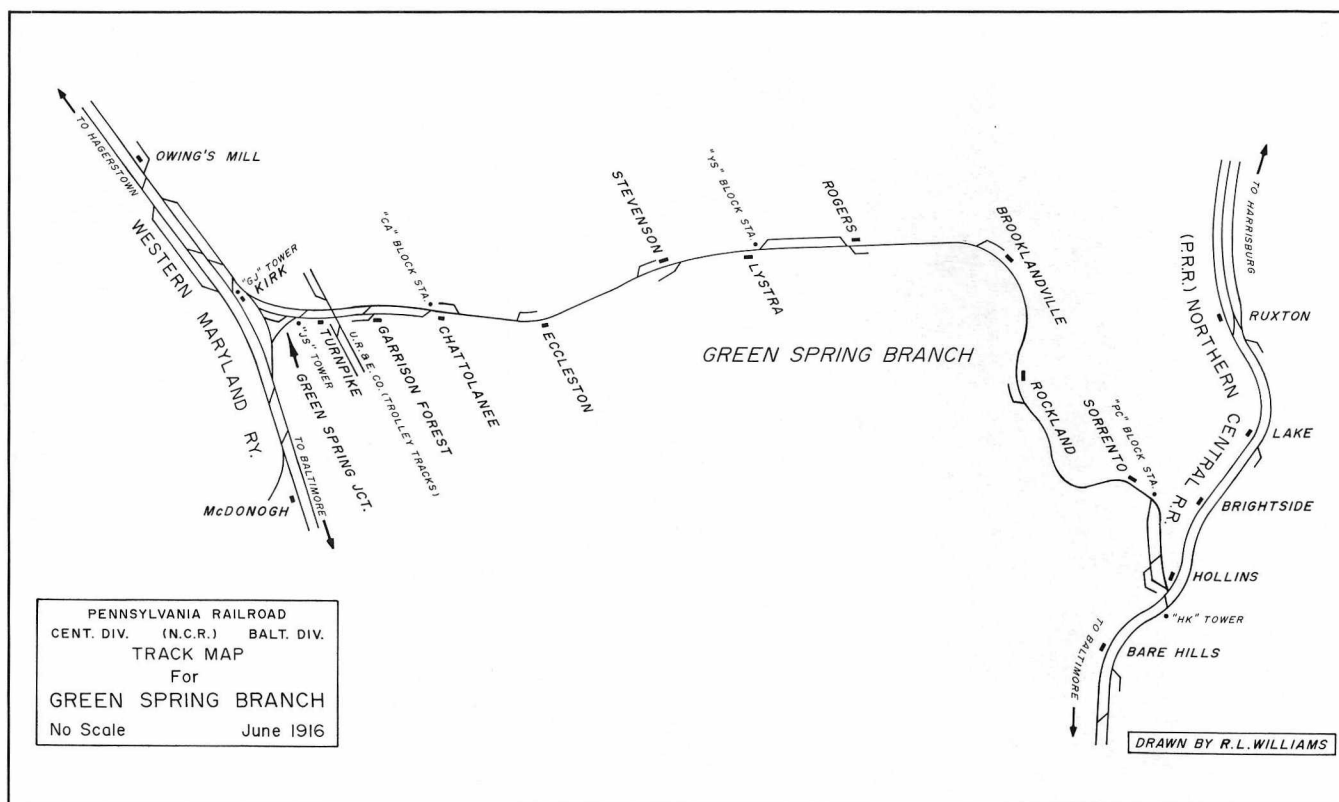


*Above:* Hollins Junction and Station in 1880. This station was built to replace the former relay house in 1876, two years after the Green Spring Branch (tracks to the left) was returned to the Northern Central R.R., successor to the Baltimore and Susquehanna. The turntable formerly used by the Western Maryland R.R. is just visible behind the one-story wing of the building. COLLECTION OF ROBERT L. WILLIAMS.

*Below:* Hollins (with the short-lived name "Green Spring Junction") – 1876 – note the turntable built by the Western Maryland R.R. ROBERT L. WILLIAMS.





ficially reached the Public Service Commission on Tuesday. As yet the petition has not been received. The Western Maryland appealed to the commission to divert it's [sic] trains during the repairs that will take about two years, and upon the recommendation of Bruce W. Duer, Transportation Expert, the permission was granted by the Commission. It is understood that many residents of the Green Spring Valley believe that the running of these additional trains over the Valley Branch of the Northern Central will endanger traffic, both vehicular and pedestrian, and to safeguard the public will file the protest."

In spite of protests, the diversion of traffic was made. Among all the increase of physical plant previously noted, the railroad found it could dispense with a half acre of its property at Eccleston, which it sold to S.M. Shoemaker in May 1916. Another more important cutback in 1916 would show that the "mainline prosperity" of the tunnel reconstruction era was, after all, entirely artificial: The local freight train dedicated to the service of the Green Spring Branch was eliminated. Henceforth, the local freight serving the Northern Central mainline would also service the Valley Branch as well.

Effective May 28, 1916, the Western Maryland began using PRR tracks between Green Spring Junction and Hollins, and between Hollins and PB&W (B&P) Junction. The Western Maryland already had an agreement allowing use of PRR tracks from this point to their home rails at Eager Street. The trackage rights payment was stipulated in the May 1, 1875 agreement.

The PRR was to pay and reimburse the WM for all expenses incurred operating the shuttle service (on the WM between Kirk and Fulton). In addition, the PRR was to pay or reimburse the WM for all expenses

incurred providing new facilities at Green Spring Junction on WM property, including the new passenger station (Kirk), new crossovers in WM tracks, a new interlocking station, necessary tracks for connection between WM and PRR, and all facilities to be maintained at the expense of the PRR. No charge was to be made for the use of WM lands.

The agreement was to be in effect only as long as it took to complete the work on the tunnel, at which time reversion to the May 1, 1875, trackage-rights agreement would take place.

In the meantime, the Green Spring Branch was sprouting signals. In 1910, the line was one block from Hollins to Green Spring Junction. No meets were scheduled on the Branch, and inferior trains had to be in the clear at Hollins or Green Spring Junction well before first-class trains were scheduled to enter the line. Now, with the great increase in traffic, meets were made on the long sidings between Hollins and Powder Mill Curve, between Rogers and Lystra, and between Chattolane and Green Spring Junction. In addition to signals, portable cast concrete block stations, or "towers," were shipped in by flatcar and set off with a crane. These structures left no doubt as to who was in charge, with PRR "Keystones" cast into the sides. In a report to the Interstate Commerce Commission dated September 12, 1916, the Pennsylvania Railroad reported these block stations in operation on the Green Spring Branch:

Sorrento (Powder Mill Curve) . PC Tower  
Lystra . . . . . YS Tower  
Chattolane . . . . . CA Tower  
Green Spring Junction . . . . . JN Tower

On September 30, 1916, an additional structure appeared on the insurance list for the Green Spring



**Western Maryland No. 155, a class K1 Pacific, is pulling WM train 3 west from Hollins on the Green Spring Branch on July 4, 1917, during the rebuilding of the B&P Tunnel.** PHOTO BY W.R. HICKS/COLLECTION OF WESTERN MARYLAND RAILWAY HISTORICAL SOCIETY.

Branch: at Hollins, an interlocking Storehouse of frame construction measuring 18 feet 7 inches by 11 feet. The masonry for Bridge 1.19 (old No. 1) was reworked in 1916.

In January 1917, alterations and a two-story addition were proposed for Little Eccleston Station to provide living quarters and a post office. These plans were never carried out, but Eccleston ended its useful life as an outpost of the U.S. Mail after the end of passenger train service.

All too soon, the "Last Big Fling" was over. This report appeared in *The Jeffersonian* for November 24, 1917:

"The Pennsylvania Railroad Company having completed the work of rebuilding the tunnel be-

tween Union Station, Baltimore and Fulton Junction, has discontinued the diverting of freight trains via the Green Spring Branch, and the Western Maryland Railroad Company will discontinue Passenger trains through the valley after November 25th, when their new schedule goes into effect, running all trains via Fulton Junction."

With the return to "normalcy," the Green Spring Branch entered 1918 with nine scheduled passenger round trips, down from the 1910 high of 10. The branch had no local freight train to call its own. The decline had begun.

#### 1917 Insurance List of Stations on the Green Spring Branch

MP*	Station	Built	Call Letters
0.0	Hollins	(Rebuilt) 1876	
0.9	Sorrento (Platform Only)	1892	
2.2	Rockland	(Rebuilt) 1896	
3.1	Brooklandville	(Rebuilt) 1906	NA
4.2	Rogers	(Rebuilt) 1905	
4.9	Lystra	(Rebuilt) 1899	
5.6	Stevenson	(Rebuilt) 1901	SV
6.4	Eccleston	(Rebuilt) 1900	
7.3	Chattolancee	(Rebuilt) 1890	CH
7.9	Garrison Forest	(Rebuilt) 1899	
8.2	Turnpike	1881	
8.6	Green Spring Junction		

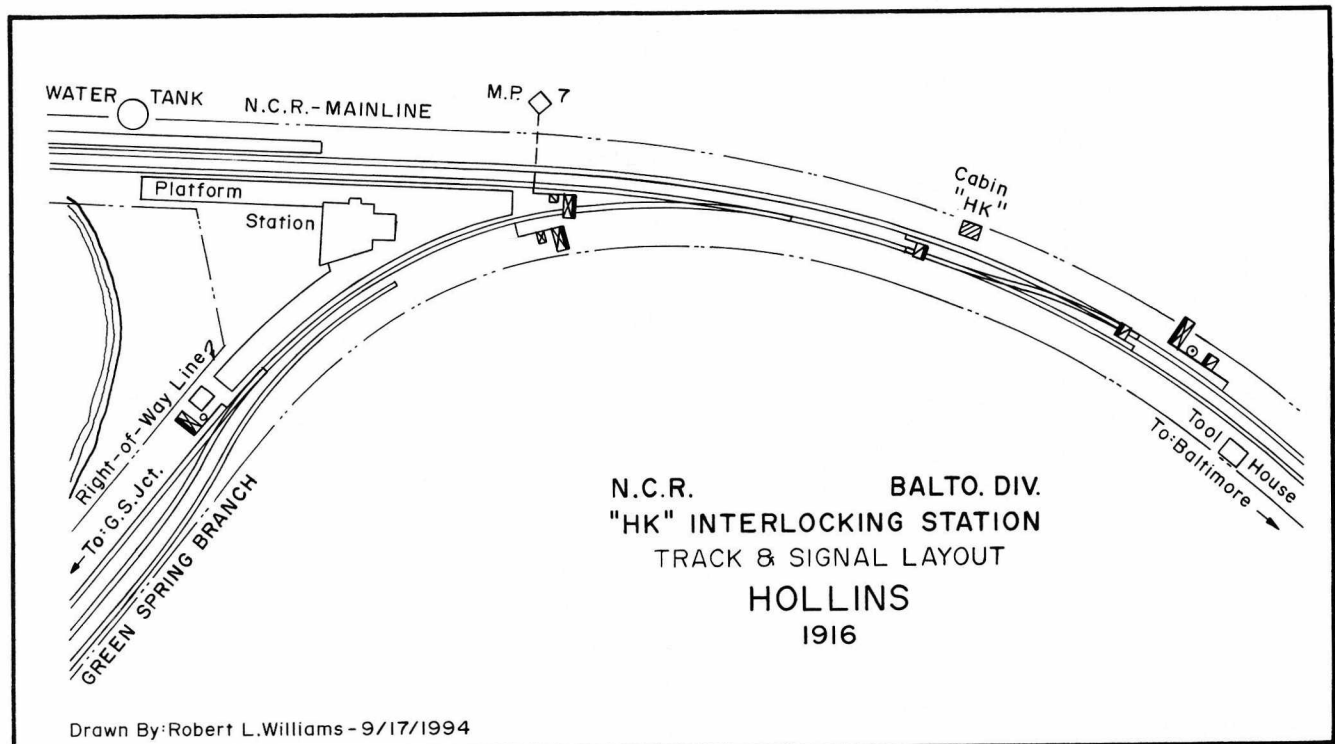
\* Mileage Point

DATA FROM ROBERT L. WILLIAMS.

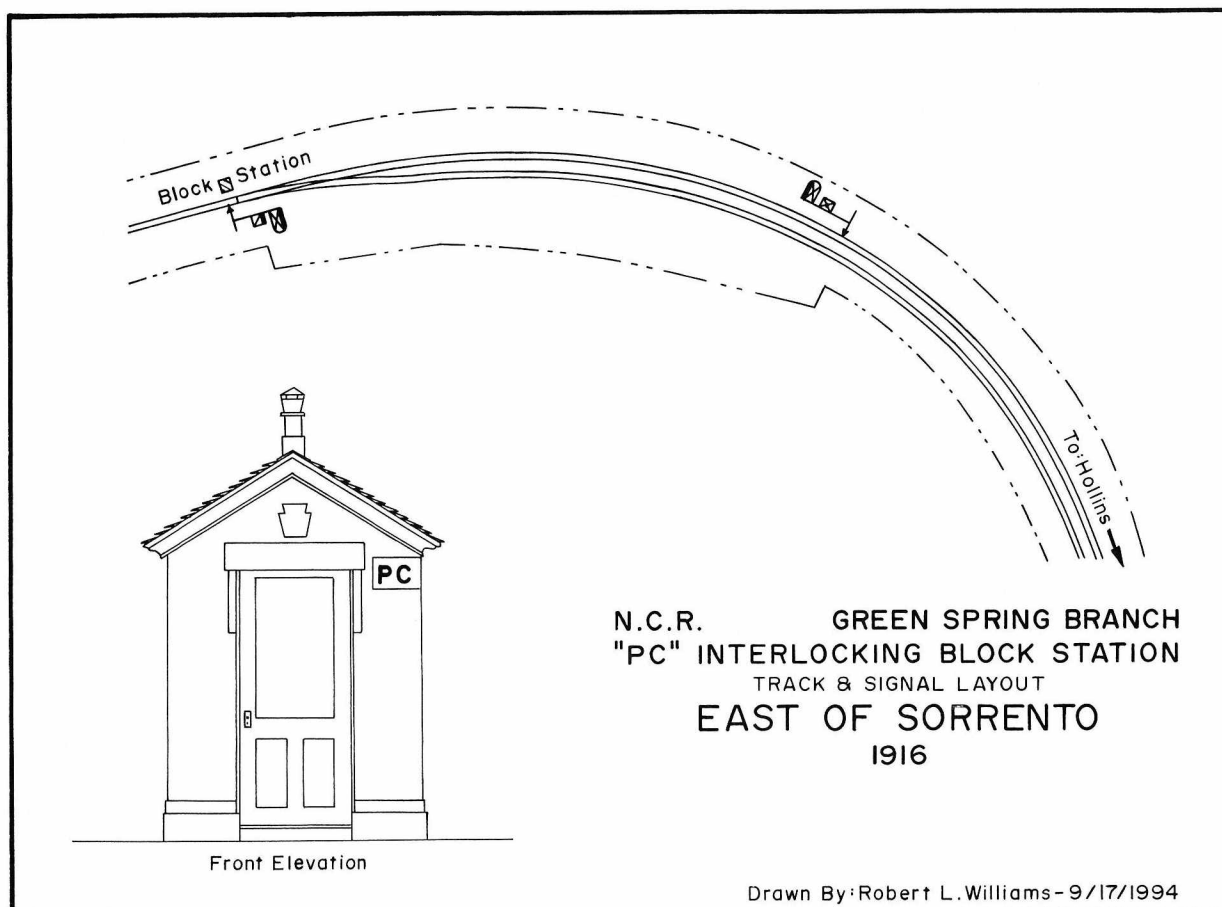
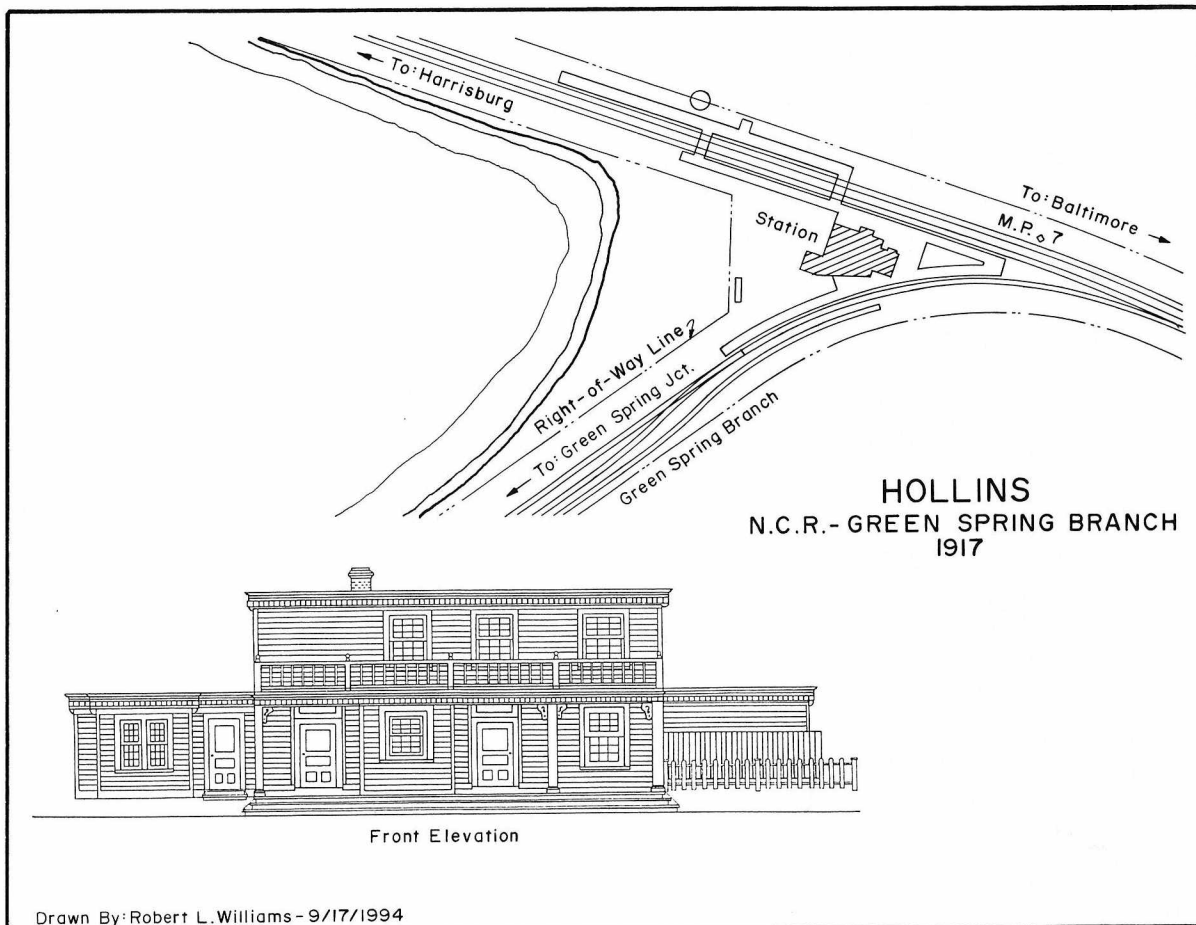
**P.R.R.-NORTHERN CENTRAL RAILWAY  
BALTIMORE DIVISION**

**GREEN SPRING BRANCH  
RIGHT OF WAY AND TRACK MAPS  
FROM : HOLLINS (N.C.R.) TO KIRK (W.M.Ry.)  
1916 - 1917**

R.L.Williams - 1989







Baltimore—Harrisburg

Schedule in effect 3.00 A. M. April 27, 1924  
Eastern Standard Time

# Pennsylvania

## Railroad System

The Standard Railroad of the World



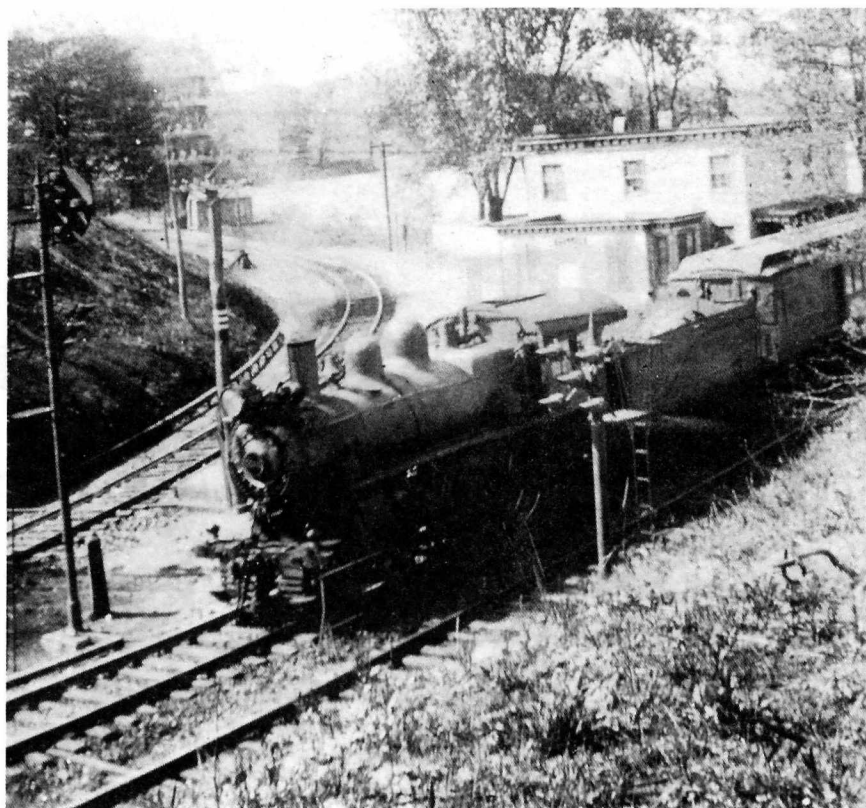
## Time Table

Baltimore  
Harrisburg  
Green Spring Branch

The time from 12.01 A. M. to 12 o'clock noon, inclusive, is indicated by light-face type; from 12.01 P. M. to 12 o'clock midnight, inclusive, by heavy-face type.

DAVID N. BELL  
Passenger Traffic Manager  
R. V. MASSEY  
General Manager  
GEO. D. OGDEN  
Traffic Manager  
Broad Street Station, Philadelphia

Form 39. 3500. 1st ed. ALLEN, LANE & SCOTT, PHILA. Printed in U.S.A.



*Above left:* Original P.R.R. timetable — 1924 — Green Spring Branch. COLLECTION OF ROBERT L. WILLIAMS.

*Above right:* On May 13, 1928, a local passenger train bound for Baltimore on the Northern Central mainline pauses at Hollins Station. The loco is a Pennsylvania R.R. D16 class 4-4-0, a type familiar on the Green Spring Branch, curving away in the background, only a decade earlier. By the time of this photo, however, Green Spring Local schedules were held down by self-propelled gas-electric railcars. PHOTO BY ROLAND R. KLAGES/COLLECTION OF DENNIS E. WERTZ.

*Below:* Pennsylvania Railroad Gas-Electric Car No. 4643 running as a Green Spring Local scheduled passenger train near Eccleston Station in the late 1920s or early 1930s. PHOTO BY WILLIAM C. KENNEY/COLLECTION OF THE BALTIMORE COUNTY PUBLIC LIBRARY.

