

Gettysburg Excursion Train

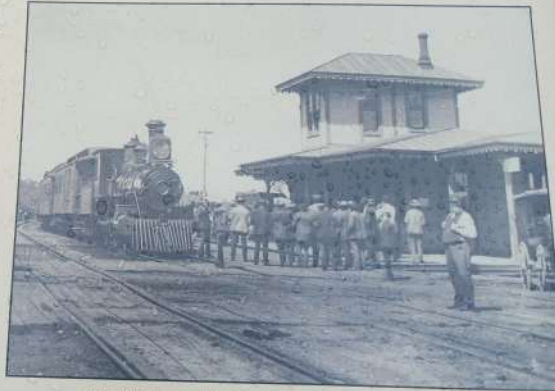


GETTYSBURG-HARRISBURG RAILROAD DEPOT



This building was completed in April 1884 for the new Gettysburg and Harrisburg Railroad Company. The line was established to take advantage of the rising interest in visiting the Gettysburg Battlefield. From here, travelers could ride a 2 1/2-mile tour across the field on the "Round Top Branch" of the railroad, or hire a battlefield guide such as William D. Holtzworth, a well-known Union veteran who operated a livery stable nearby.

At its height, the railroad was a primary means of reaching Gettysburg. In 1891, the Gettysburg and Harrisburg line merged with the Philadelphia and Reading Railroad, which went on to carry thousands of veterans and their families to town—most notably for the 50th and 75th reunions of the "Blue and Gray" in 1913 and 1938, respectively.

With the rise of the automobile, the Reading Railroad ended passenger service to Gettysburg in 1941. In the years since, the station has been a hub for scenic railroad excursions through Adams County.



The Gettysburg and Harrisburg Railroad Station, completed in 1884.
 Courtesy of Gettysburg History / Adams County Historical Society.

The Elmira Inn: GETR 1862
 Built in 1949 by the Budd Company for the Pennsylvania Railroad's fleet of Streamliners in the "Fleet of Modernism" as a 21-passenger sleeper named Elmira Inn. Converted in 1963 to a 1st class coach for World's Fair service, it later went to the New York Central and then New Jersey Transit. The car was purchased in 1989 and sold to the United Railroad Historical Society. It was purchased for use on the Blue Train in 1991. The car was used exclusively by the Torres Family Globe of Steel riders. These performers rode eight motorcycles in a steel sphere for Ringling. Purchased by Paxrail in 2017, the car was renamed the Elmira Inn.

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