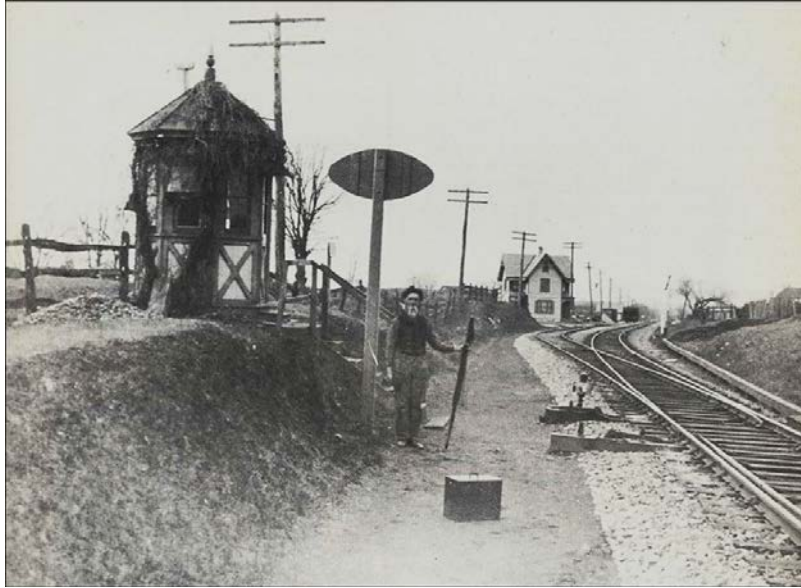


PROPOSED
South Mountain Trolley Greenway



Dillsburg Junction, W of Mechanicsburg, ca. 1900. Dillsburg Branch veers to the left, while the CVRR mainline continues on to Carlisle. Soldiers and Sailors Mem. Park later located on land to the right, out of frame.

ROUTE (PURPOSE) : To propose the establishment of a multiuse (non-motorized) recreational trail along the right-of-way of the former Cumberland Valley Railroad: Dillsburg Branch line, through the Cumberland County communities of the Borough of Mechanicsburg, Silver Spring Township, and Monroe Township, and the York County communities of Carroll Township and the Borough of Dillsburg.

RAILROAD TIES (BACKGROUND) :

- 1872 –the Dillsburg & Mechanicsburg Railroad (Cumberland Valley Railroad) was completed. Accessed ore deposits in South Mountain. Provide economic boosts to both communities.
- 1889 – Passengers carried to the annual Granger’s Picnic at Williams Grove peaks at 72,612 for week-long event.
- 1906/1907 – Dillsburg & Mechanicsburg line is electrified for passenger trolley service.
- 1928 – Passenger service abandoned as automobiles become more common.
- 1990s? – tracks removed from right-of-way
- Present – portions of trail used and maintained by independent locals (Monroe Twp.)

JUNCTIONS (OPPORTUNITIES & BENEFITS) :

- Link local and regional revitalization efforts in communities surrounding the trail (Dillsburg, Mechanicsburg, Silver Spring Twp., Monroe Twp., Carroll Twp.)
- Promote alternative transportation
- Health and wellness benefits for all citizens
- Positive impacts to economies and property values (existing reports/studies to illustrate)
- Increased tourism (recreational, heritage, ag, nature, etc.)
- Increased pride and awareness for local/regional ‘sense of place’ and uniqueness
- Add to and improve overall quality of life for citizens
- Preserve, interpret, promote natural and cultural history on and along the trail/“linear park”
 - Yellow Breeches watershed (incorporate native plantings along trail)
 - Williams Grove
 - Railroad history (including standing structures along trail)
 - Preserved agricultural land
 - Historic communities/sites (National Register, PA Historical Markers, local sites)

- Sweeping views/vistas of South Mountain and the ‘mouth’ of the Cumberland Valley
- Link with other trail systems: PA Bicycle Route J2; Yellow Breeches (water trail); Mason Dixon Trail (proposed realignment); Appalachian Trail ~ 4 miles away

STEEP GRADES (CHALLENGES) :

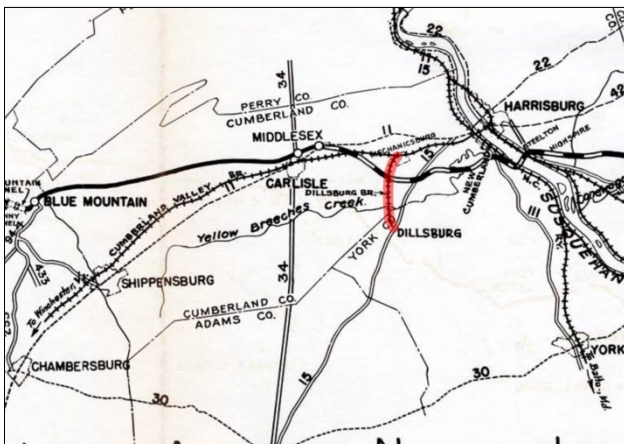
- Community outreach and education via <https://www.facebook.com/SouthMountainTrolleyGreenway>
- Funding sources
- Encroaching development and utilities pressure
- Recently (~2011) infilled PA Turnpike underpass
- Safe road/highway crossing (especially US 15, PA 74, Trindle Rd., Lisburn Rd.)
- Bridge repair/replacements (if needed)
- Possible property easement negotiations where right-of-way has reverted

COUPLERS (POTENTIAL PARTNERS & SPONSORS) :

- Municipalities along the trail (Mechanicsburg, Dillsburg, Monroe Twp., Carroll Twp., Silver Spring Twp.)
- Local/regional individuals and community organizations (South Mountain Partnership; Mechanicsburg Museum Association; NYCHAPS/Dill’s Tavern; Dillsburg Arts & Revitalization Council; Mechanicsburg Environmental Advisory Council; Cumberland County Historical Society; Northern York School District; Mechanicsburg School District; Cumberland Valley Trail Connections; Partnership for Better Health; Central Pennsylvania Conservancy; Dillsburg Farmer’s Market; Yellow Breeches Watershed Association; Williams Grove Historical Steam Engine Association; Mechanicsburg Sportsmen’s Association; Pennsylvania Agriculture Education Center; Cumberland Valley Visitors Bureau; local garden clubs; etc.)
- State and national resources (Rails to Trails Authority; Keystone Trails Association (now headquartered in Mechanicsburg); PA Bicycle Access Council; Conservation Fund; Preservation Pennsylvania)
- Draw information/expertise from local and regional rail trail organizations such as CVRTC & YCRTA (no need to re-invent the wheel)
- Multi-county agency partnerships (trail potential cited in multiple local and regional planning documents)
- Multiple state agency partners (PHMC; DCNR; PFBC; PennDOT; PTC; DCED; DEP)

FULL STEAM (AHEAD!) : *FEASIBILITY STUDY*

- Regional meeting and discussion with municipal and partner representatives to measure interest
- Identify possible sponsor(s) or applicant(s) for grant funds to complete a study (matching grants needed)
- Have a trail feasibility study completed in order to assess rail trail potential
- Regional meeting with municipal and partner representatives to discuss results of a feasibility study, measure interest, and develop potential next step strategies



Trail route as seen on 1948 Turnpike map.



Trail concept (photo: Sun & Sky Tours).