

partly to blame, but a utility installation project adjacent to County Road 535 has also halted trolley operations, since it interferes with the trolley crossing. Moreover, widening of this roadway for four-lane traffic is scheduled to begin sometime in 1995; it is not clear in what manner trolley operations might be affected, nor for how long. The trolleys are owned by the resort and have been a feature since Grand Cypress opened in 1985.

—Andrew D. Young

Hollsopple Station

■ A non-profit group called the Hollsopple Historical Building Committee has recently resumed its efforts in Hollsopple, Pennsylvania, to restore the town's former Baltimore & Ohio Railroad station. Restoration of the small frame building was begun in 1976 when Chessie System, successor to the B&O, donated it to the community. The donation required the station be moved off railroad property, and this was accomplished in 1980, with movement some twenty extra feet back away from the tracks, using jacks, I-beams, and a system of pulleys and cables powered by a one-third horsepower motor. A new concrete block foundation was laid, with labor donated by members of the local bricklayers' union, on land donated by heirs of a Hollsopple family living in California.

The effort slowed after the move, then stopped when two of the three charter members of the association died and the other grew ill. The group was reactivated in May 1994, and is currently seeking grant funding to complete the restoration. Plans include turning the building into a small railroad museum; a scale model railroad depicting local scenes is planned by local enthusiasts for the freight portion of the station. The structure is in relatively good condition, but repairs must be made to the slate roof, soffit and fascia boards, chimneys, other exterior and interior woodwork, plus minor plumbing and electrical improvements, for which at least \$50,000 in materials and labor will be needed. For now, the windows are boarded over and the roof covered with tarps.



The small Baltimore & Ohio station at Hollsopple, Pennsylvania, was a local center of activity when this photo, (above), was taken at the turn of the century. Closed in the 1970s, the station was saved and moved close by to a new foundation in 1980 (right), but restoration efforts then died with those who started them. Work began anew in 1994 to turn the building into a small railroad museum, and is proceeding. Note the railroad spelled the town's name with only two Ls instead of three like the community itself does.



BOTH: HOLLSTOPPLE HISTORICAL BUILDING COMMITTEE

Hollsopple is located south of Johnstown, Pennsylvania, on the former B&O Somerset & Cambria subdivision, now operated by CSX Transportation. The station was built sometime in the early 1890s. In early years, residents of Johnstown often took the train to picnic at Border Grove, a scenic park located near the Hollsopple station, and later to the Quemahoning Dam, completed in 1913.

Regular passenger service over the route ended in 1932. Freight for a wide area was unloaded at Hollsopple, consisting of farm and mining supplies plus many consumer goods including automobiles. Coal, logs, lumber, and charcoal were the primary outbound products, though the town also had a brickyard, a carriage manufacturer, a phosphate factory, furniture factory, slaughterhouses, a distillery, and a

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soda pop bottling plant. A large horse farm nearby sometimes received as many as 100 animals at a time from the west. Today a steel foundry is Hollsopple's main industry, shipping ingots to area steel mills via CSX, which still runs through town once a day. The Hollsopple station was closed by the B&O as an agency in the early 1970s. (Followers of steam locomotives will note that former Norfolk & Western 4-8-0 No. 475, now operable on the Strasburg Rail Road (see *L&RP* No. 47, May/June 1994, p. 66), was stored on a siding just south of Hollsopple in the 1970s for a proposed tourist operation which never materialized. It later moved west to Union, Illinois, then Boone, Iowa, before returning to Pennsylvania.) A long-term goal of the current restoration committee (not presently possible with CSX ownership of the line) is eventual operation of a tourist train from the Hollsopple station.

For more information, contact the Hollsopple Historical Building Committee, P.O. Box 314, Hollsopple, PA 15935.