



Seven-Point-Four

the newsletter of the Friends of the Stewartstown Railroad, Inc. A Pennsylvania non-stock not-for-profit organization, tax-exempt under section 501(c)(3) of the Internal Revenue Code.



July–September

Third Quarter 2018

July–September

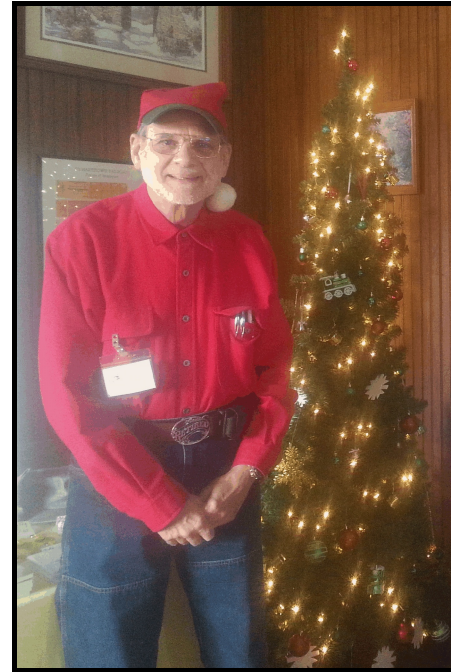
THE THIRD QUARTER

by Ray Reter

Summer 2018 was one of the wettest seasons in memory in our area. Torrential rain storms with high winds played havoc with all outdoor activities and, as the season ended, there was a threat from the remnants of Hurricane Flo. Nonetheless, a variety of activities on the Stewartstown Railroad were taking place as you will see in this issue of 7.4.

We were saddened by the sudden passing of Dave Baur, the Friends' senior museum docent and tireless volunteer, on September 28, 2018. Dave, in addition to his duties as museum docent and gift shop manager on excursion days, devoted many, many days to working on a variety of projects at the station, sometimes being on the property five days a week. Whether it was painting the exterior woodwork, helping to repair station windows, working on the construction of the open-air observation car, decorating the railroad properties for the holidays, selling excursion tickets, running errands (such as fetching supplies from various stores) and endless other projects, Dave was always ready, willing, and able to help. He particularly enjoyed dressing-up as "Santa's helper" during the Christmas season to welcome the railroad's visitors on excursion days and helping to keep the ticket lines moving! *Rest in peace, Dave. We will sorely miss you and your pleasant demeanor.*

In Memoriam



David J. Baur

May 12, 1937 – September 28, 2018

Photo courtesy of Mike Ruane.

LOCOMOTIVE #84 UPDATE

by Dave Watson

Work continues on bringing former MA and PA locomotive #84 back to life. This is despite losing our key and being locked out for almost a month!

Bill L. cut back the brush on the engineer's side of the locomotive to give us room to work. Since our last newsletter, we attempted to replace a broken window. We decided to wait on this and will take care of it before the move to New Freedom. The broken window contains FRA glazing and will require special tools to remove.

We now have four finished power assemblies inserted back into the engine. The next two power assemblies have been removed and will be cleaned, receive new seals, and be inserted back into the engine. Once we have six complete power assemblies making up one whole side of the engine, we will complete a water test. This is to ensure a good seal between the water deck and power assembly.

We attempted to fill the engine with water during our initial inspection after taking possession of the locomotive; however, it all leaked out in a matter of hours.

We would also like to start the engine at this time and see how it sounds. We currently need about \$1,000 to keep this project moving forward. This will purchase 50 gallons of oil and 50 gallons of fresh fuel. The locomotive is dangerously low on oil and we are worried there's not enough in the tank to safely start #84. Please consider donating toward the startup of #84 for the first time since 2008. Our goal is to finish and test the first side of the engine by the end of October / beginning of November. With your continued generosity, this can be made a reality. *Thank you!*

Dedicated to Preserving the Stewartstown Railroad—An Authentic American Antiquity

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Matthew Mundis, *Director-at-Large*
Lauren Stahl, *Director-at-Large*
Owen Stebbing, *Director-at-Large*
David Baur, *Senior Museum Operations Docent*
Kay Hoshour, *Corporate Registered Agent*

Articles and news items to be considered for publication in 7.4 need to be submitted by the first of each month to allow time for editing, fact-checking, and possible consolidation with other submitted items to create comprehensive articles. When submitting photographs, please submit as .jpg files and identify the photographer who took the photograph.

The Friends of the Stewartstown Railroad outreach program has supported the following organizations through membership in and/or by donations to:

Mason-Dixon Public Library
New Freedom Heritage, Inc.
Preservation Pennsylvania, Inc.
Stewartstown Fall Fest
Stewartstown Historical Society, Inc.
Stewartstown Senior Center
Stewartstown Summer Theatre
The York County Convention and Visitors Bureau
York County History Center



REMEMBER:

You can purchase train ride tickets in advance with your credit card through the *WhistleTix* service on the railroad company's website:

www.stewartstownrailroadco.com

NEW FREEDOM WORK DAYS: AUGUST 17-19

by Michael Ruane

Despite weather that ranged from hot and humid to torrential downpour with thunder and lightning, we had a productive work weekend on the Stewartstown Railroad.

During the week Patrick Tyrell prepositioned all the switch ties we had for use in the four switches that we would be working on at the west end in New Freedom. He also picked up a load of ties in western Pennsylvania, and unloaded and positioned them along the line himself.

On Friday, August 17, a crew of Patrick Tyrell, John Nolan, Mike Ruane, and Larry Morgan were working. In Stewartstown, after assembling the work train of the green A8, air car, tool car, small flat car, and large flatcar, Mike and Larry took the train west, while John and Patrick began work in New Freedom. After a four-hour trip involving a heavy train and light brakes, getting stuck in vegetation, getting stuck behind a fallen tree, and a generator catching on fire in the A8, Mike and Larry arrived in New Freedom. Dave Williamson arrived, and the crew prepped some more for Saturday's work.

On Saturday, the above crew, along with Mark Koppenhaver, Chris Lutz, and new volunteers Justin and Bryan began replacing ties on the switches for the passing track and siding east of bridge one. Between twenty and thirty ties, ranging from eight to sixteen feet long were replaced, including the rotten head tie for the factory siding. The last 90 minutes of the day took place in a thunderstorm, during which we were also able to do some improvements to the drainage ditches there, as we saw them in action. Some of the crew attempted to dry off in the Hodle (a local eatery) after the work day was completed.

On Sunday, a diminished crew of Mike, John Nolan, Patrick, and Chris unloaded and prepositioned the remaining ties near the remaining two switches that needed work. A cache of hook plates and ties plates was stacked and covered at the eastern end of the fence, next to our track. Chris and Mike drove the train back to Stewartstown in the rain while John and Patrick loaded equipment on trailers. Once back in Stewartstown, Chris and Mike helped John unload the newly painted, and improved, tie inserter (many thanks to John Nolan for all the work he did on and to this machine) back onto the rails. Sam and Zeke Sushko did show-up in New Freedom around 11:30 on Sunday, but the rain was just starting.

Other sundry work completed: DOT-approved reflective tape applied to the A6 and yellow A8, "reserved parking" and "no through street" signs were delivered to the former bank property in Stewartstown (now the railroad's headquarters), and a broken control cable was removed from John's ballast regulator, so he can replace it. Mark also removed the carb from Mighty Mo for rebuilding.

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NEW FREEDOM WORK DAYS: AUGUST 17-19

(continued from page 2)

The work train is parked on the coach track, hopefully giving Mark easier access to repair or replace the A8 generator, and adjust the clutch on it, as you cannot shift into first gear easily unless you first shift into second to get the synchros aligned.

Thanks to all the crew who showed-up and did work on the west end. We had been expecting more volunteers to help out, but are especially thankful to those who did come out.

The next work weekend in September will be focusing on extending the class I track to the iron bridge.



More trackwork underway on the westend in New Freedom.

Photo by Dave Williamson



Trackwork underway on the westend in New Freedom.

Photo by Mike Ruane



Tie inserter in action on the westend trackage.

Photo by Dave Williamson

IT'S MEMBERSHIP RENEWAL TIME!

With the autumn season comes the Friends' membership renewal season! We are including a membership renewal form with this newsletter. As a reminder, memberships in the Friends run from January 1 through December 31 of each year. New members who join after June 30 pay a prorated dues of 50% of the full-year dues.

The membership levels for 2019 are:

INDIVIDUAL: \$20. This level includes a \$2.00 discount on the purchase of one (1) Stewartstown Railroad regular train ride ticket, courtesy of the Stewartstown Railroad Company. Just show your membership card to the ticket agent when you purchase your ticket to receive the discount.

FAMILY: \$100. This level is for everyone at the same address and includes a \$2.00 discount on the purchase of up to four (4) Stewartstown Railroad regular train ride tickets, courtesy of the Stewartstown Railroad Company. Just show your Friends membership card to the ticket agent when you purchase your ticket to receive the discount.

CORPORATE: \$300. This membership level is for businesses and other organizations who wish to support the Friends ongoing educational and historic preservation efforts. The Friends organization will provide these members five (5) Stewartstown Railroad regular train ride tickets that the member organization may distribute as they wish.

The Friends management team sincerely appreciates your support, both volunteer hours and financial. We hope you will chose to renew your membership in our organization to help continue restoring the Stewartstown Railroad — *an authentic American antiquity.*

Thank You!

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STATION UPDATE

by John Watson

The station renovation crew consisting primarily of Dave Baur (leader), John Bauman, John Watson and Larry Morgan have finally completed the rebuilding of the second floor windows. In addition to the rebuilding of the window sashes, the badly rotted exterior sills were sheathed in aluminum and several pieces of framing were replaced.

In an unexpected bonus, the roofing company installing the new roof contributed the material and labor to place new cedar siding on the north and all south faces of the building. The painting team supported this effort on the ground by painting the new siding prior to installation, thereby solving our problem of how to paint at that height.

With the installation of the new siding, we have now come to near completion of the five-year project to restore all windows and paint all of the exterior woodwork of our 100+-years-old station. Only the second floor roof eaves remain to be painted.

Sadly, our team leader and dedicated volunteer, Dave Baur, passed away just days before he could see the final results of this effort. Dave will be greatly missed.



New cedar siding ready for installation on the upper floor of the station in Stewartstown.

Photo by Larry Morgan



Roadside view of scaffolding in place for roof work.

Photo by Dee Bush



Volunteers John Watson and John Bauman painting the new siding prior to installation on the station.

Photo by Larry Morgan

HELP WANTED

The Friends organization is looking for volunteer sales clerks to help operate its gift shop on train excursion days.

This position involves setting-up the merchandise table, making sales, and tallying the sales at the end of the day for transmission of the sales proceeds to the Friends treasurer.

As part of this position, the sales clerk also acts as the museum docent answering questions from visitors about the railroad, the Friends organization, and general questions about the availability of other attractions in the area.

If you would like to help staff the Friends' gift shop, please contact Dave Watson (see contact info on page 2).

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TONS OF TIES!

by Michael Ruane

A lot of progress was made on the Railroad over the weekend of September 14th through 16th, and we're offering this quick update.

On Friday, a crew consisting of Aaron Fried, John von Briesen, John Nolan, and Mike Ruane showed up for work. After assembling the train we were going to use for the day, we headed down to bridge number seven—the iron bridge—and started to scarify the empty spaces and ghost ties. In addition, we extracted and inserted 45 ties, all those ties that were placed along the track from just east of bridge number eight to bridge number seven. John Nolan operated the inserter, Mike Ruane operated the scarifier, Aaron Fried and John von Briesen helped out by removing spikes from dead ties, digging cribs, and placing ties plates. The crew was out on the line for nine hours!

On Saturday the same crew, now joined by Isaac Ensminger, were working on the line again after the *New Freedom Special* headed out. After assembling the day's train, the crew loaded out 45 ties and placed them starting at bridge number seven back toward bridge number eight by lunchtime.

To move the ties from the tie pile onto the large flatcar, we loaded them by turning our backhoe into a tie crane. Using a 10- or 12-foot chain looped through the bucket and through a pair of one-man tie tongs, we were able to make a grapple that gave us good progress with a minimal amount of exertion. We loaded 25 ties in about 20 minutes. We unloaded by hand with one man on the flatcar with single tongs, and a pair of men on the ground with two-man tie tongs. It also worked well, but with more exertion.

After lunch on Saturday, we loaded and positioned another 24 ties, so we loaded and placed a total of 69 ties on Saturday. When we loaded the last set, John Nolan went out first with the inserter, and began to insert ties while Aaron, Isaac, and Mike continued to plug and position the ties. John was able to insert about 30 or so ties on Saturday before we had to clear the line for the returning *New Freedom Special*.

On Sunday morning, John Nolan and Mike Ruane started the backhoe and performed some maintenance on the scarifier and tie inserter. We then took the backhoe to locomotive number 10 and helped Mark Koppenhaver load the auxiliary generator onto his truck. After a quick run to the station to see if we had anymore Sunday volunteers and finding none, John and Mike went out with the scarifier and the inserter and inserted the remaining ties.

Over the weekend, the crews replaced approximately 115 ties. All of the ties needed to extend the class one track to the iron bridge have been inserted, but need to be spiked, and some ballast and tamping would be helpful as well. We installed 35 ties in the span of the existing class one track,

the others were between the end of class one track and the bridge.

Addendum: On the afternoon of Friday, September 28th, the day before the railroad's annual stockholders meeting, a crew of Aaron Fried, Larry Morgan, John von Briesen, Mike Ruane, and Dave Williamson spiked and gauged the ties that were replaced up to the end of class one sign, approximately 29 ties. The next work weekend of October 5–7 will be used to continue spiking and gauging the remaining ties.



Clearing the right-of-way of vegetation encroaching on the track.

Photo by Mike Ruane



Trackwork entails the use of equipment and various skills of our volunteers. This is another scene of track maintenance along the railroad's right-of-way in New Freedom.

Photo by Mike Ruane

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A FEW MORE PHOTOS FROM OUR BUSY THIRD QUARTER



Some of the volunteers who worked on the Friends' open-air observation car project pose for the camera on the car's inaugural run on the Stewartstown Railroad.

Photo by Larry Morgan



Above left: A section of coach #1341 being prepped for welding of a patch. *Above right:* The replacement patch welded in place.

Photos by Dave Watson



Evidence of the vegetation growth along the right-of-way thanks to our very wet summer. This scene shows the area at Bridge #8.

Photo by Dave Williamson



The 104-years-old Stewartstown Railroad station with its new metal roof, September 2018.

Photo by Ben Walther

SCHEDULED TRIPS ON THE STEWARTSTOWN RAILROAD

Saturdays & Sundays, October 13, 14, 20, 21, 27, 28, Fall Foliage trips on full-size train (including open-air observation car). Trains leave the station in Stewartstown at 1:30 p.m., 2:30 p.m., and 3:30 p.m.

Fridays & Saturdays, October 19, 20, 26, 27, Halloween Haunt family-friendly rides leave the station in Stewartstown at 5:30 p.m., 6:30 p.m., and 7:30 p.m. Please dress for cool evening temperatures!

Sunday, November 4 & Saturday & Sunday November 10, 11, Fall foliage trips on full-size train (including open-air observation car). Trains leave the station in Stewartstown at 1:30 p.m., 2:30 p.m., and 3:30 p.m.

Saturdays & Sundays, November 24, 25, December 1, 2, 8, 9, 15, 16, 22, 23, Santa Express Trains. Ride the full-size train with Santa Claus! Trains leave the station in Stewartstown at 10:30 a.m. on Saturdays (only) and at 11:30 a.m., 1:30 p.m., and 2:30 p.m. on both Saturdays and Sundays.

Ticket prices: adults, \$12; seniors (65+), \$11; children (12 and under) \$10

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Stewartstown Railroad's junction with the Northern Central Railway in New Freedom, PA. *Photo by Mike Ruane*



Even with the recently-acquired track maintenance machinery, there is still a lot of handwork involved in maintaining the track structure. Forego your gym visit once in a while and have your workout with the Stewartstown Railroad's track crew! *Photo by Dave Williamson.*



Volunteers working on a switch machine along the Stewartstown Railroad. *Photo by Dave Williamson*

Right: Along the Stewartstown Railroad's right-of-way you can see fresh ballast and fresh crossties, evidence of the track gang's recent efforts to improve the company's mainline. Looks like the local utility company needs to take a look at that telephone pole near the speeder! *Photo by Dave Williamson*



**YES, WE HAD A BUSY THIRD QUARTER,
MADE POSSIBLE BY YOUR MEMBERSHIP DUES AND DONATIONS!
THANK YOU!!!**

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Stewartstown Railroad 2018 Santa Express Trains!

Join Santa on Saturdays & Sundays
November 24, 25,
December 1, 2, 8, 9, 15, 16, 22, 23

Station Opens at 10:00 a.m. Each Day

Trains Depart at
11:30 a.m., 1:30 p.m.,
and 2:30 p.m. Each Day
With an additional train on Saturdays at 10:30 a.m.

Ticket Prices:
\$12 Adults, \$11 Seniors, \$10 Children (12 & Under)
Tickets may be purchased at the station on the day of your trip or
in advance on-line at:
www.stewartstownrailroadco.com

The station is located at
21 West Pennsylvania Avenue
(PA Route 851)
Stewartstown, Pennsylvania 17363
(717) 746-8123

Staff provided by
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