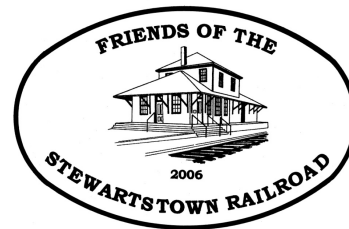




Seven-Point-Four

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.



January–March

First Quarter 2019

January–March

WE ENJOYED a mild, though wet, winter in south central York county this year. This allowed quite a bit of work to be accomplished on the railroad. As winter gave way to spring, even more work has been accomplished, as will be described further in this issue of 7.4.

Our appeals for donations were generously received by our members and we are grateful for your response and continued support. *Your* generosity has helped fund the activities we will be describing herein. *Thank you very much* for supporting our efforts to preserve an authentic American antiquity—the Stewartstown Railroad!

WORK CONTINUES ON COACH 1158

by Dave Watson

Work continued on coach 1158 over the winter/spring 2019 season. One of our challenges was trying to find the best method for paint removal inside the coach. We tried angle grinders and sanders which proved to be no match for the old, difficult paint. The Friends eventually purchased a sandblaster and respirator system. Modifications were necessary to “fine-tune” the output for blasting the walls with fine-crushed glass. The resulting surface left behind was smooth and ready for primer. The seat arms are being cleaned and taken down to bare metal as well.

All of the window frames in coach 1158 were rotted and beyond salvage. So we took delivery of all new windows. We worked with a local woodworker to create quality windows out of hardwood sure to last many years. A crew of John Watson, John Bauman, and Dave Watson have been working on sanding, priming, and painting the new windows. Eventually glass will be inserted and the completed windows reinstalled in the coach. It was discovered that three different size windows were needed for the coach due to changes in the coach body over the past 100 years.

While volunteers worked on the inside of the car, a contract welder was brought into repair the roof. To date, he has repaired or patched 21 holes. We still have another 23 to go. Years of water damage and quick patch jobs have left coach 1158 in a bad state. We are working hard to make permanent and lasting repairs to this coach. When complete, it will be the best one on the railroad!



Volunteers working on the new replacement windows for coach #1158.

Photo by Dave Watson.

LOCOMOTIVE #10 ON THE EASTER BUNNY TRAINS

The 2019 Easter Bunny trains marked another point in the Stewartstown Railroad’s history. Powering the trains this year was the railroad’s GE 44-ton locomotive, #10 making its return to service on the Stewartstown, venturing west of the enginehouse for the first time since 2004.



Locomotive #10 pulling the 2019 Easter Bunny train near the end of “class 1” track.

Photo by William Larduskey.

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M. Larry Morgan, *Director-at-Large*
Matthew Mundis, *Director-at-Large*
Lauren Stahl, *Director-at-Large*
Owen Stedding, *Director-at-Large*
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:

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

NEW GIFT SHOP LOCATION

by Ray Reter

Many of you may be aware that in mid-2018 the Stewartstown Railroad Company successfully negotiated the acquisition of the former Santander Bank branch property located next door to the railroad's Stewartstown yard. This property, now referred to by the railroad as its "HQ" building, provides the railroad with much-needed parking space for its customers as well as a small first-class office building. Tickets are still purchased in the 1914 train station waiting room, as they have been for more than 100 years!

The building features modern ADA-compliant restrooms and space for more displays and office functions. The building is divided into a main "lobby" area where the teller stations were located, three smaller rooms, a "back office" equipment room, kitchenette, and janitorial closet. The building is also climate-controlled with a modern HVAC system.

The railroad company has made available to the Friends organization one of the smaller rooms for use as the Friends' gift shop. Just in time for the December excursion schedule, the Friends was able to relocate its gift shop operations from the station waiting room to its new location. This move allowed the Friends to expand its merchandise display from the one single table in the waiting room to two tables in the new location. Over the winter, a third table was added to provide space to display an increased merchandise selection along with a smaller table for use as a "check-out" stand.

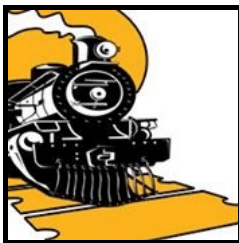
The gift shop is located on the right as you enter the main lobby of the building. For the holidays, a toy train display was installed in the main lobby area just beyond the Friends gift shop. The Friends' audiovisual equipment, running Stewartstown Railroad videos, will also be located in this area. The restrooms are located through the hallway just beyond the toy train display.

We encourage you to visit the Stewartstown's "HQ" building, browse (and buy!) in the Friends gift shop, and enjoy the videos and other displays in the main lobby either before or after your train ride.

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



A view of a section of the Friends' new gift shop.

Photo by Ray Reter.

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MORE PHOTOS FROM THE RAILROAD'S "HQ" BUILDING



(1)



(2)



(3)



(4)



(5)

Figures 1 through 3 above show the Friends' expanded gift shop now located in the "HQ" building. **Figure 4** shows the toy train layout the railroad displayed during the Christmas season, while **figure 5** shows the still-intact teller stations retrofitted as display space.

The Friends organization thanks the Stewartstown Railroad Company for designating a portion of the building for its use for our gift shop—one of the Friends fundraising initiatives.

(All photos by Ray Reter.)

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PROGRESS ON COACH 1341

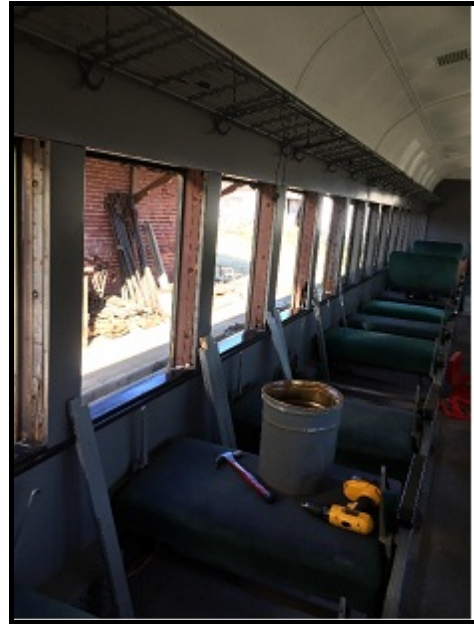
by Dave Watson

Last winter we noticed that the paint was peeling at the bottom of several replacement windows on coach 1341. Saturday work sessions were held in order to correct the situation. Each window had to be removed, sanded, and repainted to restore a glorious finish. Due to the amount of time required to do each window, we were only able to remove a few windows at a time. In addition to the peeling paint, several of these windows had rotted at the bottom.

A local wood worker was consulted for his opinion as to why the windows were rotting. He discovered that the windows were made with two different types of wood, depending on when they were made and by whom. Some were a softwood while others were a hardwood. Hardwoods, such as mahogany, are typically used in coach window fabrication due to its resiliency against moisture.

A special mix of hardener and wood filler were used to restore missing corners and make other needed repairs. A much higher quality paint was also used, which despite being water-based, really stuck to bare skin and was difficult to remove from paint brushes. Despite our best efforts, we were only able to get about half of the windows done before the 2019 excursion season started. We plan to continue working on the windows during the fall after the coach 1158 windows are completed this summer.

Outside repairs were also made to the steel. A contract welder was brought into make steel repairs to the end coach vestibule. The replacement steel has been primed and will be painted. Jim Kuhlman repaired the boarding steps also, welding the steel back together after it separated late last year. Repairs to the upper roof steel where it is severely rusted and gone in spots will also take place later this year.



Interior of coach #1341 undergoing window repair and replacement.
Photo by Dave Watson.

#10 RUNS THE EASTER TRAINS

The 2019 Easter Bunny trains marked another point in the Stewartstown Railroad's history. Powering the trains this year was the railroad's GE 44-ton locomotive, #10 making its return to service on the Stewartstown, venturing west of the enginehouse for the first time since 2004.



New coach window frames being fabricated.
Photo by Custom Woodworks.



Locomotive #10 in the Stewartstown yard before venturing westbound with the 2019 Easter Bunny train.

Photo by Dave Watson.

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LOCOMOTIVE #84 UPDATE

by Dave Watson

We took a break from working on locomotive #84 over the winter. Work resumed around March when the weather started to break. With the fireman-side of the engine done, we are now working on the engineer's side. All jewelry has been removed and the crab nuts are coming next.

A truck crane was mounted on top of the locomotive to assist with head/cylinder removal and re-insertion when the new seals have been installed.

Jack Sanford, our EMD mechanic, experienced a health issue a few weeks ago and is currently recovering. We wish him a speedy recovery and hope to have him back working with us again soon.

ERIE RAILBUS PROGRESS

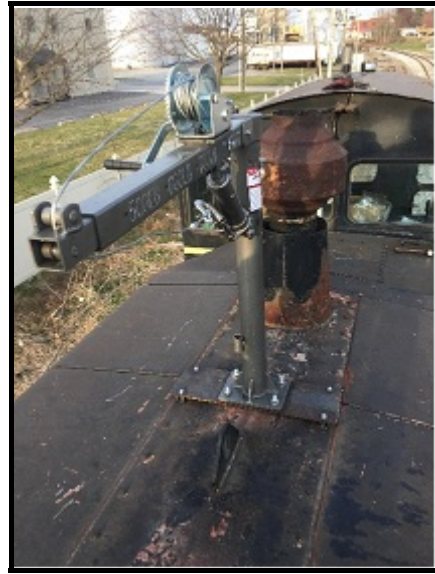
by James Kuhlman

A couple of years ago the Stewartstown Railroad acquired a "railbus" which at one time was owned by the Erie Railroad and used to shuttle their work crews to job sites. Recently a fair amount of progress has been made to restore the railbus. Not to be confused with the larger self-propelled coaches, which resembled a schoolbus with train wheels, these vehicles were just somewhat larger than the more familiar "speeders" or "motorcars" used on today's smaller railroads.

A 3-D model railbus has been created with help from Finnie Wagaman's engineering made to fit on a computer thumb drive. All of the pictures that I have taken of the Stewartstown railbus before and during disassembly, along with pictures I have found when it was in service, have been loaded onto the thumb drive. There are also pictures of a few other Erie railbuses that I have found. These thumb drives are available for sale in the Friends gift shop at \$30 each, with the proceeds earmarked for funding the continuing restoration of the railbus.

The railbus handles have been repaired and some new ones created for the outside of the car. Brake pieces have been repaired and replaced. Some are still in the recovery and rebuilding stages. A new dash with gauges and switches is being made.

Brackets for the running boards have been straightened and painted. Some need more repairs which are in progress. These brackets are very important as they also locate the floor joists. Some new wood, donated by a sawmill in Maryland, has been cut to length and is in the process of being fitted and painted. More wood has been ordered and when prepared will put the railbus restoration farther along than it has been in a long time.

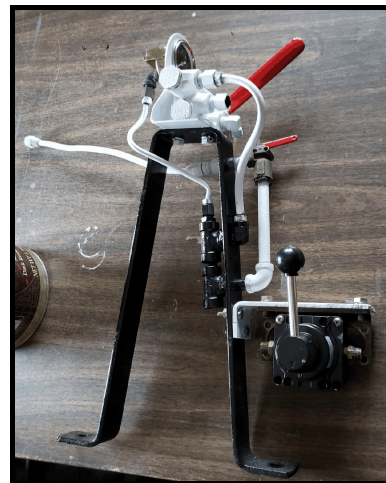


View of the top of locomotive #84 with the truck crane mounted. Photo by Dave Watson.



Computer thumb drives (shown here with HO models for size comparison) containing data and photos relating to the Stewartstown Railroad's "railbus" currently undergoing restoration. Available in the Friends' gift shop at \$30 each.

Photo by James Kuhlman.



Railbus airbrake and sweep controls.

Photo by James Kuhlman.

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MAINTENANCE-OF-WAY DEPARTMENT

by Dave Watson

Tamper Donation

The Friends organization was informed early in April that it received the donation of a small tamper from the Kovalchick Corporation. Once repaired and working, the tamper will be used to surface and level the entire Stewartstown Railroad. Friends' volunteers have been using manual and air-assisted tampers for many years. Such work is labor-intensive and hard on the back. With the tamper, large sections of track can be tamped resulting in a smoother ride for passenger trains. The Friends organization thanks the Kovalchick family for their generous donation.

Storage Container Improvements

Mike Ruane, Larry Morgan, Aaron Fried, and Jim Kuhlman made a new door for the Friends' storage container. Wood and other parts for the railbus restoration project will be stored here for the duration of the project. Mike Ruane designed and guided the work on the door construction. Thank you, Mike, for your assistance with this project.



The Friends tamper, a gift from the Kovalchick Corporation.

Photo by John Nolan.



Getting the railroad ready for its first excursions of the season means checking out the property as well as the equipment. Here two volunteers take care of a tree that had fallen over the track during a recent storm. Photo by William Larduskey.



Building a new door for the Friends' storage container.

Photo from the Friends Facebook page.

ATTENTION MA & PA FANS

The Old Line Museum in the old bank building on Main Street in Delta, PA will once again be sponsoring "Ma & Pa Days" every Sunday in June 2019 from 1:30 p.m. to 4:00 p.m. The exhibit is open free to the public. Railfans, modelers, and history buffs bring items from their collections (videos, photo albums, models, and artifacts) to display for fellow Ma & Pa fans to enjoy.

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LOOKING AHEAD

As this issue of 7.4 goes to press, progress is being made to extend the “class 1” track farther west from Stewartstown. In time for the 2019 Easter Bunny trains, enough track had been brought up to class 1 standards to a point just shy of bridge number 7, the Stewartstown’s famous “iron bridge.” (The designation “class 1” track is a standard used to describe track on which it is safe to operate full-size trains.)

The track on the iron bridge is being rebuilt to handle the heavier trains and plans are already in place to continue tie replacement onward to the Hopewell Township building on PA route 851 (Bridgeview Road). This is a significant landmark for the railroad since at this point the line is immediately adjacent to busy route 851. Having Stewartstown trains visible at the township building is like having a giant billboard advertising to passersby “we’re open for business, come ride the train!”

Even more exciting plans are in the works, so please follow the Friends on FaceBook® and on our website at www.stewartstownfriends.org to keep informed as these plans unfold.



A work train approaching the iron bridge from the east. The motorcar is in the back pushing the railroad's tool car to the work-site.
Photo by David Williamson.



Yes, these are railroad ties *on top* of the rails! They are being sorted by size for installation on the Stewartstown Railroad's iron bridge.
Photo by John Nolan.



A volunteer on the Stewartstown Railroad is relocating the “class 1 track limit” sign near the east side of the iron bridge. Soon, the crews will be replacing the ties on the bridge and will be able to move the sign to a point west of the iron bridge. More evidence of the generous donations from the Friends supporters at work.

Photo by David Williamson.



Trackcrew working on the west side of the iron bridge.

Photo from the Friends Facebook® page.

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IRON BRIDGE TRACKWORK



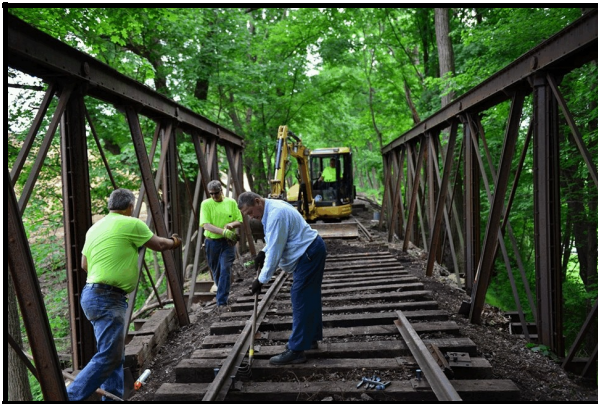
Trackwork on the iron bridge getting underway.

Photo by William Larduskey.



Westbound "New Freedom Special" motorcar train crossing the iron bridge after rebuilding the trackwork. (This view of the iron bridge is now possible as a parcel of land at the intersection of Valley Road and PA Route 851 is being cleared for a housing development.)

Photo from Friends Facebook® page.



Track crew rebuilding the iron bridge trackwork.

Photo by William Larduskey.



Locomotive #9, "Mighty Mo," at the end of the iron bridge and current end of "Class 1" track on the Stewartstown Railroad.

Photo from Friends Facebook® page.

SUMMER EXCURSION SCHEDULE

June 9, 15, 16

Regular full-size trains at 12:30 p.m., 1:30 P.M., and 2:30 p.m.

June 29

New Freedom Special motorcar trip at 10:00 a.m.

July 13, 14

Regular full-size trains at 12:30 p.m., 1:30 p.m., and 2:30 p.m.

JULY 27

New Freedom Special motorcar trip at 10:00 a.m.

August 10, 11

Regular full-size trains at 12:30 p.m., 1:30 p.m., and 2:30 p.m.

August 24

New Freedom Special motorcar trip at 10:00 a.m.

Fares:

Regular trains: adults \$12, seniors \$11, Children (2-12 yrs) \$10

New Freedom Special motorcar trips: all tickets \$20

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