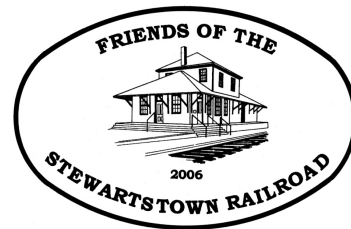




Seven-Point-Four

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 2019

July–September

THE THIRD QUARTER OF 2019 was busy for the volunteers on the railroad, especially as the railroad prepared for the visit by the Gramling family's saddle tank 0-4-0 steam locomotive #85, named "Mack." in addition to routine trackwork and equipment maintenance, the class 1 track on which the steamer would run received additional attention to be sure it was ready for the first steam engine to run on the Stewartstown Railroad in nearly 80 years!

A lot of folks enjoyed riding the train behind #85 during the two weekends it was in Stewartstown. Many expressed an interest in seeing the locomotive make a return visit in the near future. While the Friends' proposed "night time steam photo special" had to be cancelled due to a lack of ticket sales, we did learn from the effort and it will help us to better plan in the future for such events.

As the third quarter was coming to a close the Friends received notification of several major equipment donations. As this issue of 7.4 goes to press, we are preparing to receive a Gradall excavator and a Chevrolet pick-up truck with hi-rail equipment to help with our on-going program of assisting the railroad in its track and right-of-way maintenance, and a Kalamazoo motorcar to be used as a "junior railroaders" restoration project in our educational efforts. As all of you know, these projects will require funding (for maintenance, licensing, insurance, etc.) to move forward. We will appreciate your consideration of donating to help funding these efforts. *Thank you for your continued support!*

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 pro-rated dues of 50% of the full-year dues.

Several members prepaid their 2020 dues during one of our donation drives earlier this year. If your address label shows the year "2020" on the line above your name, you are already renewed for the year 2020!

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



Jeddo Coal Company saddle tank locomotive #85, "Mack," leading the Stewartstown Railroad's train in front of the Stewartstown station, September 28, 2019. Photo by Miles Weaver.

NEW VICE PRESIDENT OF THE FRIENDS APPOINTED

Friends Vice President Bill Larduskey has submitted his resignation. The board of directors conducted a search for a new Vice President. We are pleased to announce that Mr. Michael Ruane has been appointed by the board of directors as the new Vice President of the Friends to fill the remainder of Mr. Larduskey's term.

Mr. Ruane has been a volunteer, a member of the Friends, and a Director of the Stewartstown Railroad Company for many years. He has been very supportive, generous, and a major catalyst with fundraising efforts of the Friends. We thank Bill Larduskey for his service and welcome Mike to the Friends' board.

ROOF DONOR PLAQUE UNVEILED

We are pleased to announce that a special "roof donor" plaque has been unveiled in the station in Stewartstown. Ray Mitchell did a fantastic job designing the plaque recognizing our generous donors.

When replacing the roof on the station became necessary, donors, both repeat and new, came together to help save history. Please be sure to stop by and check it out during your next trip to Stewartstown.

Dedicated to Preserving the Stewartstown Railroad—An Authentic American Antiquity

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Friends of the
Stewartstown Railroad, Inc.
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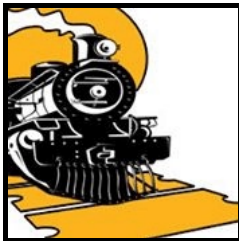
On the web at www.stewartstownfriends.org

David Watson, *President*
Michael Ruane, *Vice President*
Thomas Stahl, *Secretary*
Raymond E. Reter, *Treasurer / Newsletter Editor*
James Kuhlman, *Director-at-Large*
Madeline McCabe, *Director-at-Large / Newsletter Fulfillment*
M. Larry Morgan, *Director-at-Large*
Matthew Mundis, *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:

Farm & Natural Lands Trust of York County
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



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

STEWARTSTOWN RAILROAD

SANTA EXPRESS TRAINS

November 30, December 1, 7, 8, 14, 15, 21, 22

Trains leave at

Saturdays: 10:30 a.m., 11:30 a.m., 1:30 p.m., 2:30 p.m.

Sundays: 11:30 a.m., 1:30 p.m., 2:30 p.m.

Special night trains December 14, 21 leave at 6:30 p.m.

SANTA EXPRESS FARES:

Adults \$13, Seniors \$12, Children (2-12 yrs) \$11

Youngsters 2 yrs and under ride FREE!



Hi-Rail pick-up truck donated to the Friends by New River Rail LLC.

Photo by Dave Williamson.



Gradall excavation machine donated to the Friends by New River Rail LLC.

Photo by Dave Williamson.

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MAJOR EQUIPMENT DONATIONS

by Dave Watson

We are pleased to announce that the Friends has received the donation of three pieces of track equipment over the past few weeks. First, a Gradall G3WD excavator which will be used for important ditching work along the length of the railroad. Drainage is one of the most important aspects of ROW maintenance as it helps prolong tie life. This machine is very versatile and has a rotating scoop bucket. It does not currently have hi-rail gear, which will become a necessity as work extends to various parts of the railroad.

Second, a hi-rail pickup truck with a utility body. This truck, with its short wheel base, will make inspections, brush cutting, and line maintenance easier.

Third, the Friends have received a Kalamazoo motorcar for the “junior railroaders” program. The junior railroaders will paint the car and make minor repairs needed to get it running again. We thank and recognize Jack Sanford for donating the transportation costs to move the Kalamazoo motorcar.

The Friends organization would also like to say **thank you** to the donors on behalf of our board, members, and supporters for donating these three track maintenance machines.



The Kalamazoo motorcar donated to the Friends by Mr. Tom Hiers.

Photo from the Friends Facebook® page.

PROGRESS REPORT ON LOCOMOTIVE #84

by Dave Watson

With the truck crane repaired, we have been able to continue working on restoring former Ma and Pa locomotive #84's engine back to service.

Normally, power assemblies are lifted and lowered using an overhead crane inside a shop. We are working “out in the field,” so the truck crane provides nearly the same functionality. The truck crane is used to lift or lower heads, cylinders, and sleeves inside the engine. Jack Sanford came back over the Labor Day holiday weekend and we were able to reinstall three power assemblies, one each day. The weather was good, as was the help. Thank you to Matt Mundis, Aaron Fried, Miles Weaver, and Jack for working well together over the three days.

Jack returned two weeks later enabling us to insert two more cylinders. We ran into an issue this time: the #11 cylinder did not seat properly which prevented the snap ring from being able to be “set” in its groove. This would have to wait until the next work weekend.

The next major work effort was during the Columbus Day holiday weekend with the goal of finishing all cylinders and heads. We began by inserting cylinder #12, the final one, without a problem. Cylinder #11 still would not

line up, preventing the proper setting of the snap ring. This required taking the head and cylinder apart. Once out, Miles was able to quickly identify why the pieces were not aligning properly. With a little filing, the issue was resolved, permitting the power assembly to be reinstalled. The snap ring successfully set in its groove bringing two years of hard work to replace all seals and head gaskets to a close. Before we were about ready to pack-up and leave for the day on Sunday, a “ping” noise was heard signifying that something fell inside the engine. With all of us tired and sore, it was decided to let this go until next time. I returned this past weekend to explore inside the engine and was able to find a snap ring that had fallen inside the crank case. This will be “set” in its groove first thing before any additional work is completed.

Our next step is to fill the engine with water and verify that it holds. After that, it will be filled with oil and diesel fuel. With a little luck, and a little more work, #84 should be fully functional and back to work a short time from now. Donations are needed to help purchase fuel, oil, and cover the costs necessary to bring the locomotive into compliance for a 92-day inspection. Please consider donating to help cover these costs. **Thank you.**

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PROGRESS REPORT ON COACH #1158

by Dave Watson

All major roof welding has been completed at this time (we hope). One of the vents had to be rebuilt from scratch, which proved to be a rather involved process for the welder. He did an excellent job recreating a new one. He was concerned it wouldn't look accurate, but the finished product was as close as you could get without a pattern — nearly perfect.

We had plans to blast, prime, and paint the roof in late August. Primer and paint were obtained from a company in New York—one of the few remaining sellers of Imron paints. Richard and I tried preparing the roof for paint, only to find the existing black paint dating back decades was not coming off with a major effort. Regular hand tools were not up to the task. The decision was made at that point to try again in Spring 2020 when we have time to figure out a better plan of attack. We anticipate using a wet sandblaster which will prevent large clouds of dust. We also ended-up selling the paint and primer to the Strasburg Rail Road for nearly what we paid. It was hard to justify keeping very expensive paint in storage for up to a year. A new color scheme will be chosen before spring, which will set the standard for all future coach restorations.

Welding work will resume shortly to repair many holes in the body of the coach.

EARLY FALL TRACKWORK REPORT

by Dave Williamson

During the weekend of October 18–20, 2018 the track crew pulled 80 ties west of Bridge #7. We installed maybe six. We almost have them all pulled up to the Iron Bridge Road crossing.

On Saturday, we set up the “scary” motorcar for the Halloween train, adjusted the brakes on the A-6 motorcar, and repaired the brake valve on the Plasser tamper. We also replaced a worn bushing on the rail clamps and adjusted the tamping head depth stops down as far as they will go to fit our small rail.

We took the tamper out on the line and raised some low rails on the main track just east of the enginehouse switch. This looks much better now! This was only the second time we have used the tamper; we're still getting used to it. We then switched all the equipment around as necessary to get ready for the evening Halloween trains.

Patrick delivered 112 relay ties from the Scranton, PA area. We unloaded the ties from the truck and put four bundles on the big flatcar ready to take out on the line to drop off. The cost of these ties was split between the Friends organization and the railroad company.

Mark K worked on “Mighty Mo,” our Plymouth locomotive #9. He replaced four leaking radiator cores with new ones and has two more cores to go.

Sunday it rained so we did not go out on the track. Mike R found a broken bolt on the northwest truck of coach #1341. Further inspection showed that many of the bolts in both trucks were broken or loose. We bought replacement 7/8-inch by 8-inch bolts at True Value Hardware, and replaced two bolts. The vertical bolts also need to be replaced, so we will have to source them. We will replace all of these bolts on the two trucks, as many are loose and working. The car is still usable in the interim.

This illustrates how important it is for train crews to walk the train every operating day and be looking for changes or defects or broken parts in the equipment, checking the journal oil, looking and listening for air brake leaks, etc.

We also switched-out the PRR caboose and positioned it for being loaded and trucked-out later this week. The caboose is being moved by its owners for display at the Civil War Museum in Baltimore.

We will need a **BIG** turnout of volunteers for trackwork in November to install and spike all of the ties!!



Jeddo Coal Company saddle tank locomotive #85 at the iron bridge on the Stewartstown Railroad. Photo by Nathan Filak.

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STEWARTSTOWN STEAM DAYS: APPRECIATION FOR OUR VOLUNTEERS

by Dave Williamson,

President, Stewartstown Railroad Company

I'd like to thank and congratulate each and every one of you for helping to make our two weekends of steam train operations a **great** success! We did very well: no derailments, no injuries or accidents. I believe that just about everyone got to ride the engine or help operate it, we got a lot of recognition in the shortline/tourist railway world, a lot of exposure to the general public and a lot of good press in the newspapers and on the internet. We were even live on the Trains magazine newswire feed.

Overall I am very pleased, everyone worked together well, all jobs were staffed and I saw happy smiles almost everywhere as we got to learn some new skills and have some great new experiences. Barney Gramling was well-pleased and told me that he very much enjoyed working with us, that we were friendly, treated him well, helped out and tried to make things run smoothly. He enjoyed working with our crews on the locomotive given the challenges we had with the grades and with wet rails due to the intermittent rain showers on Sunday.

At this point I see no reason why we cannot do this again next year. Many of our passengers asked that question and stated they would be back again to ride if it returned.

Our flaggers are due special recognition. It is dull sitting by a crossing for a half-hour at a time with nothing going on waiting for the train, but yet a very important job to keep the train running smoothly without a lot of stopping and starting. Difficult to do with a heavy load and slippery rails!

Thanks to our gift shop and station crews for interacting with the passengers and giving them a welcoming and informative experience, train crews for operating safely and on time . . . very challenging. There was very little movement in the steamer throttle between too much steam and not enough steam. This requires constant concentration and analysis of how much is needed given grades and curves. And coal had to be shoveled, water pumped and ashes cleaned up, all important tasks that are necessary to make an event like this work. Conductors and car hosts had to tell our story and keep our passengers entertained. We received some nice donations, personal and Facebook® comments. I did not hear any negative words from any of the passengers, but a lot of positive ones!

While the track crew was "off" while the train was running, they deserve a lot of thanks for putting in over

300 ties starting in April of this year so that our track could handle the loads of the 24 trains that we ran during the two weekends. Without a lot of hard work, sweat and sore muscles, I do not think we could have done it. The track was solid and quiet and I saw no movement or grinding or problems and the track performed well for this event.

The plan now is to push ahead with tie replacement to the Iron Bridge Road crossing. I would like to get that done in October and November so that our Christmas trains can run a little farther out to the crossing. That is about 110 ties. The ties are purchased and will be delivered in October. We can do this as we have six days of trackwork scheduled but we will need as much help as we can get.

While riding the train is fun and glamorous, only by doing the work do we make progress and the more help we have the faster we will go.

The winter season is always "iffy" due to weather and frozen ground or not, but if we have good weather we can work steadily out on the line with the new tamper, cut brush, ditch and work on ties . . . there is always much to do.

In the spring, I would like to push the tie work up to the picnic grove, that is about 230 more ties. And then we will go back and continue working on improving the existing class 1 track. There are still many missing and defective ties from the station to the Iron Bridge. While we are somewhat better than Class 1, it does not take much of a missing tie or two or some weak older ties to break a rail or roll a rail over, so we are determined to maintain and improve our existing track so that we continue to have safe and derailment-free operations.

So, once again, thanks to all! Our goal is to have the class 1 track up to the picnic grove sometime by mid-next summer— that will be getting close to a two-mile run. But it will take lots of work, people making the railroad a priority in their lives to come out and help, and some money. All of that leads to progress and increasing velocity! I tell many that we are the "route of continuous incremental improvement" . . . sometimes our increments are small, sometimes, like this event, they are large. We have an opportunity to make more large increments next year: extended track, progress on coach #1158 restoration, railbus reconstruction, a paint job for #10 loco, getting #12 loco running, continued work on coach #1341 to keep it looking good, and many more continuous improvements.

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Late Summer / Early Fall 2019 Stewartstown Railroad Photo Album



Jeddo Coal Company locomotive #85 in front of the train station in Stewartstown. Immediately behind the locomotive is the Friends' open-air observation car. *Photo by Dave Watson.*



View out the window from the stationmaster's desk. *Photo by Miles Weaver.*



View of the steam train from the station platform with the Friends' open-air observation car in the foreground. *Photo by Miles Weaver.*



A view down the Stewartstown Railroad's right-of-way from the cab of Jeddo Coal Company loco #85. *Photo by Miles Weaver.*



Next project: Getting the station ready for the Stewartstown Railroad's Halloween trains! *Photo by Miles Weaver.*

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Memories from the Stewartstown Railroad's Past

In the timetable from July 5, 1925 the reference to "motor bus" refers to Stewartstown #7, "Snookie," the railroad's railbus.

Please consider sharing photos and scans of items in your collection of Stewartstown Railroad memorabilia for others to enjoy. Thanks!

These items are from the Friends' collection.

STEWARTSTOWN RAILROAD TIME TABLE

Connecting with the Pennsylvania Railroad at New Freedom, Pa.

Daily, except Sunday—In Effect July 5, 1925

Going West--Read down			STATIONS	Going East--Read up		
Motor Bus No. 7	Freight No. 5	Motor Bus No. 3		Motor Bus No. 4	Freight No. 6	Motor Bus No. 8
P. M.	A. M.	A. M.		A. M.	P. M.	P. M.
3 25	10 55	7 00	Lve FAWN GROVE Arr	10 47		7 12
3 28		7 04	----- KISINER -----	10 44		7 06
3 30	11 10	7 12	----- NEW PARK -----	10 36		7 03
3 40		7 17	----- STRAWBRIDGE -----	10 32		7 00
3 45	11 25	7 20	----- WILEY -----	10 28		6 55
3 49		7 24	----- GEMMILL -----	10 24		6 53
3 51		7 26	----- MAPLE HILL -----	10 21		6 50
3 53		7 29	----- ANDERSON -----	10 18		6 48
3 57		7 32	----- MANIFOLD -----	10 16		6 45
4 00	P. M. 12 25	7 37	STEWARTSTOWN	10 12	2 17	6 40
4 03	12 27	7 39	----- ZEIGLER -----	10 09	2 14	6 37
4 07	12 29	7 42	----- REIMOLD -----	10 06	2 11	6 34
4 09	12 32	7 45	----- ORWIG -----	10 03	2 08	6 31
4 12	12 35	7 48	----- ANSTINE -----	10 01	2 06	6 29
4 16	12 39	7 52	----- SHEFFER -----	9 56	2 01	6 24
4 19	12 42	7 55	----- KEENEY -----	9 52	1 57	6 20
4 23	12 47	8 00	----- TURNPIKE -----	9 49	1 54	6 17
4 28	12 52	8 07	NEW FREEDOM	9 42	1 47	6 10
			P. R. R.			
5 22	1 35	9 50	----- YORK -----	8 56	1 02 P. M.	5 13
6 13	3 20	9 15	----- BALTIMORE -----	7 20	12 00 P. M.	4 27
P. M.	P. M.	A. M.	Arrive	Leave	A. M.	UNION P. M.

Trains stop at way stations only when signaled or on notice to conductor. Tickets sold and Baggage checked to all points on P. R. R. between Baltimore and Harrisburg. All trains carry Mail, Express, Baggage.

Passengers wishing to leave Fawn Grove and intermediate points between morning and evening passenger trains can do so by using the freight train leaving Fawn Grove 10:55, New Park 11:10, Wiley 11:25.

C. W. SHAW,
General Manager

THOS. B. FULTON,
Supt.

<p>Stewartstown Railroad Stewartstown TO BALTIMORE, MD. FIRST CLASS FORM A 2</p> <p>6252</p>	<p>STEWARTSTOWN Railroad Company</p> <p>Good for One First-Class Passage to BALTIMORE, MD.</p> <p>Only on Presentation of this Ticket with Coupons Attached.</p> <p>This ticket is void unless officially stamped and dated. In selling this ticket for passage over other roads this Company acts only as agent for them, and assumes no responsibility beyond its own line. It is subject to the stop-over regulations of the lines over which it reads. Baggage liability limited to wearing apparel, not exceeding \$100 in value.</p> <p><i>L. H. Shaw</i> General Passenger Agent.</p>	<p>ISSUED BY Stewartstown Railroad</p> <p>ON ACCOUNT OF PENNSYLVANIA RAILROAD One First-Class Passage New Freedom to Baltimore Subject to Conditions of Contract This Coupon is not good if detached BALTIMORE, MD.</p> <p>Form A 2</p> <p>6252</p>	<p>Stewartstown Railroad</p> <p>One First-Class Passage Stewartstown to New Freedom Subject to Conditions of Contract This Coupon is not good if detached BALTIMORE, MD.</p> <p>Form A 2</p> <p>6253</p>
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Stewartstown Railroad 2019 Santa Express Trains!

Join Santa on Saturdays & Sundays
November 30,
December 1, 7, 8, 14, 15, 21, 22

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.
Special Night Train at 6:30 p.m. on
December 14 and 21

Ticket Prices:
\$13 Adults, \$12 Seniors, \$11 Children (12 & Under)

Children 2 and under ride FREE!

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 the Friends of the Stewartstown Railroad, Inc.
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