

“Seven point four” is 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.



**President’s message**

As summer 2021 draws to a close, we can look back at a lot of measurable success on the Stewartstown Railroad thanks in part to our many dedicated volunteers, members, and supporters. The months of July and August provided much-needed pleasant weather to get the rail-bikes ready for excursions over the railroad. Trackwork was also in high gear during this time allowing the track crew to reach the picnic grove. And finally, the coach 1158 crew reached an important milestone just a few weeks ago: the external roof repairs are now finished. As we move into the fall, the railroad will once again be bustling with passenger excursions. Please consider coming out and riding the trains. Volunteers are always welcome to help with the many activities on the railroad. We thank you for your continued support, donations, and membership which make restoration and preservation of the Stewartstown Railroad possible.

**Coach 1158 update**

With the recent awarding of a 50/50 \$5,000 match grant from the NRHS, and a \$1,000 grant from the Kathleen E. Thornton Educational Trust, Coach 1158 received a lot of attention to the roof over the summer of 2021.

Jason Barnett, with Barnett Welding, replaced the first vent and patched a few roof holes during the month of July. During this time, he also welded shut several missing rivets along the roof edge line and grinded them down to look like rivets – you couldn’t even tell the difference. Jason then returned during the month of August to replace the remaining 4 roof vents. Replacing a roof vent requires cutting off the old one, repairing the sheet metal below where the vent attaches, and welding the new roof vent over top of the existing roof sheet metal. During this process, holes of varying sizes and shapes were found under each roof vent requiring bad steel to be cut out, patched, and welded in place. The newly fabricated roof vents will now be watertight while allowing air to vent inside the car if desired during the warmer summer months.

Next, the roof was scheduled to be sandblasted by a contractor using a dustless method. A start-up company seeking new customers offered us a much better price than anyone else - \$2,500. Over 12 hours, 800 gallons of water and 60 bags of crushed glass later, the roof was finally completed. It took us several hours to clean up wet sand that clumped or stuck to the sides of the car. Many more holes were exposed after all the previous roof coatings were gone. Our contract welder came back over the next few days to patch them. Unfortunately, during this time, the roof surface was flash rusting. All the water from the blasting, a few days without primer, plus hosing down the car to wash off the sand

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### Coach 1158 Update (cont'd.)



just kept making things get worse by the minute. We reached out to Mike Bast with Allentown and Auburn, he talked us through the proper steps to treat, encapsulate, and prevent the rust from coming back.

A professional painter was hired to perform any needed surface preparation, prime, and paint the roof. He applied 4 and a half gallons of Axalta Coloar 2.1 Epoxy Primer. While priming, he made an astonishing discovery: a missing rivet



which essentially was yet another hole. Jason, our contract welder, was kind enough to come back the next day and fill in the missing rivet with weld. The contract painter then returned and applied 5 gallons of black Imron 3.5 HG automotive paint, leaving behind a very glossy, finished roof. With the roof now complete, we will now return to finishing the lower body welding. We anticipate on finishing any remaining body welding by spring, at which time, the body of the car will be painted and lettered.



Our coach 1158 restoration funds are running dangerously low given all that was accomplished this past summer. Your generous donations make this progress possible. Please consider making a tax-deductible donation toward this project to keep us on track. All donations are greatly appreciated. Thank you!

### Route 851 Crossing Resurfacing Project

A few months ago, a concerned citizen called Penn Dot to report a rough road crossing. Penn Dot then reached out the railroad to discuss the situation. Penn Dot offered to cover the cost of detours and signage, which as it turns out, costs \$10,000. Quotes were obtained from two separate Penn Dot approved highway contractors. A few generous donors came together to raise the \$11,500 needed to repave the crossing. With the money in hand, the Friends organization entered a contract with Stewart and Tait to repave the 3-track crossing on PA route 851. Thankfully, the work was completed quickly, taking just TWO days for completion: Thursday, July 29 and Friday, July 30. The Friends of the Stewartstown Railroad, Inc. would like to thank John Nolan for managing this project on our behalf, along with the various donors that have generously provid-

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ed funding to restore this crossing for the comfort of motorists and future generations to enjoy! Additionally, we would like to thank Penn-Dot for providing a detour plus road-closing sign coverage for the duration of this project.



With the plan modified and approved, the Contractor began work. The existing stone wall was dismantled. The stones were loaded on a truck and delivered to an open area adjacent to the Route 83 overpass of the railroad near Elm Rd. The stones were later used as rip rap to protect the track structure under Route 83 from erosion. The new replacement wall was constructed using 2-ton solid concrete blocks stacked one on top of another, two blocks deep. A concrete footing was poured to set the blocks on so the wall would not sink. Work progressed and the wall was built and backfilled. As part of the contractor's presence on the site, it was decided to replace the existing timbers that the rails rest on with a selection of relay(used) timbers. The rails and existing timbers were removed from the bridge. Then the bridge was moved back into alignment by 7 ". Before this work, the bridge had been hit by trucks several times over the years and moved out of alignment.

While working on the steel bridge, the Contractor inspected the condition of the bridge and found that all four corners of the bridge which rest on the concrete abutments were badly rotted. We decided to proceed with the work and replaced the timbers and rail back onto the bridge. Our Engineer was consulted and designed a repair to the four corners which after seeking estimates from welding companies the cost came in at about \$35K, that work did not include rail removal, jacking the bridge and materials.

Continued discussions suggested we develop an alternate plan. By mere chance John Nolan found 2 hardly used steel beams in Phillipsburg, NJ that were used as part of a temporary bridge for a "shoe-fly" track on New Jersey Transit. The group that owned the beams was contacted and asked to give a price. While we waited for the price, we contacted our Engineer and asked him

### **Bridge #5 update by John Nolan**

About 2 years ago, the railroad bridge over Ridge Meadow Rd in Hopewell Township suffered damage to the Southwest set stone wall. This resulted in several of the stones either moving or falling out of place, which left a large void in the wall structure. The damage was caused by an automobile crashing into the wall. As a result of the accident, the Railroad made a claim to the driver/owner's auto insurance carrier and a payoff settlement was sent to the Railroad. The Railroad hired one of the volunteer members contracting company, Diamond Crossing Enterprises, to do repairs to the wall. Upon reviewing the condition of the damaged wall, it was decided to remove the entire damaged wall and erect a new wall. Our Engineer was contacted to review the replacement wall as suggested by the Contractor. Plans were revised after an analysis was done of the impact of trains

to rate the beams. The Engineer approved the use of the beams and the price for the pieces was quoted at \$4K, considering that “new” beams might cost \$10K. Through a special donation from John Von Briessen and Mike Ruane, the Friends were able to pay for the beams. Additional donations were raised from Friends’ members and supporters to cover the cost of transportation. Arrangements were made with Gordons Towing of Stewartstown to load and haul the beams to the Railroads parking lot adjacent to the bank building.



Once additional funding is raised the plan is to modify the two beams to the measurements we require. The beams after modification will weigh about 7 tons each. The next phase will be to transport the beams to the vicinity of the bridge and place them on the ground. The rails and timbers on the existing bridge will be removed along with the bridge itself. Once this work is completed two short sections of the cutoffs from the original 44ft beams will be placed on the existing concrete piers with a crane. The crane will then pick up the new beams and place them onto the short steel beams. All of the support beams will be anchored to the piers and cross bracing will be installed. We may be able to get new timbers for the bridge for free from the Phillipsburg Rail organization, but that is to be explored. Finishing touches include installing new timbers and putting the rails back on, allowing the bridge to finally be reopened to traffic. The end result is that we will now have a new bridge that will support the weight of an 80-ton locomotive and passenger cars safely, and allow the railroad to run trains West. The Railroad is close to having the track to Five Forks Rd in Class 1 condition which is not that far from this bridge. Another benefit to this project is that the under-bridge road clearance will now be 15” higher, a big improvement. Thank you to all of members, donors, and supporters who made obtaining these new bridge beams from New Jersey a success.

## Picnic Grove Trackwork

The Stewartstown RR has now reached the Picnic Grove and improved the track to Class 1 status, meaning that our full-size trains can now take patrons out to hold picnics as part of their ride experience. The Picnic Grove was one of our primary goals in 2021, but what type of work was done to rehabilitate the line here? A lot of hard work was involved with both “modern” machinery and manual tools that are the same basic tools as used when the railroad was created.



The first efforts are in identifying which rotten or missing ties to replace to meet the standard for Class 1 track. Once this has been established, a Tie Inserter is used to remove the bad ties (After any old spikes are removed), and at about the same time, slide in a new tie in its place. Seems easy, but it takes a lot of skill, finesse, and trial and error to get the tie straight, at a correct elevation, and to even get it in there to begin with, due to tree roots, water, rocks, section from mud, and other barriers preventing an easy installation, in some cases.

Next, the ties have to be secured to the track. Our first step is to place tie plates under the rail and on top of each tie. This gives a solid base on which the rail will rest, and it will also prevent most lateral movements of the rail, when properly secured. Of course, it’s not a matter of just sliding it in every time. At least half the time there is a fairly large gap between the rail and tie, or, the tie will be tight up against the rail. These situations will involve a two-person operation of raising the tie, placing the tie plate, and tamping to maintain the height of the tie, or, raising the rail, either with a lever of some kind under the tie, or, in some cases, jacking up the track, so that a tie plate can be inserted. Of course you need

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the RIGHT tie plate, as there are multiple tie plates for multiple track situations such as with track joints or switches.

Now we're getting close. Before we actually secure the rails to the tie, we have to check the gauge, which is standard gauge, 4 feet, 8 ½ inches. After the gauge is measured, it is either found to be perfect, wide, or tight. In most situations, we can use a specialty tool with a turnbuckle and crank to either push the rails out, or bring them in to the correct gauge. Once this is set, now it's time to secure the rails to the tie with spikes. Most of the time, this will be done with a pneumatic air hammer, which is really the same concept as a jackhammer. Occasionally, there will be a special circumstance, like a rail bolt being in the way, or a hard spot in a tie, that will force us to hammer in the spike manually, like they did in the 1880's. This method takes a little bit of strength, but mostly technique and hand-eye coordination. Now on to the next tie...

There are a few other small steps or circumstances I've glanced over, but those were the basic steps in getting in our new ties and extending our Class 1 track. Final efforts are to clean up the mess that is left behind (ditches created when sliding in ties from the outside, removing the old ties, basic grading of the land around the tracks, tamping the area around the ties to ensure they don't sink, and basic weed and tree branch control).



So, come on out for a Picnic Grove ride, or better yet, come on out and help us repair more of the track and enjoy some outdoor time and exercise. Imagine travelling the entire 7.4 miles of the Stewartstown RR to New Freedom with one of our full-size trains. We can all be a part of making this goal. There is work for any skill or strength level and training is provided.

*Thank you, volunteers and supporters!*

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## Rail Bikes



It began in December 2020 with an email asking if we allow bikes on the railroad tracks. I admit I don't know everything about railroads, but I had never heard of bike on the tracks. So, I replied, "What kind of bikes". David from Rail Riders of America (RRoA) sent me a photo of the rail bikes he was talking about. After seeing the bikes and chatting with David, we invited him to come out and see the railroad for himself.

David came out in May 2021 and took a ride on our train. He wanted to check out the track and watch how we operated. I gave him a tour of the station and told him about our history. As it turns out, when David was young, he met George Hart at the Jim Thorpe railroad. It seemed like David coming to Stewartstown Railroad was like going around full circle.

There were a lot of obstacles to overcome to bring the rail bikes to the railroad. First the Board had to approve the idea. Then David had to have the bikes manufactured (5 bikes and 1 bike with a small motor) and with the Covid pandemic, there were material shortages that delayed manufacture of the bikes. Getting the insurance for the bikes was the next obstacle, the concept of rail bikes had to be explained to the railroad's insurance company and RRoA had to explain the rail bike their insurance, but everything finally came together.

Finally, in June the rail bikes were ready to ship to the railroad. David from RRoA was at the railroad when they arrived. However, he could see that the manufacturer didn't follow his instructions. There were issues with where the brake system was placed, the small motor on one of the bikes, and several other small things that had to

## Rail Bikes (cont'd.)

be reworked. After doing a test run on the track, it was determined that because of the grade on the line, the bikes would need pedal assistors attached to the pedals. Jim Kuhlman came to the rescue and reworked the motor on the tow bike and has worked on several other issues that have come up.

In July 2021 it was time to do a test run with real passengers. The test run showed a few things that needed to be modified. Again, Jim Kuhlman came to the rescue and worked on the bikes. And then David decided that the bikes were ready to take on paying passengers. He posted the tickets for sale, and the Railroad made a post on our Facebook page and the tickets for this season sold out in 4 hours.

On August 28, 2021, the Rail Bikes took their first ride with paying riders on Stewartstown Railroad tracks. There had been big storms in the area the day before, so the tracks were wet, and it was a very hot humid day. Again, those rides showed some needed upgrades. But that is what this season was all about, finding out what works and what adjustments were needed.

All the small issues that have come up are well worth working through because we will be the only railroad in this area to have these unique rail bikes. The rail bikes will be running on select weekends through the end of October. The Railroad and RRoA look forward to a full season of bike rides in the spring and summer of 2022.

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## Fireman for a day

### By Miles Weaver

Try to imagine . . . an extremely labor intensive job, where you are working in the heat of the summer, in a confined space, in front of a raging fire. Where the work platform you are standing on is moving and lunging as you struggle to maintain footing, and you are shovel furiously. This is just a partial description of your job as a steam locomotive fireman during Steam Days at the Stewartstown railroad.

It's 7am Sunday morning. I arrive at the station. The first train isn't until 11am. But here I am. I question my sanity. As it turns out, only the first of many times today.

I see Barney Grammling, owner of the traveling

steam locomotive relaxing on the station bench facing West Pennsylvania Avenue. He's taking in the beauty of this early sunny summer morning. "Good morning", I say to Barney. "How are you doing this morning?" We engage in small talk for several minutes as he continues to relax. Then Barney says, "Well I guess we'd better get started."



Barney gets up and starts walking toward Mack, No. 85 the former Jeddo Coal Co. 0-4-0 tank engine. I follow. We climb into the cab. The firebox is cold. The fire having been purposefully left to burn out from the day before.

Barney grabs a long metal bar and places it over a short metal tab in the floor of the cab to the right of the firebox. "The first thing we need to do is shake the ashes out of the firebox.", Barney explains. The tab the bar is inserted over, attaches to the front grates in the floor of the firebox. As Barney begins to move the bar back and forth, the firebox grates begin to move with it, sifting and dumping the dead ash from Saturdays runs into the ash pan below. Barney removes the bar from the right tab and places it on the left. He then repeats the ritual. As he continues to move the bar to shack and remove the ash he explains, "The right tab moves the grates at the front the firebox, and the left moves the grates in the back."

As I stand there watching Barney shake out yesterday's ash, I begin to think, "Nothing on the machine is automatic. There is no computer control, no artificial intelligence. The intelligence needed to run this machine is in your head. And the muscle needed to run it is in your body." It literally takes two people to run a steam locomotive. The locomotive engineer is busy controlling the movements of the locomotive. And the fireman is busy tending the machine.

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With the firebox cold and empty, Barney begins to explain that firing the engine, and tending the locomotive is not just a matter of grabbing a shovel of coal and tossing it in the firebox. The coal has to be directed and evenly spread as a thin layer over the entire floor of the firebox. Not only that, as the coal burns the fireman need to maintain this even distribution of coal to avoid "holes", places where the coal has burned away, and built up mounds, places where there is too much coal. Both create cooler and hotter spots in the firebox that lead to uneven heating. This in turn could damage the firebox and grates. Barney gives me lessons in shoveling. "Twist the shovel to direct the coal." Barney explains. "Pay particular attention to the front of the firebox." Barney continues, "Most novice firemen don't get the coal all the way to the front. Give the blade of the shovel some momentum. Listen for the coal as it hits the front of the firebox."

I should explain. The front of the firebox is toward the front of the locomotive. The back of the firebox is nearest the locomotive cab where the firebox door is. Someone unfamiliar with steam locomotive lore, or a novice fireman might think otherwise, confusing the front for the back. When Barney says, or rather yells, "You need coal at the "front" of the firebox!", you better be tossing that coal as far forward toward the front of the locomotive as your tired and weak arms can muster. The firebox now has an even layer of coal courtesy of Barney. Created as he explained how to shovel and fire. But the firebox is still cold and dead. Barney grabs some wood kindling and spreads it over the coal. He then lights and places a fusee into the center of the wood kindling and adds some coal on top. The firebox may be cold, but the boiler is still warm from yesterday's runs. So there is just enough steam left to create an artificial draft. Barney crack open the artificial draft valve. The fire begins to light. Now it's a matter of waiting. Waiting for the fire to grow. Waiting for the boiler to get hot. Waiting for steam and pressure to build.

Meanwhile I practice my coal shoveling technique while Barney tends to other needs of the locomotive.

Barney goes to empty the ash pan and discovers, his ash pan crank is missing. It either bounced out of its storage inside the fireman's side rear bumper, or a rail fan took it. He grabs a pipe

wrench as a substitute. He then performs some oiling and greasing, and readies the steam powered air compressor. These are all tasks that the fireman would normally perform; but I am a novice, unfamiliar with the locomotive. So I simply follow and watch.

As the steam begins to build. Barney opens the valve controlling the steam driven electric dynamo. The electric is used to power the locomotive's lights. Barney then slowly opens the valve to the steam driven air compressor. The steam begins to push a piston, which in turn connects to an air piston used to compress the air. The air is used for the locomotive and train breaks and is also used to operate the sanders and automatic bell.

As the steam continues to build, it's time for more lessons. Barney introduces me to the "injectors". The injectors are used to add water into the boiler. And where does that water come from? It comes from the tank saddled over the boiler. Thus the name "Tank Engine". Adding water to the boiler, and watching over the water level in the boiler is another one of the fireman's responsibilities. Barney explains, "Too much water, and the water floods and damages the pistons. This is an error that at least you can walk away from." Barney says. The key word here is walk, because once the pistons flood with water, the engine won't be moving under its own power. Barney goes on, "Too little water and well . . . you won't be walking away from that." Barney didn't elaborate, but I already knew the consequences. Too little water will expose the firebox crown causing it to overheat weaken and fail, resulting in what is known as a "blow back", where all of the hot water and steam suddenly rush out of the firebox and/or cause the back of the boiler to explode. This leads to a very bad day for both the fireman and the engineer.

Another responsibility of the fireman is to watch and maintain the boiler pressure. "Keep up the steam.", as the saying goes. Mack's working pressure is between 150 to 170 PSI (pounds per square inch) of steam pressure. Below 150 PSI the locomotive begins to lose power. Above 170 PSI and the boiler literally "blows off steam". This is to be avoided, as you the fireman are doing a poor job of managing precious resources. Too much blowing off steam waists steam, coal, and energy. Although I have to say in the Stewart-

stown Railroad's firemen's defense, the steep grade going back to the station, and long lay over between runs, makes blowing off steam difficult to avoid. You have to run the locomotive hot upgrade, then it sits idle in the station for a long time.

So in the hour or so it took for Mack to build up steam, I had been introduced to the responsibilities of a steam locomotive fireman. And actually I did have prior knowledge. After all this wasn't the first train I had ever been around, and I had also sought out some prior instruction. And where does anyone go for instruction to do things these days? Why, YouTube of course.

By 10am Mack and I were ready for the first run. "I've got this!" I thought to myself with naïve confidence.

11am, the first run of the day. Aaron is at the throttle. I am monitoring the fire, water, and steam. Barney is monitoring both of us. Arron delivers three short blasts on the whistle, and I grab the bell rope. Locomotive 85 Mack, goes to work pushing the first train of the day out of Stewartstown.

For both the fireman and the engineer, being familiar with the locomotive and the road is important. This helps determine your timing of activities for any given moment. Case in point; from the station down just before the iron bridge there is a 3% downhill grade.

That means that gravity is basically moving the train. So the engine is doing little except providing air for the air breaks as the train advances downhill. As the fireman, I am not doing much more than I was when the locomotive was in the station. The locomotive at this point is not working hard at all. As the train nears the Iron Bridge, it reaches the bottom of the downhill grade. Now the locomotive has to



start working a bit as it pushes the train upgrade towards Iron Bridge road. At this point I have to start shoveling coal. Not much for now, as the uphill grade to Iron Bridge Road is not that steep, and the distance is not that far to the end of class 1 track where the train will stop, reverse direction, and begin its trip back to Stewartstown. So far I am relaxed. I have had to shovel some coal, but at this point I am thinking, "This isn't all that bad." As the saying goes, "Ignorance is bliss."

As the train heads back to the station and passes the Iron Bridge, Barney yells, "You better get shoveling!" He opens the firebox door in a gesture suggesting both disappointment and disgust with my naïveté and poor timing. It dawns on me. I missed the mark. I should have already been shoveling!

As the train starts up the 3% grade back to the station, the locomotive begins to work hard. Keeping up the steam, watching the water level, and shoveling coal all at once become imperative. I open the firebox door. A raging inferno is in front of me. I am wearing heavy denim clothes, even so my skin feels like it's burning. It seems as though I can't shovel coal fast enough. Barney grabs the shovel and starts shoveling coal himself.

I didn't think I went into this experience all that naïve. Although I had never actually fired a steam locomotive before, I was not unfamiliar with what the job involved. Nor am I a stranger to hard work. But when the train got back to the station after the 11am run I was like, "I am not going to make it through this day!" After shoveling coal to get the locomotive back up to Stewartstown, I felt a fatigue that was overwhelming. . . I thought track work was hard! But at least with track work you can stop and rest. When the machine is hungry, it must be fed. You can't stop, or it will consume you.

Fortunately, the layover between trains was long. Long enough for me to regain my stamina and composure. And I gained something else, an all-important familiarity of the locomotive and the road. Aaron got it right when he said, "Tough it you're wrong! Don't tough it you're wrong!" The key is to know when to touch it, and when to leave it alone.

I fired the locomotive for four runs Sunday June 13th. And even though after the first run I didn't

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think I was going to make it through the day, I recovered in the lay over between the first and second train, and got my groove on for the rest of the day.

There is nothing like experiencing history first hand. As the saying goes, "You need to walk a mile in someone else's shoes to better understand what they have been through." Well, I took just a few steps in the steam locomotive fireman's shoes, and I came away with a new respect for those who did this job day in and day out as a matter of their livelihoods. Hats off to the steam locomotive firemen.

And you might be wondering if I would do the job again? . . . I would jump at the chance.

P. S. Although Barney never found his ash pan crank, he was able to leave Stewartstown with a new one. I found an old crank handle casting at work, fashioned a length of pipe to fit over the crank shaft, and got one of the welders at work to weld the pipe and crank casting together. It fit and worked perfectly. Barney was pleased. ð



### **The station is in dire need of help!**

Volunteers are needed to watch the station and sell tickets during train ride days.

With the holiday season approaching and a full schedule of trains from October thru December the railroad really needs several volunteers to help cover the station through the holidays and beyond. And if you can only volunteer one certain days that is fine.

The job is quite easy. In fact it has been described as one of the easiest on the railroad. There is no dress requirement; although if you would like to dress for the railroad or the period that is certainly welcome.

The main job tasks are to watch the station during train days, provide tickets to those who purchased them online, sell an occasional ticket or two to walk-ins, and smile and chat with the patrons. The ticketing process is easy to learn, and station setup and closing tasks are minimal. **Please, Please, PLEASE Volunteer!** If only for a couple of days to help cover the station during the holiday season schedule.

Contact:

Dee Bush MotherHen17404@Yahoo.com or  
Miles Weaver milesatwaco@yahoo.com  
443-909-0512 if you are interested.

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### **Train rides - October thru December 2021**

**Pumpkin patch trains:** October, 9 & 16 – 10:30, 11:30, 1:30, 2:30, October, 10 – 12:30, 1:30, October, 17 – 12:30, 1:30, 2:30, \$14 for Adults, \$13 for Seniors (65 and up) and \$12 for children (2-12)

**Halloween Haunt Trains:** October 23 & 30, 5:00, 6:30, 7:45, Adult- \$14, Senior (65 & up)- \$13, Children (2-12)- \$12, Under 2 rides free

**Fall Foliage Express:** November 6 & 7, 11:00am, 1:15pm, 2:45 pm, Adults \$12, Seniors (65 and up) \$11, Children (2-12) \$10, Under 2 ride free. Blue Caboose Cupola seats- \$14.00

**Santa Express Train:** November 27 & 28, December 4 & 5, 11\* & 12, 18\* & 19, 11:00, 1:15, 2:45 (\*=Special 6pm), Adults \$14, Seniors (65 and up) \$13, Children (2-12) \$12, Under 2 ride free.





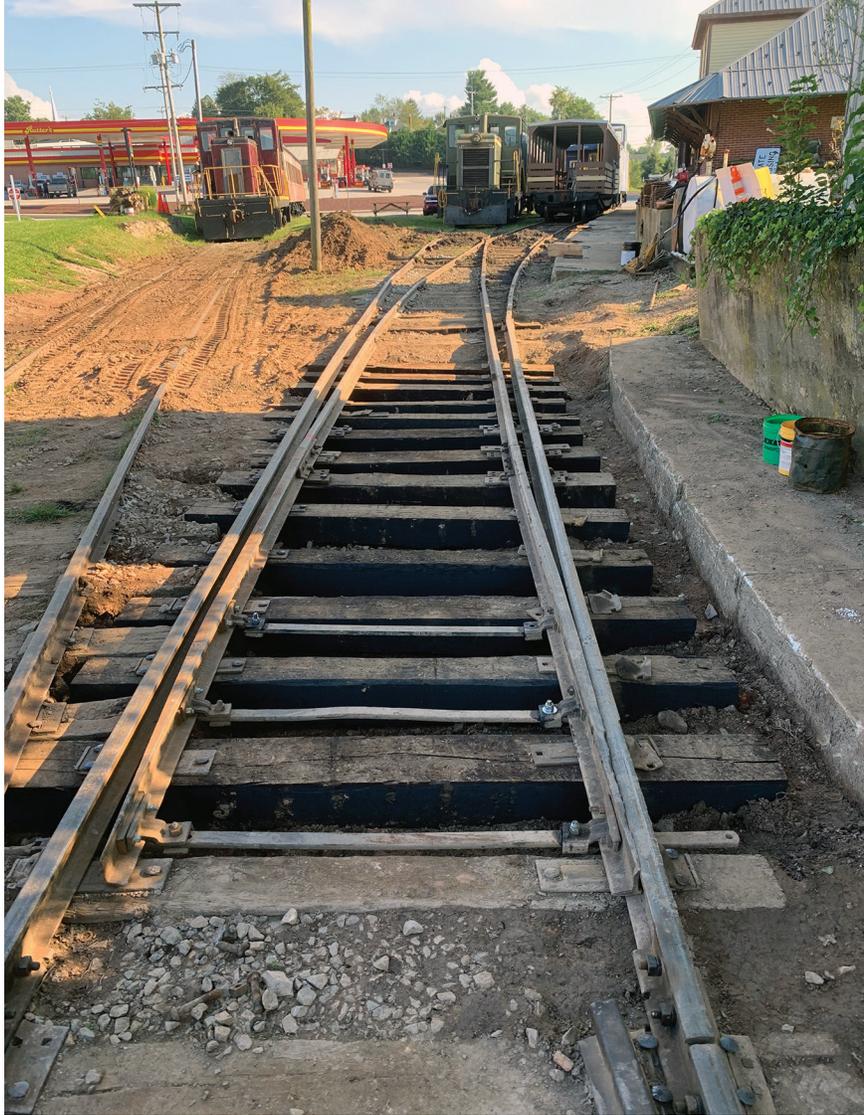
# TREE TRIMMING



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## Tie replacement

Over the weekend of September 18th and 19th, a track-work detail was held to perform tie work on various switches in the Stewartstown yard. John Nolan brought his excavator to dig out old ties, remove fouled ballast, and slide in new switch timbers. The Friends of the Stewartstown Railroad, Inc. recently spent \$1,500 on a small load of new switch ties for this project. Thank you to John Nolan for picking them up and operating his excavator. Additionally, Dave Williamson as crew leader would like to extend his appreciation to Mark Koppenhaver, Jim Tapley, and Doug Plasterer for working on the crew. While most of the work is completed, another few days are needed to finish up spiking and tamping. The FSR organization would like to thank all of our donors and supporters for contributing the needed funds to purchase ties for upkeep and expansion of the class 1 track. We can't thank you enough for the on-going support of our dedicated track crews!! The next scheduled track work-weekend is October 1-3 starting at 9AM. Please email crew leader, David Williamson, at [fairmontdave@gmail.com](mailto:fairmontdave@gmail.com) with questions.



## It's Membership Renewal Season

We thank all who have already renewed their membership for 2022. If you have not yet renewed your membership in the Friends organization, please remember that current memberships expire at the end of December 2021. We hope you will consider remaining a member of the Friends for 2022 — and beyond! Thanks! (Editor's Note: Use the form on the next page or renew online today!)

**Dedicated to preserving the Stewartstown Railroad—An Authentic American Antiquity**  
**VISIT US ON THE WEB AT: [stewartstownfriends.org](http://stewartstownfriends.org)**



Friends of the Stewartstown Railroad, Inc.  
 P.O. Box 456  
 Stewartstown, Pa. 17363-0456

Place  
 Stamp  
 Here

Address service requested

TIME VALUE MATERIAL  
 PLEASE DELIVER BY: Month Day, Year

## MEMBERSHIP APPLICATION/RENEWAL

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

E-mail address: \_\_\_\_\_

Phone number: \_\_\_\_\_



The Friends of the Stewartstown Railroad, Inc. invites all who are interested in preserving the Stewartstown Railroad to join the Friends organization. The railroad was founded in 1884 and opened in 1885.

One of the goals of the organization is to support our members as they perform their volunteer work on the railroad upgrading and maintaining the railroad's properties. Our volunteer's efforts help the railroad continue its operations over its 7.4 miles of track between Stewartstown and New Freedom, Pa., via the Deer Creek Valley.

The Friends organization is a Pennsylvania non-stock, not-for-profit organization. The Friends organization is tax-exempt under section 501(c)3 of the Internal Revenue Code. The Friends organization owns a minority equity interest in the Stewartstown Railroad Company.

Please send completed form and check to:  
 Friends of the Stewartstown Railroad, Inc.  
 P.O. Box 456  
 Stewartstown, Pa. 17363-0456

### Membership Classifications & Dues (Full year, Jan.-Dec.)

- Individual Membership ..... \$20.00**  
 Show your membership card and receive a \$2.00 discount on one regular Stewartstown Railroad train ticket, courtesy of the Stewartstown Railroad Company.
- Family Membership (all members at same address)..... \$100.00**  
 Show your membership card and receive a \$2.00 discount on up to four (4) Stewartstown Railroad train tickets, courtesy of the Stewartstown Railroad Company.
- Corporate Membership (business/organizational) ..... \$300.00**  
 Corporate members receive five (5) complimentary Stewartstown Railroad ticket coupons from the Friends organization.
- Optional: General Fund donation ..... \$ \_\_\_\_\_**
- Optional: Endowment Fund donation..... \$ \_\_\_\_\_**
- Optional: Equipment Fund donation ..... \$ \_\_\_\_\_**
- Optional: Right of Way/Track Fund donation..... \$ \_\_\_\_\_**
- Optional: Other donation, please specify..... \$ \_\_\_\_\_**

(You may specify a specific project on the line above for your optional donation, if you wish.)

- Optional: Check here to receive only electronic copy of "7.4" newsletter**
- Total enclosed: \$ \_\_\_\_\_**

We're on the web at:  
[www.stewartstownfriends.org](http://www.stewartstownfriends.org)  
 You can join online too!  
[www.stewartstownfriends.org/join/](http://www.stewartstownfriends.org/join/)