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.

April–June **Second Quarter 2018** **April–June**

SPRING ARRIVES IN STEWARTSTOWN!

by Dave Watson

Despite an unusually wet 2018 Spring season, the Friends organization was able to pursue several projects as the warmer weather arrived.

Update on former Ma & PA locomotive #84

A crew has started working on Ma & Pa #84 with the goal of returning the locomotive to service. We really had no idea what, if anything, was wrong with the engine when we received it. G&W/York Rail didn't seem to have any insight either. Ma & Pa #84 last saw service briefly in early 2010 switching out the Spring Grove paper mill.

Members of the Friend's inspecting former Ma & Pa locomotive #84. ***Photo by William Larduskey.***

We received permission from York Rail management to begin evaluating #84 right after our Spring membership meeting. First, we checked the oil and water holding tank. The oil was found to be low but barely contained water. The water tank was empty, and this was a good thing as you don't want to leave water sitting in an EMD 567-B prime mover (especially over winter).

Many rumors had circulated over the years as to why this engine was left sitting. As such, we were concerned that the engine may have seized or had other serious damage. We decided to take a chance and try baring the engine over. After pre-lubing the engine, we decided to give the engine a roll-over. One revolution led to two, then three. Jack Sanford and I were completely surprised to see the engine roll over as this was an excellent sign.

Our next test was to see if the engine would hold water. A water delivery was coordinated with the West York Fire Department to bring us 150 gallons of water in exchange for a small donation. Within minutes, water came pouring out of each power assembly. We found out why the engine had been parked many years ago and nearly forgotten about! Each power assembly has four seals, two of which keep the cooling water from leaking into the crank case.

We pulled out one of the power assemblies to inspect the seals. Needless to say, they were hard and cracked. It takes about 1–2 days to pull each power assembly, clean it and replace four seals and a head gasket. With the first power assembly done, we have 11 more to go. We anticipate working on #84 now thru the end of the year.

It will eventually require oil, which is expected to cost over $3,000. We have also received a set of loaner locomotive batteries for #84. These have been installed and connected by Jim Kuhlman, allowing us to "power up" the locomotive. Jack held the start button long enough to ascertain that the engine turns over freely and should start without a problem.

While locomotive #84 has not moved from its current position in West York as of this writing, we anticipate that it will be moved three miles away into a storage facility soon.

The Friends organization thanks York Rail / G&W for permission to work on our locomotive at their facility.

While we currently have enough funding to cover seals for the remaining 11 power assemblies, donations toward oil would be a major help in keeping this project moving forward. ***Thank you for your consideration!***

Friends' Tie Inserter

Mark Coppenhaver and James Kuhlman removed the engine on the Friends' MBTX tie inserter. It was found to be completely seized, so Mark is currently working to rehabilitate the engine. Mark is almost finished and we look forward to seeing the machine running soon. Thanks, Jim and Mark, for working on this machine.

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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 sub-mitting 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

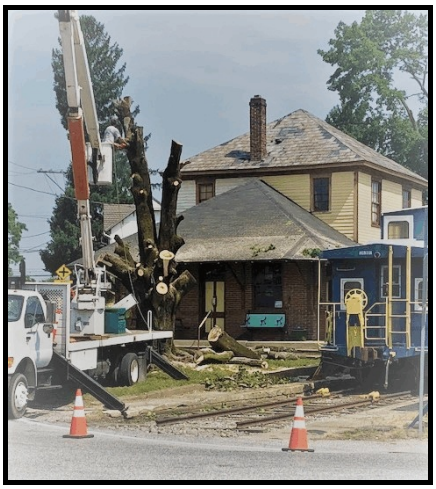
STEWARTSTOWN STATION ROOF FUNDRAISER

The Friends' organization started repairing the Stewartstown Station roof about 13 years ago when the section above the waiting room collapsed. The roof above the station platform also deteriorated over time and required replacement. Fast forward almost 13 years later, and the remaining roof above the second story records/meeting rooms and freight house started to show signs of failure. This year's strong Spring hail storms finished off the roof. Several slate tiles cracked and fell to the ground, leaving behind holes of all sizes. While water started leaking in years ago, with the newly damaged slates, the leakage increased greatly.

An emergency fundraiser was launched to raise $5,000 towards helping the railroad install a new metal roof to replace the failing 100-years-old original slate. In less than a month, nearly $6,000 had been raised from a combination of "crowd funding" with GoFundMe and direct donations to the Friends sent through the mail and the Friends' website PayPal link.

We sincerely thank everyone for their donations and assistance with our emergency fundraiser. The roofer is scheduled to complete the work early in September. Let's hope for relatively dry weather while we wait for the work to be completed!

Again, we thank all of our members and donors for your support. YOU are helping to preserve an Authentic American Antiquity: The Stewartstown Railroad.



Left: **This photo shows the removal of the dying 100+-years-old maple tree in front of the station. The tree was losing sizable branches with every storm and was becoming a hazard to both pedestrians and vehicles. The photo also shows the damaged station building second story roof, which is scheduled for repair this summer with financial help from the Friends organization.** ***Photo by Dee Bush.***

Update on Former Reading Commuter Coach 1158
(Report continued from page 1)

On Saturday, June 23, a crew removed debris, trash, and junk that had accumulated in the car over the years. They also boarded-up the remaining windows on the station side of the coach to prepare the car for sandblasting and painting. Matt Mundis continues to create and paint the first batch of windows that will be installed once the car body painting is finished. Crews will continue to meet twice a month until the coach restoration is finished. This coach restoration has been made possible by a generous $10,000 grant from the Emery Rail Heritage Trust.

Friends members working inside coach #1158.
Photo by William Larduskey.

Richard Raubenstine removed several panels from the ceiling in coach 1158 along with old horse hair insulation during May. Several leaks were found to have caused extensive interior damage to the car during the past 10 years. Once the ceiling was removed, the location of leaks became obvious. We discovered that several patches had been applied to the roof of the car over time—a possible indication that air vents were removed during a previous rehabilitation of the roof. Removing the ceiling panels and horsehair insulation was also necessary to allow for welding repairs as these items are flammable and could ignite from the heat of welding. We are currently looking for a welder to repair the roof leaks.

Update on Coach 1341

The Friends received a $1,000 grant from the Tom E. Dailey Foundation a few months back. We are currently looking to use these funds along with a $1,000 match from the Friends' general fund to repair several holes in the coach body. A welder will begin making repairs shortly.

THE FRIENDS OPEN-AIR EXCURSION CAR MAKES ITS DEBUT!

During the weekend of July 14–15 the Friends open-air excursion car, designed and built by Friends members on the former PRR flatcar donated to the Friends by Norfolk Southern, was near enough to completion to take down the line for a nonrevenue test run. Thanks to all who donated to this project, with both funds and labor, to achieve another accomplishment for the Friends. The car will be leased to the Stewartstown Railroad for use on its excursion runs.

Look for announcements of the car's revenue runs on the railroad's website and social media pages!

The Friends' custom-built open-air excursion car poses for its portrait on the Stewartstown Railroad mainline just west of Bailey Drive. ***Photo from the Stewartstown Railroad Facebook page.***

Entry steps to the open-air observation car.
Photo by Miles Weaver.

Trackwork underway at the Windy Hill Road crossing in Tolna to repair damage caused by an errant snow plow operator.
Photo by William Larduskey.

JUNE WORK SESSION ON THE RAILROAD

by Dave Williamson

We continued gauging, spiking, and tamping ties during this work session. We had a six person crew. Hard to tell how many ties we did but all the inserter ties from Bailey Drive crossing westward to the tie pile down the hill are done. There are 24 more ties headed towards the bridge that still need to be gauged and spiked.

We moved the class I board down to the last tie spiked—indicating our "class 1" trackage has been extended a bit farther west!

There are five new ties left on the pushcart. We'll put them in the five open cribs that are just past bridge no. 8. With John Nolan operating the tie inserter, they are now going in faster than we can work behind it! My guess is we spiked 55 ties. I brought 126 tie plates last weekend and there are maybe 15 left.

Thanks to all who came out and worked. Everyone worked well together and we got a lot done! We also gained a new volunteer, Aaron, who joined the crew with John and Larry.

Dave Williamson relocating the "class 1 track" limit sign along the newly extended class 1 track portion along the Stewartstown Railroad. ***Photo by Chris Lutz.***

LOOKING AHEAD . . .

As this issue of *7.4* goes to press, we're aware everyone is looking forward to their summer vacations/holidays at their favorite "getaway" sites. Please don't forget to consider visiting the southern York County area for those "mini holidays" you may take after your "main holiday" getaway.

The Stewartstown–Shrewsbury–New Freedom corridor is one of the few areas in the mid-Atlantic area where you can enjoy a daytrip to do some sightseeing, enjoy outdoor parks, visit historical sites, do some "antiquing," and have a meal at a non-chain restaurant (everything from full-service family restaurants, pizza/sub shops, sandwich shops, and even an ice cream parlor just across the street from the Stewartstown train station!). For those who prefer fast-food, yes, there are plenty of those eateries in the corridor, too!

Please check the railroad company's website (www.stewartstownrailroadco.com) for additions to the excursion schedule since it was printed. Also, check for announcements on the Friends' website, too, (www.stewartstownfriends.org) for upcoming events. And, keep checking both organization's Facebook pages for current information.

UPCOMING SCHEDULED TRIPS ON THE STEWARTSTOWN RAILROAD

Saturday, August 4, New Freedom Special, motorcar trip from Stewartstown to New Freedom, leaves the station in Stewartstown at 10:00 a.m. There will be a one-hour layover in New Freedom so passengers can enjoy a snack at a nearby eatery before returning. All tickets, $20.

Saturday, August 25, New Freedom Special, motorcar trip from Stewartstown to New Freedom, leaves the station in Stewartstown at 10:00 a.m. There will be a one-hour layover in New Freedom so passengers can enjoy a snack at a nearby eatery before returning. All tickets, $20.

Saturday, September 15, New Freedom Fest Special. This trip leaves the station in Stewartstown at 10:00 a.m. and has an extra-long layover in New Freedom so passengers can enjoy the annual New Freedom Fest that is staged along the Northern Central rail trail park in the center of town. The return train will depart New Freedom at 3:00 p.m. All tickets, $20.

Saturday, September 15, short motorcar trips on the west end trackage departing from the Franklin Street railroad crossing in New Freedom. All tickets, $5.00.

Saturday & Sunday, September 22 & 23, founder's day on the Stewartstown. Full-size train rides over the class 1 track from Stewartstown and into the woods at the Bailey Springs neighborhood. Trains leave the station at 1:30 p.m., 2:30 p.m., and 3:30 p.m. Tickets: adults, $12; seniors (65+), $11; children (12 and under) $10.