

THE YORK MAIL



Published quarterly by the Maryland and Pennsylvania Railroad Preservation Society

Volume 19, Number 2
Spring 2007

Through Snow and High Water, TEA-21 Work Progresses

by Craig Sansonetti

Despite freezing cold, snow and ice storms and another minor flood in the Muddy Creek Valley, Allott Construction has made steady progress on our TEA-21 project through the winter months. Work at the three northernmost sites near the foot of Guinston Road (washout S-2, bridge B-4, and washout S-3) was largely complete by mid-January. Because of wet soil conditions, it was not possible to grade the drainage ditch along the east side of the right of way or distribute stone to level the subgrade through this 1700

foot section. The contractor will return to complete these finishing touches in early summer when working conditions should be better.

Active work has now shifted to the three sites that are to be accessed from High Rock Road. Washout S-1 is 2200 feet north of High Rock and Bridge B-3 is an additional 1500 feet up the track. To reach them, Allott has placed stone along the edge of the track and some additional stone between the rails

The finished gabion wall at S-2 provides a wide roadbed for reinstatement of the track (Photo courtesy of Mark Wilson)



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President's Message

by Dolores Krick

Greetings from Muddy Creek Forks. Spring is almost here. After this crazy winter it will be nice to see the grass grow again. The fishermen will soon fill the banks of Muddy Creek to pull in the big one.

Your Society Board is busy planning this year's events at the Ma & PA Railroad. We have plans in place for schools to visit, and public opening dates are set. We have most of what we need to make this a highly successful year. To make this perfect we need YOU! Lots of volunteers are needed to fill the many docent positions. Give me a call to see how you can volunteer!

Allott construction is busy working on the washouts in Muddy Creek. Soon the washouts will be a part of Muddy Creek's history.

In a few short weeks the leaves will be on the trees and the grass will be growing.... lots of opportunities await you here in Muddy Creek Forks.

Do you have a special talent that would be helpful to us? WE NEED YOU. Can you organize? WE NEED YOU. Are you a person who can clean anything? WE NEED YOU. Can you work on engines? WE NEED YOU. Do you enjoy working with your hands? WE NEED YOU. Are you good at talking to people. WE NEED YOU. Can you paint? WE NEED YOU. Do you like to mow? WE NEED YOU Are you are willing to give us a few hours of your time. WE NEED YOU.

Be sure to check out our web site at www.maandparailroad.com. Attach the address to all your e-mails. Lets get the word out that the Ma & Pa is the place to visit!

Special thanks to all of our hard working members! Thanks to all of you who have contributed to the progress of the Society's goals.

As always feel free to contact me about your suggestions, concerns and offers to help. My number is 717-927-6023 or email me at brighterisbetter@mtwirefree.net

See you on the train in Muddy Creek Forks!

Dolores Krick, President

Plan Now for HERITAGE DAY

September 22 seems far away now, but plans are already underway for a fascinating Heritage Day. And YOU are invited to be part of the festivities. We will need about 40 volunteers to serve the hundreds of curious visitors who come to explore our village and learn more about the Ma & Pa railroad.

Some of us will be historical interpreters or train crew members, but there are also many positions for the supporting roles that make the day possible.

We are also always on the lookout for new and interesting displays of Ma & Pa or village-related artifacts.

SEPTEMBER 2007				
				SAT
				22

So take a minute right now to mark Saturday, September 22nd on your calendar and help make this outstanding day a big success.

Recruiting calls will start early in the summer, but if you would like to sign up now you can call Jean Sansonetti at (301)-963-2841 or email her at sansonet@erols.com.

Equipment Report

by Sam Bistline

The past few months have been busy. I have installed bearings on cart 002 which the Board bought from Dave Williamson. I had the axle spray welded and straightened.

Thanks are due to Greg Hays, owner of Power Band Racing, for doing the machine shop work on the axle. The 002 cart is back on the rail in service.

In the last month I have started to work on the old M&P Hy-rail truck engine MW2. When I tried to start the truck engine, which is a 300 Ford, I realized that the starter motor was frozen up. Pete Tinsley then donated a good starter motor. Next I had to remove the engine head off the block and free up the pistons. They were rusted from the Mother's Day flood water that that gotten into the engine. I installed new points, and now there is a good spark. I will have to work on the engine head. The head valves need to be freed up. The truck will be running out of the shop and put into the barn for storage.

Jim Kuhlman has been working on all four corner slide posts of the Society's new A-8 that make the upper and lower frame stay together. I would like to thank Bill Barnes, my father-in-law, for donating a two-barrel carburetor and the intake for the 305 Chevy engine. He has installed the intake and exhaust manifold, carburetor, and distributor; hopefully, the engine will start.

Jim is still working on his radiator framework, and he is looking for a Ford 6 cylinder radiator to fit in the A-8 frame. We thank Jim Kuhlman for all his work.

Pete Tinsley has been working on painting the new A-5 frame. He had a setback because the flood water came into the shop and got into the engine and transmis-

sion. He recently finished the rear and front hitch bars, and has been painting the frame parts yellow at his home. Thanks to Pete, for cleaning up the A-5 and getting the project back on course.

Art Bowers has finished installing the engineer side windows on GE 3. He re-installed the grooved C channel into the window frame to hold the sliding windows. He has also been removing paint on the south end of the GE 3 engine. He has worked on the radiator shrouding and painted the radiator black. I would like to have the radiator re-installed in the next few weeks. We thank Art for all his work on GE 3.

THE YORK MAIL

Is published proudly by
The Maryland and Pennsylvania
Railroad Preservation Society
P.O. Box 5122
York, PA 17405-5122



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Track Superintendent's Report

by Mike Shay

In late October, a track crew consisting of Craig Sansonetti, Gary Gadziala, Pete Tinsley, Jim Kuhlman, Pete Mory and I removed the rails and ties from the B-3 bridge at MP57.5, and since this was only a short section of track, the work was completed by lunch time. We then moved to the MP57.2 (S1) embankment to start removing approximately 175 feet of rail. In November Pete Tinsley, Jim Kuhlman, Gary Gadziala and I continued to remove the rail at MP 57.2 embankment.

On Friday November 24th Gary Gadziala and I finished removing the ties at the (S1) embankment.

Due to the mild weather in December, the crew consisting of Gary Gadziala, Pete Tinsley, Jim Kuhlman and I were able to start work on removing the track and ties at the bridge just north of High Rock Rd. That project was completed by Christmas.

During the fall a tree had fallen across High Rock cut so during the first week of January, several track volunteers -- George Fitch, Tom Shay and I -- used the Burro crane to remove the tree. It was too dangerous to cut the tree down with a chain saw so it was decided to use the boom of the Burro crane to push the tree into the narrow cut, after which the tree was lifted and moved into position beside the track. In the afternoon Art Bowers joined us, and we started work on some of the sixty relay ties which were purchased for the installation on the south end.

George Fitch noticed that the culvert under the rail-

road tracks was filled with debris, so while he cleaned that up we began installing ties until the belt broke on the tie extractor. At that point we were done for the day.

In late January and early March the track crew began installing ties at the south end of the railroad; this will permit passenger excursions to begin in June. I would like to thank George Fitch, Craig Sansonetti and Gary Gadziala for their help on this project.

The annual Spring work camp will be the week of May 7th - 12th when we plan to finish installing and spiking ties on the south end of the railroad.

As always, we are looking for volunteers to help. If you are interested, call me at 244-0561 or send an e-mail to: shaygoat@aol.com.

The track crew would also like to wish Ben DiDonato a speedy recovery from his recently diagnosed health problems.

Gary Gadziala and Mike Shay replacing ties south of Muddy Creek Forks on March 3 (Photo courtesy of Craig Sansonetti).



Roller Milling – High Technology at Muddy Creek Forks

Special full-day program with visits to **Eden Mill** and **Mascot Mill**

Saturday, May 19, 9:00 AM to 5:00 PM – Space is Limited, Register Now!

No history of Muddy Creek Forks and its relationship with the Ma & Pa is complete without an appreciation of milling, the first and most enduring commercial activity of the village. In the 1890's when A. M. Grove modernized the mill by installing fully-automated roller process equipment, he set in motion a 50 year period during which high-quality white flour was produced in Muddy Creek Forks and shipped to market by rail.



On May 19, the Society will sponsor a full-day program focused on milling. It will include visits to two mills with intact roller equipment, Eden Mill in Harford County and Mascot Mill in Lancaster County. By special arrangement we will have access to areas of the mills not regularly open to the public.

Tentative Schedule:

- 9:00 Meet at Muddy Creek Forks. Discuss principles of roller milling and information about the equipment in our mill that has emerged from research of the past year.
- 10:00 Leave for Eden Mill. We will try to carpool in a few vehicles.
- 10:30 Eden Mill. Roland Beckman will briefly present the history and equipment of the mill. Then we will be able to visit all areas of the building. Much of the equipment at Eden Mill was produced by the Wolf Company and is like that installed in our mill at Muddy Creek Forks.
- 12:00 Lunch at Eden Mill. Bring your own.
- 12:30 Leave for Mascot Mill.
- 2:00 Mascot Mill. This mill has operable roller mill equipment preserved in place when the mill ceased operation in 1977. We will have access to the upper floors of the mill that are not open to the public. Steven Kendig, president of the Ressler Mill Foundation and well known mill expert, is planning to be present to discuss the mill and answer our questions.
- 4:00 Leave for Muddy Creek Forks.

Registration:

Due to limited space at the mills we will visit, participation is limited to 20 people. Priority will be given to current mill docents and members interested in becoming mill docents. Other members are welcome to join the group if space is available, so register your interest as soon as possible.

For additional information or to register your attendance contact Craig Sansonetti by phone at 301-963-2841 or e-mail to sansonet@erols.com. Be sure to provide the name or names of all who wish to attend, indicate whether you are or intend to become a mill docent, and provide a phone number or e-mail address at which you can be reached. **Please register by April 30.**

Special Projects Report

by George Fitch

Some time ago, special projects were temporarily placed on the back burner by the Society's Board of Directors until our present priority, the TEA-21 track work would be completed.

However, as we approached the completion of the TEA-21 project, the Board wanted a report on the status of all designated funds. This included TEA-21, Engine 82, Tool Car X-11, Caboose 2007, and Caboose 2003. Not knowing how big a job this was going to be, I volunteered, with the Treasurer's full cooperation, to do a search of the Treasurer's records for these items.

After an initial report to the Board, and a total of over four and a half days of careful study at the Treasurer's office, I was able to identify income directed to the above projects but was experiencing great difficulty in identifying expenses against these same projects. Things were not always separated out or easily identified by me, from general funds. Finally, with the additional assistance of Craig Sansonetti and his own careful record keeping, I was ready to make my second report, which we now believe can provide a clear and definitive picture of our above designated funds.

It now looks like we will be able to successfully complete our TEA-21 project without appealing for additional funds. Our projected costs to re-install the track will, we project, fall within the funds that have been given for this project! We celebrate this with you, the givers!

Some have been asking about Engine 82. You want to see it rolling down the track, and so do we. However, a windshield which has been ordered, but not received or paid for, will definitely push this fund into a deficit. There are no funds remaining for the purchase and installation of another "prime-mover" (which we believe to be the better decision than trying to fix the present engine). This fund now carries a zero balance.

In regards to Tool Car X-11, its designated fund shows a positive balance of \$1,890. The Potomac Chapter NRHS has also escrowed an additional \$950 for moving the car to Muddy Creek Forks. A hope has been expressed within the Board that this car might provide a focus of volunteer work by those who live closer to it near Baltimore. This could reduce travel time for those volunteers and

reduce the space requirements at Muddy Creek Forks during its restoration. If the circumstances are right, it could be moved to Muddy Creek Forks.

The designated fund for Caboose 2007 currently has a zero balance and is being maintained by the generosity of one member. Materials are gradually being supplied to one other volunteer to carry out those repairs. Unfortunately its sister caboose will require much more attention.

Caboose 2003 presently has a designated fund balance of \$4,000. Most likely it will cost nearly \$10,000 to construct the basic framing timbers for the walls. The chassis support system still needs to be addressed by an engineering study so that the steel center sill will not sink the floor into a belly along its length. The cupola, siding, and roofing are additional costs.

Does this mean that nearly everything will remain at a standstill? The Board could still expend general funds on these special projects if they were considered vitally important.

In one respect they are. They help to tell the story of the Ma and Pa Railroad and its impact upon the tiny hamlet of Muddy Creek Forks and the surrounding area.

Our unique Ma & Pa equipment within our historic village creates a unique experience for tourists, an experience which is different from that offered by visits to other places.

However, the Board has to also think about maintaining the village. For example, at the March Board Meeting, consideration had to be given to spending \$25-30,000 in order to paint the store.

Nevertheless, the Board presently has the agreed consensus to henceforth keep all designated funds clearly itemized and separated by careful accounting, even if the funds are not separated into separate accounts. The Board wants to honor and respect the wishes of all donors of designated gifts.

Those who would like to give designated gifts to the above special projects now possess the power to influence the progress of these special projects with their donations.

It's Not Too Late

**You can still sign up for Docent Training on
April 28 from 10AM – 2PM**

We are always looking for new docents, and we welcome back our old friends who have been so faithful in the past. We will have several speakers who are well versed in the rich heritage of Muddy Creek.

Lunch will be provided.

Call Charlie at 410-838-8048 or e-mail him at clnichols1@verizon.net

TRAIN OPERATORS' TRAINING Saturday, May 6th, at 9:30 AM

A three-person crew for all trains will assist with heavy passenger loadings and provide sufficient coverage should anyone have an emergency. If you are intending to come, please let George know so that adequate materials can be prepared. Other training days can be arranged if the above date is not convenient for you.

**Call George Fitch at 717-792-5617, or send him an e-mail at
gjfitch36@netzero.net.**

**HELP IS NEEDED on Saturday, May 5th from 9-12 AM.
to Clean and Organize the General Store at Muddy
Creek Forks.** Please bring your favorite cleaning supplies
and help out. We especially need someone who is able to
climb ladders and reach the high places. See you then!

Call Janet Fitch at 717 792-5617.

TEA-21, cont.

so that trucks and heavy equipment can drive up the railroad straddling the rail. The deck of the short bridge just north of High Rock Road (B-2) was removed and replaced with a corrugated steel pipe to carry the construction traffic.



The deck of bridge B-2 was set up on ties south of High Rock Rd. for inspection (Photo courtesy of Craig Sansonetti)

S-1 presents the greatest difficulty of the three washouts in our project because the track bed there is so high above the stream level. Work was begun in January, but due to bad weather, little progress could be made until late February. To prepare for building a 175 foot long gabion wall, Allott excavated about 600 cubic yards of soil and rock from the embankment and creek bed. On March 12, a concrete footing was poured at a level three feet below the streambed to provide a solid foundation for the wall. With this footing in place the most difficult part of the work is done, and the installation and filling of the gabions should proceed rapidly.

In early March, while work at S-1 was delayed by high water, Allott moved up the line and started the work at bridge B-3. This is the simplest of our seven sites, requiring only replacement of the steel bridge beams

and placement of riprap around the abutments to prevent stream erosion. The original beams have been removed and our engineer, Mark Wilson, has inspected the abutments, finding the bridge seats to be in good condition for installation of the new beams. These are now being fabricated. The Ma & Pa traditionally specified Prussian Blue as the paint color for steel bridge structures, and we have chosen a matching color for the beams at B-3 and the other bridges.

While the contractor's work at S-1 and B-3 is continuing, Society volunteers are getting prepared to rehabilitate the deck for bridge B-2. The contract specifications for this bridge state that the existing beams will be reused if found to be in satisfactory condition. Using the Burro crane, Mike Shay and Gary Gadziala set the bridge deck up on tie cribbing so the beams would be accessible. On inspection Mark Wilson found the beams

Contractor Irv Allott and engineer Mark Wilson discuss placement of additional rock at the south end of S-2 with Society Chief Engineer John von Briesen. (Photo courtesy of Craig Sansonetti)



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TEA-21, cont.



Extensive excavation and a large diversion dike were required so that the footing could be poured for the gabion wall at S-1 (Photo courtesy of Mark Wilson)

themselves to be in good condition, but the diaphragms between the beams were rusted out and needed to be replaced. The Society has decided to do this rehabilitation work with volunteers rather than exercise the contract option for a new deck at a cost of \$16,250. Sam Bistline will head up the project which will require disassembling the bolted steel structure, having all reusable parts sand blasted and primed, fabricating new diaphragms from steel channel, painting all parts, and reassembling the bridge. The target date for completing this work is May 5.

Because of flooding in the fall, bad

On March 12 Mother Nature provided temperatures near 60 degrees under partly cloudy skies for the pouring of the footing at S-1 (Photo courtesy of Mark Wilson)



weather early this year, and some Society requested additions to the work, it is unlikely that all of the work can be finished by June 1, as originally scheduled. At Allott's request, and with the endorsement of project engineer Mark Wilson, the Board of Directors has approved an extension of the completion date to July 27. This is well into our previously announced summer operating season. In return, the Board asked that Allott revise the planned sequence of his work to complete the mainline bridge in the middle of Muddy Creek Forks (B-1) as soon as possible. This bridge must be useable for the Society to undertake any kind of public operations.



The finished footing, ready to receive the gabion wall at the north end of S-1. (Photo courtesy of Mark Wilson)

Allott estimates he can begin work there by about April 1. This should allow time to get the bridge back in operation before June 2, our first scheduled day of operations.

The Track Department is now giving high priority to tie replacement south of Muddy Creek Forks in anticipation that our summer operations will run from High Rock to the end of line 0.8 miles south of the station at Muddy Creek Forks.

2007 Operating Dates

June 3 - Sept 2 Sundays 1-5 PM

Labor Day, Sept 3 1-5 PM

Fall Leaf Excursions, Oct 14, 21 Sundays 1-5 PM

*Railroad Heritage Day
Saturday, Sept 22 10 AM - 5PM*

Society members all know,
A colorful label means go -
Just send your dues in,
Let your money begin,
Saving history of long ago.