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May 6, 2011

## **BY HAND DELIVERY**

Ms. Victoria Rutson  
Director, Section of Environmental Analysis  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

RE: *Stewartstown Railroad Company – Adverse Abandonment – In York County, PA, STB Docket No. AB-1071*

Dear Ms. Rutson:

Yesterday, we sent the attached draft consolidated Environmental and Historic Report (“E&HR”) to the relevant consulting agencies<sup>1</sup> regarding the intention of the Estate of George M. Hart’s (the “Estate”) on or about June 10, 2011, to file with the Surface Transportation Board (“STB”) an application for STB authorization to abandon the entire 7.4-mile rail line of the Stewartstown Railroad Company (“Stewartstown”), extending from milepost 0.0 at New Freedom, PA, to milepost 7.4 at Stewartstown, PA (the “Line”), which is located in York County, PA. The Line traverses United States Postal Zip Codes 17349, 17361, and 17363.

Enclosed for your records is a copy of the draft E&HR describing the proposed action and any expected environmental and historic impacts, as well as a map of the affected area. The STB’s Historic Report regulations require that abandonment petitioners such as the Estate supply photographic documentation of all structures located along the Line that are believed to be 50 years old or older. The Estate believes that there are 16 railroad structures on the line that are 50 years old or older, but, as a third party (or “adverse”) abandonment applicant, the Estate has not been afforded access to the entire Stewartstown property, and thus has not been able to document photographically eligible structures not accessible from public property. Nevertheless, to the extent that the Estate has been able to comply with the photographic documentation requirements, it has supplied color photographs of eligible structures to the Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation (“PA-BHP”). Please find attached copies of the photos supplied to PA-BHP.

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<sup>1</sup> A copy of the letter sent to the relevant consulting agencies is attached as part of Exhibit 2.

## **BAKER & MILLER PLLC**

Ms. Victoria Rutson

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As additional information, the Estate has no plans to remove or salvage any structures along the rail line that are 50 years old or older (and it would agree not to do so as a condition to approval of the requested abandonment), and, at most, the Estate intends upon obtaining the requested abandonment authority to salvage the Line's track and track material (such as rails and ties). Accordingly, the Estate does not believe that the proposed abandonment would have any adverse impact upon any railroad structures of potential interest. Nevertheless, the Estate recognizes that adverse abandonment proceedings such as this one often may include rather unconventional issues. Accordingly, the Estate would be pleased to confer with you and your staff and with PA-BHP to clarify and resolve any issues related to this E&HR, particularly any matters pertaining to the potential historic impacts of STB action here.

As you will note from the cover letters accompanying the draft E&HR sent to the various consulting agencies, we have asked those consulted with to advise us if any of the information in the draft E&HR appears to be incorrect or misleading, to inform us if pertinent information (aside from the photographic documentation discussed above) appears missing, and to contact us or your office if they have questions about the STB's environmental review process. In addition, we have asked the consulting agencies to respond to our inquiry and draft E&HR within three weeks, and to forward responses to your office and to Estate's legal counsel in this matter – Keith G. O'Brien or Robert A. Wimbish at Baker & Miller, PLLC, 2401 Pennsylvania Avenue, NW, Suite 300, Washington, DC 20037; by facsimile at (202) 663-7849; by e-mail at [kobrien@bakerandmiller.com](mailto:kobrien@bakerandmiller.com) or [rwimbish@bakerandmiller.com](mailto:rwimbish@bakerandmiller.com), or by telephone at (202) 663-7820.

If you have any questions concerning this proposed abandonment, please contact me at (202) 663-7831.

Sincerely,



Crystal M. Zorbaugh  
Legal Assistant

Enclosures

**BEFORE THE  
SURFACE TRANSPORTATION BOARD  
WASHINGTON, DC**

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**STB Docket No. AB-1071**

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**STEWARTSTOWN RAILROAD COMPANY  
- ADVERSE ABANDONMENT -  
IN YORK COUNTY, PA**

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**ENVIRONMENTAL AND HISTORIC REPORT**

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**May 5, 2011**

**Attorneys for the Estate of George M. Hart**

**BEFORE THE  
SURFACE TRANSPORTATION BOARD  
WASHINGTON, DC**

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**STB Docket No. AB-1071**

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**STEWARTSTOWN RAILROAD COMPANY  
– ADVERSE ABANDONMENT –  
IN YORK COUNTY, PA**

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**ENVIRONMENTAL AND HISTORIC REPORT**

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On or about June 10<sup>th</sup>, the Estate of George M. Hart (the “Estate”) intends to file for authority to permit the “adverse” abandonment of the entire 7.4-mile rail line of the Stewartstown Railroad Company (“SRC”) extending between milepost 0.0 at New Freedom, PA, and milepost 7.4 at Stewartstown, PA. In accordance with the procedures set forth in 49 C.F.R. §§ 1105.7 and 1105.8, the Estate is required to submit the following consolidated Environmental and Historic Report (“E&HR” or “Report”).

**ENVIRONMENTAL REPORT**

**(1) PROPOSED ACTION AND ALTERNATIVES**

**Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.**

The Estate proposes to obtain Board authority to permit the “adverse” abandonment of the entire 7.4-mile rail line of the Stewartstown Railroad Company (“SRC”) extending between milepost 0.0 at New Freedom, PA, and milepost 7.4 at Stewartstown, PA in York County, PA (the “Line”). A map depicting the location of the proposed rail line abandonment is attached as Exhibit 1. Upon obtaining authority for abandonment of the Line, the Estate, subject to appropriate process of Pennsylvania law, will foreclose upon the Line and, if necessary to satisfy the Estate’s financial stake in the rail property, may salvage the Line’s track and track material, and dispose of the real Estate.<sup>1</sup>

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<sup>1</sup> The Estate would prefer, if at all possible, to have the foreclosed-upon SRC assets sold at fair market value to an interested third party with plans to preserve the Line for railroad purposes. If such an objective can be achieved, then the requested abandonment authority would merely facilitate the transfer of rail asset ownership for cash, and would allow the proceeds of such an asset sale to be distributed as appropriate to the Estate, other SRC creditors, and to SRC. At this

Upon information and belief, the Estate understands that SRC has not conducted freight common carrier operations over the Line since about 1992; therefore, it is unlikely that the transaction will have any effect on common carrier service.<sup>2</sup> According to Mr. David C. Hart, Manager of Bureau of Transportation & Safety, Pennsylvania Public Utility Commission (PA PUC) abandonment, salvage of the Line (if it proves to be necessary) would eliminate 31 public at-grade rail-highway crossings, and an unknown number of private crossings.

As stated above, upon obtaining the requested abandonment authority, the Estate will foreclose upon the Line in accordance with Pennsylvania law, seek to have the SRC assets sold to an interested buyer, or, if need be, to salvage rail and track material (such as tie plates, fasteners, and crossties) to the extent necessary to satisfy SRC's unpaid debt obligations. The Estate does not intend as part of any salvage activity to disturb the sub grade or sub grade structures, and therefore will not engage in any excavation activity.

Upon information and belief, the Estate understands that SRC last operated freight service in 1992 and, with the exception of the occasional track speeder outing mentioned above, suspended recreational passenger excursion operations in 2004. The Estate understands that SRC has since struggled to achieve its objective of restoring the Line to service for purposes other than track speeder operations.<sup>3</sup> The Estate does not believe that the Line's track is in adequate condition at this time to safely handle conventional passenger or freight train operations, but the Estate does not intend to rely on this issue of the Line's physical condition as justification for abandonment, because other, more salient facts that the Estate will present into evidence in its application will be sufficient to demonstrate that abandonment is warranted.

SRC's debt to the Estate (for loans extended by Mr. Hart) is evidenced by a promissory note from SRC payable to George M. Hart dated January 28, 2006. The debt is secured by a first mortgage given to Mr. Hart in 1996 in the amount of \$289,702.31 (which was the amount owed by SRC to Mr. Hart at that time). The mortgage, which was recorded with the York County Recorder of Deeds, covers all property owned by SRC (including the Line). The January 2006 note was entered as a judgment against SRC in York County, PA, in March 2006 in the amount of \$352,415. Under Pennsylvania law, a judgment is a lien on all real estate owned by the

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time, it is not clear if there is any third party that – (1) has such an interest in the SRC's rail assets; and (2) possesses the funds necessary to undertake such an asset purchase.

<sup>2</sup> On information and belief, the Estate understands that, following the cessation of freight common carrier operations in roughly 1992, SRC operated occasional passenger excursion trains on the Line with conventional equipment until about 2004. SRC has contended in this proceeding that it has as recently as 2010 hosted certain railroad-related "operations" over a portion of its Line. The Estate has reason to believe, however, that such "operations" have nothing to do with the provision of freight common carrier service or even the provision of passenger excursion trains with conventional equipment, but instead consist merely of hosting a private, recreational "track speeder" group that periodically uses SRC tracks for the purposes of track speeder outings. See the website of the North American Railcar Operators Association website at <http://www.narcoa.org/excursions/2010trips.html>.

<sup>3</sup> Again on information and belief, the Estate understands that SRC's chief objective is to raise money through private donations and grants to be able to reinstate conventional passenger excursion service over the Line.

judgment debtor (including the Line). Therefore, the estate is a secured creditor with respect to the Line.

George M. Hart died April 17, 2008. His will was probated with the Register of Wills of Carbon County, PA, and John W. Willever was appointed as executor of the Estate. The will directs the executor to collect the debt owed to the Estate by SRC. In addition to the \$352,415, the Estate may also have a valid legal claim against SRC for post-judgment interest from March 2006 to the present time, as well as for the costs incurred in pursuing the subject abandonment.

SRC's debt obligations are now fully due and owing to the Estate, and have been for a few years. Evidently due to SRC's near to total lack of revenues and cash reserves, the Estate has found SRC unable, or at least unwilling, to fulfill its debt obligations in whole or in part. The Estate has not received any debt repayment funds at all from SRC since the Estate issued its demand for debt repayment in late 2008 or early 2009. In short, SRC has been unable or unwilling to abide by the specific terms of the subject debt instrument, which requires SRC to repay its debts to the Estate immediately upon demand.

Furthermore, the Estate has good reason to believe that the Line has virtually no realistic prospect in the near term of becoming an outlet for rail-borne interstate commerce. The stub-ended Line connects at milepost 0.0 with the Northern Central Railway ("NCR") at New Freedom, and, as is shown on the map attached hereto as Exhibit 1, the NCR line serves as SRC's only connection to the interstate rail network. But the NCR property – owned by York County, PA – also has been out of service for several years, and the Estate is not aware of any ongoing efforts by York County or a third party working in cooperation with York County to restore the NCR line to service and to resume freight common carrier operations. For these reasons, even assuming that SRC's Line is in (or could be returned to) a condition to handle revenue freight traffic, the railroad lacks, and likely will continue to lack, a viable freight outlet.

Under the circumstances, the Estate has no choice but to file an application for the "adverse" abandonment of the SRC's Line in order that Estate can, subject to appropriate processes under Pennsylvania law, foreclose upon SRC's rail assets and arrange for their sale or liquidation to the extent necessary to satisfy SRC's debt obligations.

For the reasons discussed above, the proposed abandonment would have no impact upon any existing freight commodity flows. Also, to the extent that any portion of the Line must be liquidated to satisfy SRC's debt obligations to the Estate, the Estate intends to target only track and track material, and it has specifically determined *not to undertake the salvage or removal of any lineside structures (such as train stations), bridges or culverts.*

Finally, in the Estate's view, the only alternatives to the Line's abandonment would be for – (1) the Estate not to seek to abandon the Line (which, under the circumstances present here would be contrary to the directives of Mr. Hart's will); (2) the Estate to explore a longer-term debt repayment arrangement with SRC that might forestall or eliminate the need to abandon the Line (an arrangement that is both contrary to the Estate's mandate under Mr. Hart's will to conclude collection of such debts promptly and to end its current status as a creditor, and one that would also be irresponsible; in-light of SRC's demonstrated inability to make even a partial repayment of its debt to date); and (3) SRC to locate a third party that would be willing to purchase the Estate's interest in the Line (specifically, the mortgage and judgment lien) in satisfaction of SRC's debt to the Estate. The Estate does not regard alternatives 1 and 2 to be

acceptable options, because they are at odds with the Estate's mandate under Mr. Hart's will. On the other hand, option 3, and variations of it, would be quite appealing to the Estate, but it has not been approached by an interested third party with the demonstrated resources to purchase the Estate's interest in the Line for cash up front.

**(2) TRANSPORTATION SYSTEM**

**Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.**

There has not been any freight traffic on the Line since freight service was suspended in about 1992. Accordingly, the proposed abandonment should have no adverse effects on regional or local transportation systems and patterns. The elimination of at-grade crossings, which would result from the proposed abandonment and resultant salvage of the Line, should improve local roadway traffic conditions.

**(3) LAND USE**

- (i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.**

The Estate believes that the proposed abandonment is consistent with, and would promote, existing land use plans. The land adjoining the Line is rural, and at times agricultural, residential and forested in character.

By letters dated May 5, 2011, copies of this Report have been mailed to the appropriate local and state agencies, including York County, PA, and the heads of Stewartstown Borough, Hopewell Township, Shewsbury Township, Shrewsbury Borough, and New Freedom Borough) for their information and comment. See E&HR Consultation Letter Example and Service List, attached as Exhibit 2.

- (ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.**

The Estate believes that no prime agricultural land would be affected by the proposed abandonment. As indicated above, the land through which the Line traverses is predominantly rural. Nevertheless, the Estate has notified the United States Department of Agriculture ("USDA") - NRCS of the proposed abandonment by letter dated May 5, 2011 (to which letter this Report was appended), and has requested assistance in identifying any potential effects on prime agricultural land. See E&HR Consultation Letter Example and Service List - Exhibit 2.

- (iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by 1105.9.**

The Estate believes that no part of the Line traverses a designated Pennsylvania coastal zone. In its effort to comply with the requirements of section 1105.9, the Estate has contacted

the Pennsylvania Department of Environmental Protection, Coastal Resources Management Program ("PA-CRMP") on this issue, and spoke to PA-CRMP's Gary Obleski on April 28, 2011. According to Mr. Obleski, the Line is not located within a designated coastal zone. Nevertheless, out of an abundance of caution, and in the interest of compliance with section 1105.9, the Estate has served a copy of this Report on PA-CRMP by letter dated May 5, 2011.

- (iv) **If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10905 and explain why.**

The Estate believes that the Line could be suitable for alternate public use. For example, following issuance of the requested abandonment authority, the Line's rail assets could be sold to a public entity wishing to preserve the Line for possible future freight and/or passenger rail service. Alternatively, assuming the Estate has no choice but to salvage some or all of the Line's track and track material to recoup the amounts SRC owes to it, the land comprising the Line's right-of-way could be well-suited for use as a recreational trail, which could promote tourism in the area between Stewartstown and New Freedom and, more generally, in York County, PA.

#### (4) **ENERGY**

- (i) **Describe the effect of the proposed action on transportation of energy resources.**

The proposed abandonment will have no effect on the transportation of energy resources.

- (ii) **Describe the effect of the proposed action on recyclable commodities.**

The proposed abandonment will have no effect on the transportation of recyclable commodities.

- (iii) **State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.**

The proposed abandonment will have no effect on overall energy efficiency.

- (iv) **If the proposed action will cause diversions from rail to motor carriage of more than:**

- (A) **1,000 rail carloads a year; or**

- (B) **An average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.**

Neither of the above thresholds would be exceeded. There has been no freight service on the Line since about 1992.

(5) **AIR**

- (i) **If the proposed action will result in either:**
- (A) **An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal , or**
  - (B) **An increase in rail yard activity of at least 100 percent (measured by carload activity), or**
  - (C) **An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. § 10901 (or § 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in sub-section (5)(i)(A) will apply.**

The above thresholds will not be exceeded.

- (ii) **If the proposed action affects a class I or non-attainment area under the Clean Air Act, and will result in either:**
- (A) **An increase in rail traffic or at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line,**
  - (B) **An increase in rail yard activity of at least 20 percent (measured by carload activity), or**
  - (C) **An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, the state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction 49 U.S.C. § 10901(or 49 U.S.C. § 10505), or a case involving the reinstatement of service over a previously abandoned line, only the three train a day threshold in this item shall apply.**

Based upon 40 C.F.R. § 81.339, the Estate believes that York County is a designated non-attainment area. However, the above thresholds will not be exceeded.

- (iii) **If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills, contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.**

Not applicable.

**(6) NOISE**

**If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause:**

- (i) An incremental increase in noise levels of three decibels Ldn or more; or**
- (ii) An increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.**

None of the thresholds in item 5(i) of this section will be exceeded.

**(7) SAFETY**

- (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).**

With the possible exception of an occasional track speeder excursion over portions of the Line, the Estate understands that the Line has been out of service since 2004. The proposed abandonment is not expected to have any material adverse effect on public health and safety. If the abandonment is granted and the Line is salvaged, the track salvage would result in the closure of approximately 31 public road crossings and additional private crossings.

- (ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.**

There has not been any freight service on the line since about 1992. The proposed abandonment would, of course, foreclose the possibility of future transportation of hazardous materials over the Line.

- (iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way; identify the location of those sites and the types of hazardous materials involved.**

The estate is not aware of any known hazardous waste sites or sites where there have been known hazardous materials spills on the Line.

**(8) BIOLOGICAL RESOURCES**

- (i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.**

The Estate does not believe that the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat. The Estate has notified both the regional and local offices of the U.S. Fish and Wildlife Service (“USF&W”) of the proposed abandonment by letter dated May 5, 2011, and has requested assistance in determining whether the proposed abandonment will adversely affect endangered or threatened species or areas designated as a critical habitat. A copy of this Report was attached to the letter sent to USF&W. See E&HR Consultation Letter Example and Service List - Exhibit 2.

**(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.**

The Estate is unaware of any wildlife sanctuaries or refuges, National or State parks or forests that would be adversely affected by the proposed abandonment. Nevertheless, the Estate has notified the National Parks Service (“NPS”) of the proposed abandonment by letter dated May 5, 2011, requesting assistance in identifying any potential effects on wildlife sanctuaries or refuges, National or State parks or Forests. A copy of this Report was attached to the letter sent to NPS. See E&HR Consultation Letter Example and Service List - Exhibit 2.

**(9) WATER**

**(i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.**

The Estate is confident that the proposed abandonment will be consistent with applicable water quality standards. The Line traverses Ebaughs Creek, Deer Creek, and Codorus Creek, all of which are depicted on a topographic map attached hereto (see Exhibit 3). However, *the Estate does not intend to undertake any salvage of track and/or track material within or immediately adjacent to any of these watercourses.* In connection with this issue, Estate has contacted the Pennsylvania Department of Environmental Protection (“PADEP”) and the United States Environmental Protection Agency (“USEPA”) by letters dated May 5, 2011. A copy of this Report (along with the maps) was attached to the letter. See E&HR Consultation Letter Example and Service List - Exhibit 2.

**(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.**

The Estate believes that – (1) no permits under section 404 of the Clean Water Act will be required for the proposed abandonment, and (2) no designated wetlands or 100-year flood plains will be affected. If, following Board-issuance of the requested abandonment authority, it is necessary to effectuate salvage of any track and/or track material along the Line, such salvage activities will be accomplished by use of the right-of-way for access, along with existing public and private crossings. No new access roads are contemplated. The Estate does not intend to disturb any of the underlying roadbed or to perform any activities that would cause sedimentation or erosion of the soil, and does not anticipate any dredging or use of fill in the removal of the track material. The cross-ties (if salvaged) and/or other debris will be transported

away from the Line, and will not be discarded along the right-of-way; they will not be placed or left in streams or wetlands, or along the banks of such waterways. Also, during track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any waterways. Finally, if track and track material salvage are necessary, the Estate believes that it may not be necessary for it to salvage all of the track and track material to recoup the amount of the debt SRC owes to the Estate. Accordingly, the Estate would first target the track and track material not in or immediately adjacent to wetlands and watercourses. For these reasons, the Estate believes that a permit under Section 404 of the Clean Water Act will not be required.

The Estate has contacted the U.S. Army Corps of Engineers – Carlisle Regulatory Field Office, and the U.S. Army Corps of Engineers Baltimore District (York, Pennsylvania’s Regional Office) by letters dated May 5, 2011. A copy of this Report was attached to each letter. See E&HR Consultation Letter Example and Service List - Exhibit 2.

**(iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.**

For the reasons set forth in response to items 9(i)-(ii), the Estate believes that no permit under section 402 of the Clean Water Act would be required for the abandonment. The Estate has contacted the PADEP and the USEPA regarding this item by letters dated May 5, 2011, and has requested assistance in identifying any potential water quality impacts (based on applicable water quality standards) and in determining whether the proposed abandonment is consistent with such federal, state, or local standards. A copy of this Report was attached to each letter. See E&HR Consultation Letter Example and Service List - Exhibit 2.

**(10) PROPOSED MITIGATION**

**Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.**

The Estate does not expect any adverse environmental impact from the proposed abandonment and, therefore, mitigating action is unnecessary. The Estate will, of course, cooperate in any further evaluation of proposed remedial/mitigation actions which interested federal, state, and/or local agencies may recommend to the Board.

**(11) . ADDITIONAL INFORMATION FOR RAIL CONSTRUCTIONS**

Not applicable.

# HISTORIC REPORT

## **49 CFR 1105.8(d):**

- (1) A.U.S.G.S. topographic map (or alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action;**

A map generally depicting the location and scope of the Line is attached hereto as Exhibit 1. U.S.G.S. topographic maps showing the location structures along the Line are Exhibit 3. Both maps are being supplied to the Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation (“PA-BHP”) as part of a complete copy of this Report. To the best of the Estate’s knowledge, there are 16 railroad structures on the line that are believed to be 50 years old or older. The approximate location of these structures is depicted on maps. See Exhibit 3.

- (2) A written description of the right-of-way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area;**

The 7.4-mile right-of-way is believed to be generally 30 feet wide, except for a short distance just west of Stewartstown which is 53 feet wide. The western end of the Line begins at milepost 0.0 in New Freedom, PA. From the western terminus, the Line travels in a generally easterly direction through undulating countryside and farmland. The Line traverses agricultural, residential, countryside and wooded rural lands, and terminates at milepost 7.4 at Stewartstown.

- (3) Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area;**

The Estate has determined that there are 16 structures along the Line that are likely to be 50 years old or older (10 bridge spans and 6 lineside structures such as railroad stations), and the approximate location of each such structure is plotted on the U.S.G.S. maps. See Exhibit 3. The Estate has photographs of 15 of these 16 structures. The Estate has been unable to obtain a color photograph of one structure – the Stone Arch Bridge overpass, which, in any event is already listed with the National Register of Historic Places.<sup>4</sup> For the remaining 15 structures, the Estate has color photographs, and it has supplied these photographs to PA-BHP for evaluation. See

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<sup>4</sup> The Estate will consult further with the Board’s Office of Environmental Analysis (“OEA”) and with PA-BHP as necessary in connection with the structures for which the Estate has been unable to supply color photographs. The Estate does not believe that the absence of certain photographic documentation here is problematic, however, because *the Estate is willing to commit not to salvage or to remove any of these structures as a condition to approval of the Estate’s forthcoming abandonment application*, and, accordingly, the proposed abandonment will have no negative impact on any structures of historic interest.

Exhibit 4. As Appendix A to Exhibit 4, the Estate is also attaching copies of valuation maps in its possession, which may provide further documentation potentially relevant to historical analysis of the structures in question.<sup>5</sup> Aside from the materials supplied as Exhibit 4 depicting most of these structures roughly as they exist today, the Estate does not have any additional information in its possession (such as engineering diagrams or other records) that it believes would aid in any historical structures analysis.

The Estate wishes to stress the following: *If the Estate must proceed with track salvage following a grant of the requested abandonment request, the Estate does not anticipate removing or dismantling any of the structures along the railroad right-of-way that are 50 years old or older. Rather, the Estate would arrange for the salvage of track and track material, and possibly the sale of certain valuable SRC-owned land parcels as necessary to recoup the amounts that SRC owes to the Estate. The Estate agrees that the below-listed structures along the Line should be preserved to the extent possible, particularly since the Line could be converted into an interpretive recreational trail that could tell the story of the Stewartstown Railroad. For these reasons (and also, of course, because these 16 structures are estimated to have a negative net salvage value), SRC does not intend to dismantle or to remove the 9 bridges or rail line overpasses along the Line, and it has no plans to dismantle any of SRC's lineside structures.*

**(4) The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known;**

The relevant railroad structures consist of the following: (1) SRC train station in Stewartstown, PA (constructed 1914), (2) SRC engine house (constructed circa 1906-1914), (3) SRC tool shed (date constructed unknown), (4) SRC Coal Dock (constructed 1915), (5) SRC Water Tower/Reservoir (constructed 1915), (6) SRC Turnpike Station in Shrewsbury (constructed 1925), (7) Valley Road Overpass (also known as the "Iron Bridge," originally constructed in 1870, and moved to its present site in 1885 and reinforced and replaced in the 1920's), (8) Ridge Road Overpass (constructed in 1885), (9) Stone Arch Road Overpass (date of construction not known); (10) first crossing of Ebaughs Creek (steel girder bridge constructed in 1885), (11) second crossing of Ebaughs Creek (stone culvert constructed in 1885), (12) first trestle crossing of Deer Creek, (trestle constructed between 1885-1895), (13) second crossing of Deer Creek (steel girder bridge constructed in 1885), (14) first crossing of Codorus Creek (steel girder bridge constructed in 1885), (15) second crossing of Codorus Creek (cast iron pipe construction – construction date unknown), (16) and third crossing of Codorus Creek (three – track crossing using Steel-H beams, constructed in 1885).

**(5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action;**

SRC was chartered in 1885 by local interests. Following construction, the Line provided freight and passenger service from the small communities of the Deer Creek Valley to and from a connection with Northern Central Railway (later a part of the Pennsylvania Railroad system) at New Freedom. Stewartstown's traffic base was largely agricultural in nature, but it also served a

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<sup>5</sup> The valuation maps are rather extensive, and will only be included with the copies of this Report being sent to the PA-BHP and to the Board. Any other interested party that has a legitimate interest in the valuation maps may obtain a copy from the Estate's counsel upon request.

number of small manufacturing firms. Through the years, Stewartstown's passenger and freight traffic base dwindled. The line suffered a major setback in 1972, when Hurricane Agnes inflicted considerable damage upon the railroad.

In the aftermath of Hurricane Agnes and the bankruptcy of the Penn Central, the Pennsylvania Department of Transportation acquired the Northern Central Railway ("NCR") property (which was part of the Penn Central bankruptcy estate, but was not included in the Conrail final system plan) from New Freedom to a connection with the Maryland and Pennsylvania Railroad at York, and restored that line to service. The NCR line, incidentally, is and was SRC's only physical connection to the balance of the interstate rail network. In 1985, SRC assumed operation of the NCR trackage and resumed freight service. But, once again, freight shipments dwindled, and SRC commenced the operation of passenger train excursions to supplement its income.

The Commonwealth of Pennsylvania eventually sold the connecting NCR line to York County, which intended to re-deploy the NCR right-of-way as a recreational trail. SRC terminated its lease of the NCR line in 1992, and, because no new freight operator was installed on that rail line, freight service on the NCR lines, and, by extension, to and from SRC's Line itself ended. Excursion trains continued over the original Stewartstown line (the Line that is the subject of this abandonment proceeding) to and from New Freedom until the spring of 2004. See history of SRC as taken from [www.stewartstownrailroad.com](http://www.stewartstownrailroad.com) and included in Exhibit 4 attached hereto.

The Estate intends, upon obtaining STB authority to abandon the Line, and subject to appropriate processes under Pennsylvania law, to foreclose upon the Line and sell it at fair market value to a third party interested in the Line for continued railroad purposes (if such a buyer can be found). But if no such interested third party comes forward, the Estate intends to salvage rail and track material (such as tie plates, fasteners, and possibly crossties) that possess positive net salvage value to the extent necessary to recover amounts due and owing from SRC, which may include accrued interests and the cost of this proceeding before the Board. If salvage is necessary, such salvage activities will not disturb any sub grade or sub grade structures, and therefore will not entail any excavation. The Estate will not dismantle, remove or re-deploy any bridges or culverts along the Line, and has no plans for the disposition of any of the historical properties or other structures on the Line.

**(6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic;**

As indicated above, the Line was built in the late 1800s. The Estate is a third party not in possession of the rail assets in question that is seeking adverse abandonment authority as an SRC creditor. As such, the Estate does not have engineering drawings or any other such documents regarding the structures identified in Section 5, above. But, again, the Estate has no plans to salvage any structures that are, or may be found to be, historically significant.

**(7) An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 CFR 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the**

**project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities);**

As indicated above, the Estate's records indicate that there are 16 structures (bridges and overpasses, a water tower/reservoir, an engine house, tool shed, a coal dock, and two railroad stations) on or adjacent to the Line that are 50 years old or older. The following 7 SRC structures among the 16 identified above are currently listed in the National Register of Historic Places ("NRHP"): The SRC train station in Stewartstown, SRC's Turnpike Station in Shrewsbury, SRC's engine house, the second Deer Creek crossing bridge, the Ridge Road Overpass, the Stone Arch Road Overpass, and the Valley Road Overpass.<sup>6</sup> In addition to the structures that are listed in the NRHP, it is quite possible that several of the additional bridges and lineside structures could qualify for NRHP listing as well. In any event, the Estate has no intention of dismantling, removing, or relocating any of these structures, because such action is unlikely to prove necessary to recover the SRC debt owed to the Estate. Moreover, the Estate envisions the prospect that the structures in question could remain in active use if the Line's right-of-way was converted into a recreational trail.

The Estate is unaware of any archeological resources or any other previously unidentified historic properties along the Line.

- (8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic waste), and the surrounding terrain.**

The Estate has no records of, and is unaware of, any known subsurface ground disturbance or fill, or environmental conditions that might affect the recovery of archeological resources. Track work and/or construction has undoubtedly occurred over the many years that the Line has been in existence. Such work may have affected the potential for recovery of archeological resources.

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<sup>6</sup> See <http://www.nationalregisterofhistoricplaces.com/pa/York/state.html> and <http://www.stewartstownrailroad.com/historicplaces.htm>.

**BEFORE THE  
SURFACE TRANSPORTATION BOARD  
WASHINGTON, DC**

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**STB Docket No. AB-1071**

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**STEWARTSTOWN RAILROAD COMPANY  
- ADVERSE ABANDONMENT APPLICATION -  
YORK COUNTY, PA**

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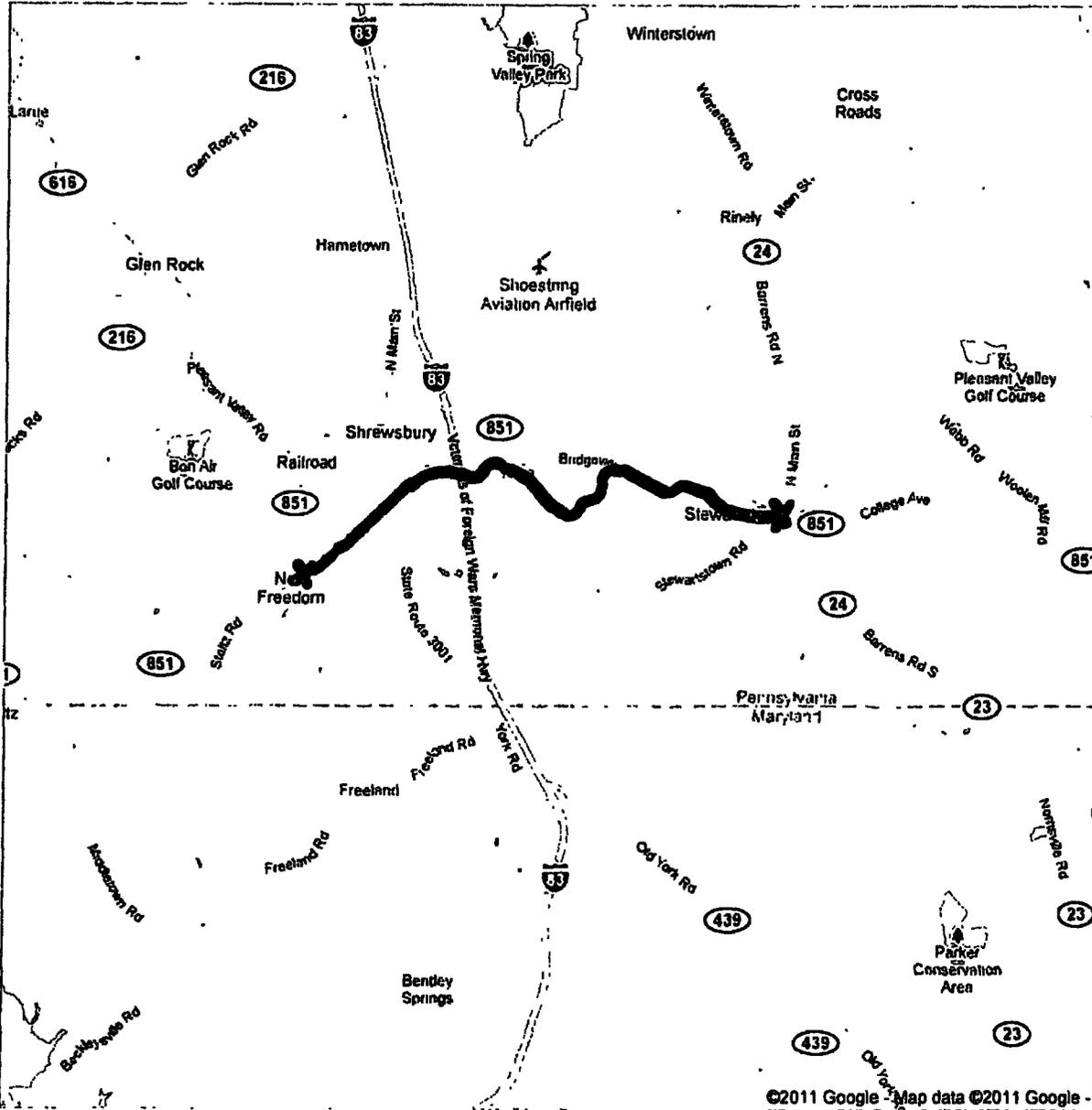
**ENVIRONMENTAL AND HISTORIC REPORT**

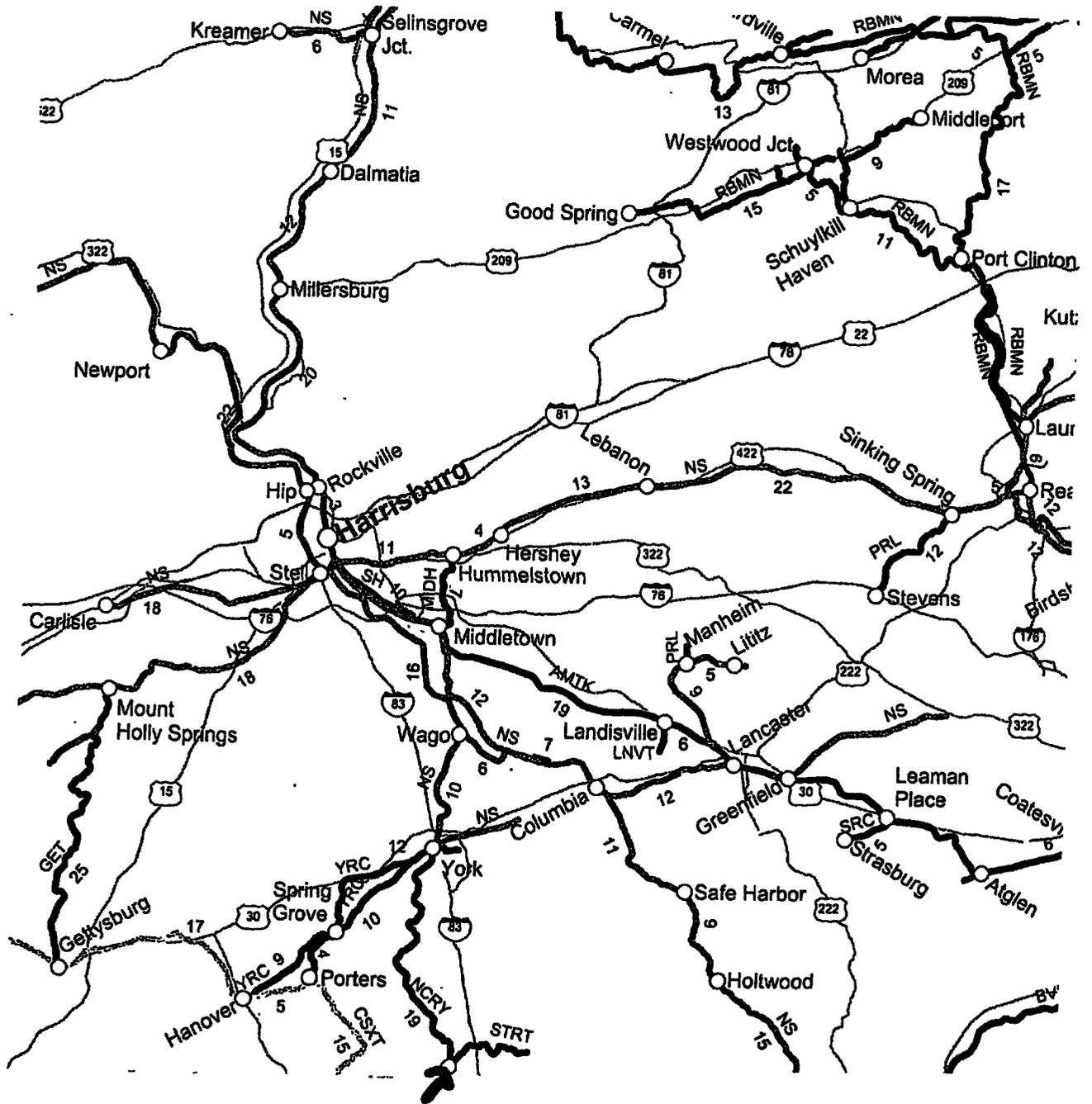
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**EXHIBIT 1 - LOCATION MAPS**

Google maps Address York, PA

Get Google Maps on your phone  
Text the word "GMAPS" to 466453



Stewartstown Railroad Company's only interstate commerce outlet is with the inactive Northern Central Railway at New Freedom.

**BEFORE THE  
SURFACE TRANSPORTATION BOARD  
WASHINGTON, DC**

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**STB Docket No. AB-1071**

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**STEWARTSTOWN RAILROAD COMPANY  
- ADVERSE ABANDONMENT APPLICATION -  
YORK COUNTY, PA**

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**ENVIRONMENTAL AND HISTORIC REPORT**

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**EXHIBIT 2 – CONSULTATION LETTER AND SERVICE LIST**

**Stewartstown Railroad Company**  
**York County, PA**  
**Environmental Reports Service List subject to 1105.7(b)**

**(1) State Clearinghouse**

Pennsylvania Department of Transportation  
Bureau of Rail Freight, Ports and Waterways  
P.O. Box 2777  
Harrisburg, PA 17105  
Garry DeBerry  
717) 783-8763

**(2) State Environmental Protection Agency**

John Hanger, Secretary  
Pennsylvania Department of Environmental Protection  
Rachel Carson State Office Building  
400 Market Street  
P.O. Box 2063  
Harrisburg, PA 17105  
(717) 783-2300  
S/W Mary W.

**(3) State Coastal Zone Management Agency**

Pennsylvania Department of Environmental Protection  
Coastal Resources Management Program  
P.O. Box 2063  
400 Market St., 15th Floor  
Harrisburg, PA 17105-2063  
Phone: 717-772-4785  
S/W Jeff Dewey  
\*\*\*\*(No designated areas in York County, PA.)\*\*\*\*

**(4) The heads of the county/ political entity**

Jeff Joy, Mayor  
Brady Terrell, President of the Council  
49 East High Street  
New Freedom, PA 17349  
<http://www.newfreedomboro.org/Council.htm>

Peter W. Schnabel, Mayor  
Michael W. Ridgely, President of the Council  
35 West Railroad Avenue  
Shrewsbury, PA 17361  
[http://www.shrewsburyborough.org/BC\\_Contacts.htm](http://www.shrewsburyborough.org/BC_Contacts.htm)

**Stewartstown Railroad Company**  
**York County, PA**  
**Environmental Reports Service List subject to 1105.7(b)**

Paul Solomon, Chairman of the Board of Supervisors  
12341 Susquehanna Trail South  
Glen Rock, PA 17327-9067  
<http://www.shrewsburytownship.org/Government/BoardofSupervisors.aspx>

David Wisnom, Chairman of the Board of Supervisors  
Patricia R. Schaub, Township Manager/Secretary/Treasurer  
3336 Bridgeview Road  
PO Box 429  
Stewartstown, PA 17363  
<http://www.hopewelltownship.com/>

Marsha England, President of the Borough Council  
Bonner Smith, Mayor of the Borough  
6 N. Main Street  
Suite A  
Stewartstown, Pennsylvania 17363  
<http://www.stewartstown.org/council.htm>

M. Steve Chronister, President  
The Board of Commissioners  
Administrative Center  
28 East Market St.  
York, PA 17401-1588  
Phone: 717-771-9964

**(5) Regional Office of the Environmental Protection Agency**

Shawn M. Garvin  
Regional Administrator  
US Environmental Protection Agency Region 3  
1650 Arch Street (3PM52)  
Philadelphia, PA 19103-2029

**(6) US Fish & Wildlife Service**

Marvin Moriarty  
Northeast Regional Office  
U.S. Fish and Wildlife Service  
300 Westgate Center Drive  
Hadley, MA 01035-9589

**Stewartstown Railroad Company  
York County, PA  
Environmental Reports Service List subject to 1105.7(b)**

Carole Copeyon  
U.S. FISH & WILDLIFE SERVICE  
Pennsylvania Field Office  
315 South Allen Street, Suite 322  
State College, PA 16801  
814.234.4090, Ext 232

(7) U.S. Army Corps of Engineers

Mike Danko  
U. S. Army Corps of Engineers  
Carlisle Regulatory Field Office  
401 East Louther Street, Suite 205  
Carlisle, PA 17013  
Phone: 717-249-8730

Attention: Real Estate Division  
U.S. Army Corp of Engineers  
Baltimore District  
P.O. 1715  
Baltimore, MD 21203

8) The National Park Service

Peter Samuel  
National Park Services  
National Heritage Areas Program Coordinator  
Northeast Regional Office  
200 Chestnut Street, 5<sup>th</sup> Floor  
Philadelphia, PA 19106  
phone: 215.597.1848

9) US Soil Conservation Service

Dave White, Acting Chief  
USDA, NRCS, Office of the Chief  
1400 Independence Ave., SW, Room 5105-A  
Washington, DC 20250  
Phone: 202-720-7246  
S/w Darryl Thomas

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**Stewartstown Railroad Company**  
**York County, PA**  
**Environmental Reports Service List subject to 1105.7(b)**

10) National Geodetic Survey

National Geodetic Survey  
NGS Information Services, NOAA, N/NGS12  
National Geodetic Survey SSMC-3, #9202  
1315 East-West Highway  
Silver Spring, MD 20910-3282

11) Pennsylvania State Historic Preservation Office

Jean Cutler  
Pennsylvania Historical and Museum Commission  
Bureau for Historic Preservation  
Commonwealth Keystone Building, Second Floor  
400 North Street  
Harrisburg, PA 17120-0093  
(717) 783-8946  
S/W Tina to confirm

Advance Notice Contacts  
Service List pursuant to 1152.50

**Public Service Commission**

Secretary's Bureau  
Pennsylvania Public Utility Commission  
PO Box 3265  
Harrisburg, PA 17105-3265  
(717) 787-9732

**Department of Defense (Military Traffic Management Command, Transportation Engineering Agency, Railroads for National Defense Program)**

David Dorfman  
SDDC TEA  
Railroads for National Defense  
709 Ward Dr., Bldg. 1990  
Scott AFB, IL 62225  
(618) 220-5741  
S/W Bob Korpanty to verify contact.

**Stewartstown Railroad Company  
York County, PA  
Environmental Reports Service List subject to 1105.7(b)**

**The National Park Service, Recreation Resources Assistance Division**

Charlie Stockman  
National Park Service  
Rivers & Trails Conservation Program  
1201 Eye Street, NW, 9th Floor (Org. Code 2220)  
Washington, D.C. 20005  
(202) 354-6900  
S/W Charlie to verify recipient

Natural Resources Conservation Service  
USDA  
1 Credit Union Place, Suite 340  
Wildwood Center  
Harrisburg, PA 17110

**U.S. Department of Agriculture, Chief of the Forest Service**

Thomas L. Tidwell, Chief  
Forest Service  
U.S. Department of Agriculture  
Sidney R. Yates Federal Building  
201 14th Street SW  
Washington, DC 20024  
(202) 205-8439  
S/W Kim Walton, Executive Assistant Chief of Staff

# BAKER & MILLER PLLC

ATTORNEYS and COUNSELLORS

2401 PENNSYLVANIA AVENUE, NW  
SUITE 300  
WASHINGTON, DC 20037

TELEPHONE (202) 663-7820  
FACSIMILE (202) 663-7849

KEITH G O'BRIEN

(202) 663-7852 (Direct Dial)

May 5, 2011

Garry DeBerry  
Pennsylvania Department of Transportation  
Bureau of Rail Freight, Ports and Waterways  
P.O. Box 2777  
Harrisburg, PA 17105

RE: *Stewartstown Railroad Company – Adverse Abandonment – In York  
County, PA*, STB Docket No. AB-1071

Dear Mr. DeBerry:

On or about June 10, 2011, the Estate of George M. Hart (“Estate”) expects to file with the Surface Transportation Board (“STB”) an application for a third-party (or “adverse”) abandonment of the entire 7.4-mile rail line of the Stewartstown Railroad Company (“Stewartstown”), located in York County, PA, running from milepost 0.0 at New Freedom, PA, to milepost 7.4 at Stewartstown, PA (the “Line”), pursuant to 49 U.S.C. § 10903 and the corresponding regulations at C.F.R. Part 1152, Subpart C. The Line traverses United States Postal Zip Codes 17349, 17361, and 17363. Enclosed is a consolidated Environmental and Historic Report (the “Report”) describing the proposed abandonment and any expected environmental and historic effects, as well as a map of the affected area.

We are providing you with a copy of this Report so that you may review the information that will form the basis for the STB’s independent environmental analysis in this proceeding. If any of the information is incorrect or misleading, if you believe that pertinent information is missing, or if you have any questions about the STB’s environmental review process, please contact the Office of Environmental Analysis (“OEA”), Surface Transportation Board, 395 E Street, SW, Washington, DC 20423-0001; TEL: (202) 245-0295, and refer to STB Docket No. AB-1071.

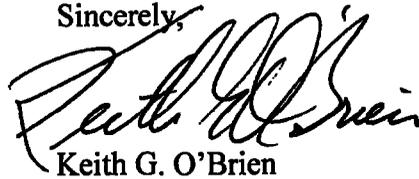
Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to OEA (at the address provided above) along with a copy to the Estate’s representatives (at the address provided below) would be appreciated within three

Garry DeBerry  
May 5, 2011  
Page Two

weeks. Your comments will be considered by the STB in evaluating the environmental and/or historic preservation impacts of the contemplated action.

If there are any questions concerning this proposal, please contact either Keith G. O'Brien or Robert A. Wimbish at the law firm of Baker & Miller, PLLC, 2401 Pennsylvania Avenue, NW, Suite 300, Washington, DC 20037; by facsimile at (202) 663-7849; by e-mail at [kobrien@bakerandmiller.com](mailto:kobrien@bakerandmiller.com) or [rwimbish@bakerandmiller.com](mailto:rwimbish@bakerandmiller.com), or by telephone at (202) 663-7820.

Sincerely,

A handwritten signature in black ink, appearing to read "Keith G. O'Brien", written over a horizontal line.

Keith G. O'Brien

Counsel for Estate of George M. Hart

Enclosures

cc: Office of Environmental Analysis  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

**BEFORE THE  
SURFACE TRANSPORTATION BOARD  
WASHINGTON, DC**

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**STB Docket No. AB-1071**

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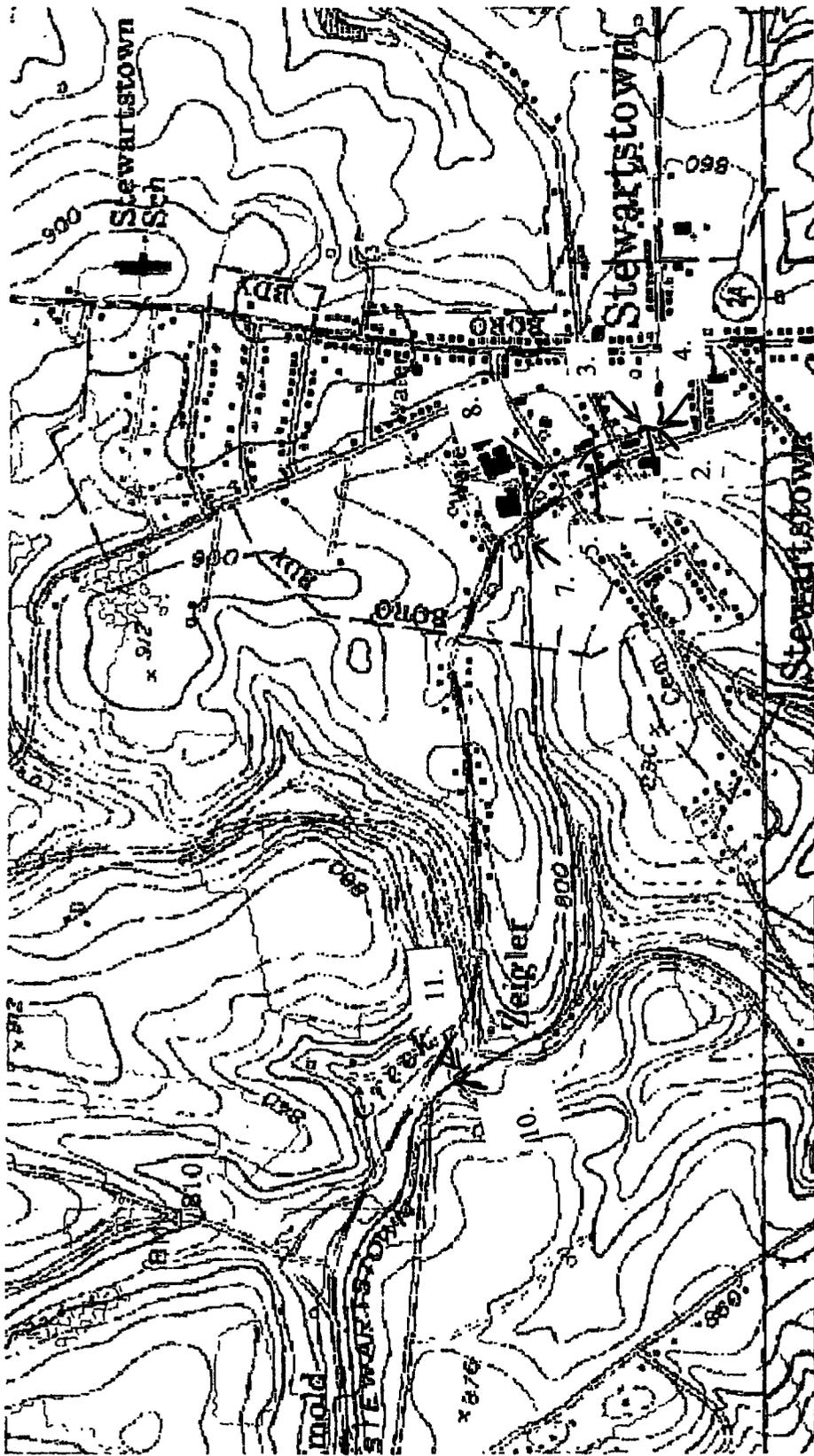
**STEWARTSTOWN RAILROAD COMPANY  
- ADVERSE ABANDONMENT APPLICATION -  
YORK COUNTY, PA**

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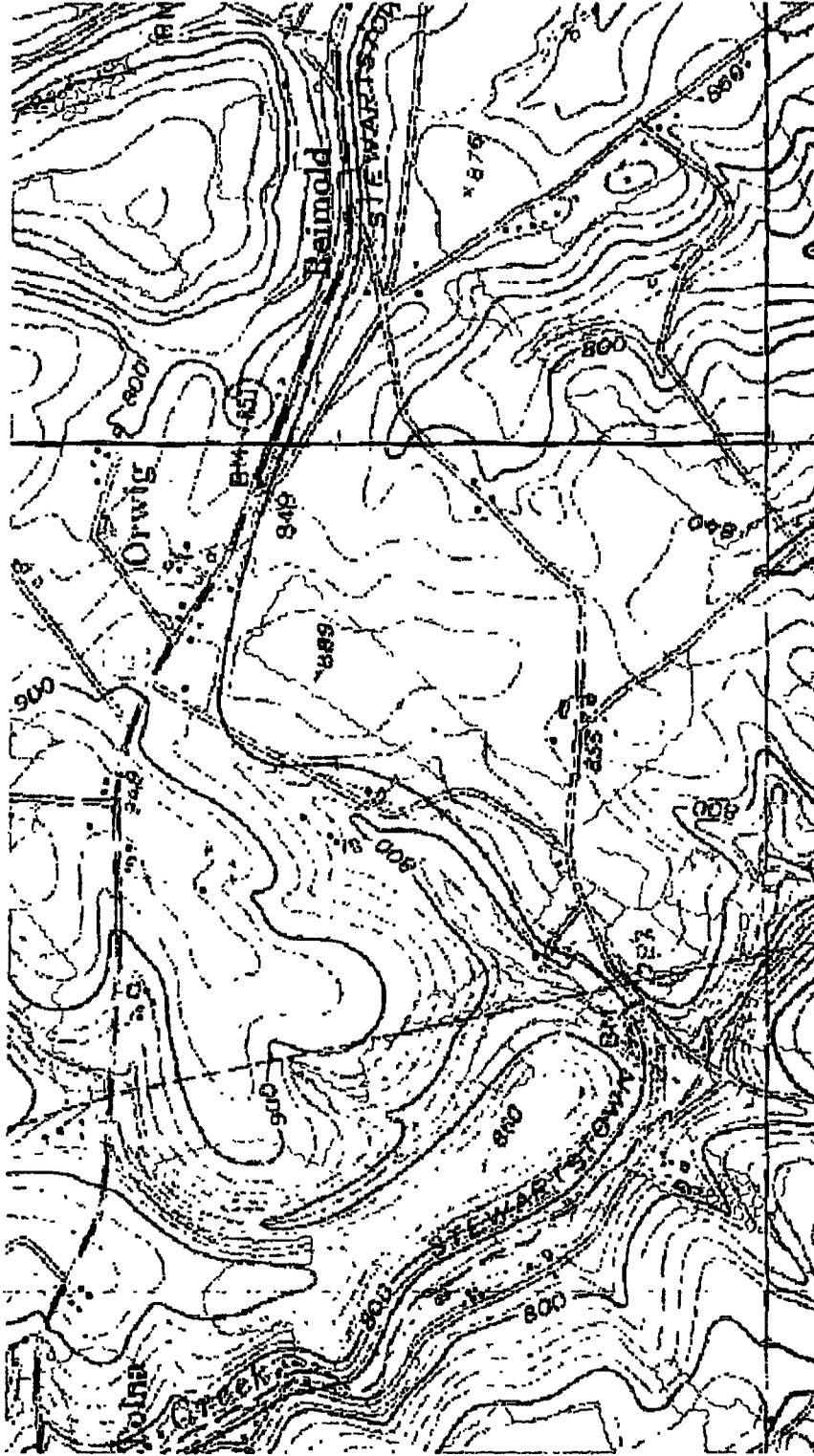
**ENVIRONMENTAL AND HISTORIC REPORT**

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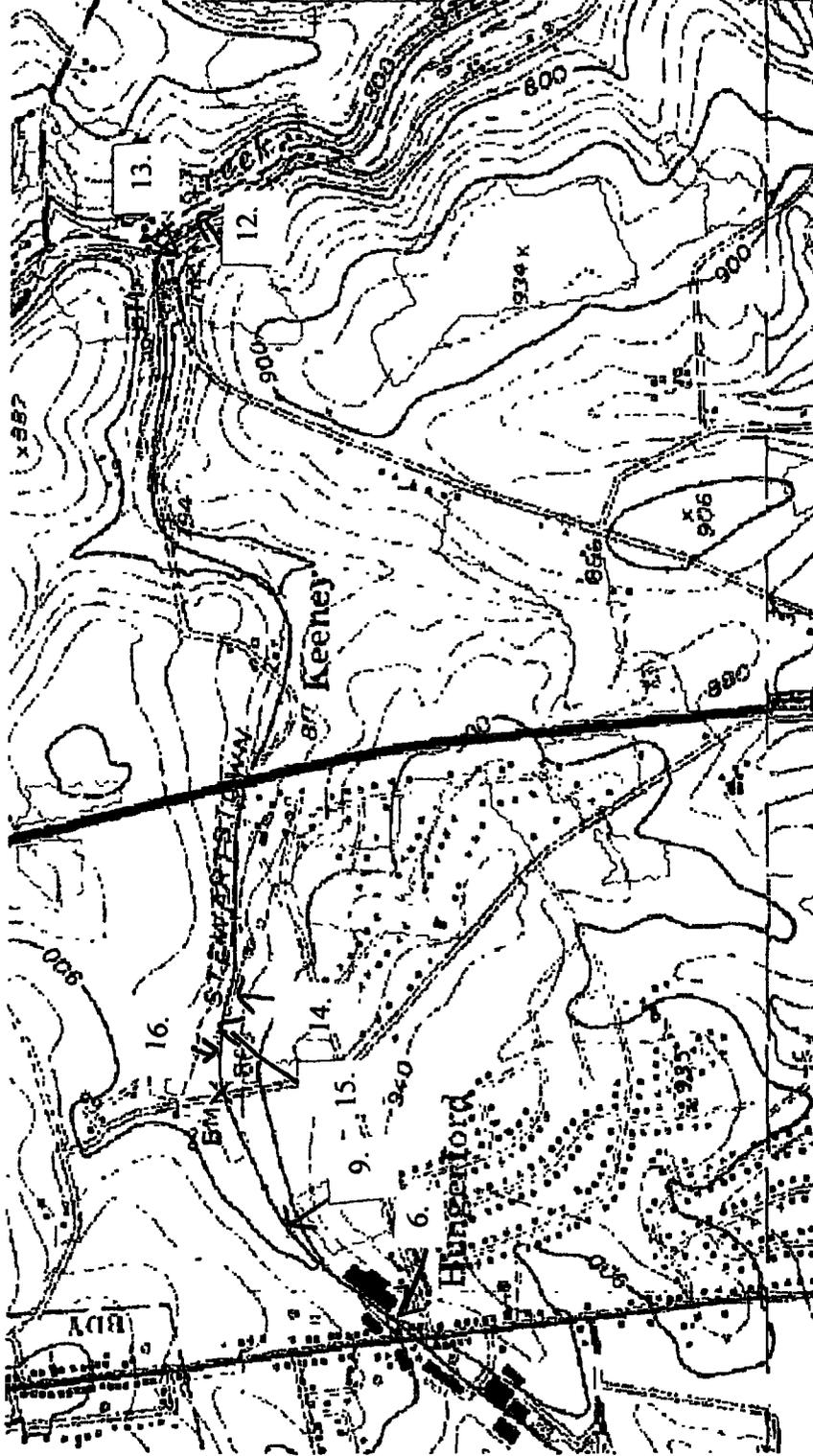
**EXHIBIT 3 – U.S.G.S TOPOGRAPHIC MAPS (Numbers on topographical maps  
represent structures as enumerated in Item 4 of the Historic Report)**



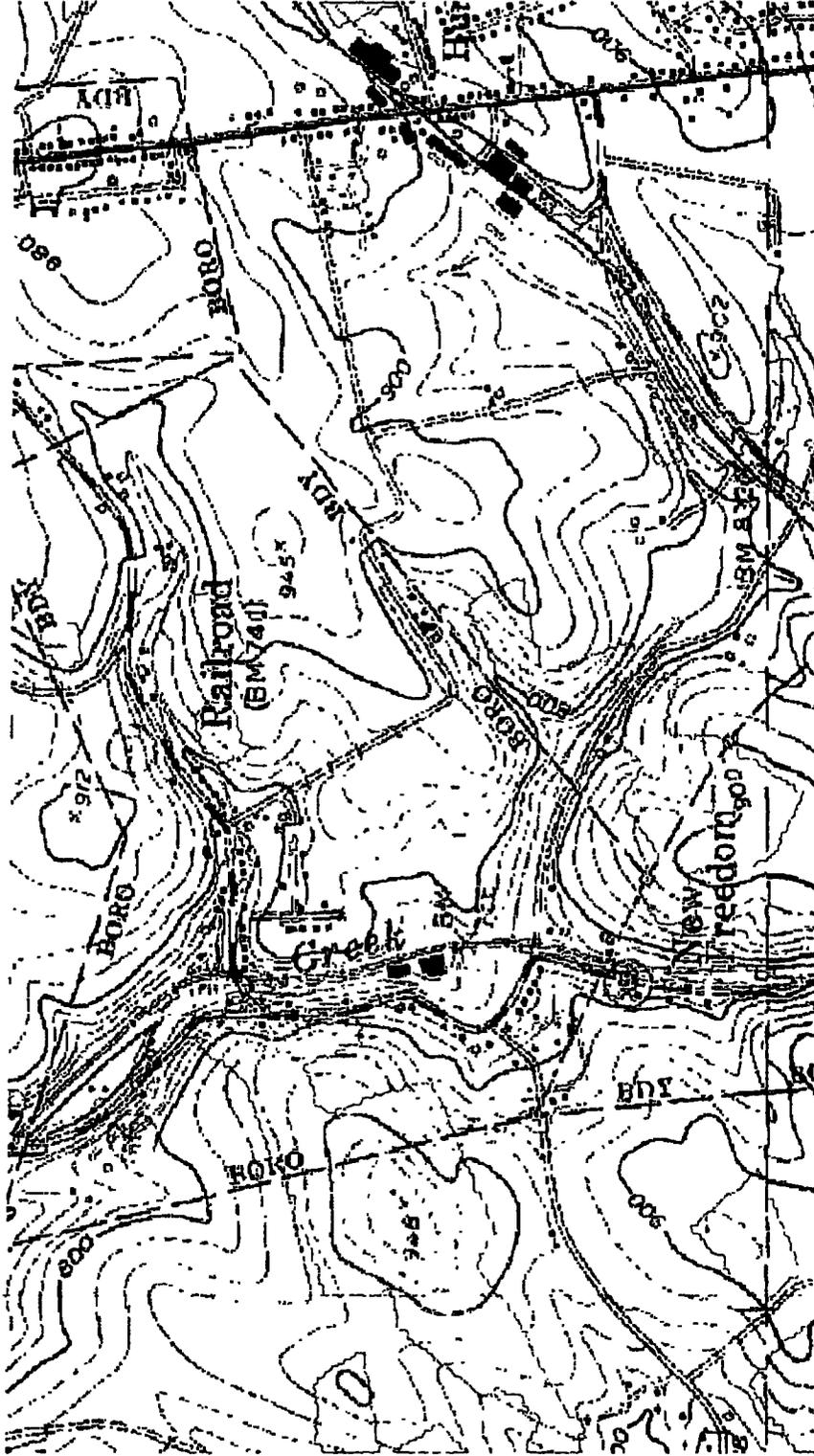
Center: 39.7569°N 76.6011°W  
Elevation at center: 869 feet (265 meters)  
Quad: USGS Stewartstown  
Drg Name: o39076g5  
Drg Source Scale: 1:24,000



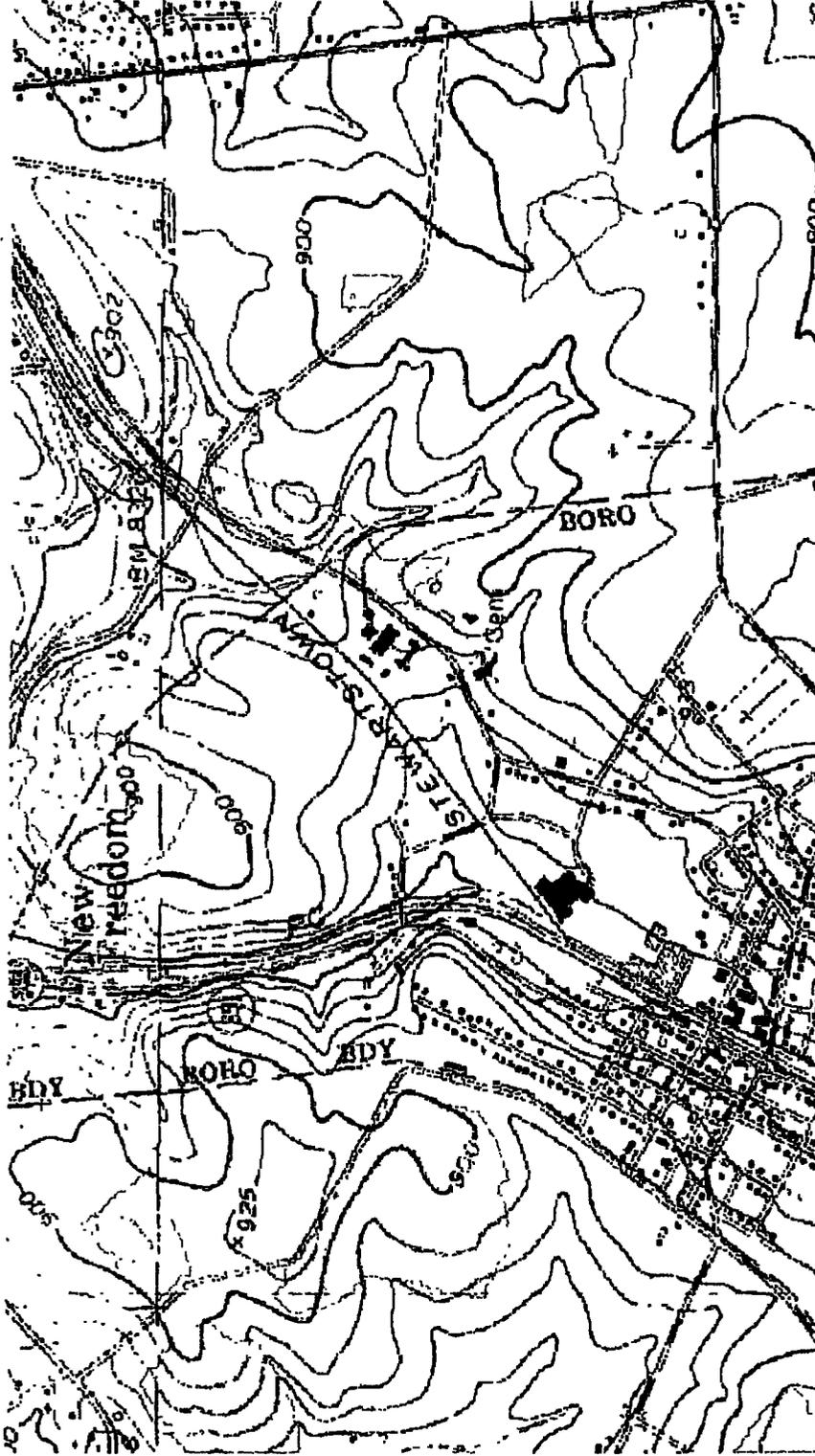
Center: 39.7569°N 76.6318°W  
Elevation at center: 899 feet (274 meters)  
Quad: USGS Glen Rock  
Drg Name: o39076g6  
Drg Source Scale: 1:24,000



Center: 39.7569°N 76.6626°W  
Elevation at center: 869 feet (265 meters)  
Quad: USGS Glen Rock  
Drg Name: o39076g6  
Drg Source Scale: 1:24,000



Center: 39.7569°N 76.6934°W  
Elevation at center: 879 feet (268 meters)  
Quad: USGS Glen Rock  
Drg Name: o39076g6  
Drg Source Scale: 1:24,000



Center: 39.7451°N 76.6934°W  
Elevation at center: 830 feet (253 meters)  
Quad: USGS New Freedom  
Drg Name: o39076f6  
Drg Source Scale: 1:24,000

**BEFORE THE  
SURFACE TRANSPORTATION BOARD  
WASHINGTON, DC**

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**STB Docket No. AB-1071**

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**STEWARTSTOWN RAILROAD COMPANY  
- ADVERSE ABANDONMENT APPLICATION -  
YORK COUNTY, PA**

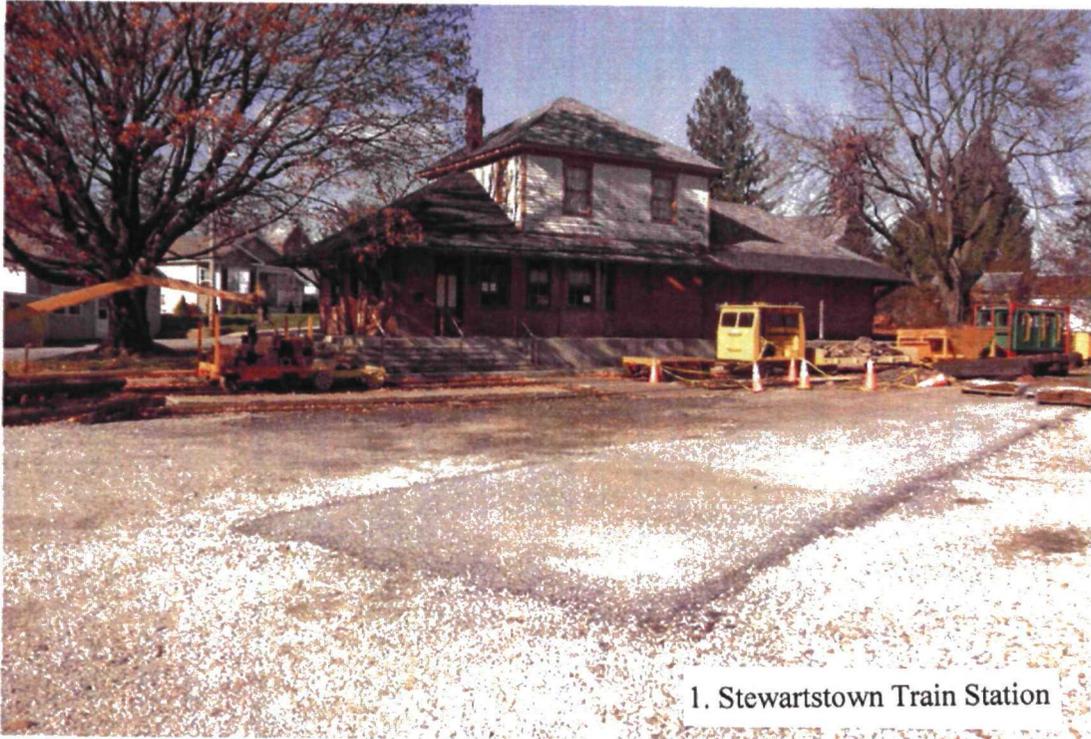
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**ENVIRONMENTAL AND HISTORIC REPORT**

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**EXHIBIT 4**

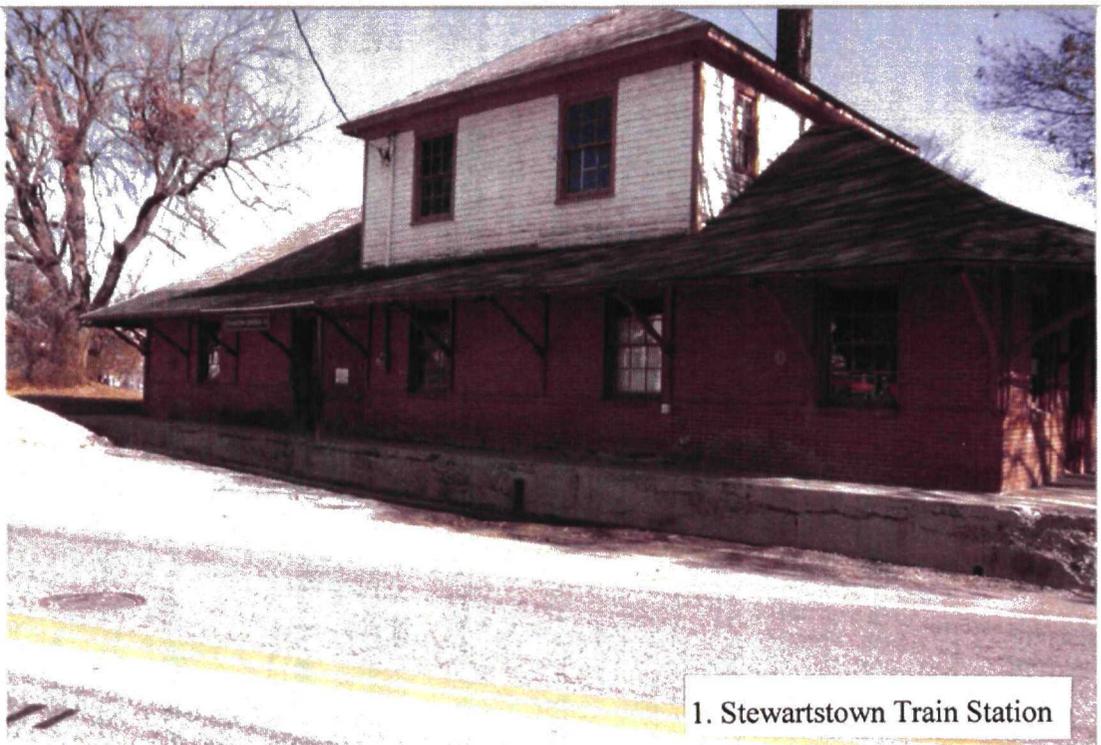
**COLOR PHOTOGRAPHS (STRUCTURES) AND RELATED MATERIALS**



1. Stewartstown Train Station



1. Stewartstown Train Station

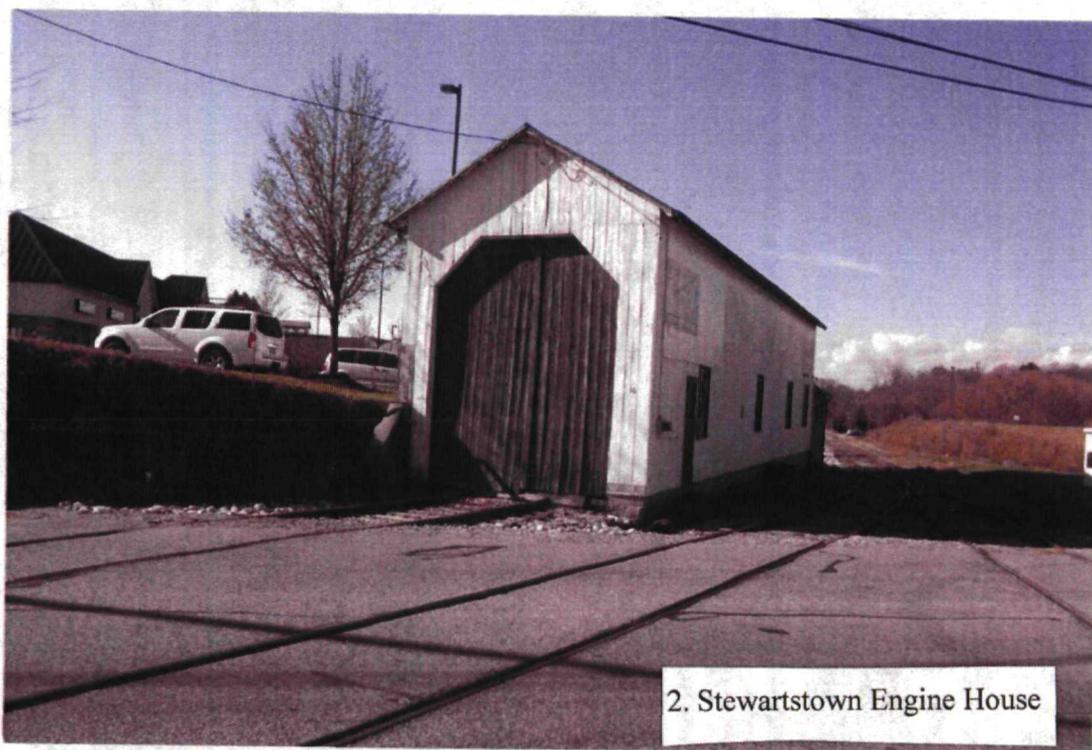
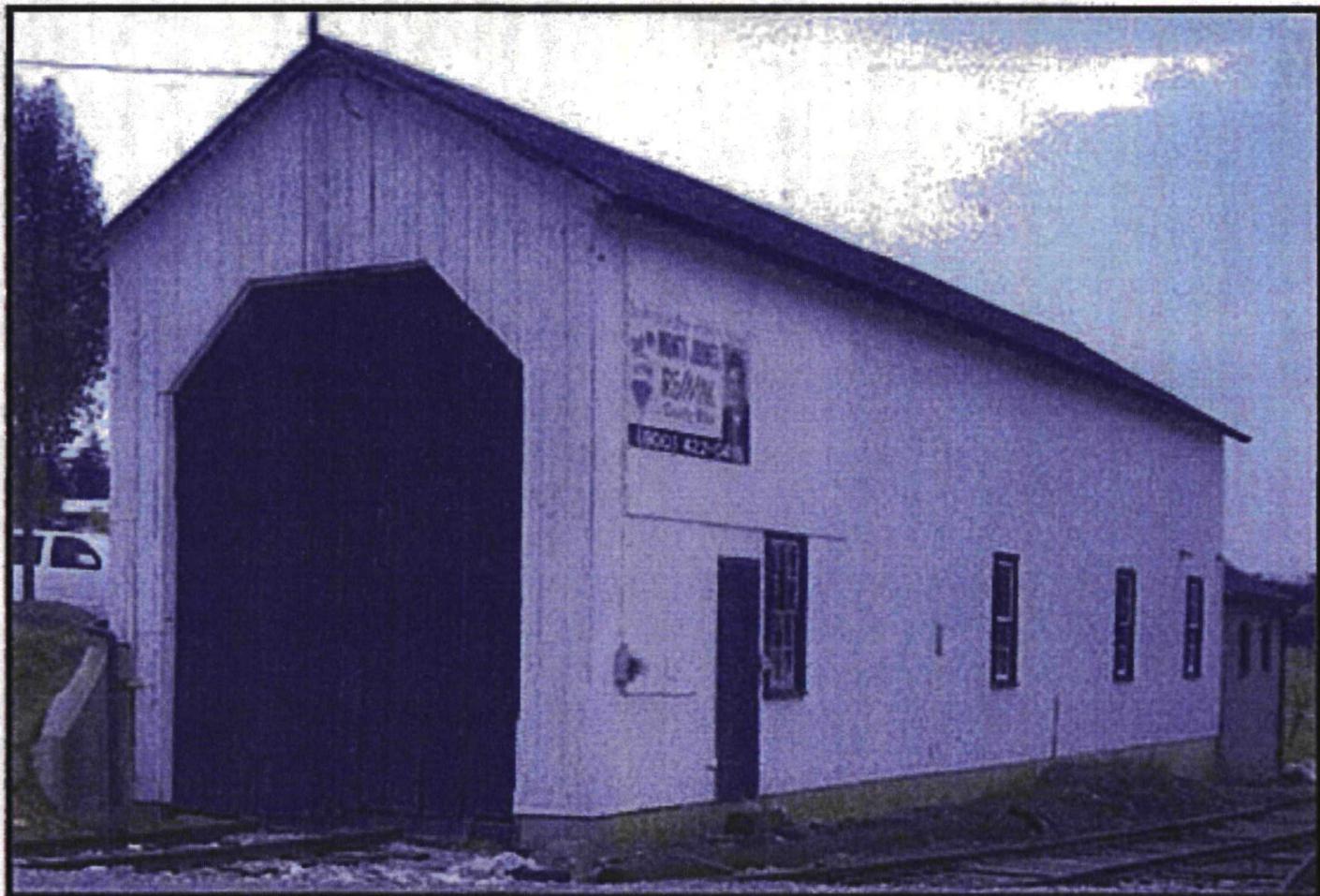


1. Stewartstown Train Station

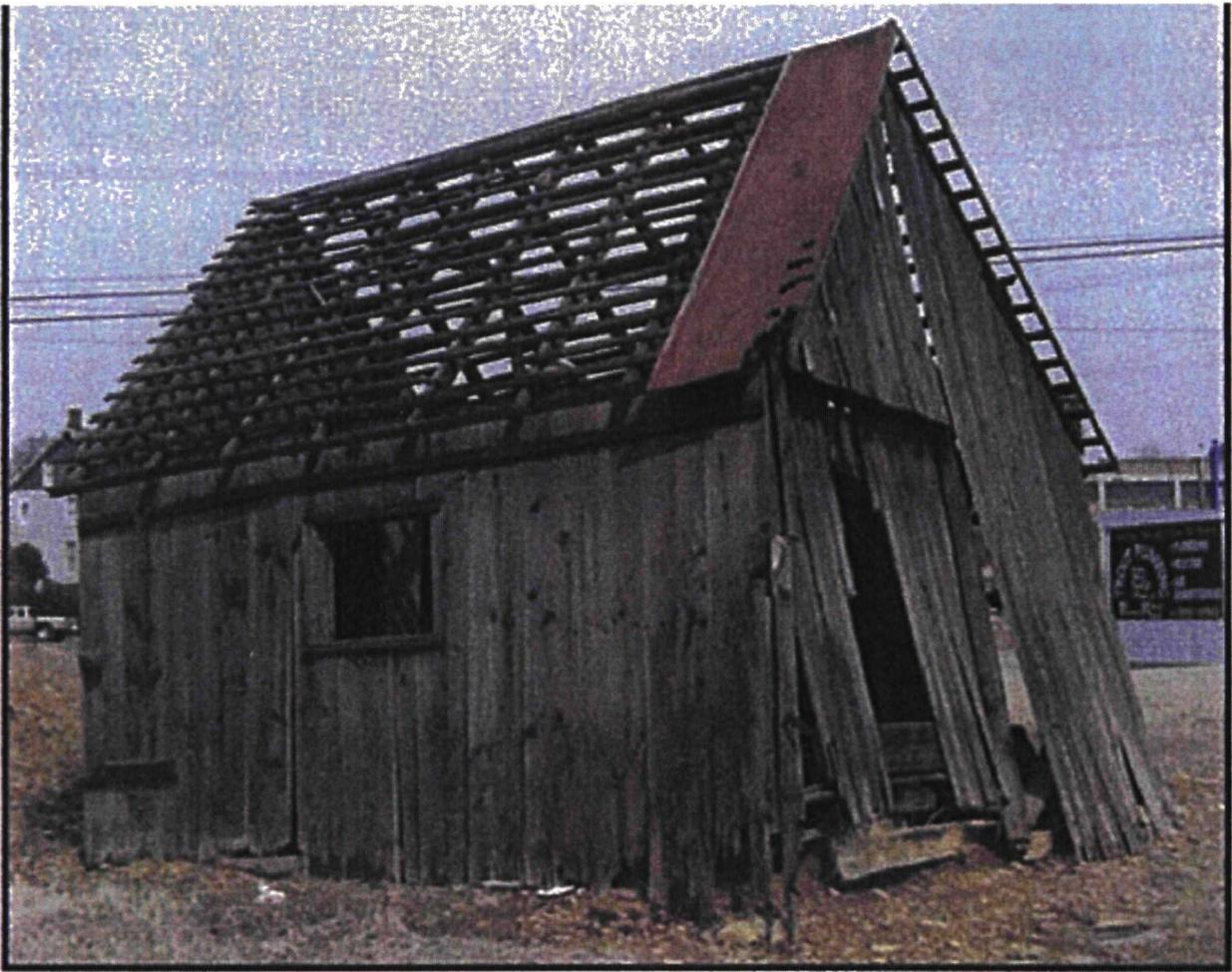
1. Stewartstown Train Station



2. Stewartstown Engine House



2. Stewartstown Engine House



3. Stewartstown Tool Shed

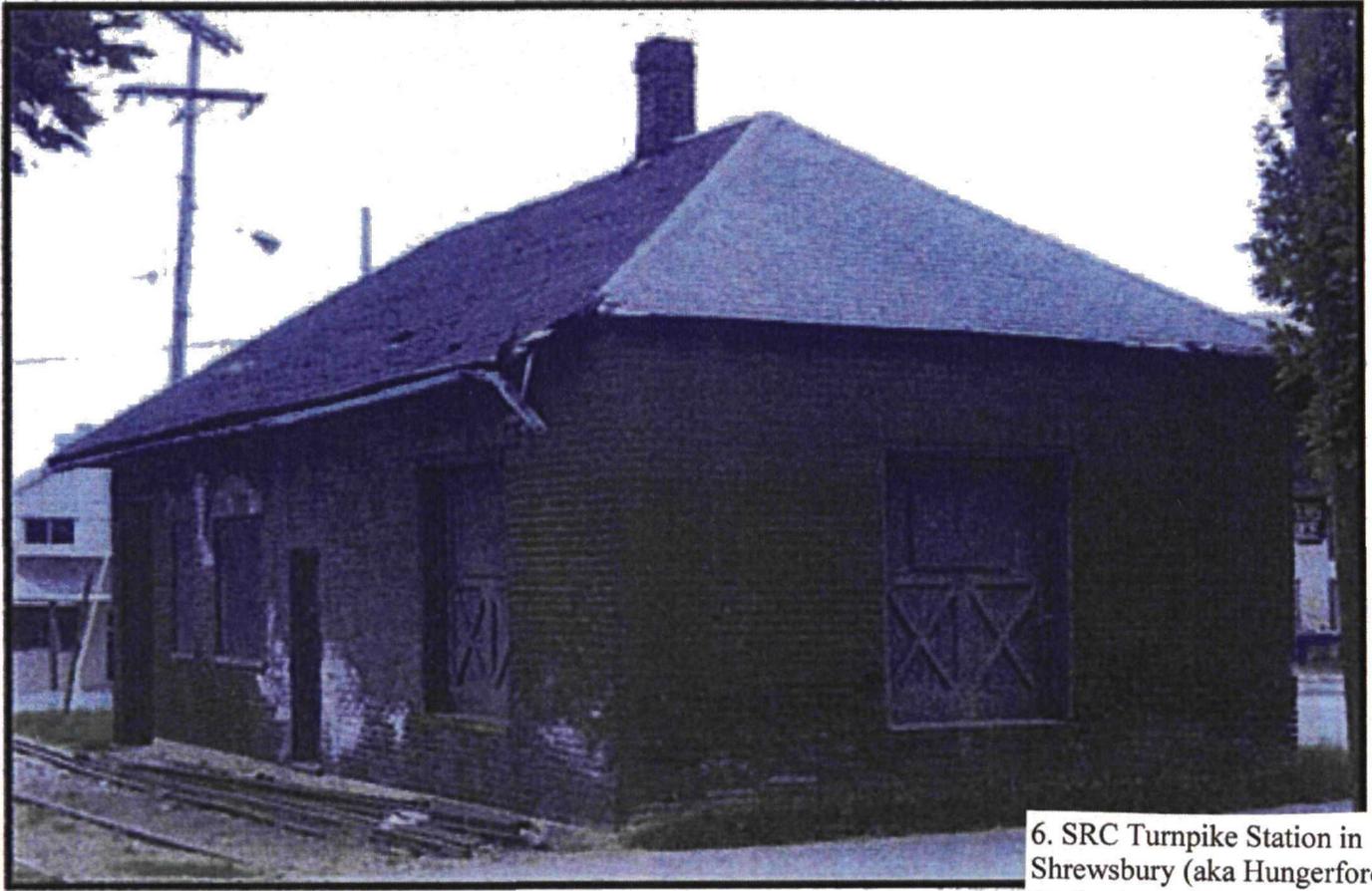




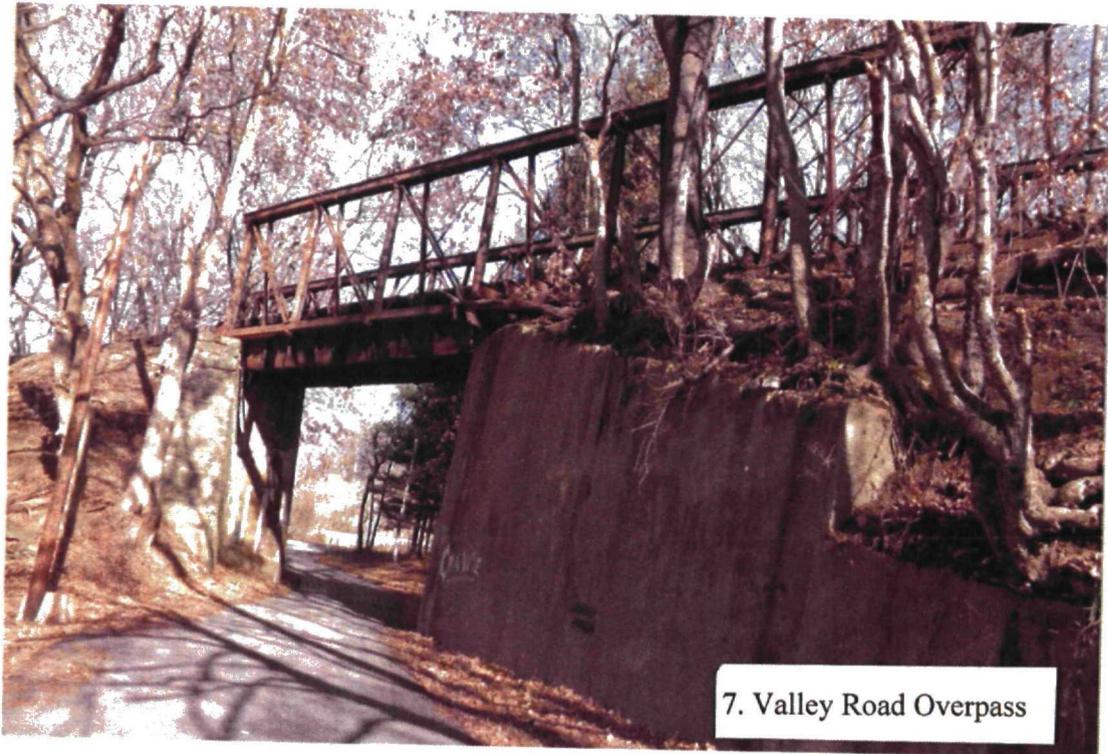
5. Stewartstown Water Tower/  
Reservoir



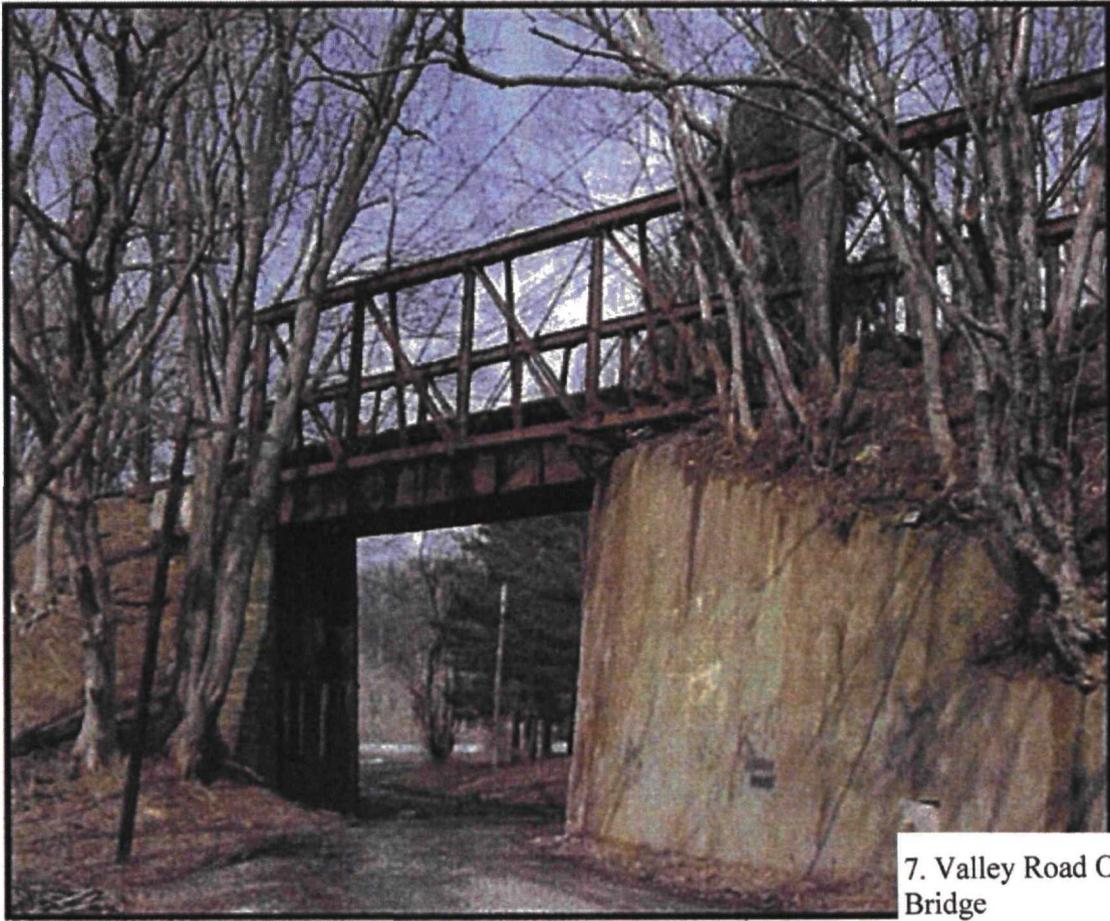
5. Stewartstown Water Tower/  
Reservoir



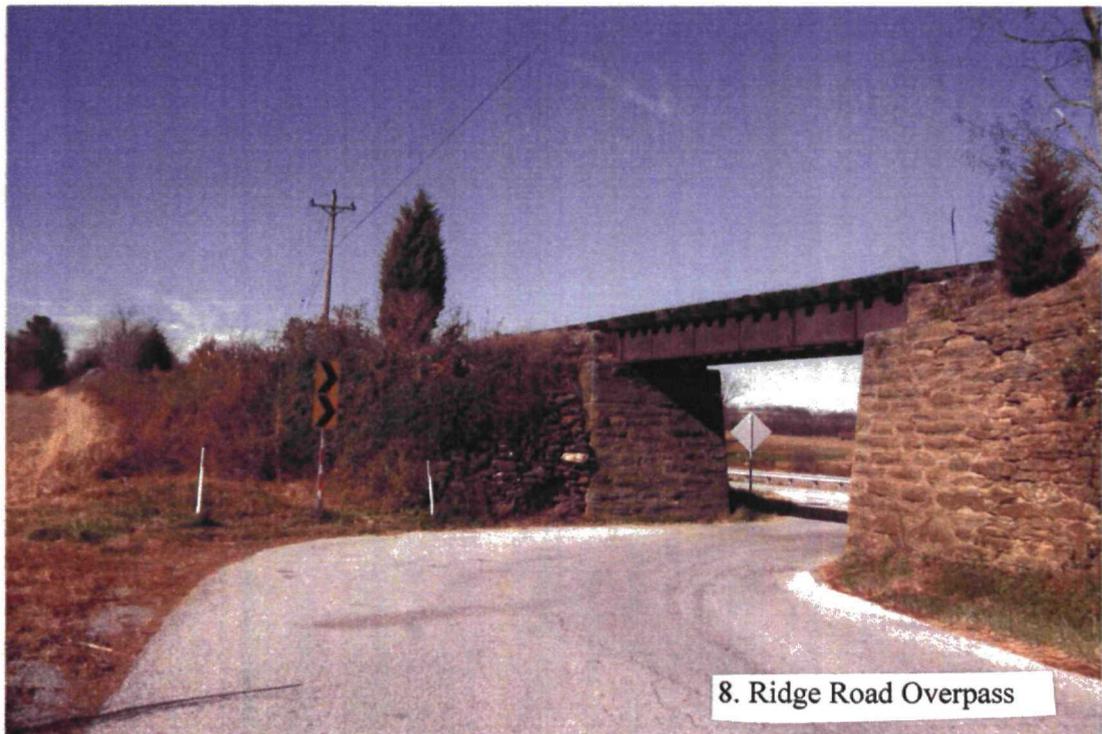
6. SRC Turnpike Station in Shrewsbury (aka Hungerford Station)



7. Valley Road Overpass

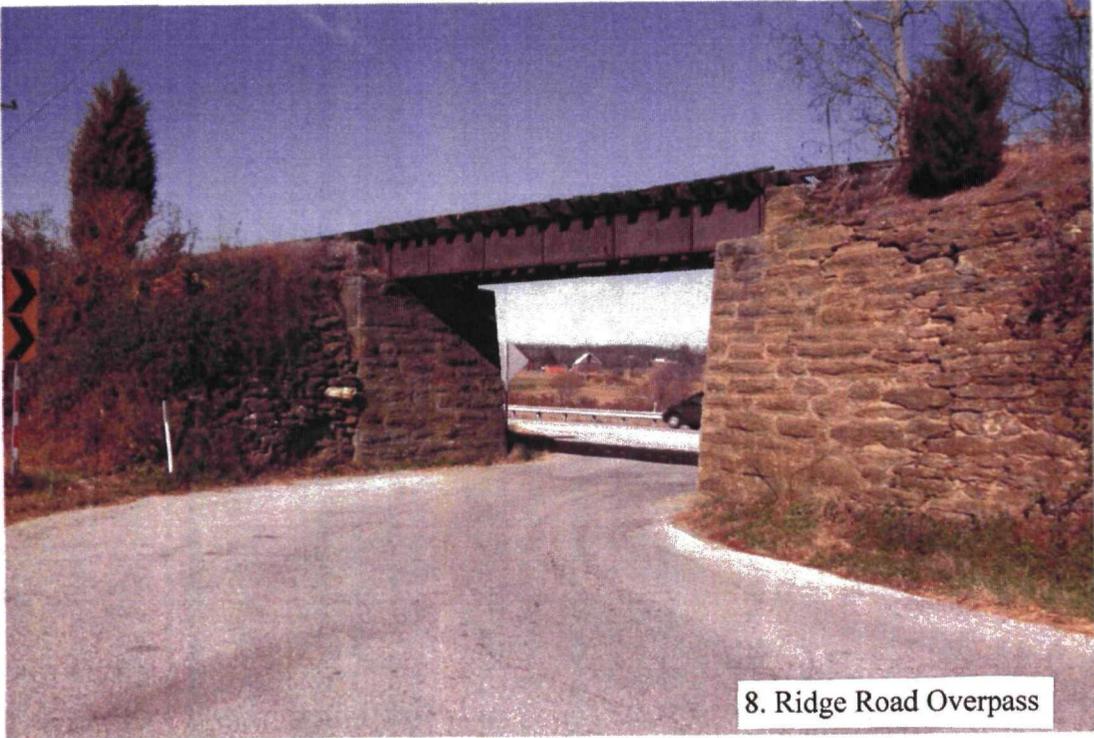
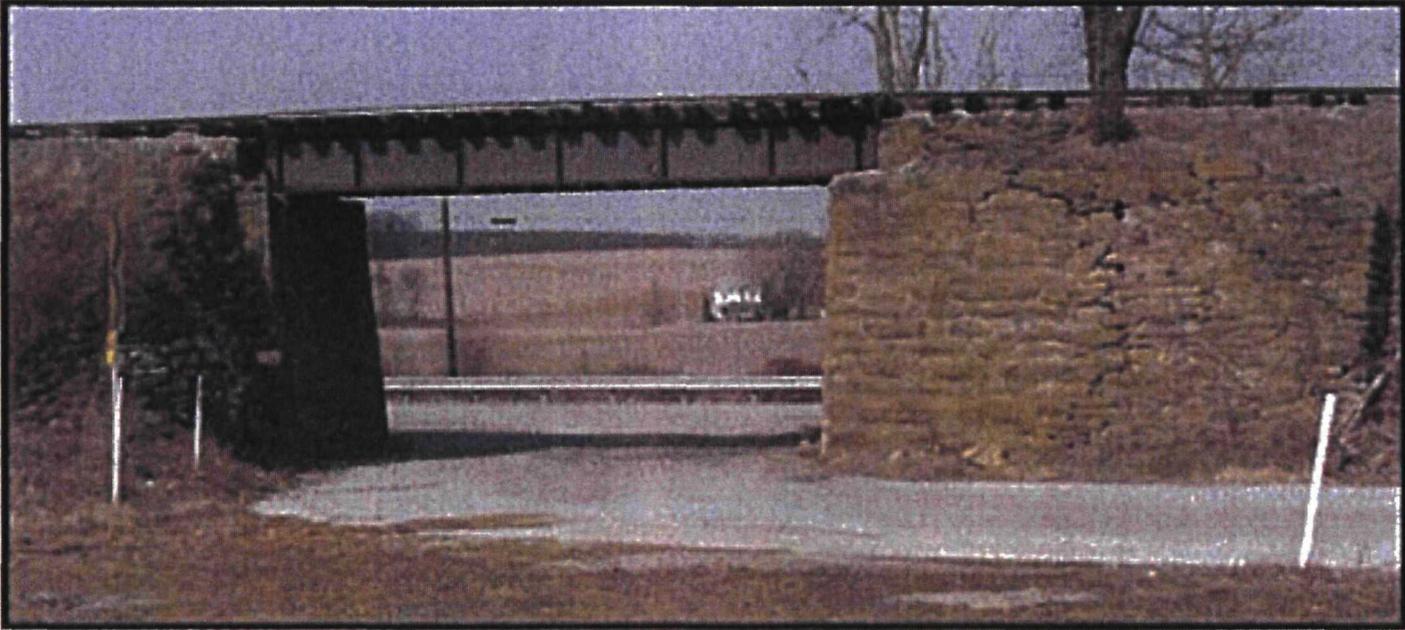


7. Valley Road Overpass Iron Bridge



8. Ridge Road Overpass

8. Ridge Road Overpass



8. Ridge Road Overpass

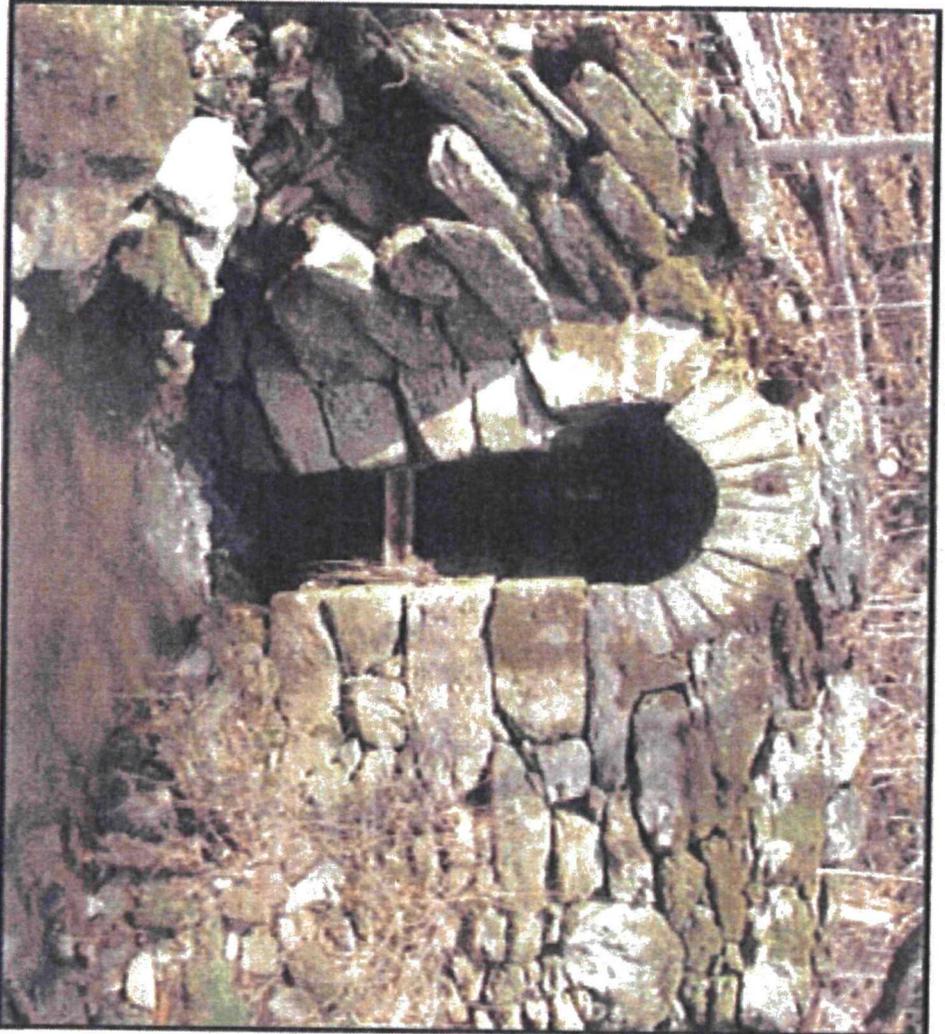


10. First Crossing of Ebaugh's  
Creek



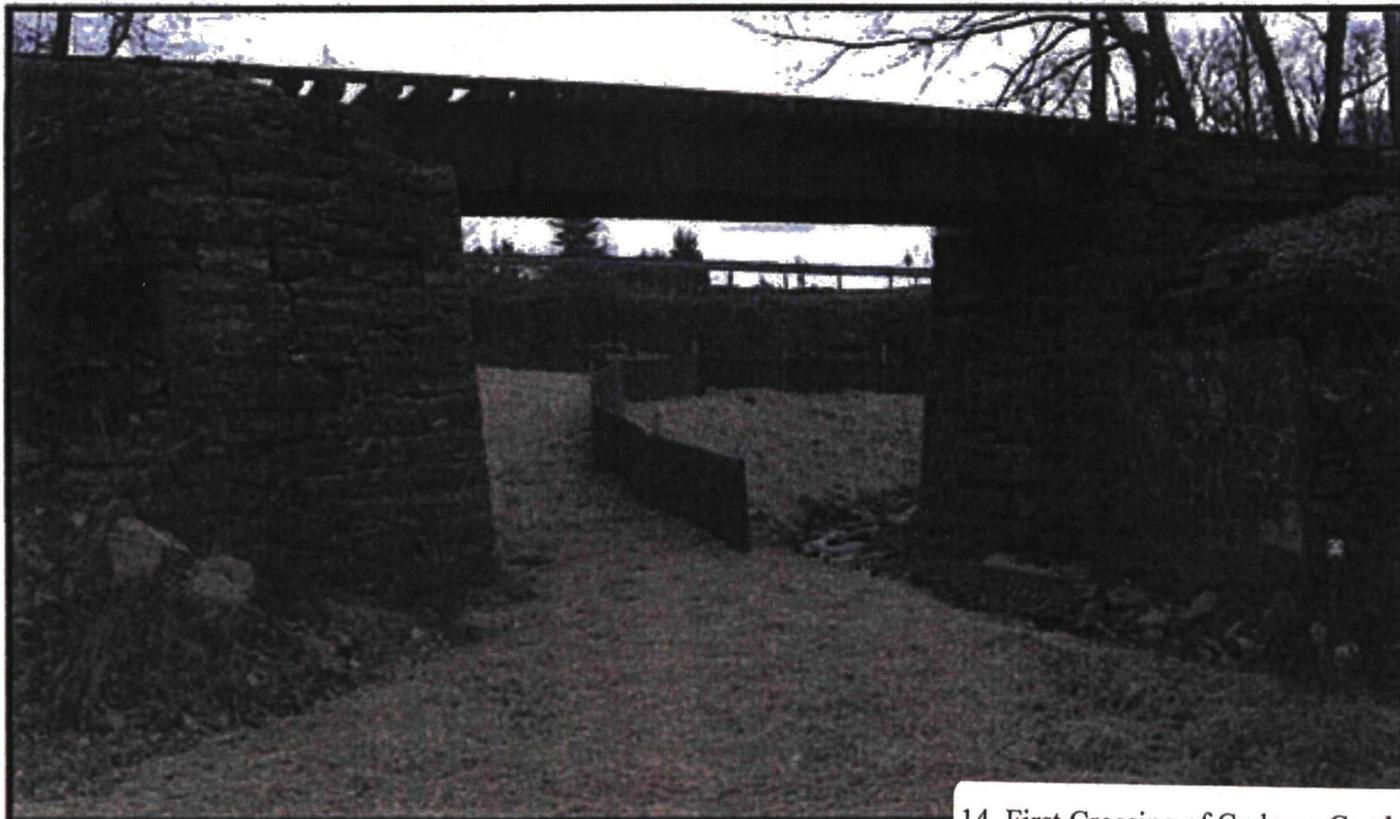
11. Ebaughs Creek Second Crossing

12. First crossing of Deer Creek (masonry culvert constructed between 1885-1895)





13. Second Crossing of Deer Creek



14. First Crossing of Codurus Creek

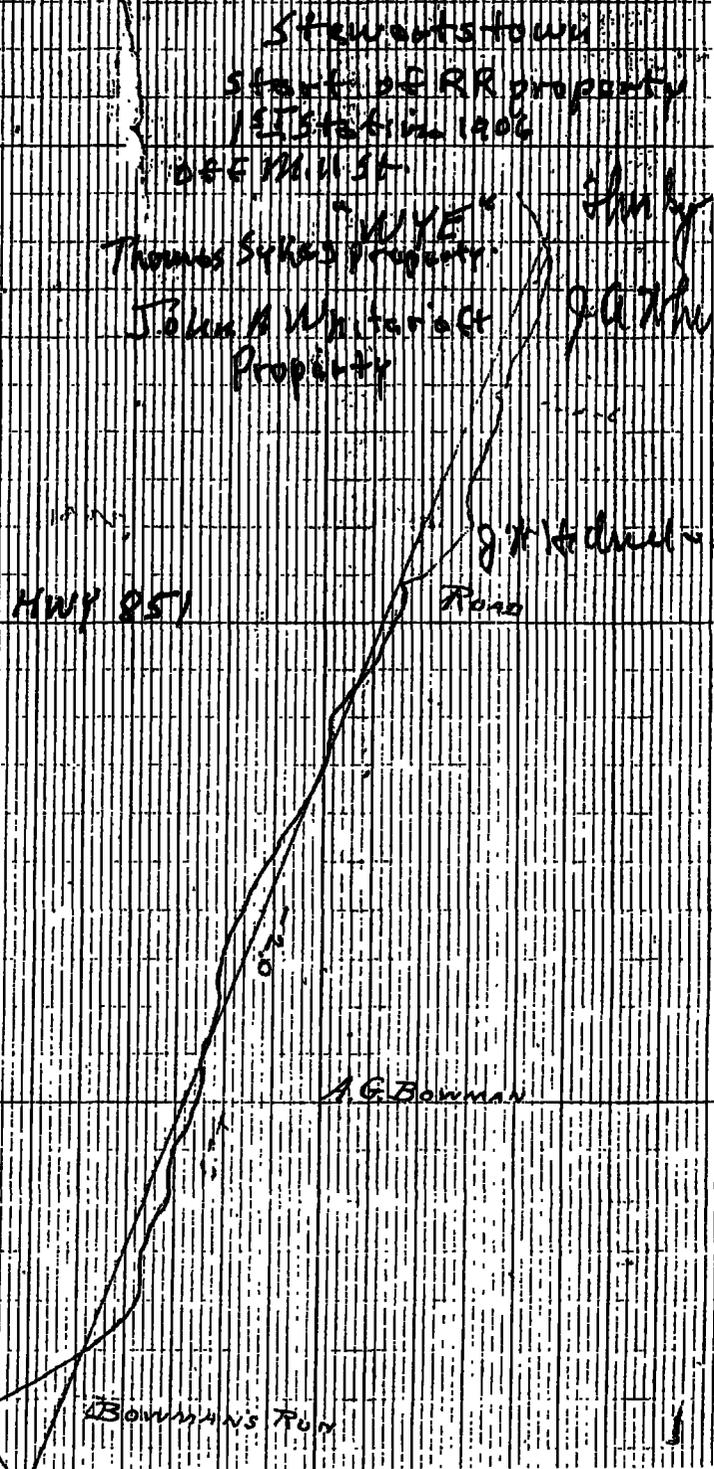


15. Second Crossing of Codurus  
Creek

16. Third Crossing of Codurus  
Creek



PROFILE OF  
 STEWARTSTOWN  
 RAIL ROAD  
 From  
 STEWARTSTOWN  
 TO  
 NEW FREEDOM  
 N.C.R.W.



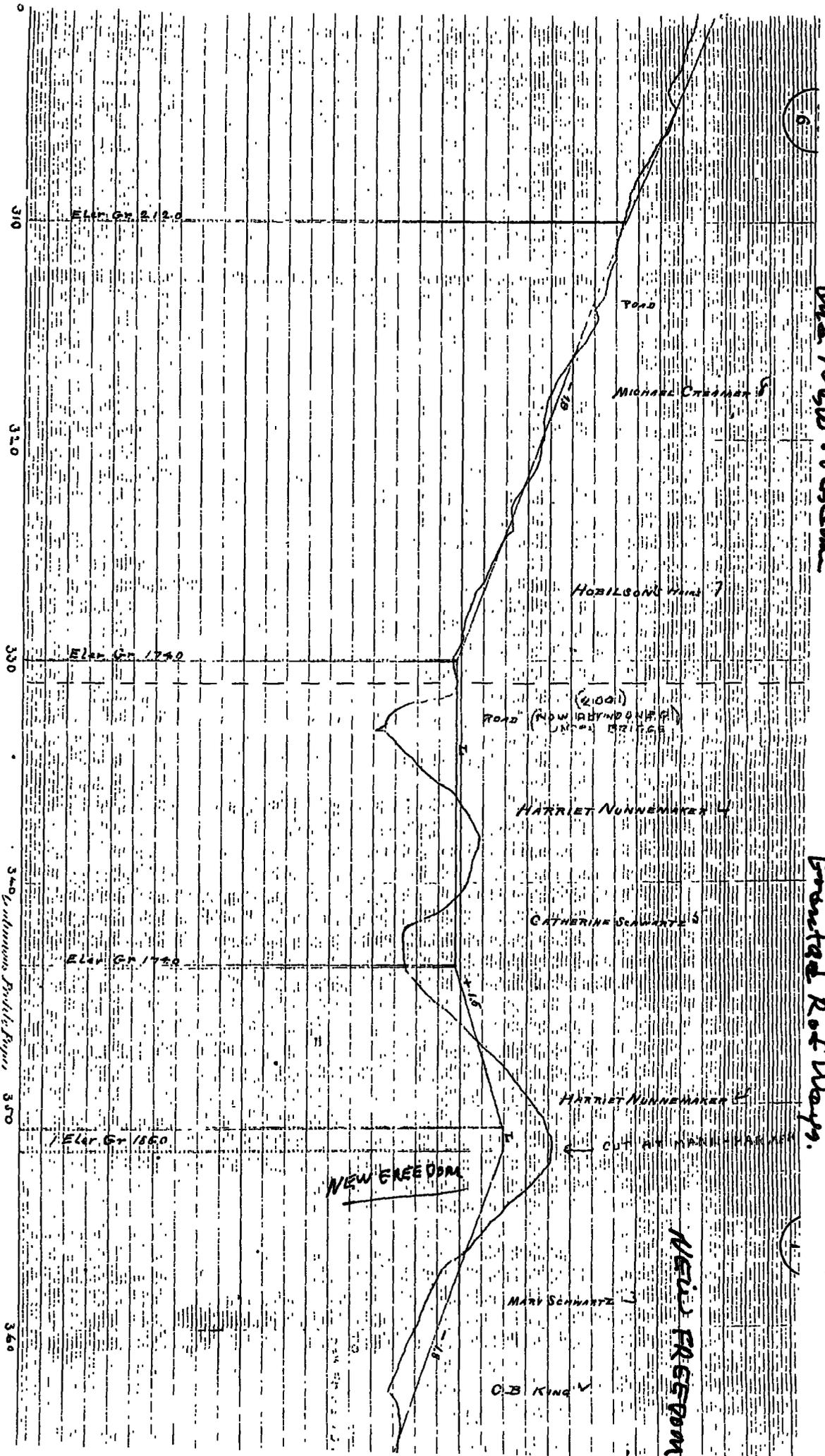
Special Sheet 1 of 16

ILLUSTRATIVE STRUCK R.R. TRACK  
 Through landowner's Property  
 Grading R of W  
 LANDOWNERS NOTED ON EACH SHEET

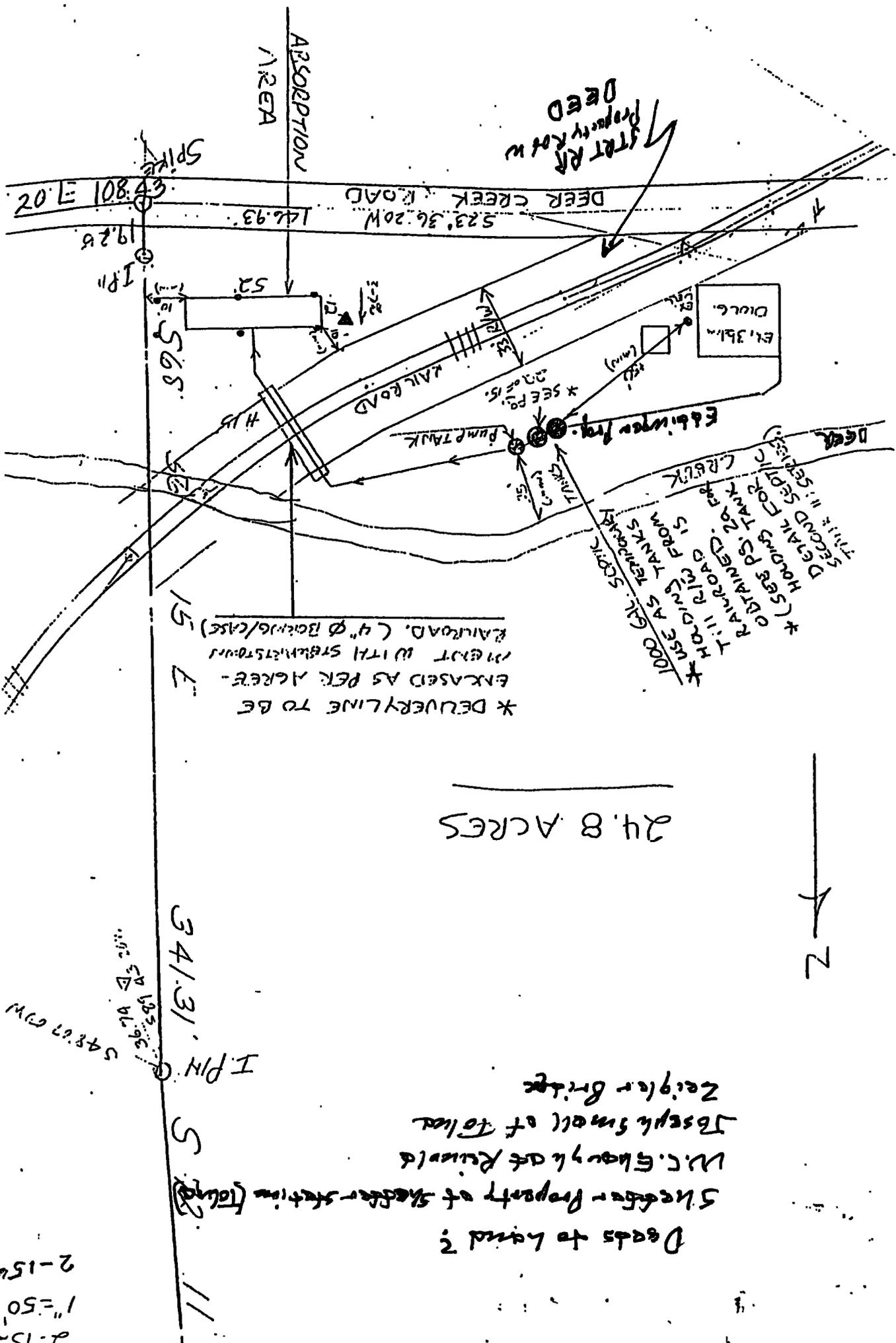
0  
 10  
 20

39 Landowners  
 Granted ROW  
 Between Stevens Town  
 and New Freedom

Spaced sheet 16 of 16  
 ILLUSTRATIVE GRAPH OF STRAIGHT  
 THROUGH LANDOWNERS PROPERTY WHO  
 GRANTED ROW WAY.



Published by James W. Turner & Co.  
 Publishers  
 350 Columbus, Pacific Paper  
 1910  
 The Eastern District of Pennsylvania



24.8 ACRES

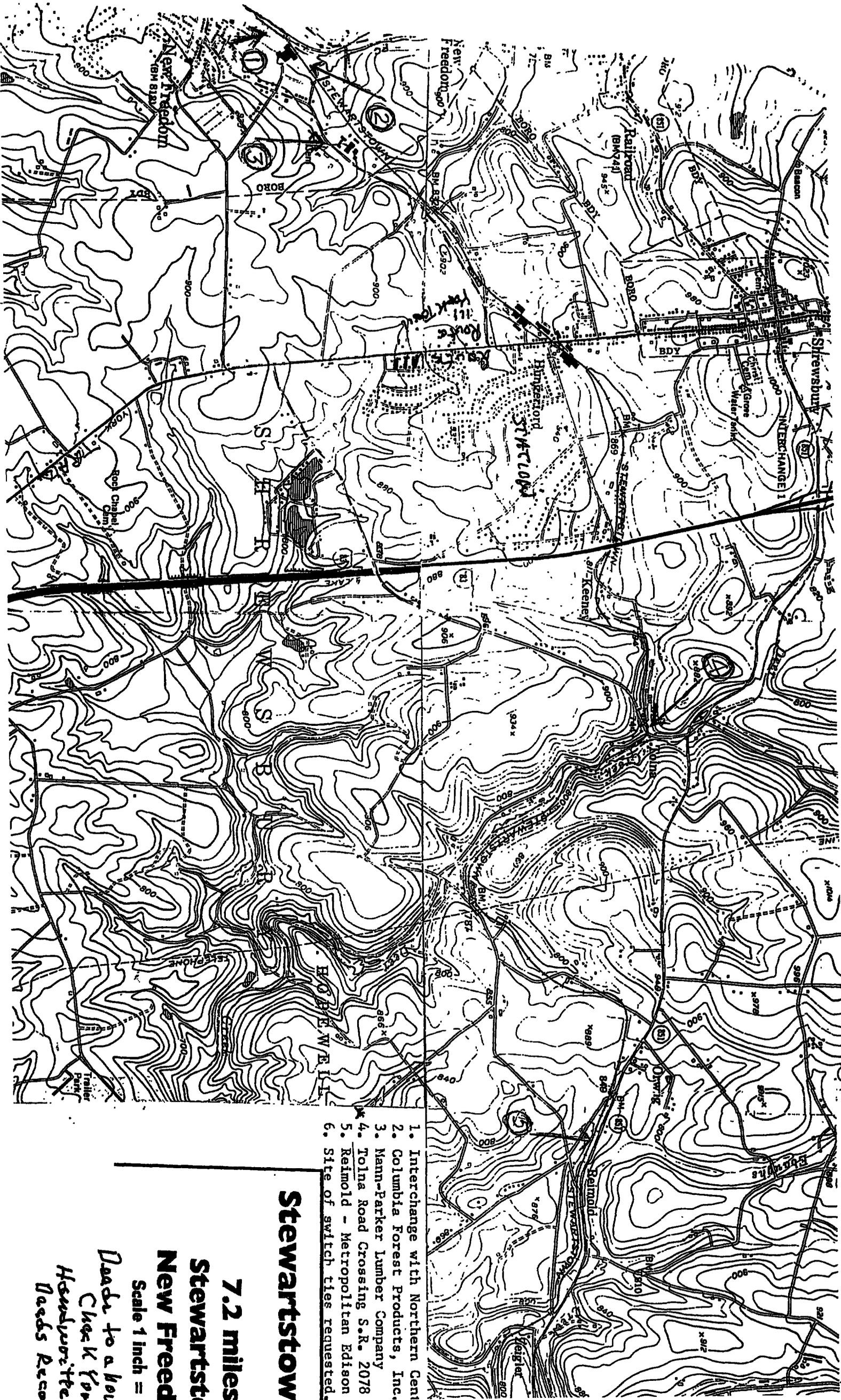


Deeds to land?  
 5 the 1st property of the 1st section (town)  
 W.C. Ebaugh & Rinaldo  
 Joseph Small of Iowa  
 Zeigler Bridge

\* DELIVERY LINE TO BE  
 EXCAVED AS PER AGREEMENT  
 WITH STUBBINS TOWN  
 RAILROAD. (4" Ø BOLLARD/CASE)

1000 GAL. 50 PPM  
 \* USES AS TEMPORARY  
 RAINWATER TANKS  
 RAINWATER IS  
 OBTAINED FROM  
 (500 GAL. TANK)  
 \* (500 GAL. TANK)  
 HAVING FOR  
 DECAT SEPTIC  
 THIS IS SERVICE

2-15'  
 1"=50'



1. Interchange with Northern Cent
2. Columbia Forest Products, Inc.
3. Mann-Parker Lumber Company
4. Tolna Road Crossing S.R. 2078
5. Reimold - Metropolitan Edison
6. Site of switch ties requested.

## Stewartstown

7.2 miles

Stewartstown  
New Freedom

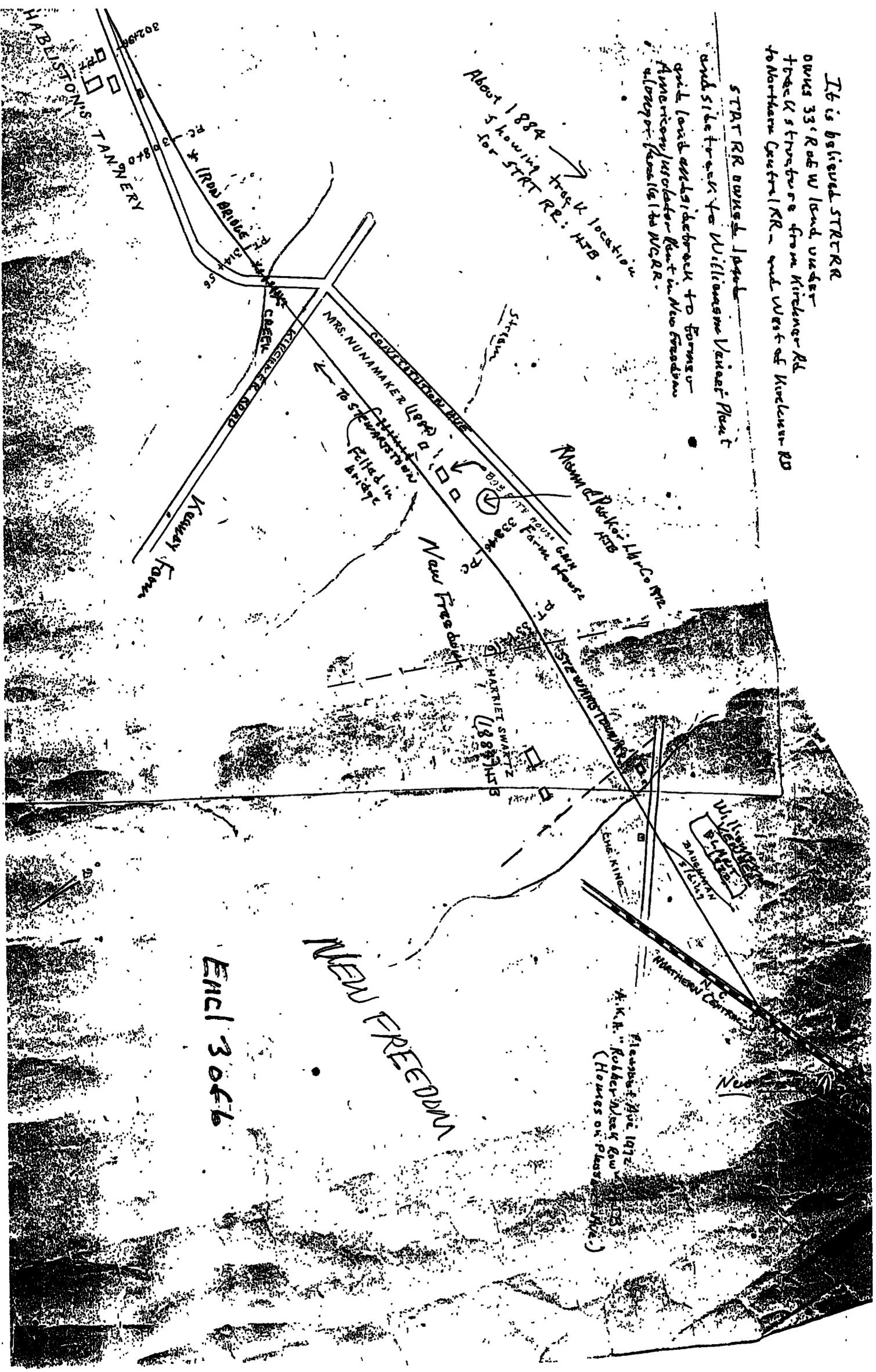
Scale 1 inch =

Double to a bar  
Check for  
Headlines the  
Dadds Recd

It is believed STR RR  
owns 33' Rd W land under  
tree & structure from Kirlauer Rd  
to Northern Central RR and West of Kirlauer Rd

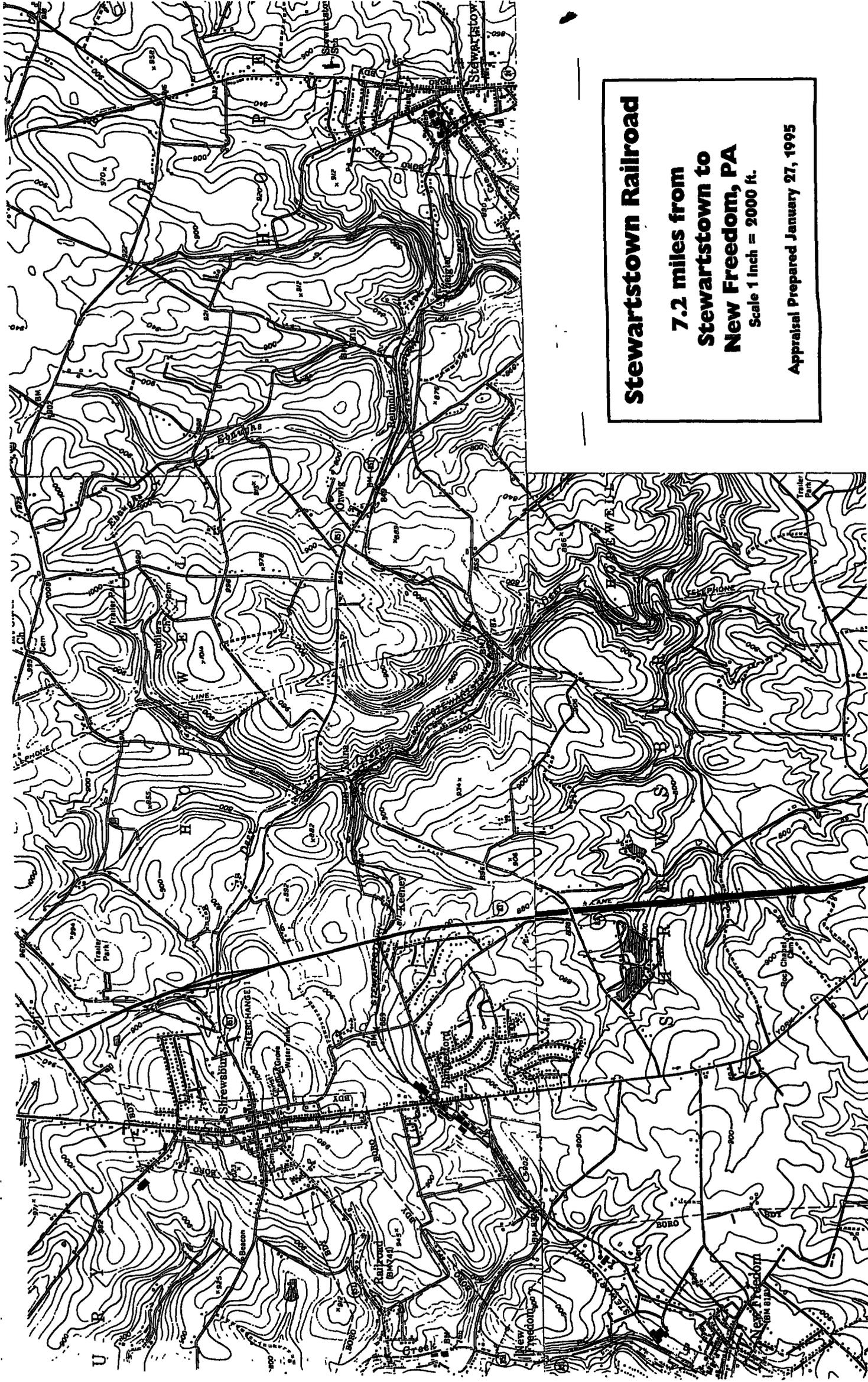
STR RR owned 1st part  
and site to serve the Williamsburg Vaicert Plant  
with land and side track to form  
American Insulator Plant in New Freedom  
along or parallel to NCR.

About 1884 → track location  
for STR RR: HSB



NEW FREEDOM

Encl 304b



**Stewartstown Railroad**  
**7.2 miles from**  
**Stewartstown to**  
**New Freedom, PA**  
Scale 1 inch = 2000 ft.  
Appraisal Prepared January 27, 1995

N83°56'45"E

HARRY BAILEY Property

400.00'

Fence Post - 2856'

(1984) Survey of Former Wolf Supply Mgmt Property

0.795 Acre

S18°22'00"E

100.00'

204.00'

S84°41'55"W

STEW. R.R. CO.

Tool House 1885

Distu From 1-20

N10°22'10"E  
48.50'

Iron Pin

N84°12'00"W  
236.09'

53' R/W  
Conv eyed to STRT 1884

No. 8  
B-type

30' X 785' Land  
Purchased by STRT 1910

33' Right of Way

33' Right of Way

45' 75'

GOAL BINS

STRT RR HAND TRACK

COAL BINS

950' Farm Land

Hopewell Twp.

Stewarts town

785' Farm Land

80' X 785' For RR Siding

Eng. House Track

ADD'L Land Purchase 1914  
From George Munkel For Coal Bin  
STRT Records indicate. In the  
coal bin area STRT RR Right of Way  
could be as much as 90' but not  
less than 53'.  
STRT RR Right of Way at  
Public Rd (851) could be as  
much as 100' but not less  
than 53'.

Land Purchase 1914  
From J.C. Bowman  
30' X 950' For  
COAL Bin Track

Land Purchased 1910  
From J.C. Bowman  
30' X 785' For  
RR Siding

Eng. House  
Track

N 83° 56' 45" E

HARRY BAILEY Property

400.00'

Fence Post - 2856'

(1984) Survey of Former Wolf Supply Mgmt Property

0.795 Acre

S 18° 22' 00" E

Iron Pin  
N 10° 22' 10" E  
48.50'

N 84° 12' 00" W  
236.08'

53' R/W  
CONVEYED TO STRT 1884

18'

S 84° 41' 55" W  
204.00'

204.00'

STEW. R.R. CO.  
Tool House 1885

STRT Main Track

Iron Pin

30' X 785' Land  
Purchased by STRT 1910

7.9 Hill  
Dist. from  
to Eng. House

ENGINE  
G.S. HOUSE

Proposed LOT W  
Construct to Crossing

160'

BR SWITCH

53'

20'

950'

HOPOWELL  
Township

STEWARTS  
BOROUGH

Land Purchased 1910  
From J.C. Bowman  
30' X 785' For  
R.R. Siding

Land Purchased 1914  
From J.C. Bowman  
30' X 950' For  
COAL BIN TRACK

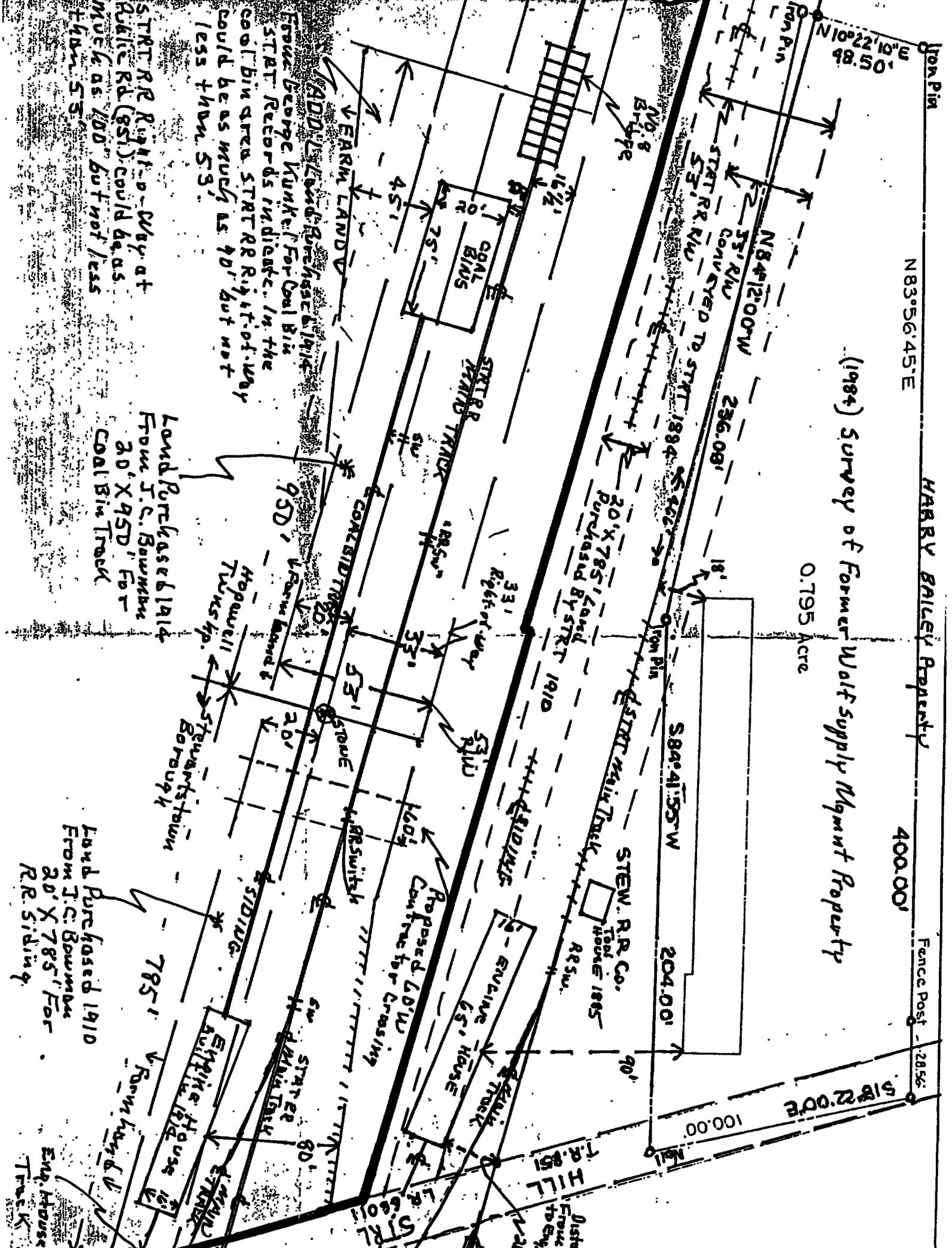
STRT R.R. Right-of-Way at  
Public Rd (851.) could be as  
much as 100' but not less  
than 53'  
STRT R.R. Right-of-Way  
could be as much as 90' but not  
less than 53'

Land Purchased 1914  
From George Kunkel For Coal Bin  
STRT Records indicate in the  
coal bin area STRT R.R. Right-of-Way  
could be as much as 90' but not  
less than 53'

Land Purchased 1914  
From J.C. Bowman  
30' X 950' For  
COAL BIN TRACK

Land Purchased 1910  
From J.C. Bowman  
30' X 785' For  
R.R. Siding

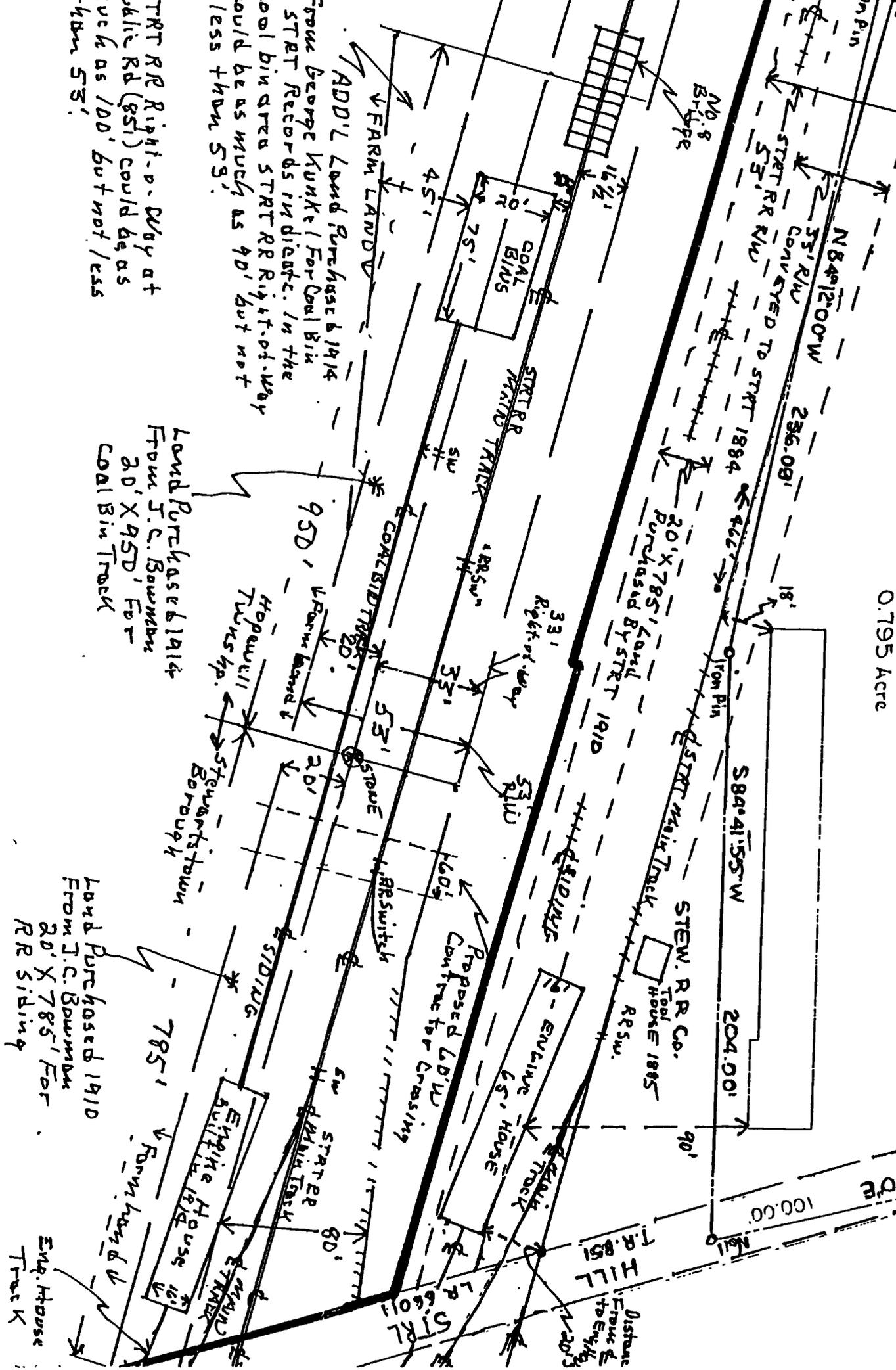
Eng. House  
Track





Iron Pin N83°56'45"E 400.00' Fence Post - 2856'

(1984) Survey of Former Wolf Supply Mgmt Property  
0.795 Acre



ADD'L Land Purchase & 1914  
From George Kunkle For Coal Bin  
STRT Records indicate. In the  
Coal Bin area STRT RR Right-of-Way  
could be as much as 90' but not  
less than 55'.

TRT RR Right-of-Way at  
Public Rd (RSI) could be as  
much as 100' but not less  
than 55'

Land Purchase & 1914  
From J.C. Bowman  
30' X 950' For  
Coal Bin Track

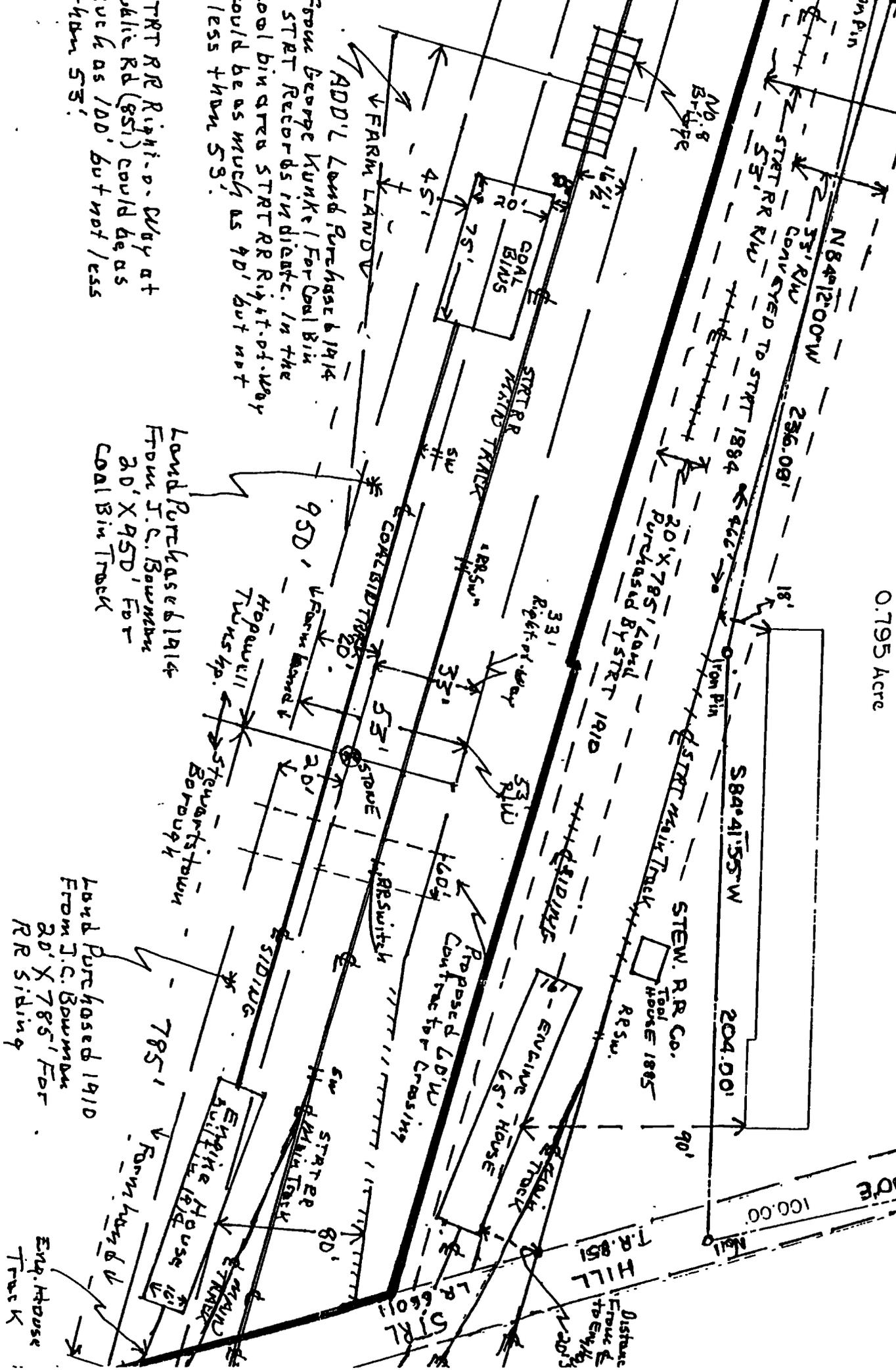
Land Purchased 1910  
From J.C. Bowman  
20' X 785' For  
RR Siding

Eng. House  
Track

TR HILL  
Distance  
From Eng  
House  
to Eng  
House  
1-205

Iron Pin N 83° 56' 45" E 400.00' Fence Post 28.56'

(1984) Survey of Former Wolf Supply Mount Property  
0.795 Acre



ADD'L Land Purchase & 1914  
From George Kunkel For Coal Bin  
STRT RR R/W Right of Way  
Coal Bin Area STRT RR Right of Way  
could be as much as 90' but not  
less than 53'

TRRT RR Right of Way at  
Jelic Rd (85') could be as  
much as 100' but not less  
than 53'

Land Purchase & 1914  
From J.C. Bowman  
30' X 950' For  
Coal Bin Truck

Land Purchase & 1910  
From J.C. Bowman  
30' X 785' For  
RR Siding

Eng. House  
Truck





N 83° 56' 45" E

HARRY BAILEY Property

400.00'

Fence Post - 2856'

(1984) Survey of Former Wolf Supply Mgmt Property  
0.795 Acre

Iron Pin  
N 10° 22' 10" E  
48.50'

on Pin  
N 84° 12' 00" W  
236.08'

NO. 8  
B-PIPE

33' Riv  
CONVEYED TO STRT 1884

30' X 785' Land  
Purchased BY STR 1910

Iron Pin

S 84° 41' 55" W  
204.00'

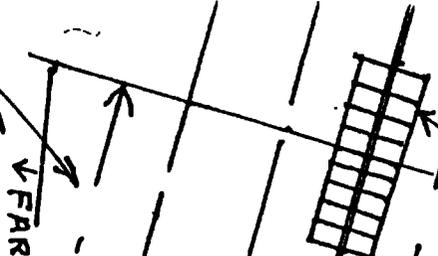
Lumber Shed

STEW. R.R. CO.  
Tool House 1885

90°

S 18° 22' 00" E  
100.00'

HILL  
7.9.851



COAL BINS

STRT RR  
MAIN TRACK

33' Right of Way

FARM LAND

ADD'L Land Purchase & 1914  
From George Kunkel For Coal Bin

STRT Records indicate. In the  
coal bins are STRT RR Right of Way  
could be as much as 90' but not  
less than 53'.

STRT RR Right of Way at  
Jelic Rd (gsi) could be as  
much as 100' but not less  
than 53'.

Land Purchase & 1914  
From J.C. Baumbach  
20' X 950' For  
Coal Bin Track

Hopwell  
Turns hp.

Stewartstown  
Borough

Land Purchase & 1910  
From J.C. Baumbach  
20' X 785' For  
RR Siding

785' From land  
Engine House 1885

Proposed Land  
Contract for Crossing

Eng. Hou  
Track

STRT RR Right of Way at  
Jelic Rd (gsi) could be as  
much as 100' but not less  
than 53'.

N 83° 56' 45" E

HARRY BAILEY Property

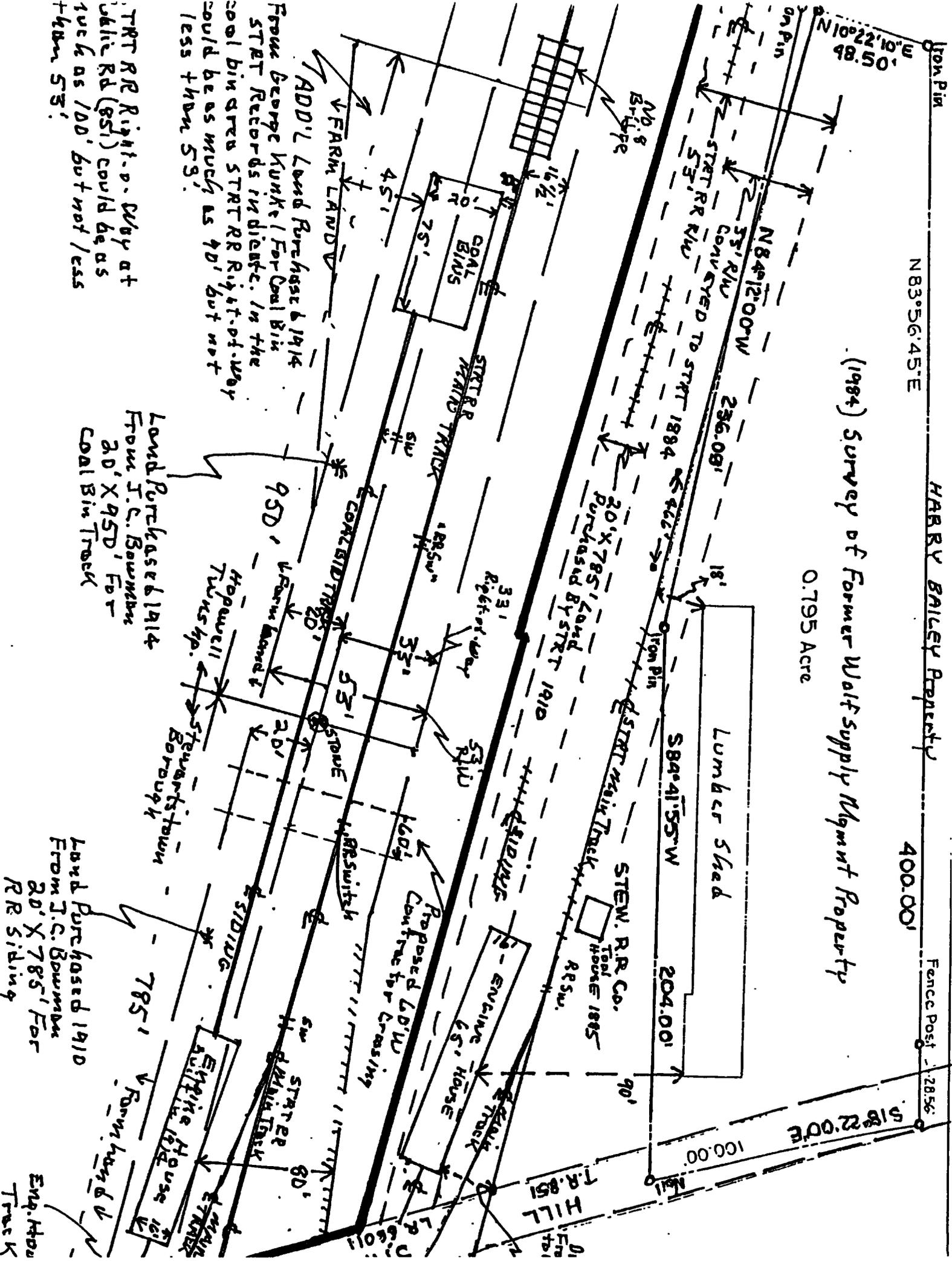
400.00'

Fence Post - 28.56'

(1984) Survey of Former Wolf Supply Mgmt Property

0.795 Acre

S 18° 22' 00" E



ADD'L Land Purchase & 1914  
 From George Kunkle For Coal Bin  
 STRT Records indicate. In the  
 coal bin area STRT RR Right-of-Way  
 could be as much as 90' but not  
 less than 53'.

TRT RR Right-o. Way at  
 Public Rd (gsi) could be as  
 much as 100' but not less  
 than 53'

Land Purchase & 1914  
 From J.C. Bowman  
 20' X 950' For  
 Coal Bin Track

Land Purchased 1910  
 From J.C. Bowman  
 20' X 785' For  
 RR Siding

Eng. How  
 Track

N 83° 56' 45" E

HARRY BAILEY Property

400.00'

Fence Post - 28.5'

(1984) Survey of Former Wolf Supply Mgmt Property  
0.795 Acre

S 18° 22' 00" E

Iron Pin  
N 10° 22' 10" E  
48.50'

N 84° 12' 00" W  
236.08'

Lumber Shed

S 84° 41' 55" W  
204.00'

STEW. R.R. CO.  
Tool House 1885

30' X 785' Land Purchased By STR 1910

HILL  
7.85'

ENCLINE  
E.S. House

Proposed L.D.W.  
Contractor Crossing

STRT RR MAIN TRACK

COAL BINS

ADD'L Land Purchase 6/19/14

From George Kunkel For Coal Bin  
STRT Records indicate. In the  
coal bins area STR RR Right-of-Way  
could be as much as 90' but not  
less than 53'.

STRT RR Right-of-Way at  
Jolie Rd (GSI) could be as  
much as 100' but not less  
than 53'

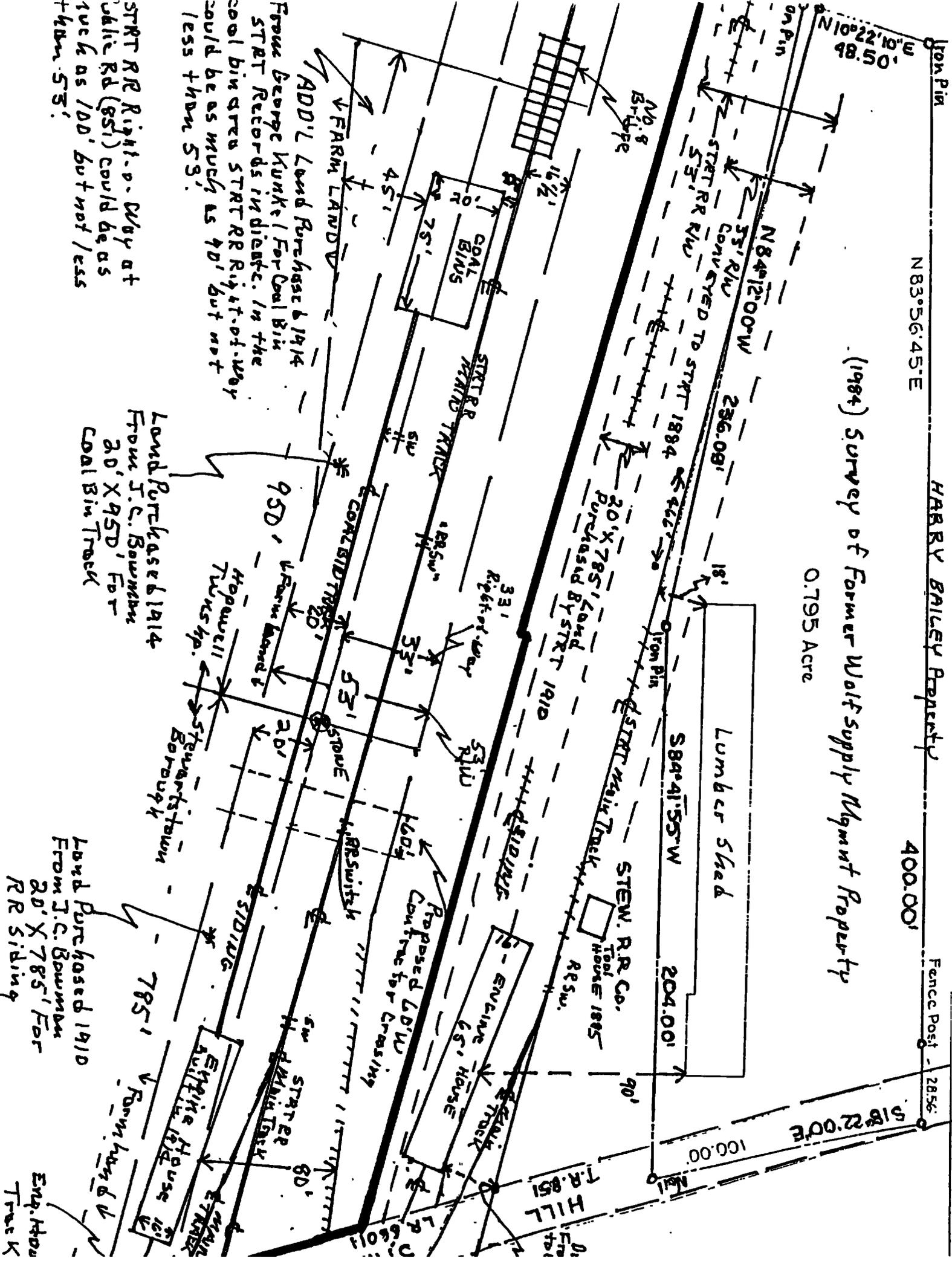
Land Purchase 6/19/14  
From J.C. Bowman  
20' X 950' For  
Coal Bin Track

Hopewell  
Turks Hp.  
Stewarts town

Land Purchase 1910  
From J.C. Bowman  
20' X 785' For  
RR Siding

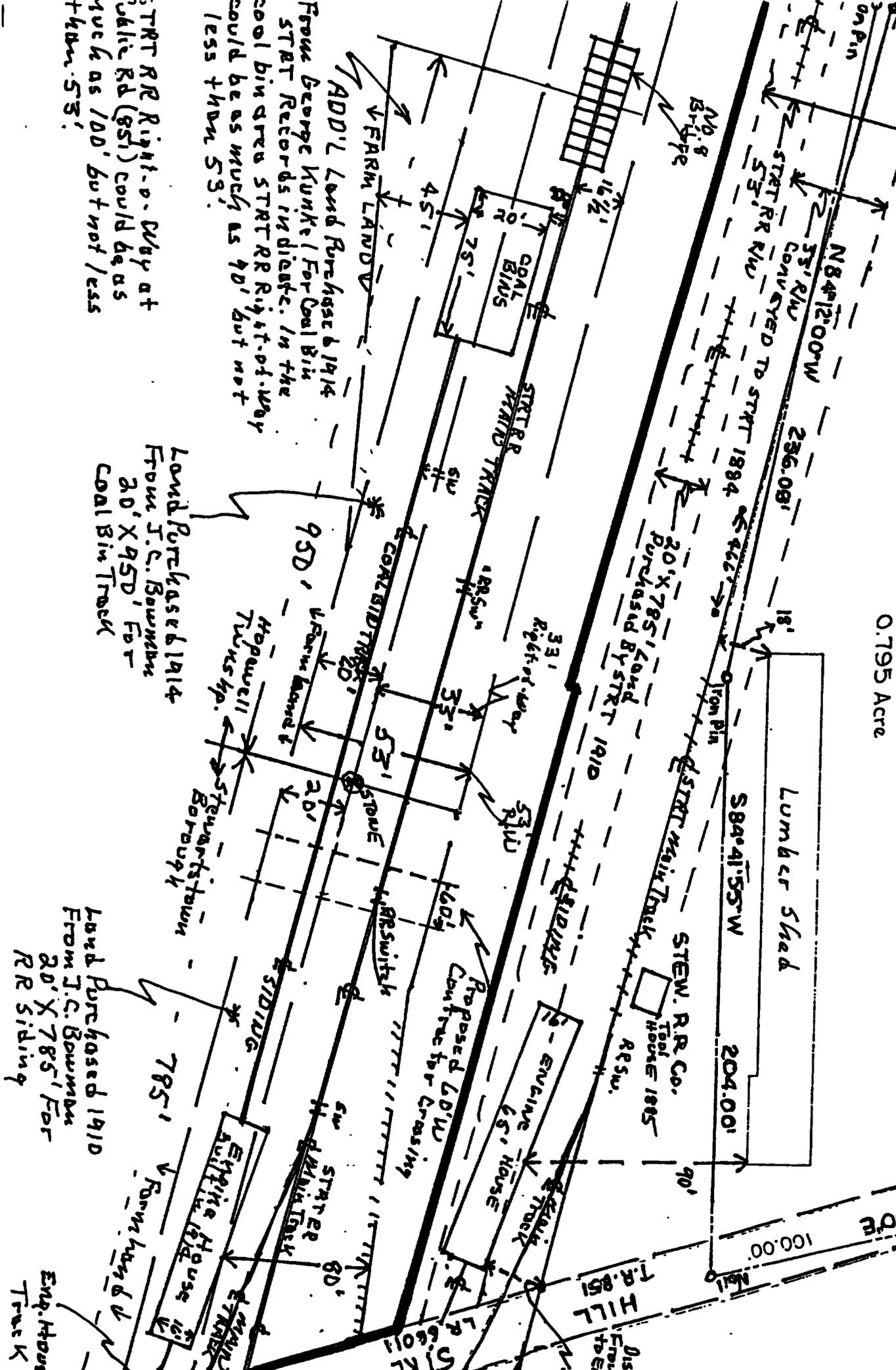
785'

Eng. Hds  
Track



Iron Pin  
N 83° 56' 45" E  
400.00'  
Fence Post - 28.56'

(1984) Survey of Former Wolf Supply Mgmt Property  
0.795 Acre



ADD'L Land Purchase & 1914  
From George Kunkel For Coal Bin  
STRT Records indicate. In the  
coal bin area STRT RR Right of Way  
could be as much as 90' but not  
less than 53'.

STRT RR Right of Way at  
Public Rd (851) could be as  
much as 100' but not less  
than 53'.

Land Purchase & 1914  
From J.C. Bowman  
30' X 95D' For  
Coal Bin Track

Land Purchased 1910  
From J.C. Bowman  
20' X 785' For  
RR Siding

Eng. House  
Track

Iron Pin N 10° 22' 10" E 48.50'

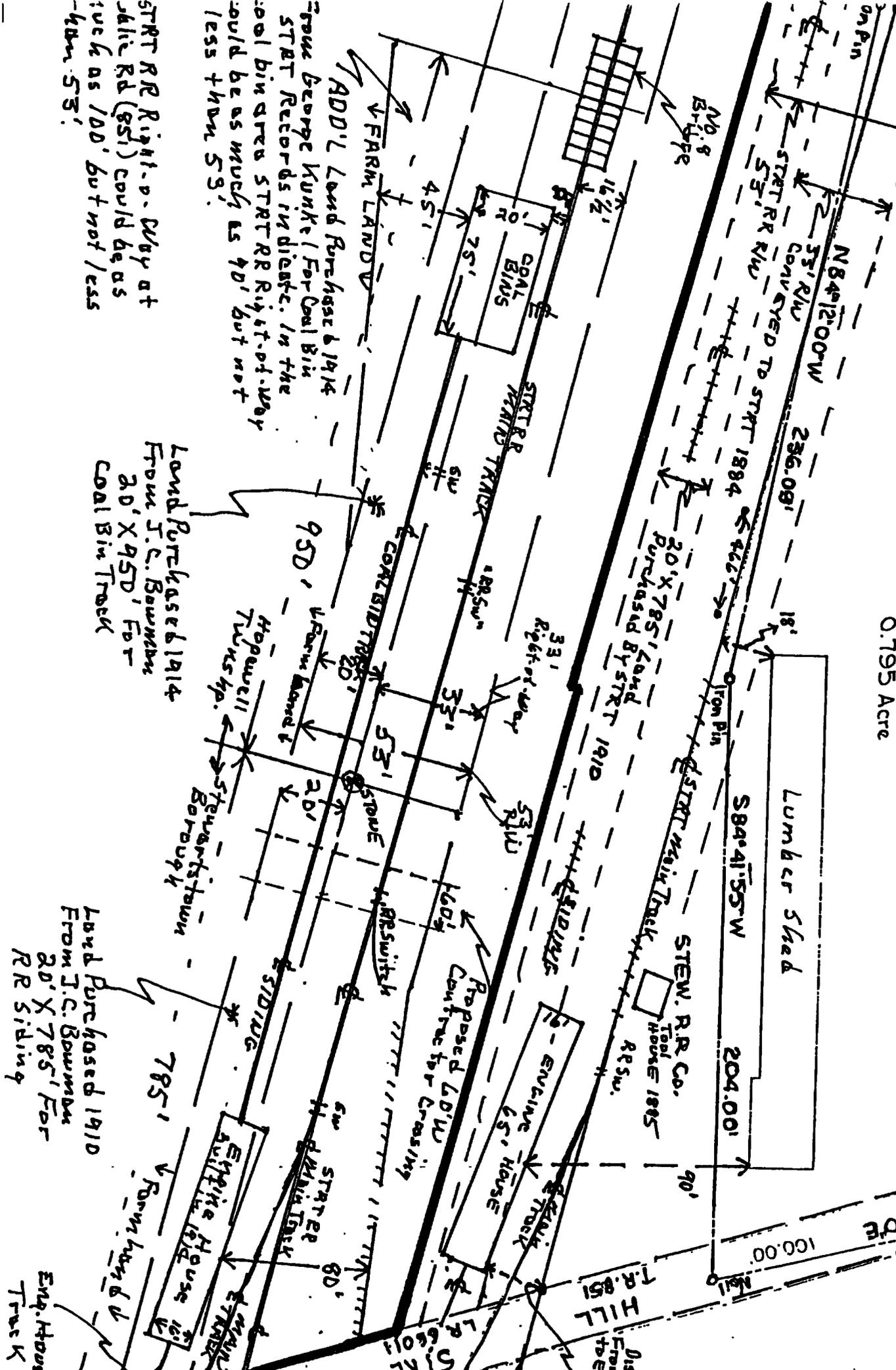
HARRY BAILEY Property 400.00'

Fence Post 12856'

S 18° 22' 00" E 100.00'

N 83° 56' 45" E

(1984) Survey of Former Wolf Supply Mgmt Property  
0.795 Acre



ADDD'L Land Purchase & 1914 From George Kunkle For Coal Bin  
STRT RR R/W indicates in the coal bin area STRT RR Right of Way could be as much as 90' but not less than 53'.

STRT RR Right of Way at Adlic Rd (gsi) could be as much as 100' but not less than 53'

Land Purchase & 1914 From J.C. Bowman 20' X 950' For Coal Bin Track

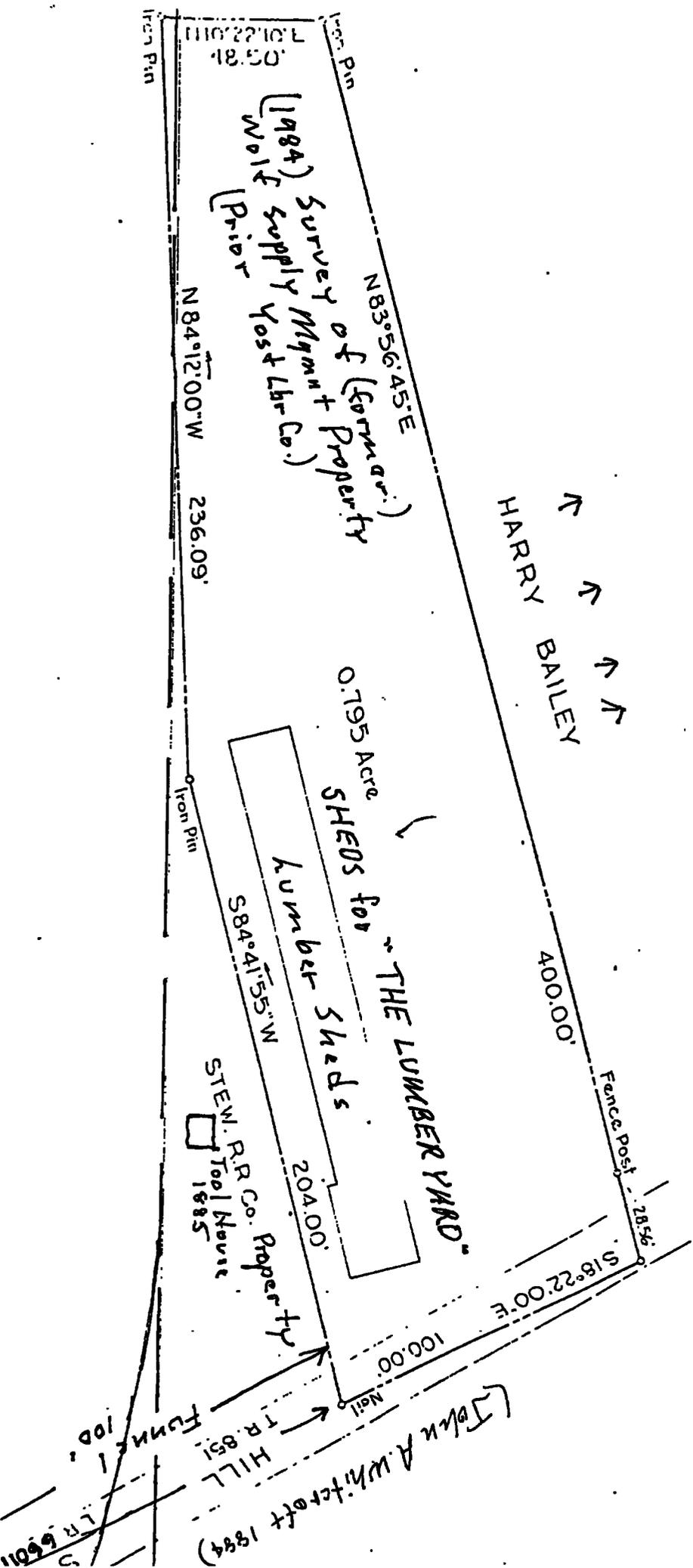
Land Purchase & 1910 From J.C. Bowman 20' X 785' For RR Siding

Eng. House Track



"The Lumber Yard" owned by Wolf Supply & Management Co. - formerly "Yost Lumber" (Vernon Yost).  
 Purchase of Lumber Yard Sheds Property by Bailey Spring Development - deed and survey map must have shown STRICKLAND PROPERTY running parallel to adjacent to STRICKLAND PROPERTY line.

Mr. Zimmerman proposed exchanging engine house property on side of 851 by "The Lumber Yard Office & Storage Bldg" for property noted as "the cattle pen" south of lumber sheds in 1984.



(1984) Survey of (Formerly) Wolf Supply Mgmt + Property (Prior Yost Lbr Co.)

HARRY BAILEY

0.795 Acre SHEDS for "THE LUMBER YARD"

884° 41' 55" W 204.00' STEW. R.R. Co. Property 1885

(John A. Whitcroft 1884) HILL TR. 851 FUNK 100' TR. 6501

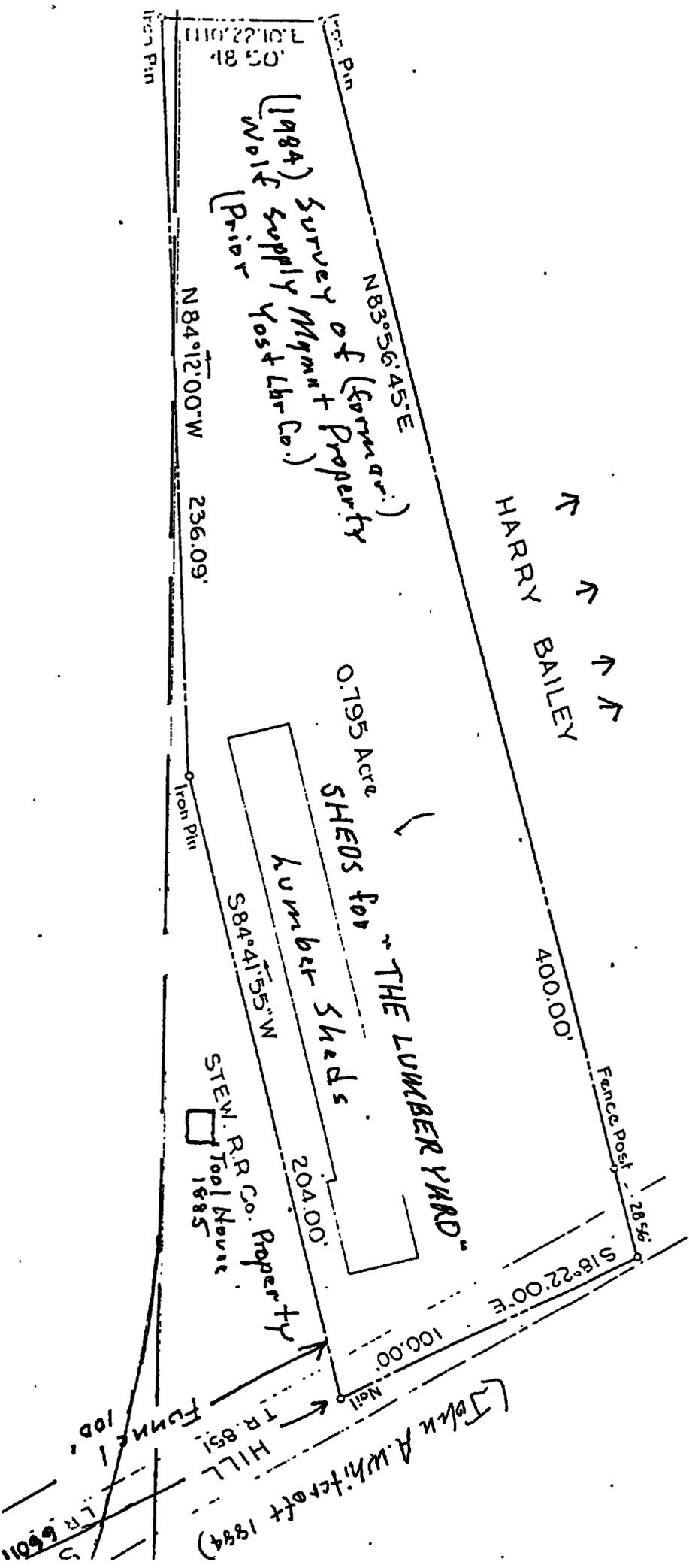


"The Lumber Yard" owned by  
 Wolf Supply & Manufacturing Co -  
 formerly "Yost Lumber" (Vernon  
 Yost).  
 Purchase of Lumber Yard Sheds  
 Property by Bailey Spring District  
 - deed and survey map must  
 have shown STRIP  
 property running parallel  
 adjacent to STRIP  
 line.



Mr. Zimmerman proposed  
 exchanging engine house property  
 on N side of 851 by "The Lumber Yard  
 Office & Storage Bldg" for property  
 noted as "the cattle pen" south of  
 lumber sheds in 1984.

Page 6 of 6





Hill Street

N 27° W 21 Poles

C. W. Hayward

182 1/2

S 62° W 118 ft

N 62° E

S 74° E 34.8  
S 51° E 74.6 ft  
S 51° E 74.6 ft  
S 51° E 74.6 ft

S 62° W 49 ft  
S 62° W 49 ft  
S 62° W 49 ft

N 62° E 47 ft

S 71° E 36 ft  
S 71° E 36 ft

S 71° E 36 ft

S 71° E 36 ft

Stewartson - number  
- 588 & 100 ft  
original - 800  
formally  
R. M. Ritchey

196-49051478

Stewartson & Co.  
1811 1/2 M. 1/2 ft  
S 88° E 98 ft  
S 88° E 98 ft  
S 88° E 98 ft

H. Whitcroft

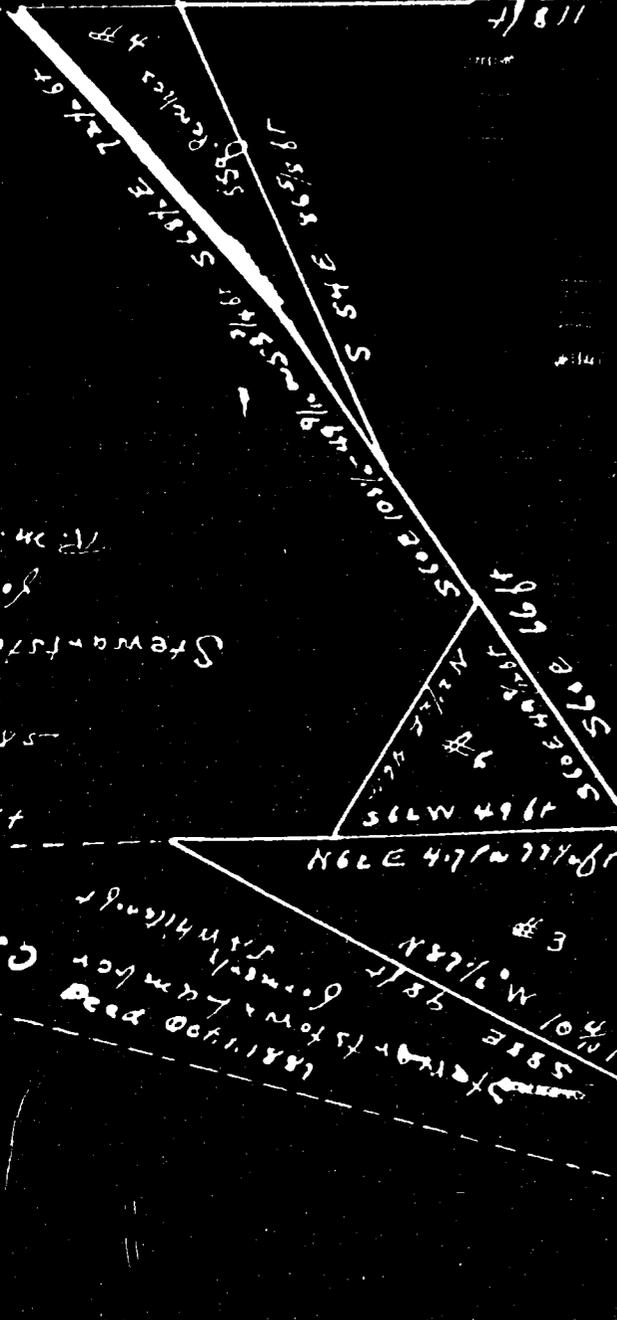
Hill Street  
N 27° W R 1 Ranches

1875

362 W 118 ft

182 1/2

C. Whitcraft



N 62° E

Stewartson - number  
formally  
From Ritchey

196-49 or 147 ft

H. Whitcraft

1914 ft

18100 road  
Lumber Co.  
1881

1881

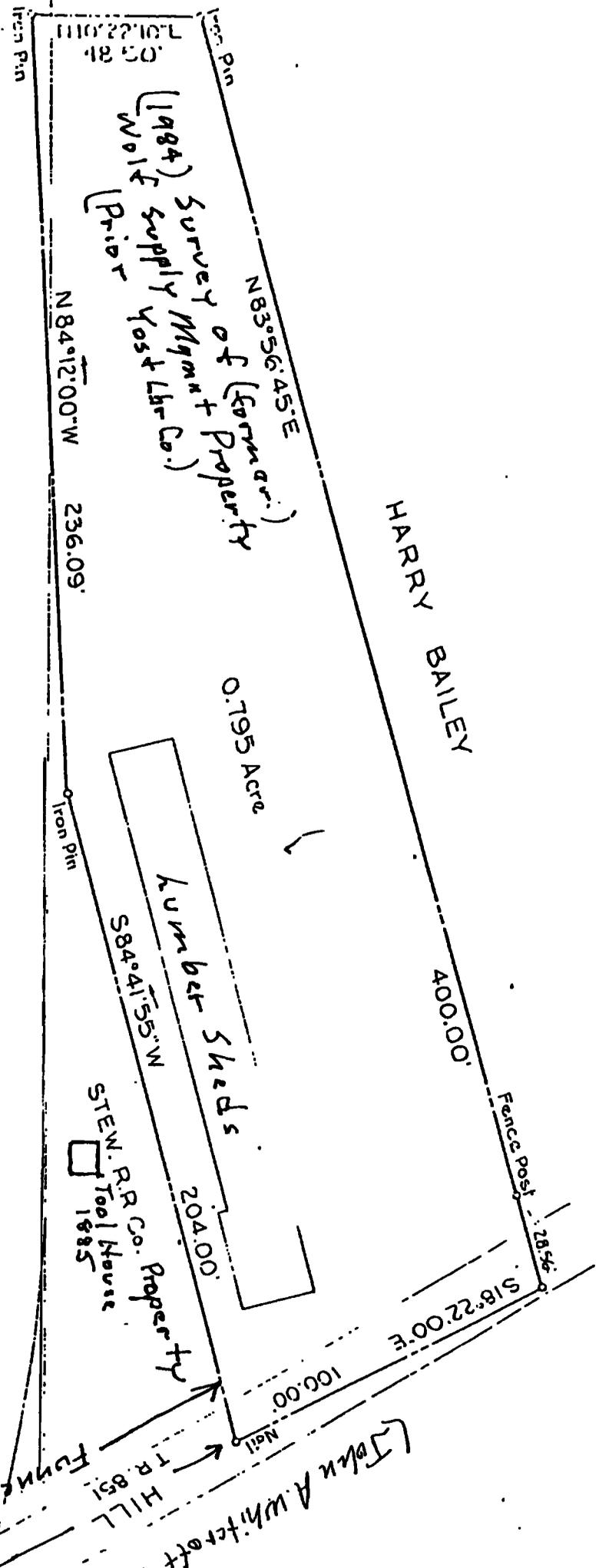
1881

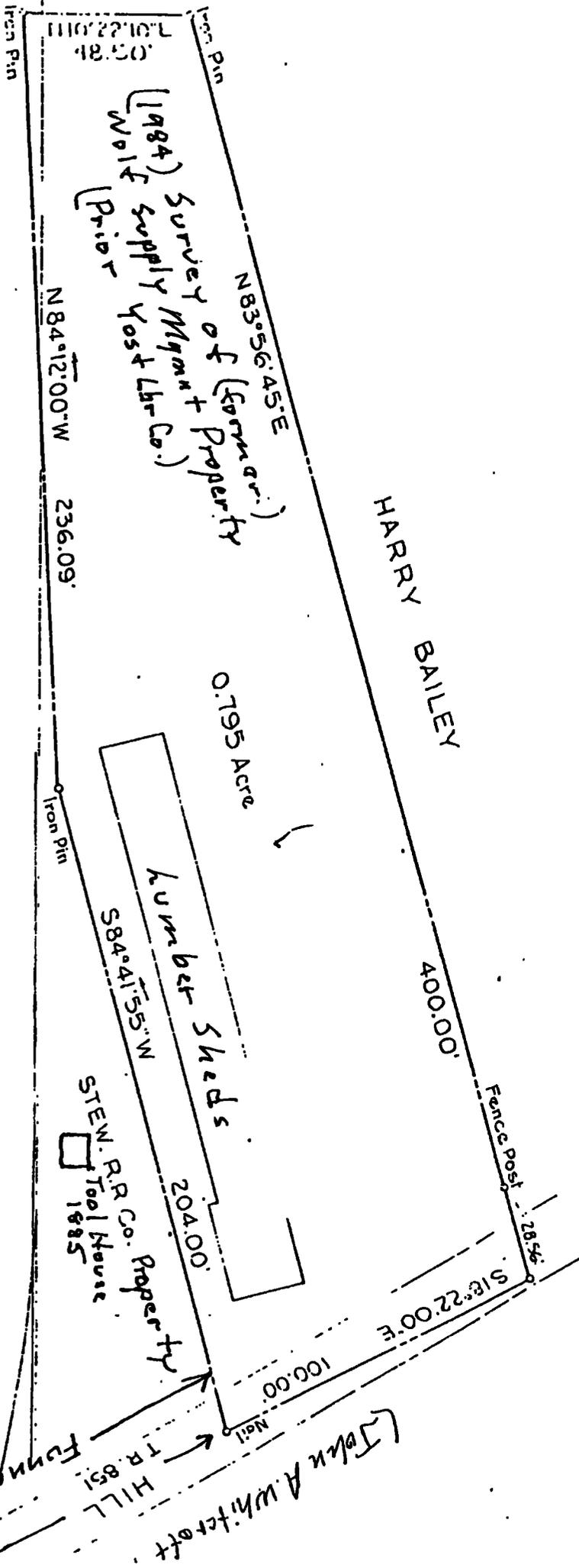
1881

1881

1881

1881





Iron Pin

(1984) Survey of (Formerly) Wolf Supply Mgmt + Property Yost + Lbr Co. Prior

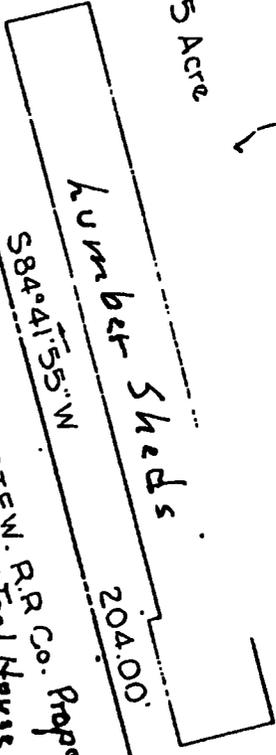
N83°56'45"E

HARRY BAILEY

0.795 Acre

N84°12'00"W 236.09'

Iron Pin



Kumbet Sheds

S84°41'55"W

204.00'

STEIN. R.R. Co. Property  
Tool House  
1885

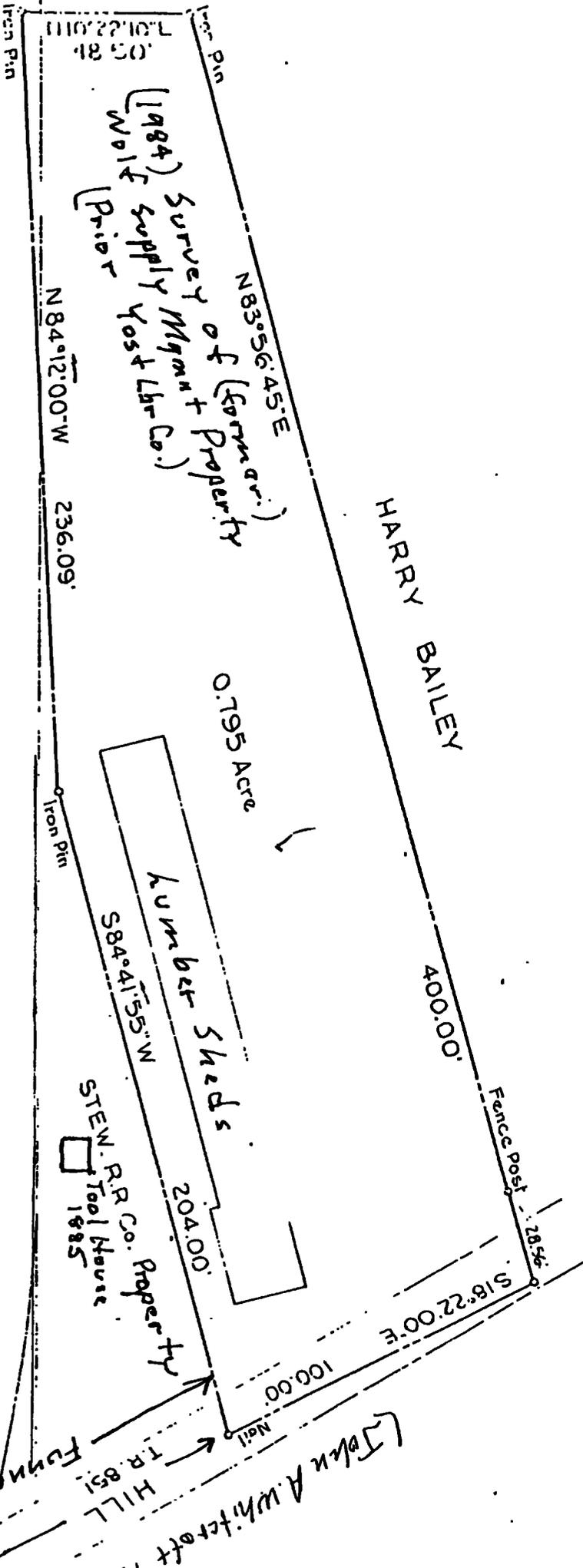
400.00'

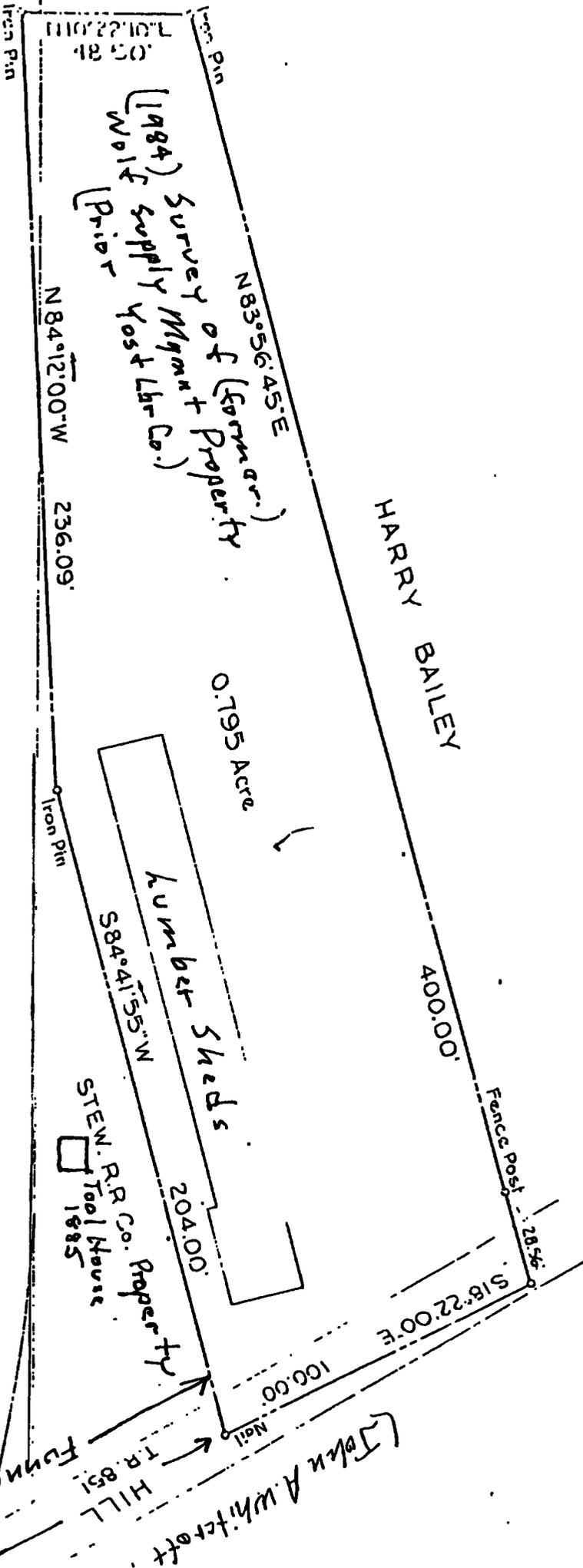
Fence Post - 28.56'

S1E°22'00"E

100.00'

John A. Whitcroft  
HILL TR. 851  
Fence 100'











Hill Street

•VV 21 Perches

182 1/2

C Halshart

S64 W 118 ft

N62°E 90 ft

S 64 E 86 5/8 ft  
559 Perches 4 pp  
S 64 E 86 5/8 ft  
S 64 E 86 5/8 ft  
S 64 E 86 5/8 ft  
S 64 E 86 5/8 ft

Stewartson's number C  
formerly  
R.M. Richey  
588 1/2 indt.  
road, Jobling  
Original

S 64 E 86 5/8 ft  
S 64 E 86 5/8 ft  
S 64 E 86 5/8 ft  
S 64 E 86 5/8 ft

J.P. McLaughlin E 79 N  
1964 M 795  
S 64 E 86 5/8 ft  
S 64 E 86 5/8 ft

Stewartson's former  
C. Leitch  
J.A. Whitcroft  
1914/14064-961 M 79  
S 64 E 86 5/8 ft

1914/14064-961 M 79  
S 64 E 86 5/8 ft  
S 64 E 86 5/8 ft

Shank's

155





Hill Street

21 Perches

182 1/2

C. Halchert

562 W 113 ft

S 84 E 56 5/8 ft

55 D. Perches 4 7/8

S 68 E 72 1/2 ft

N 62 E 95 ft

S 68 1/2 E 91 1/2 ft

S 68 1/2 E 91 1/2 ft

N 74 W 147 ft

N 74 W 147 ft

Stewartson Lumber Co

formerly  
T.M. Richey

583 1/2 sq ft  
page joining

J.A. Whitcroft

Stewartson Lumber Co  
formerly  
Stewartson

N 74 W 147 ft

151 ft

Stewartson Lumber Co

Hill Street

21 Perches

562 W 118 ft

C Halshart

182 1/2

558 Perches 4 7/8

N 62° E 90 6 ft

S 54 E 86 5/8 ft

S 56 E 72 1/2 ft

formerly  
Tom Richey

Stewartson Number C.  
5881 E 100 ft  
road, Jobbing

S 68 1/2° E 66 ft

S 61 W 71 1/2 ft

1921 40 64 - 961 N 73

Stewartson  
1881 100 per  
C. State M 7. 615

J. A. Whitcomb

Glenn Street

156 1/2

156 1/2

156 1/2

156 1/2





13111 Street

N 27° W 21 Poles

182 1/2

C. H. Johnson

362 W 118 ft

N 62° E

S 57° 30' E 155 ft  
S 59° 00' E 124 ft  
S 58° 10' E 100 ft

362 W 49 ft  
S 60° 10' E 100 ft  
S 62° 10' E 100 ft

S 71° 15' E 119 ft  
S 71° 15' E 119 ft

N 62° E 47 ft 7 1/2 ft

#3

181100 Road Co.  
Stewartstown Lumber Co.  
1914 ft  
196-49 or 147 ft

H. Whitcraft

Stewartstown - number  
formally  
from Richey

1881 E 114 ft  
road, 10 ft

Hill Street

N 27° W 21 Poles

1855

S 62° W 118 ft

C. Johnson

182 1/2

S 58° E 72 ft  
S 58° E 72 ft  
S 58° E 72 ft

N 62° E

formerly  
John Richey

Stewartson - number

5881 & 1st  
road, 1885

1914-49 or 147 ft

N 62° E 47 ft

Stewartson  
#2  
1964 W 49 ft

S 62° W 118 ft  
#3

181400 road  
Lumber Co.  
1914 W 314 ft  
A. Whitcraft

1855

PLAN OF PORTION OF

STEWART STOWN R.R.

SHOWING SIDINGS AND CONNECTIONS

WITH THE

LEWIS PARK & HILLS GROVE L.R.R.

SCALE 1"=50'

11-19-1910.

P.B. MCKINNON

YORK, PA.

MITCHELL

EWING & HARRIS BOOK CO. K.K.

SCALE 1"=60

11-19-1910.

P. B. MCKINNON

YORK, PA.

WART STOWN R.R.

LOWING SIDINGS AND CONNECTIONS

WITH THE

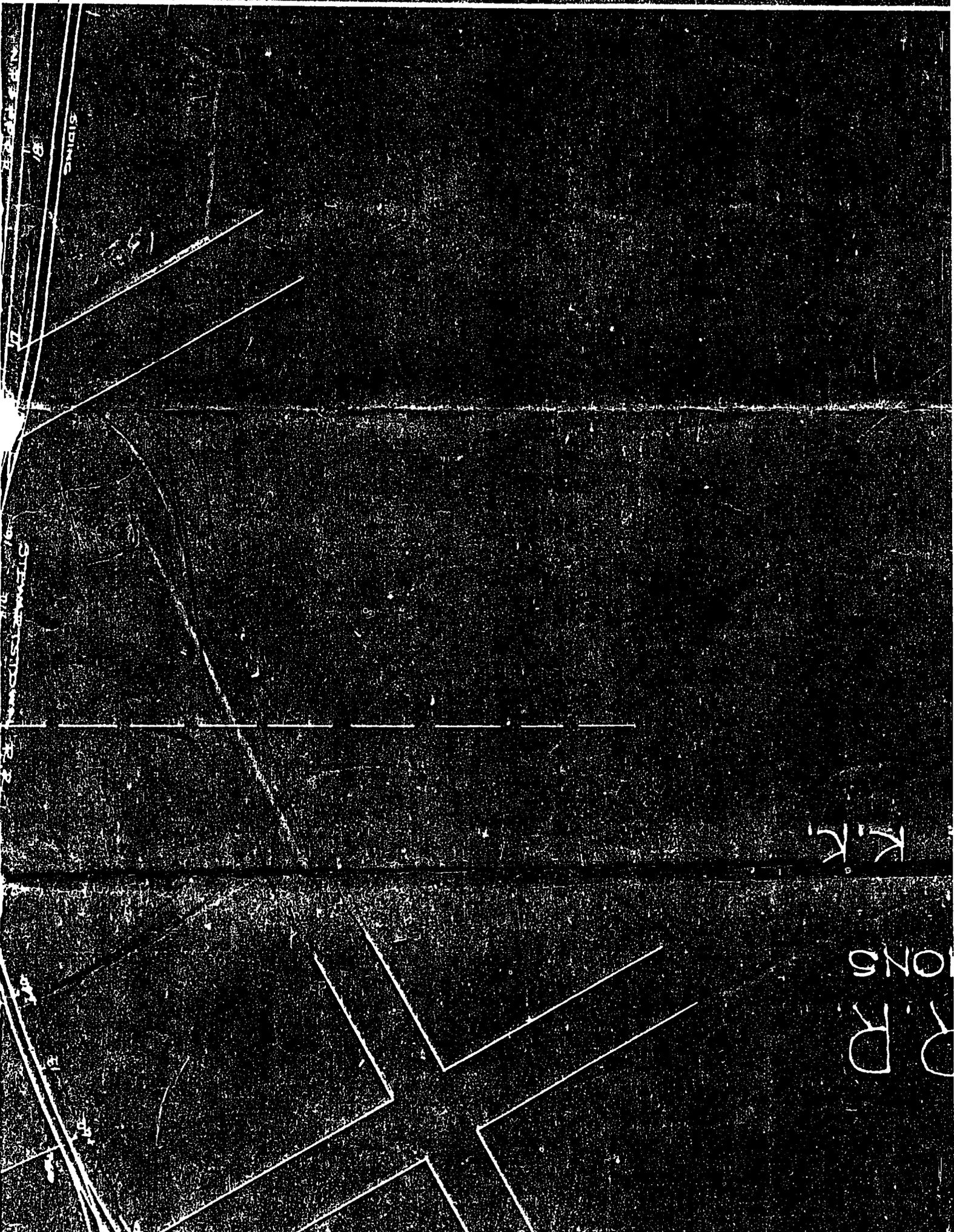
W. P. F. R. M. & H. H. H. S. B. K. U. V. L. K. K.

SCALE 1"=50'

11-13-1910.

P. B. MCKINNON

YORK, PA.



SIDING

8/

STEWARTS POINT RR

STEWARTS POINT RR

K.K.

D.D.  
070

8/

8/

PLAN of PORTION OF  
LEWISBURG STATION R.R.  
SHOWING SIDINGS AND CONNECTIONS  
WITH THE  
LEWISBURG & HART'S BROOK R.R.  
SCALE 1"=50'  
P.B. MCKINNON  
11-13-1910.  
YORK, PA.

PLAN of PORTION OF

LEWIS & CLARK STATION R.R.

SHOWING SIDINGS AND CONNECTIONS

WITH THE

LEWIS & CLARK STATION R.R.

SCALE 1"=50'

11-19-1910.

REMBERTSON

YORK, PA.

YORK, PA.

SIPING

P/

LINE & REFERENCE STEPS & END

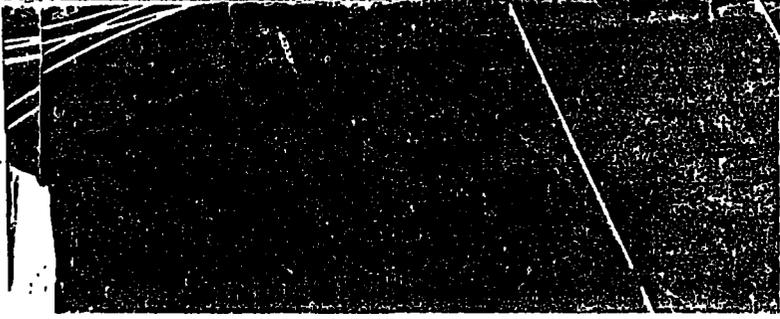
12/8



SIDING

91

STEWART TOWN



SIDING

91

STEWART TOWN

Freedom

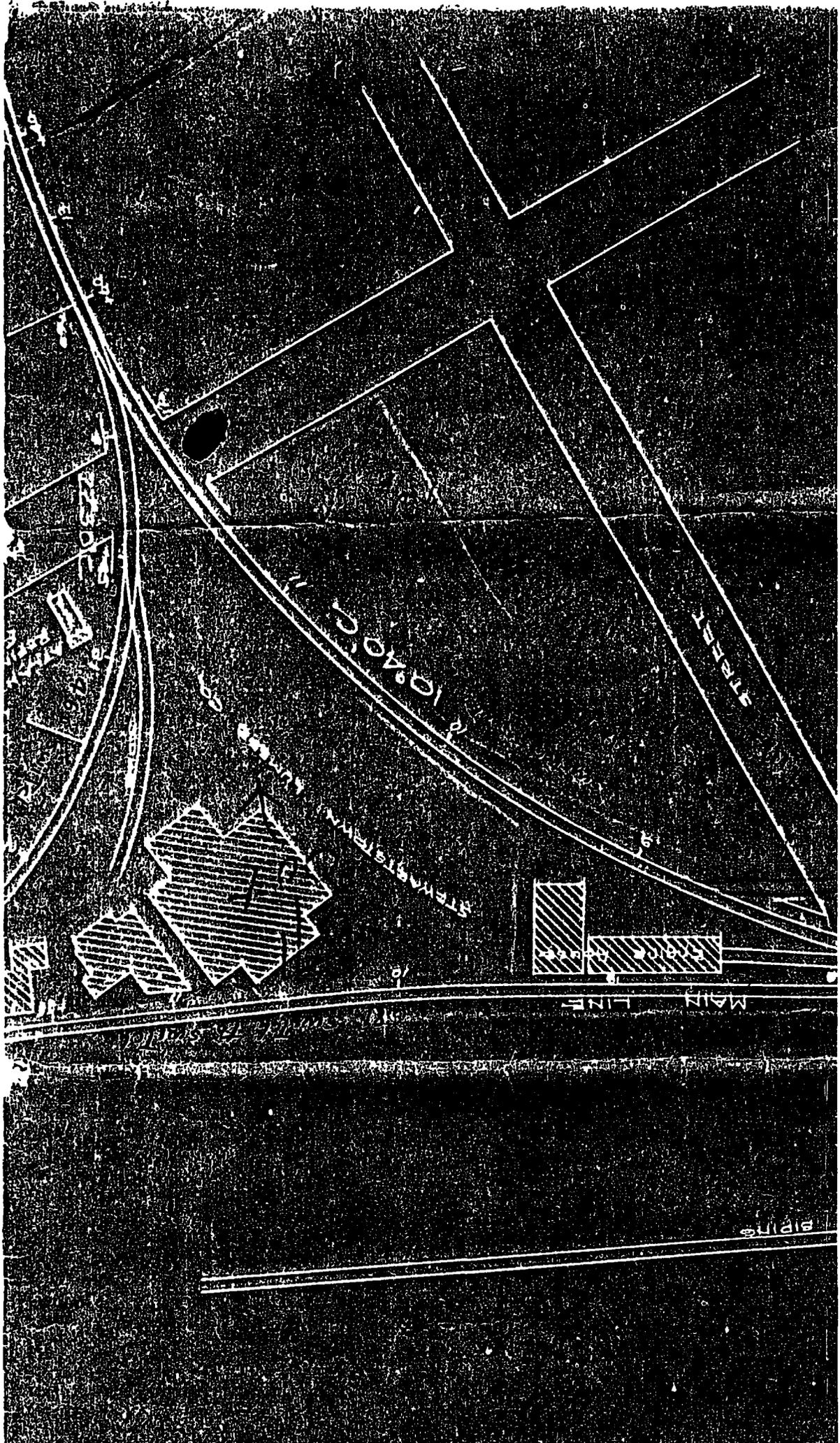
0 1 2 3 4 5 6

BIDING

75



TOOL-110



WATER HOUSE

WATER HOUSE

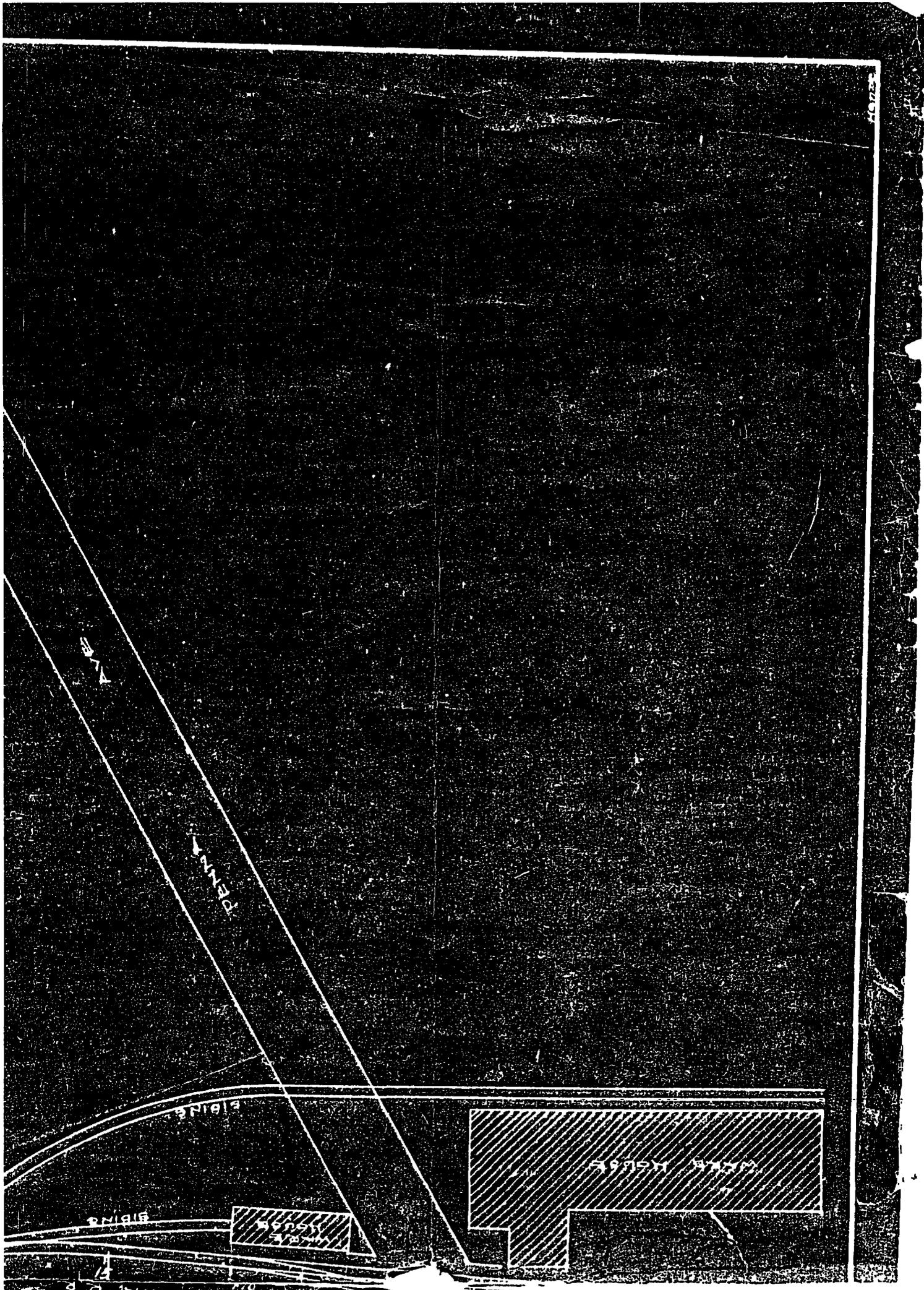
BIBING

BIBING

PENNA

AVE

10723



BIBLIO

BIBLIO

BIBLIO

BIBLIO

BIBLIO

BIBLIO

BIBLIO

BIBLIO

135

BIDING

9 5 5

6

4 9

7

6

MAIN

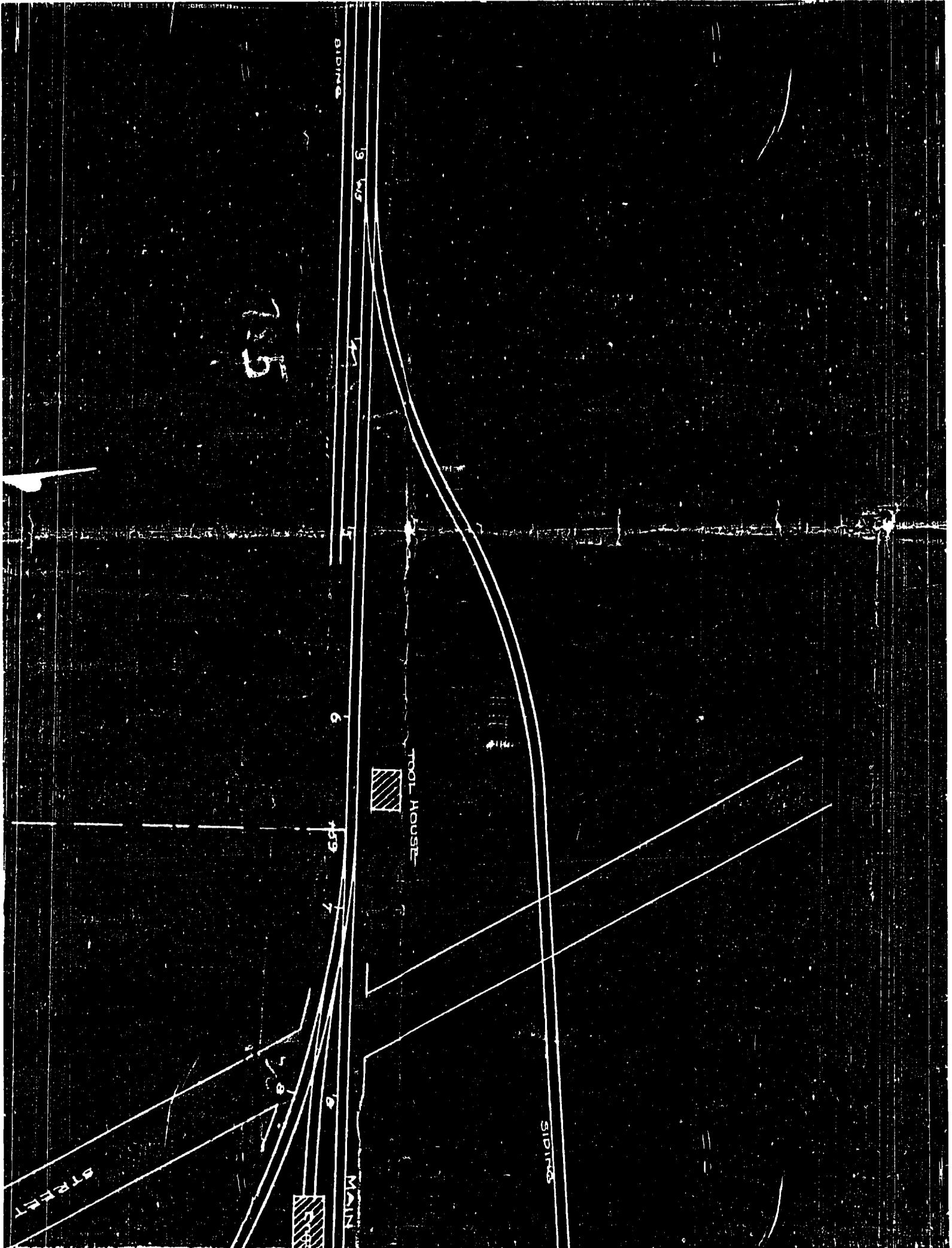


TOOL HOUSE



SIDING

STREET



SIDING

3 4 5

15

6



TOOL HOUSE

7

8

9

MAIN

SIDING



STREET



15

BIDING

5 1/4

6

459

7

6

MAIN

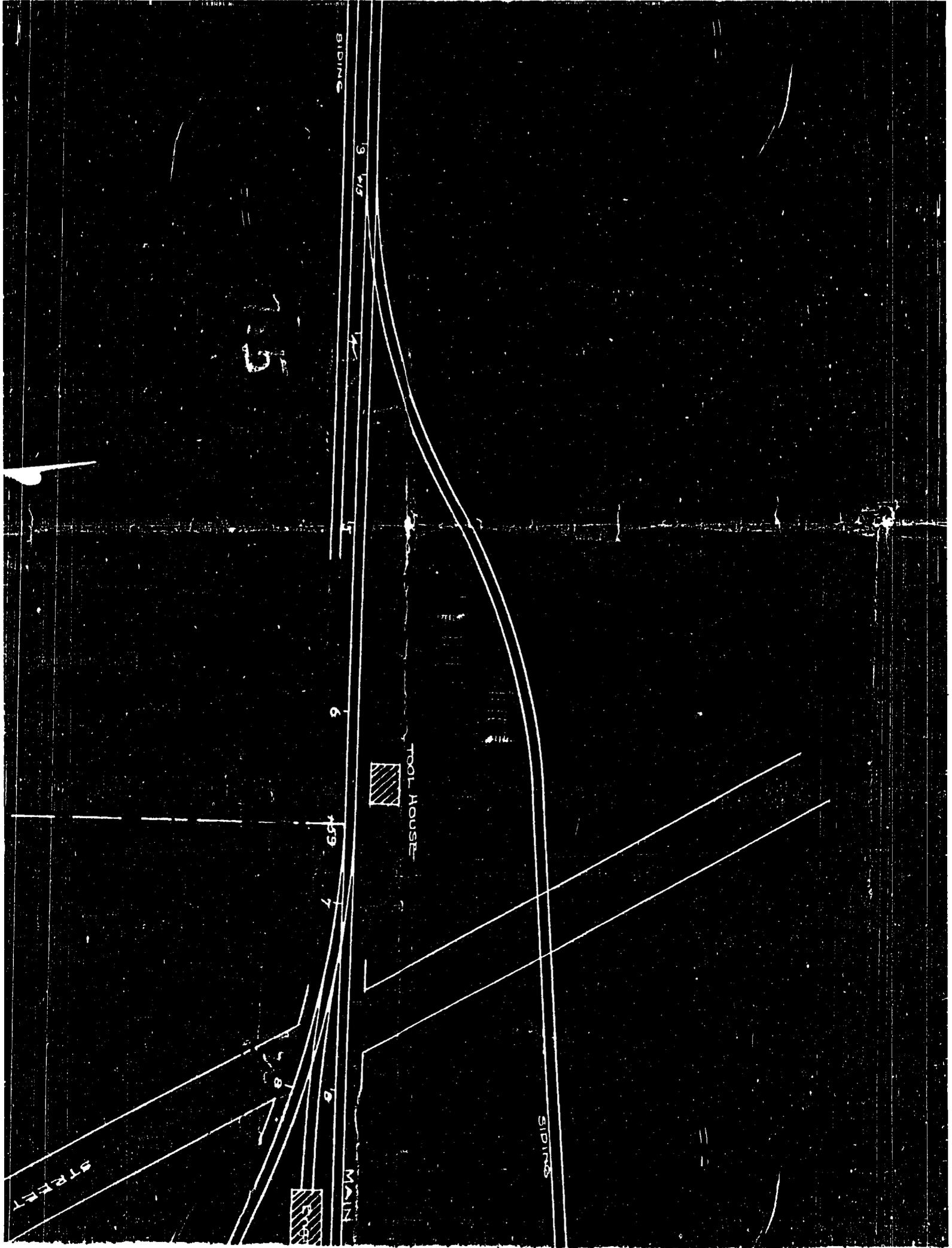
SIDING

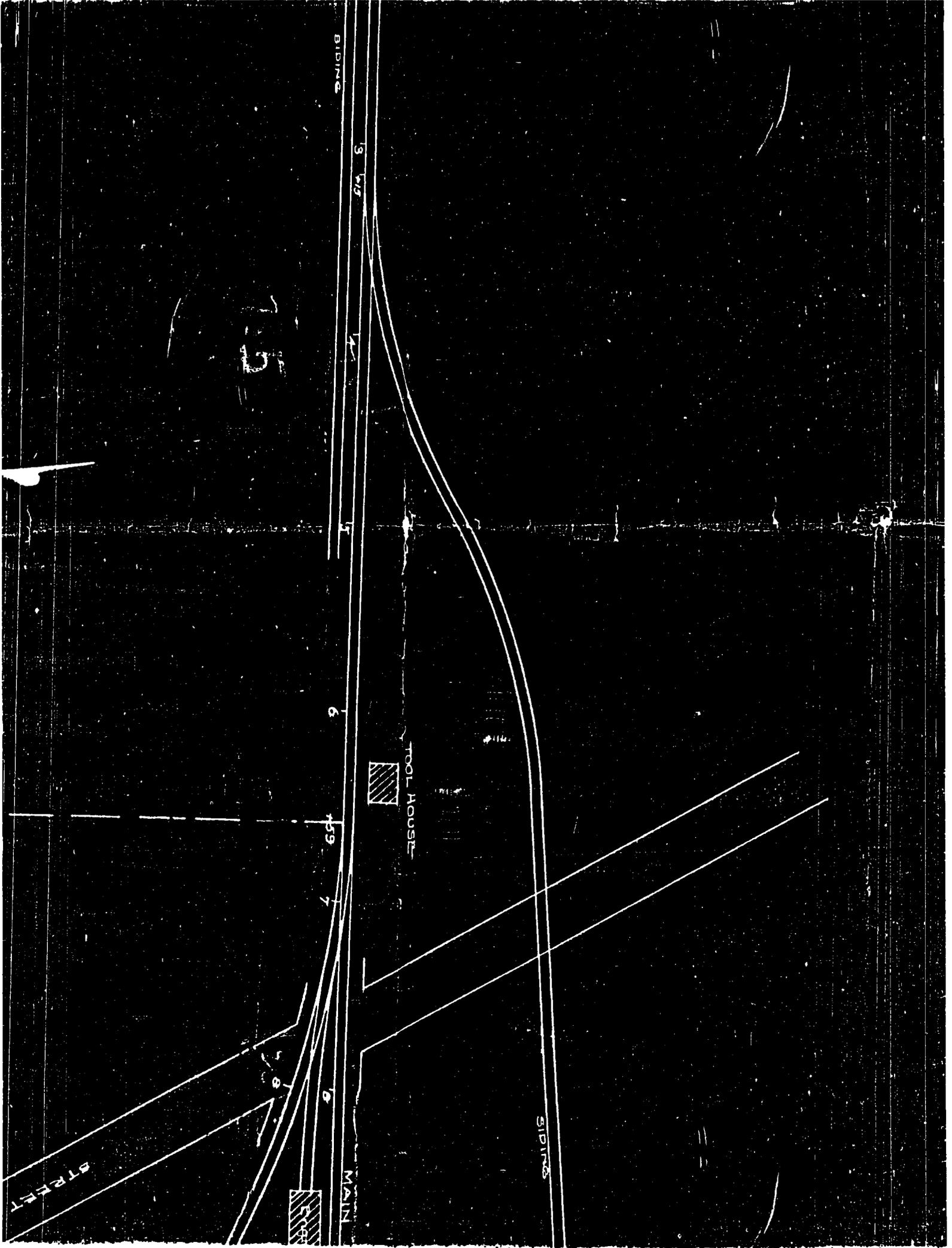


TOOL HOUSE



STREET





BIDING

15

3 4/5

6

7

7

8

MAIN

TOOL HOUSE

SIDING

STREET



BIRING

9 4/5

755

6



TOOL HOUSE

49

7

18

MAIN



SIPIRA

STREET

BUILDING

515

9

4

4

4

4

4

4

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4

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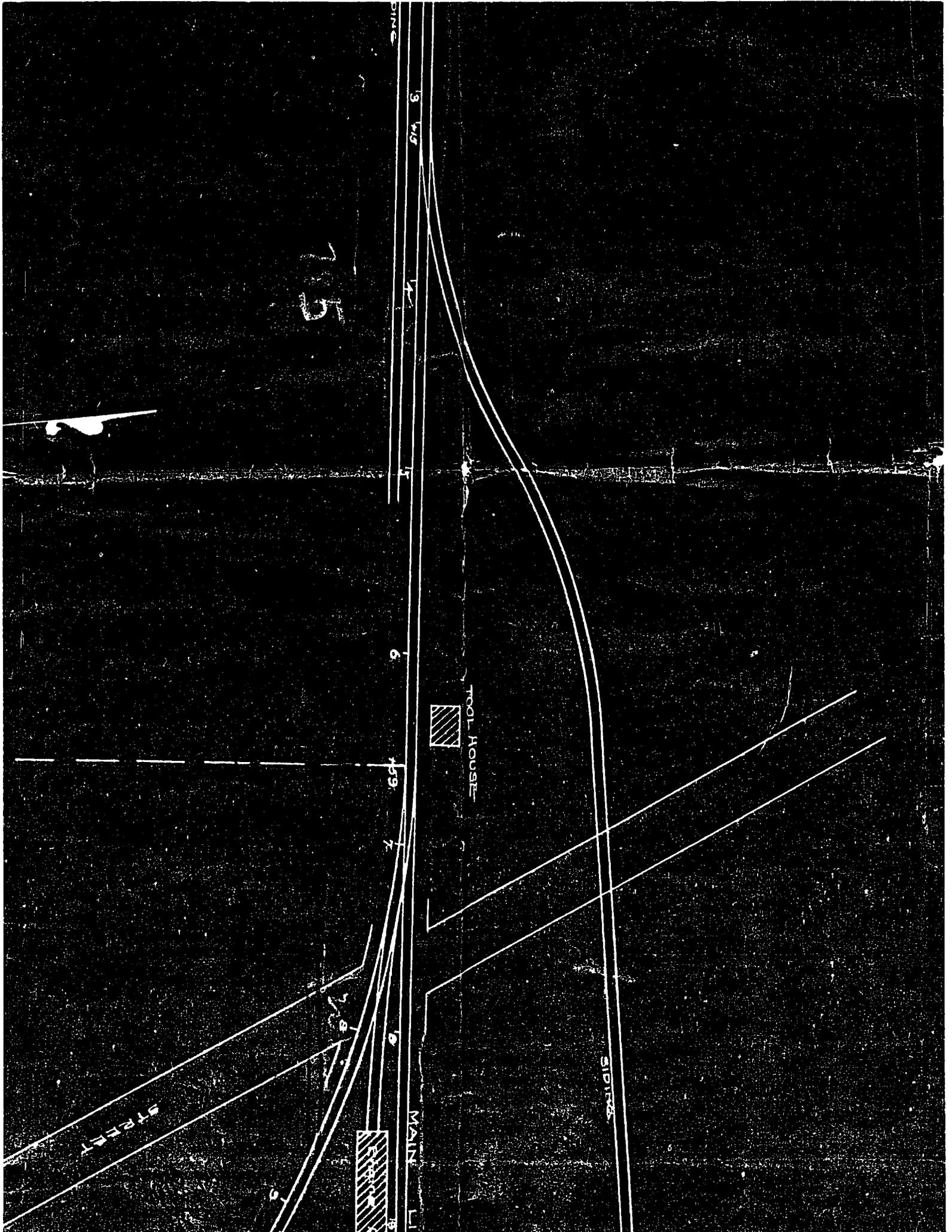
TOOL HOUSE



MAIN

SIPERS

STREET



75

TOOL HOUSE



SIDING

MAIN LINE



STREET

59

6

3 1/2

4

1

DINGS

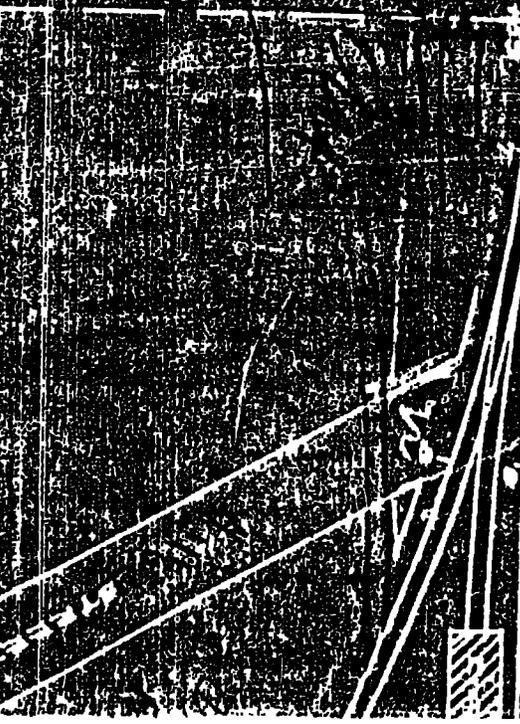
185

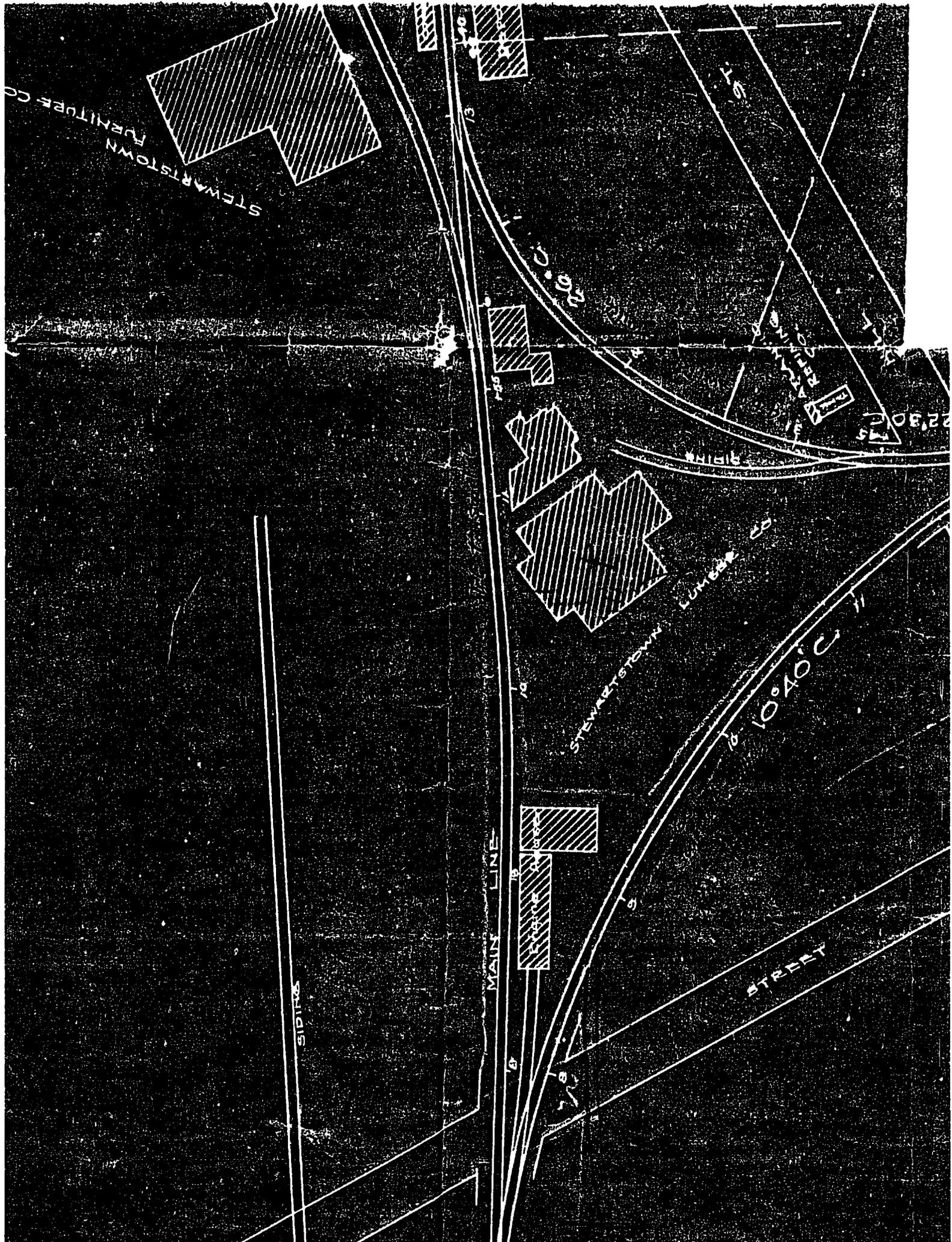
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TOOT HOUSE

SIPRE

STEEL





STEWARTSTOWN  
FURNITURE CO.

ST. 16

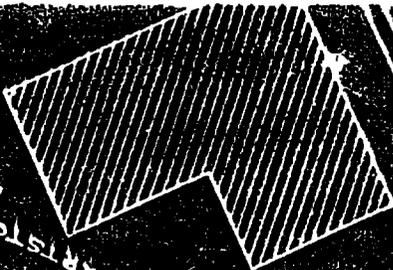
MAIN LINE

SIDING

STREET

STEWARTSTOWN LUMBER CO.

STEWARTSTOWN  
FURNITURE CO.



73

2000



STEWARTSTOWN

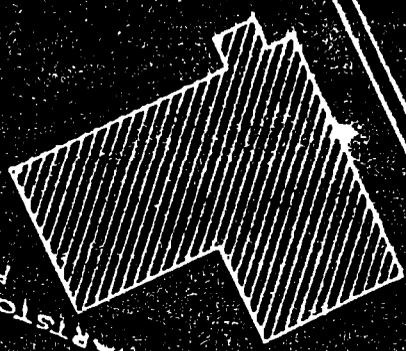


MAIN LINE

SIPING



STEWARTSTOWN FURNITURE CO.



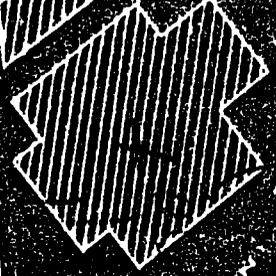
SIBIRIA



12

13

2000



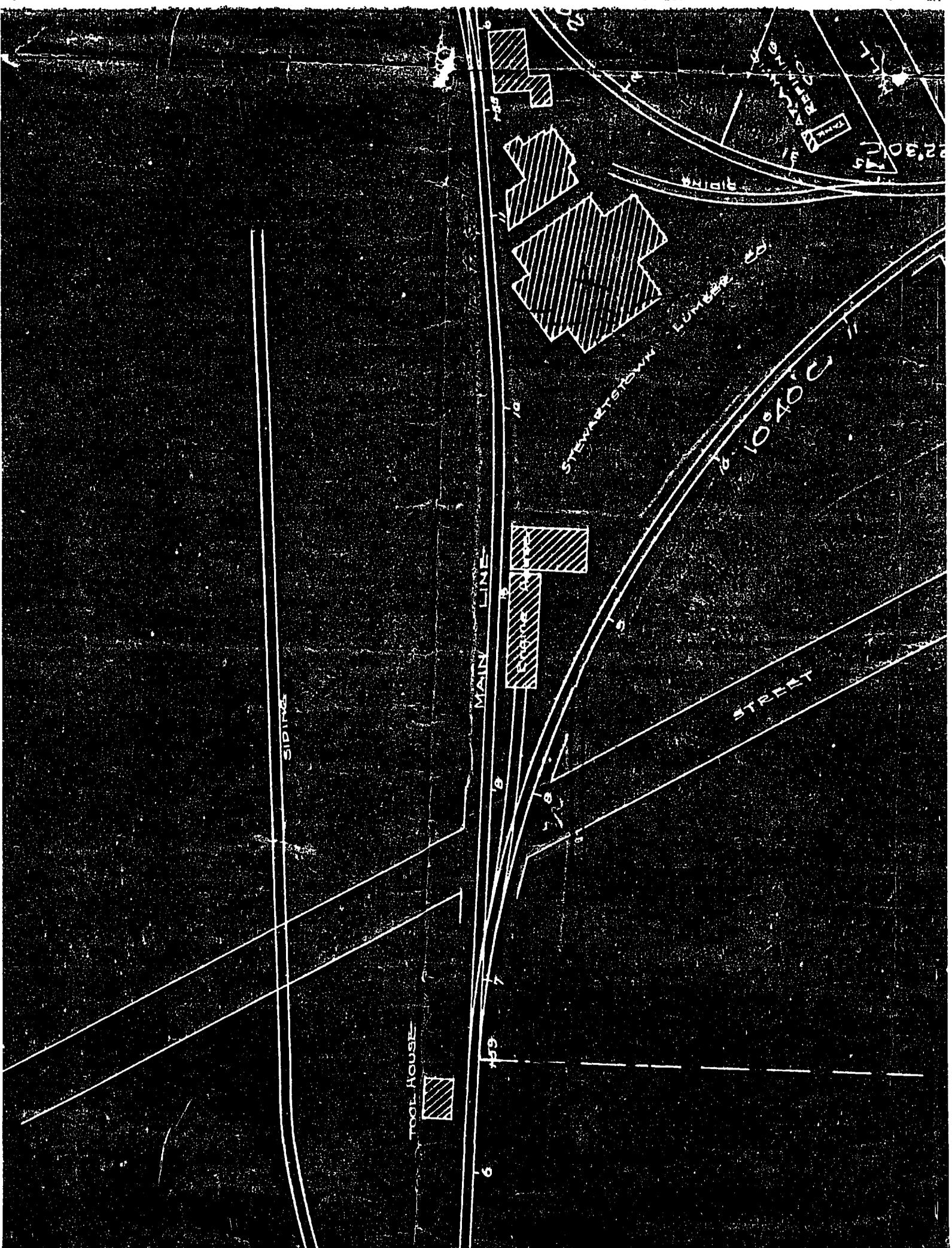
STEWARTSTOWN LUMBER

MAIN LINE



SIBIRIA

STR



TOOL HOUSE

SIPING

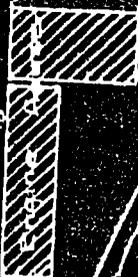
MAIN LINE

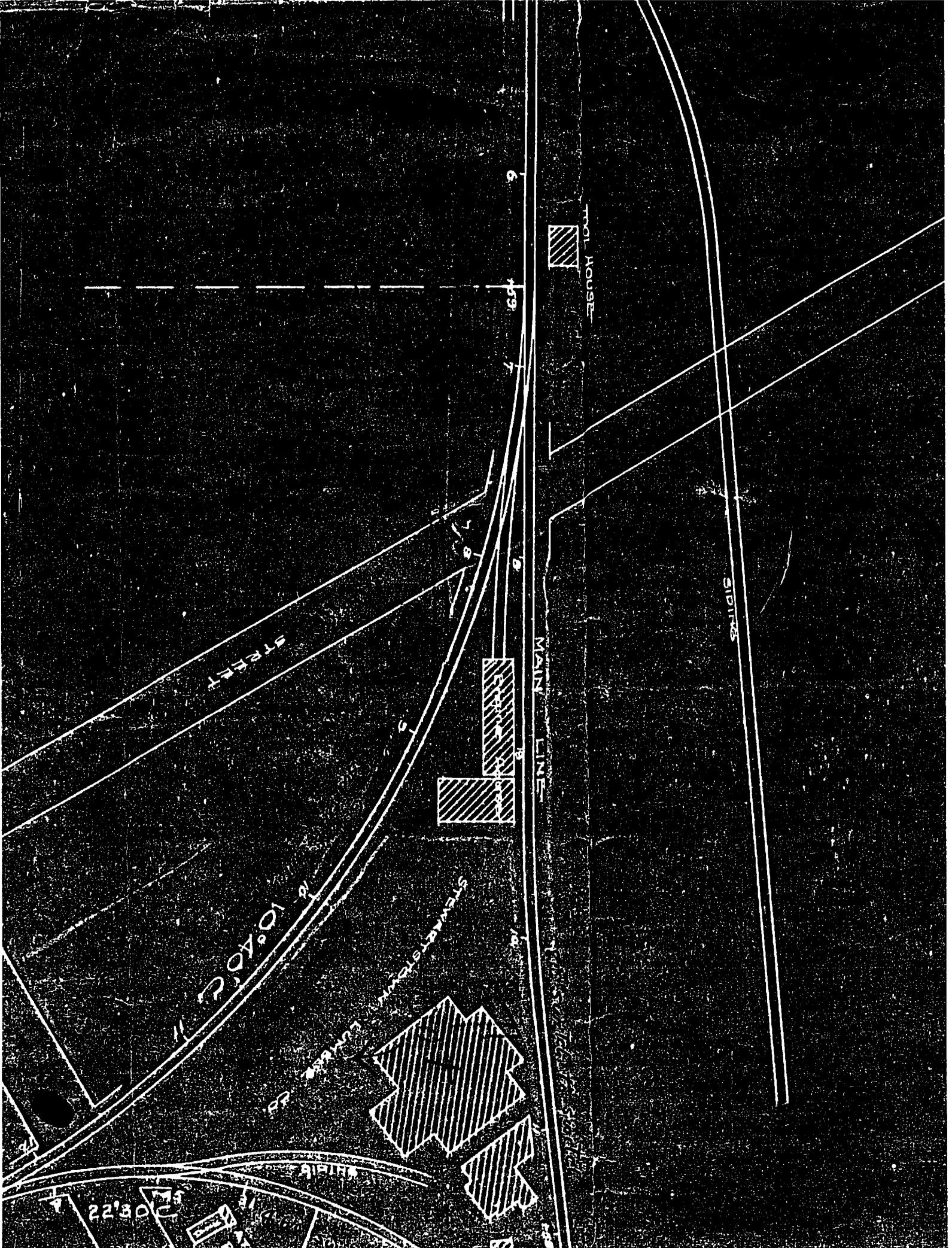
STREET

STEWARTSTOWN LUMBER

10°40'00"

22°30'00"





TOOL HOUSE

MAIN LINE

STREET

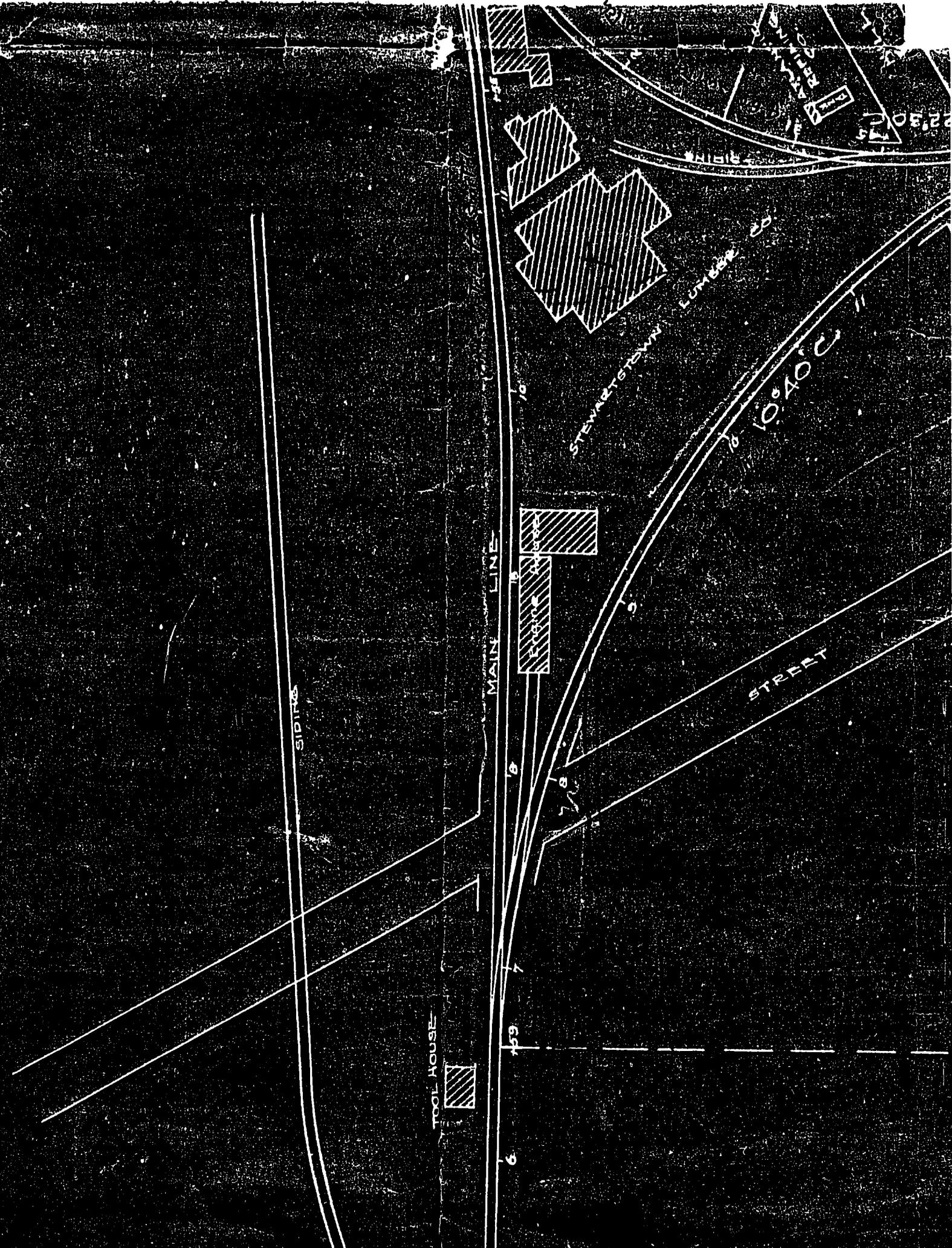
SIPITS

10°40'00" N

STEWARTSON BUILDING

22'30"

SIPITS



SIDINGS

MAIN LINE

STREET

STEWARTSTOWN LUNATIC

COX

TOOL HOUSE

6

7

8

9

10

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TOOL HOUSE

489

7

8

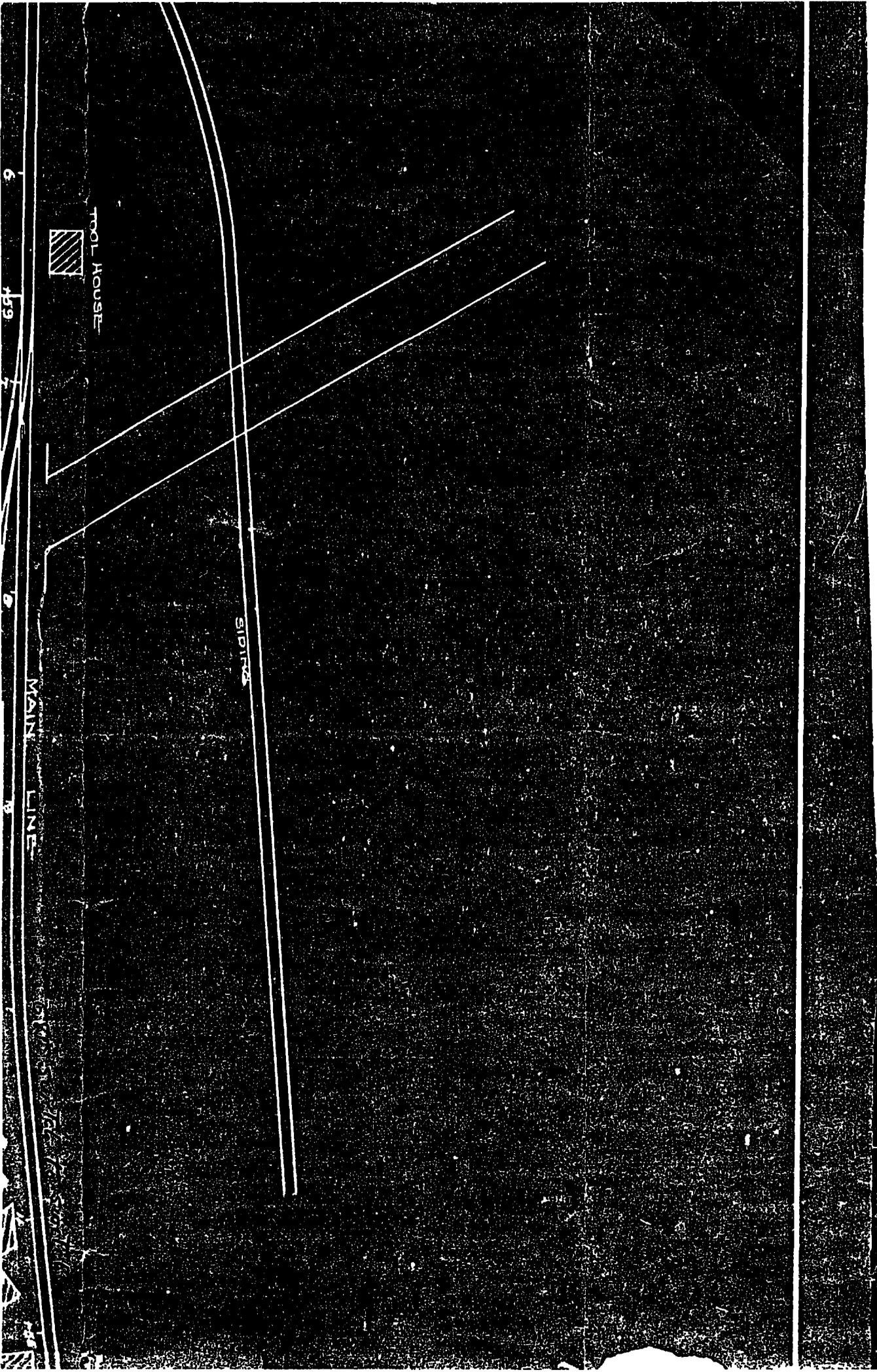
SIDE

MAIN LINE

9

10

11





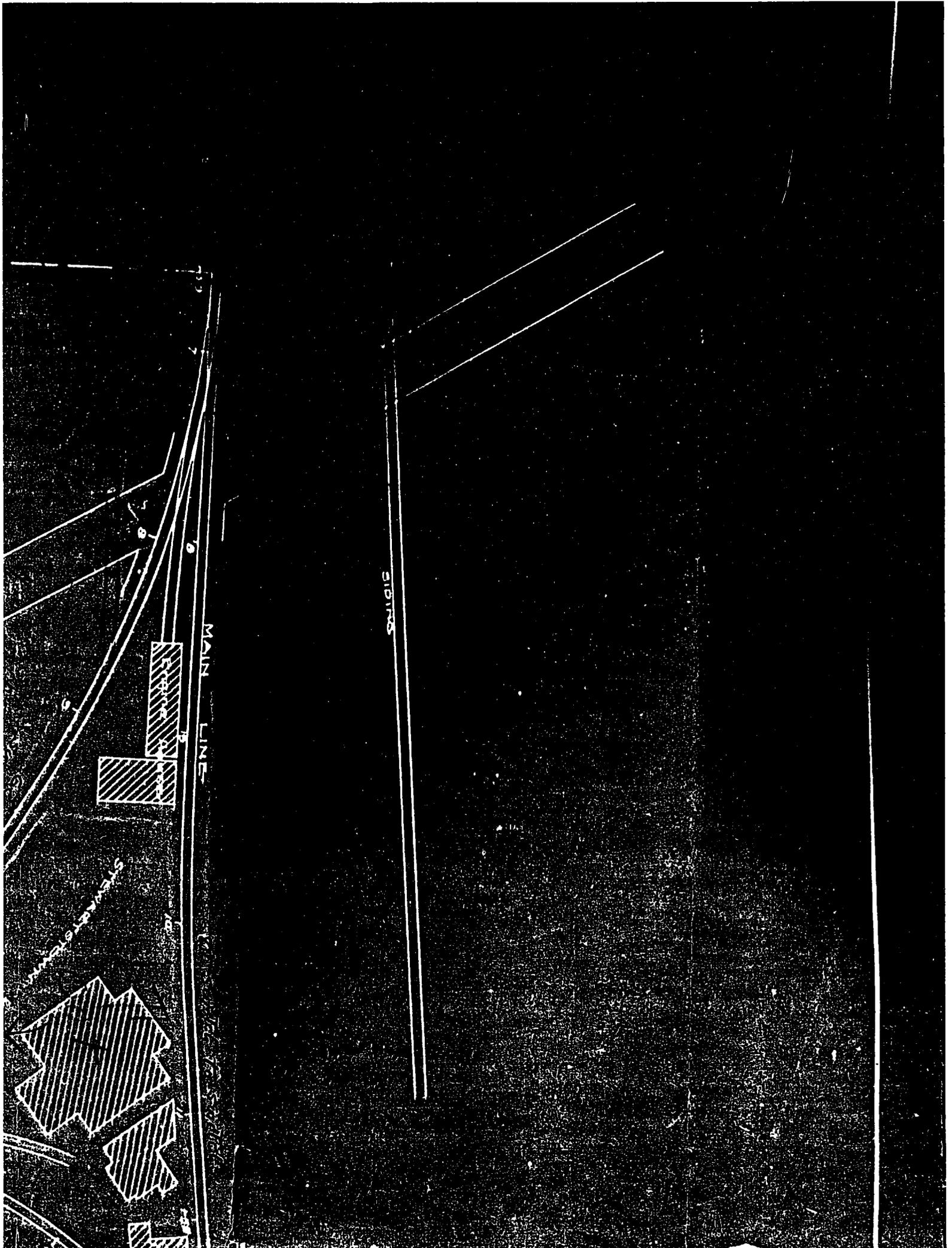
STAIRS

STAIRS

PENNY



STAIRS



MAIN LINE

SIDING

1

2

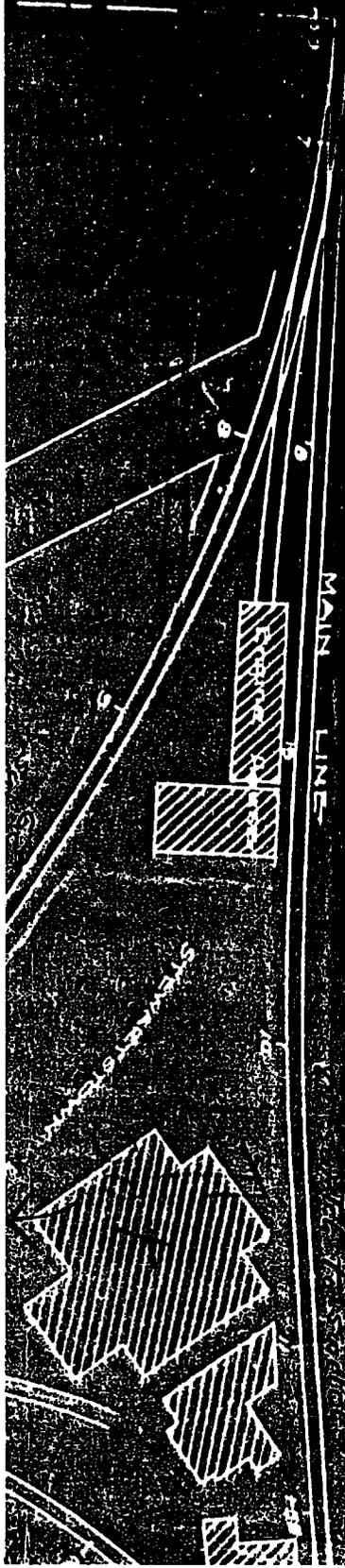
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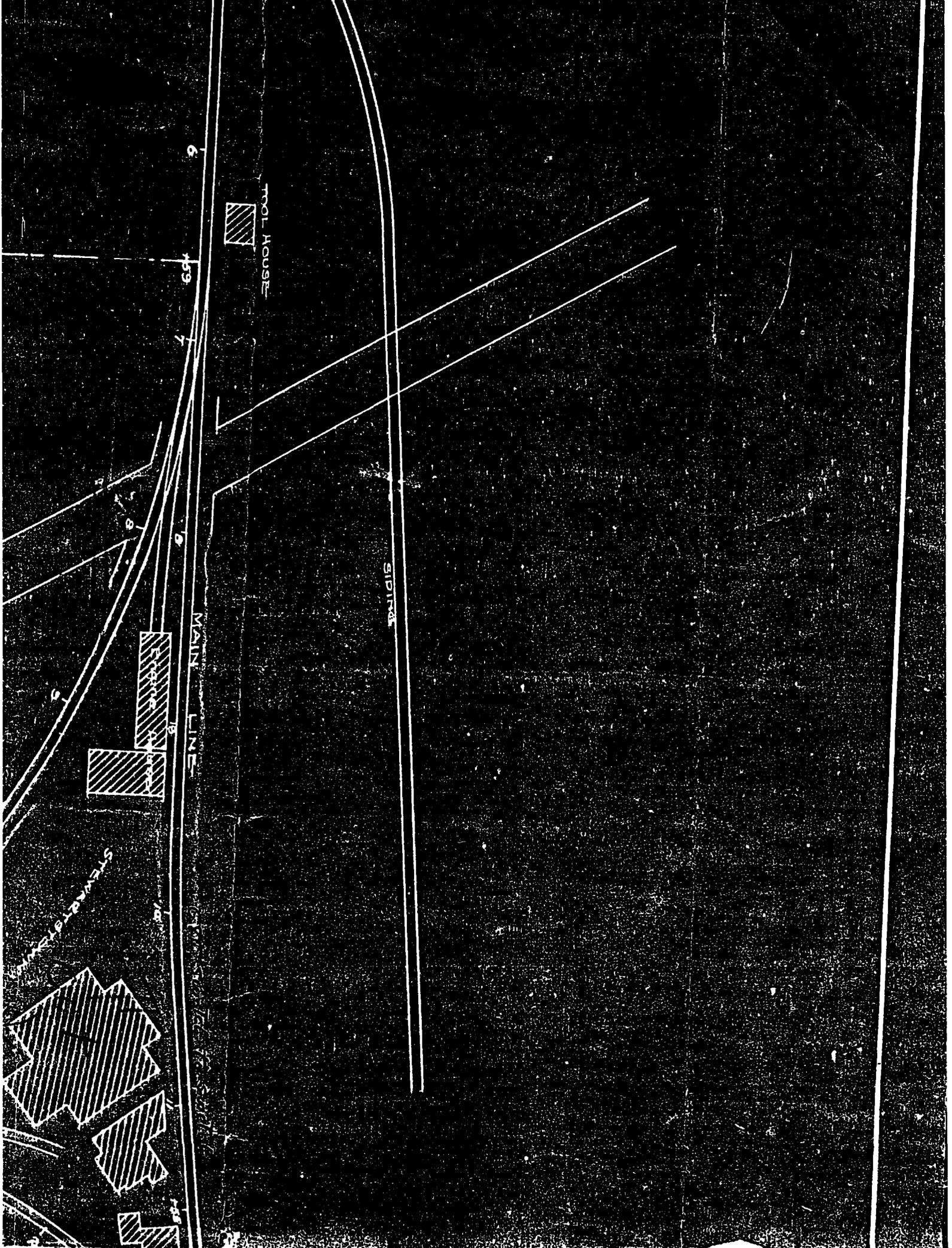
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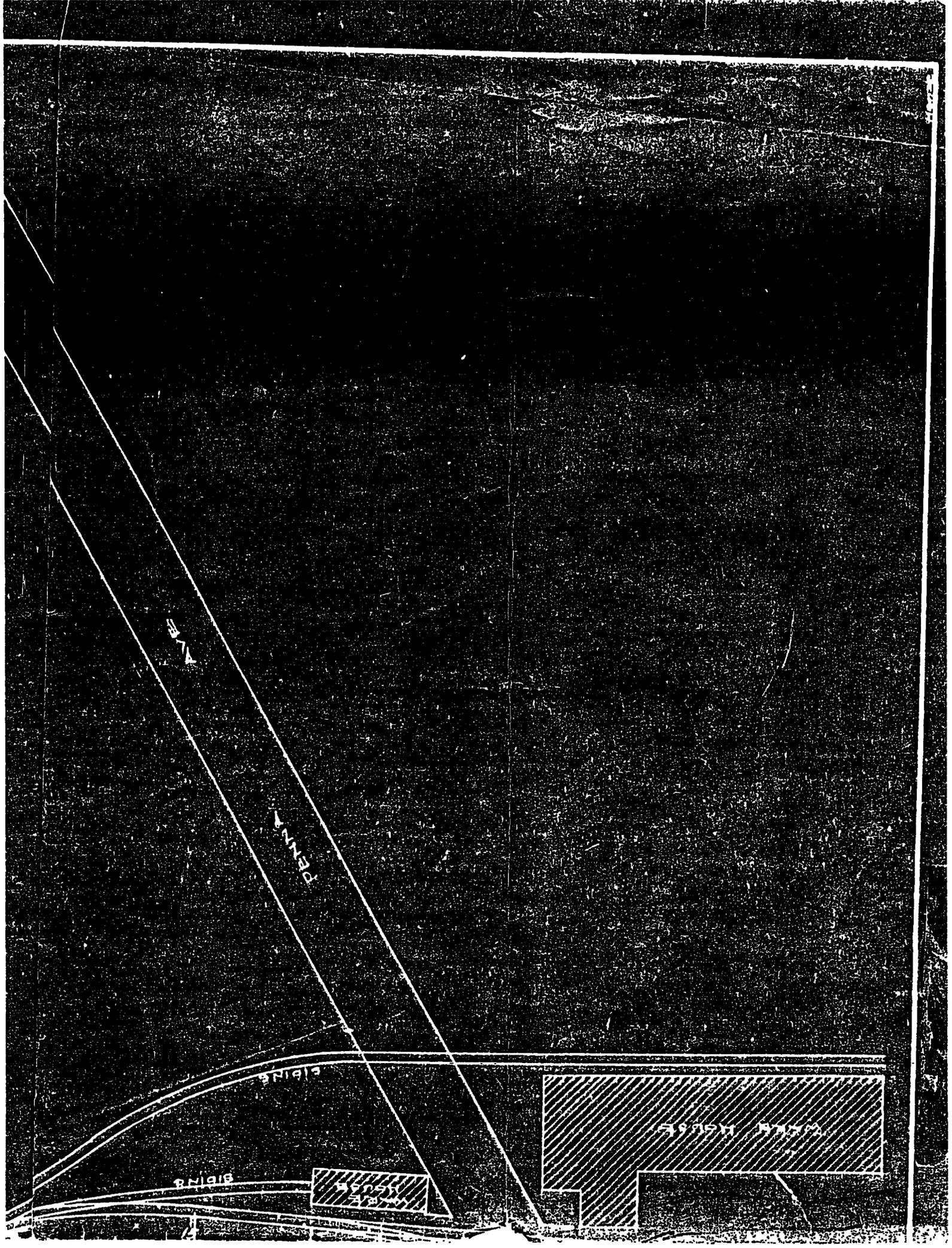
STEWART CANYON

5

6







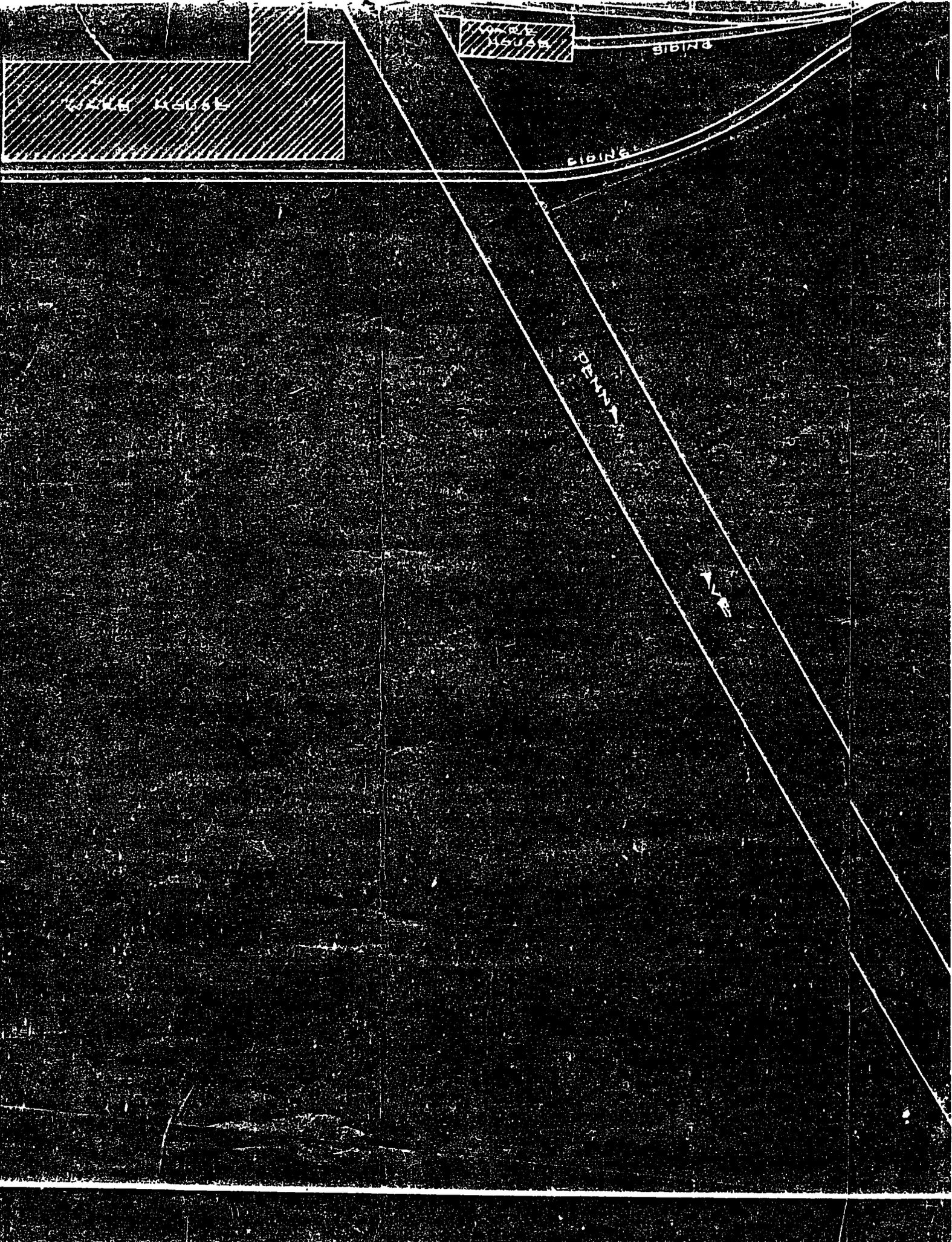
PENNY

PLATE

PENNY

PENNY





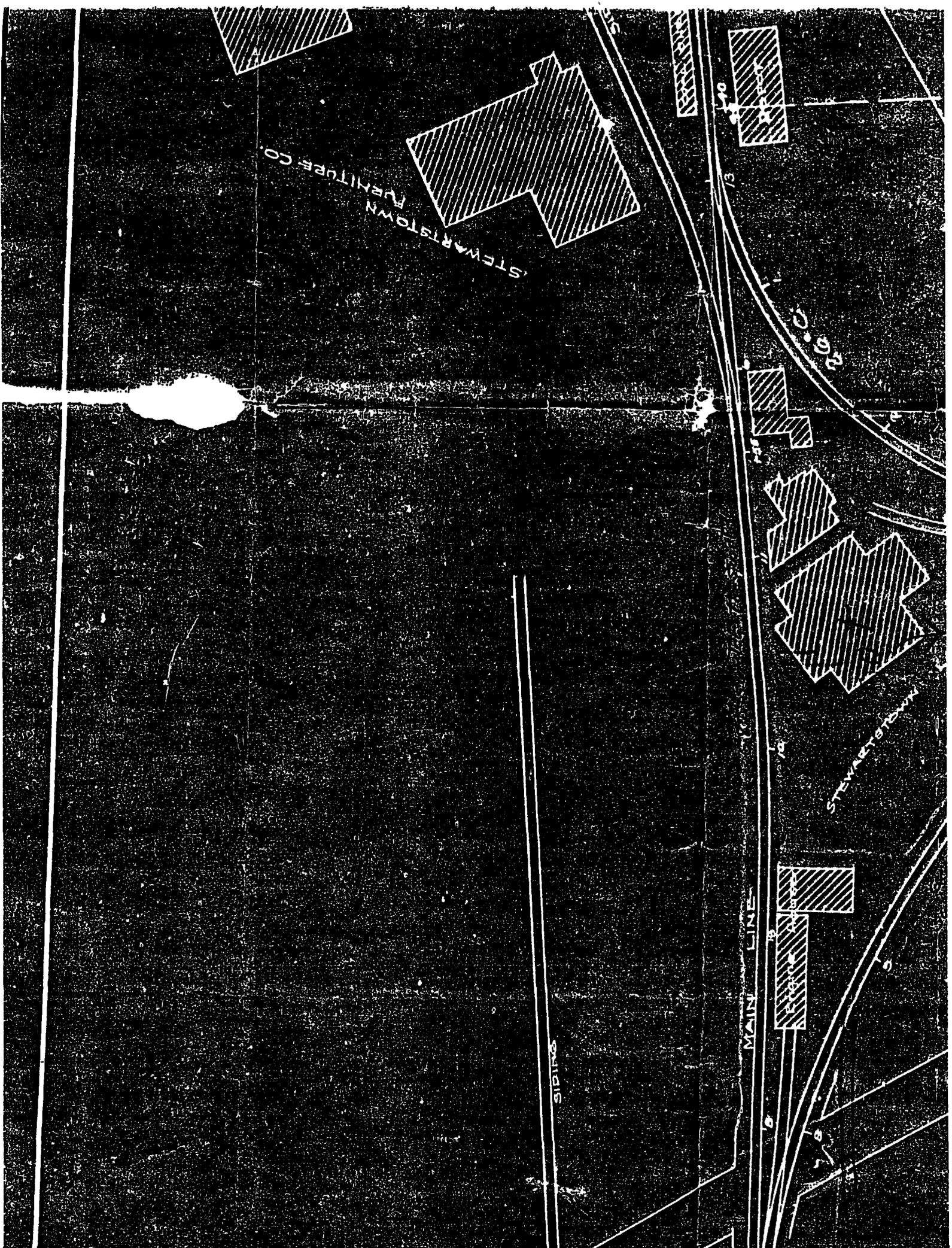
WATER HOUSE

CLOSET

SIBING

SIBING

PENNY



STEWARTSTOWN  
FURNITURE CO.

173

170

170

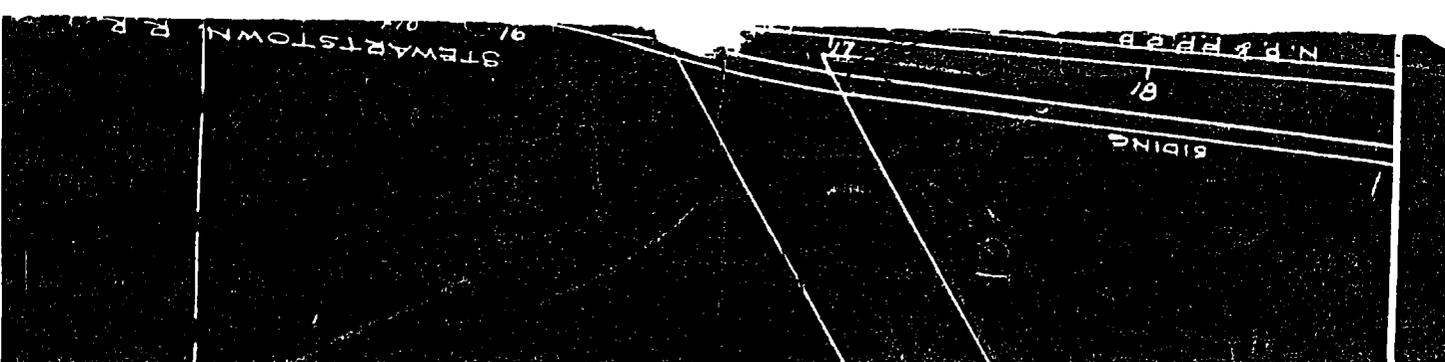
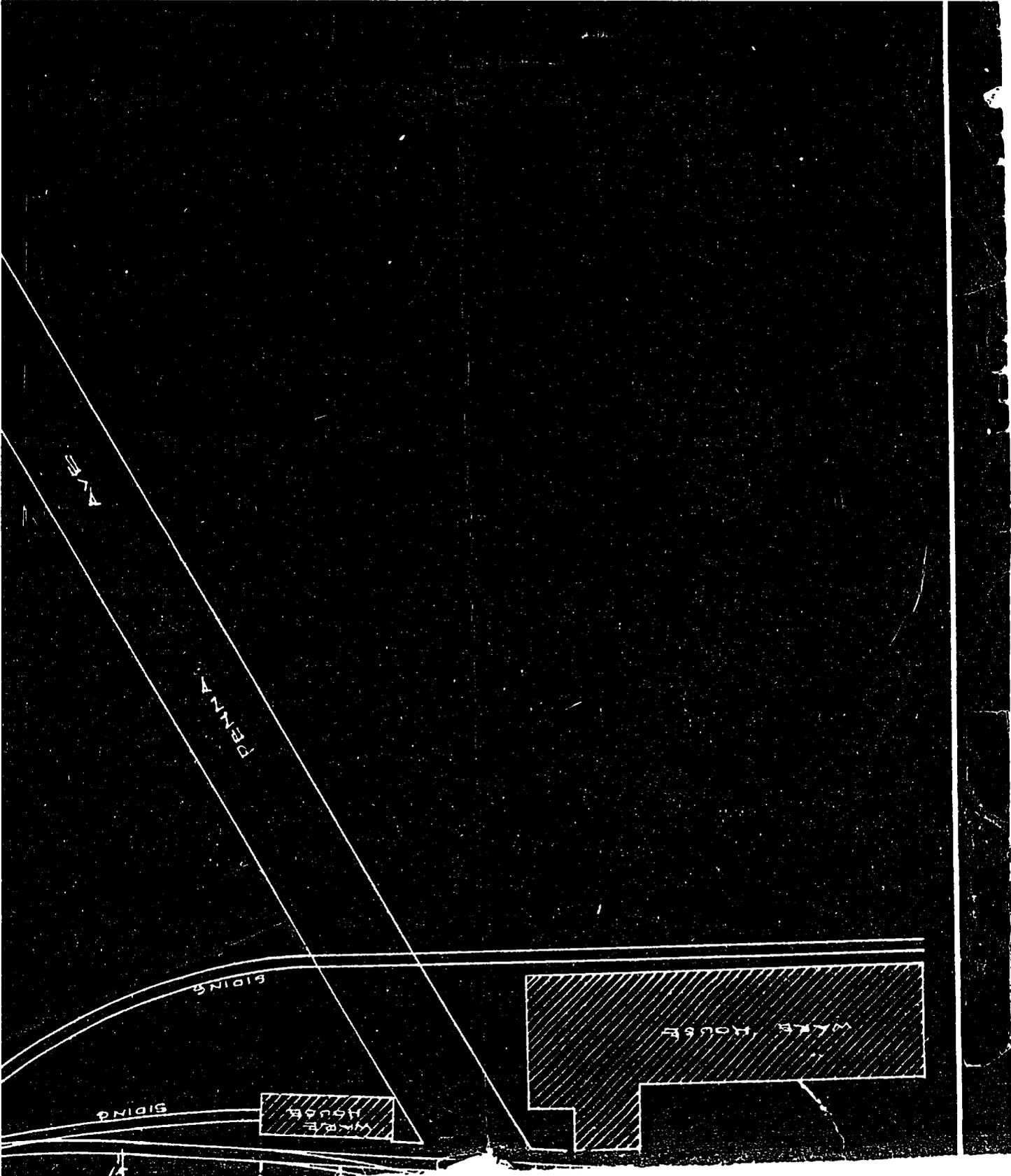
MAIN LINE

SIDING

STEWARTSTOWN

175

178

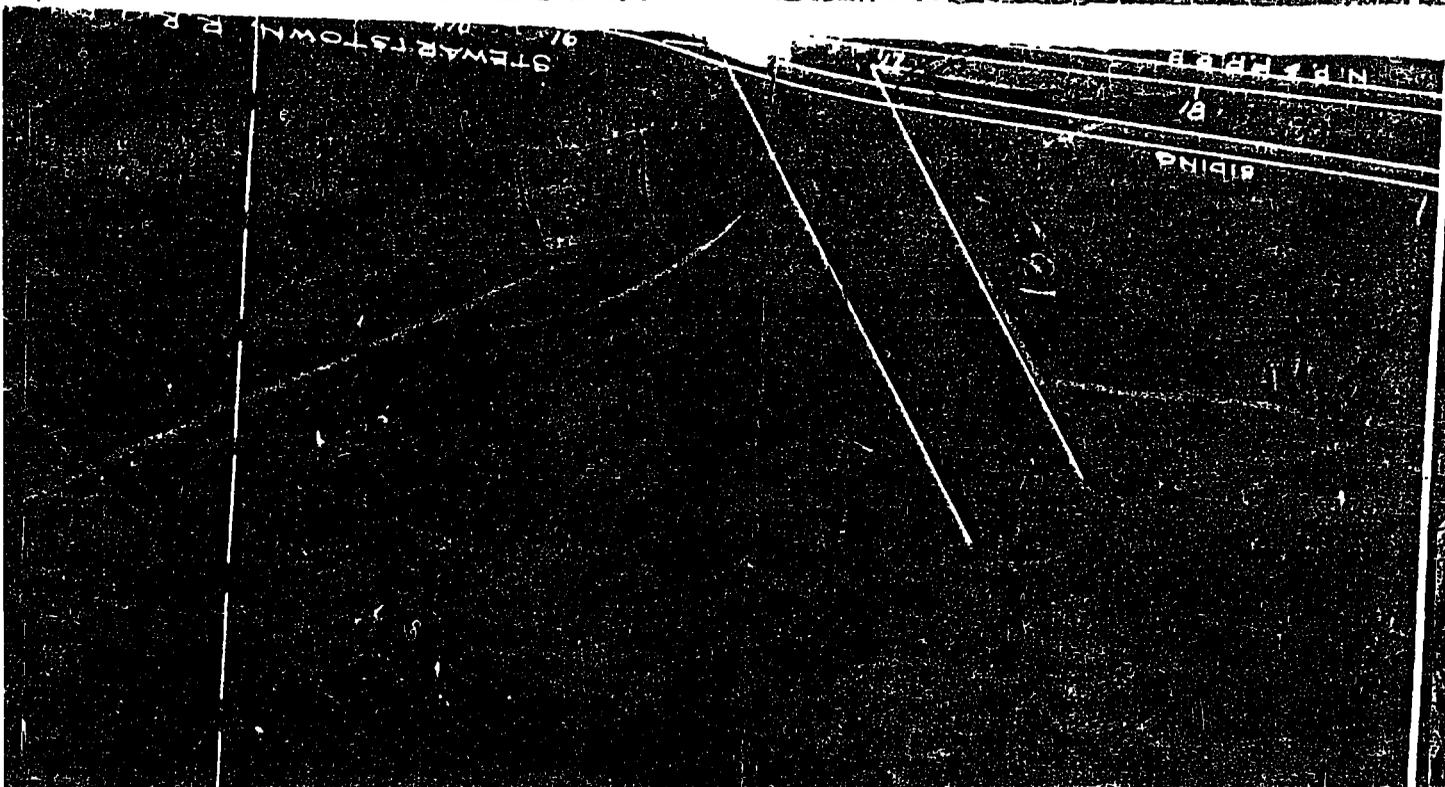


AVE

PENNA

SIBING

SIBING



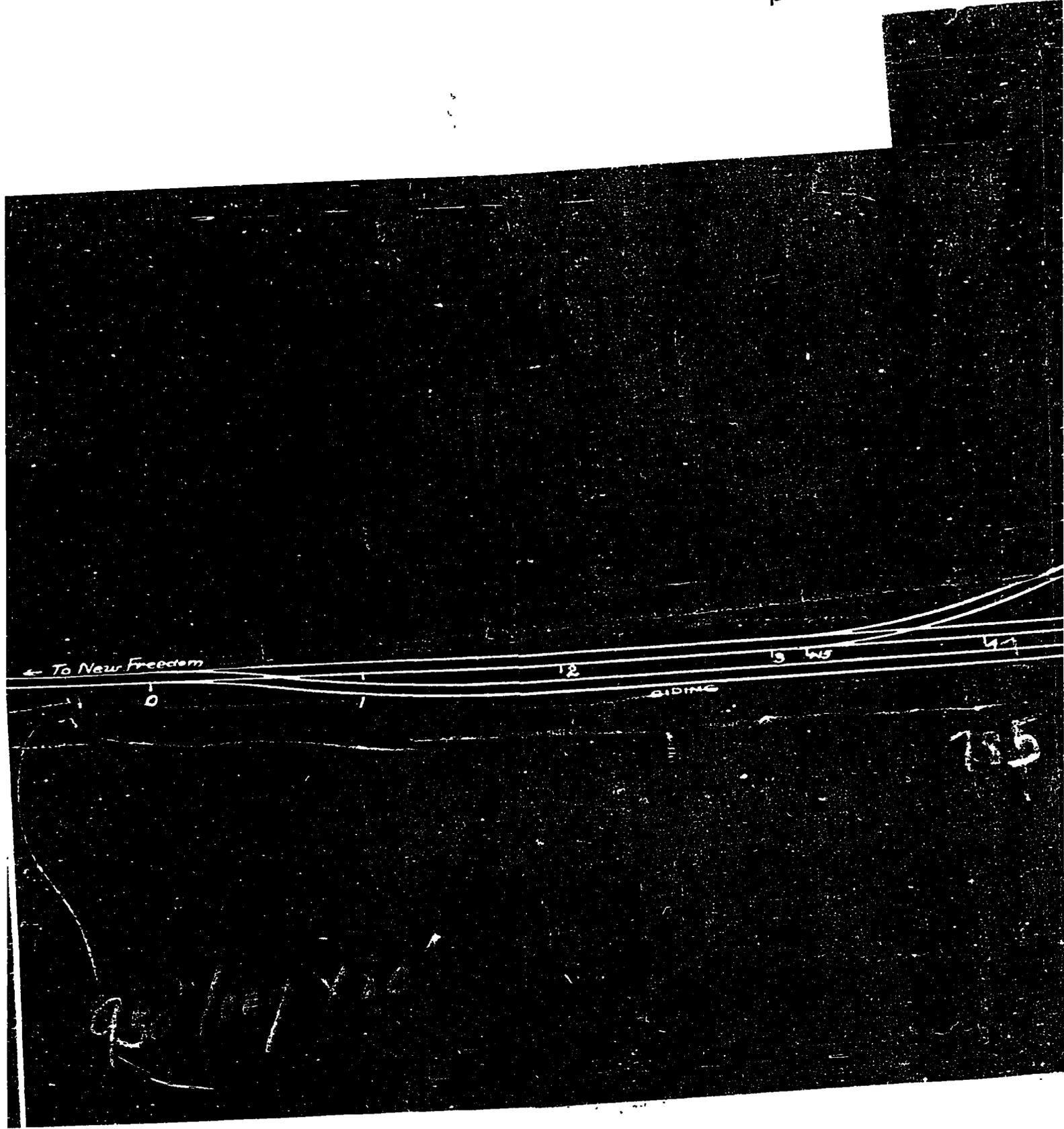
STEWARTSTOWN P.R.

SIBING

B

N.H.H.B.B.

Notes: The "tool house" -  
The center of tool house  
from E of main track  
extension of STRT RR pr  
tool house - that ran  
to lumber sheds of "Wo."  
formerly of "Yost Lumber  
Barnum / Bailey Springs



← To New Freedom

0

1

12

15 WS

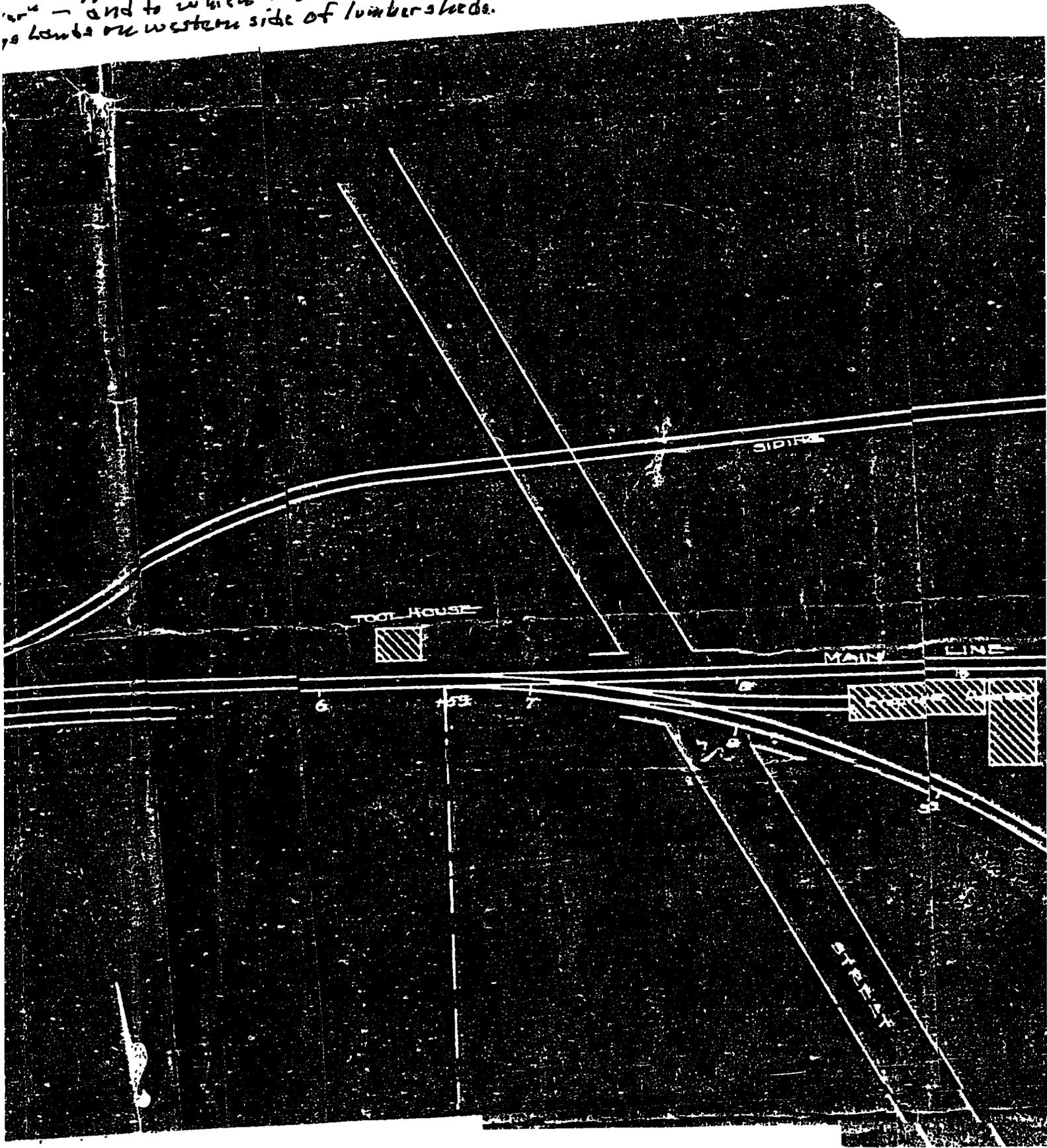
47

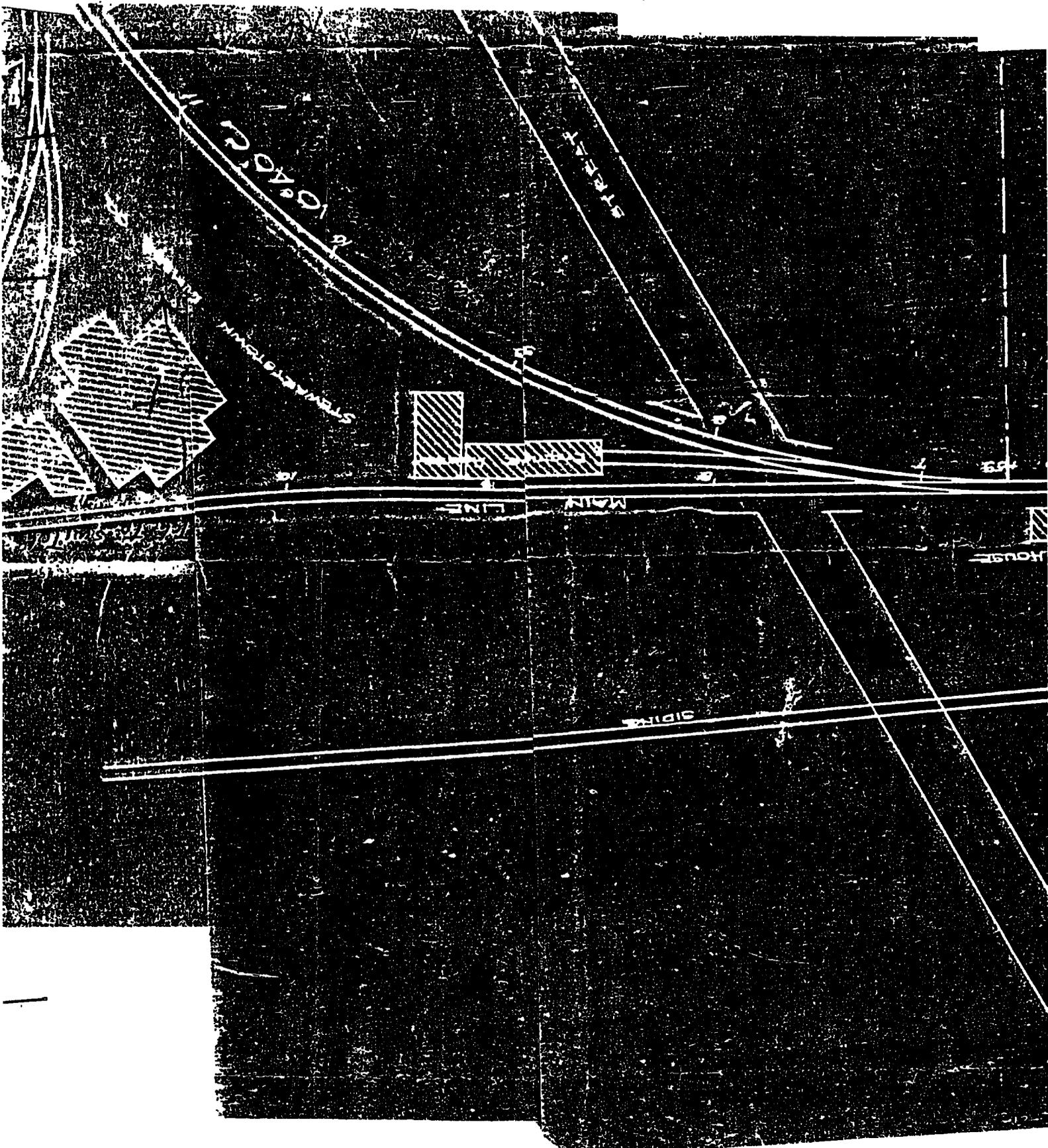
SIDING

755

Handwritten scribbles and faint text at the bottom left of the diagram.

c - circa 1885  
is about 16 1/2'  
K with a considerable  
property to west of  
adjacent and parallel  
Vold Supply - and  
- and to which the  
to lands on western side of lumber sheds.





1040' N