



Bendix Aviation Corp.

The longevity of Ma & Pa 4-4-0 No. 6 led to the acclaim that it was one of the last surviving examples of the American Standard wheel arrangement; No. 6 was built in 1901 and served into the 1950's. The Richmond Locomotive Works product is wheeling train 31 into Delta, Pa., probably in the 1940's.

Maryland & Pennsylvania

A classic short line, the "Ma & Pa" rambled 77 miles to connect two cities 54 miles apart



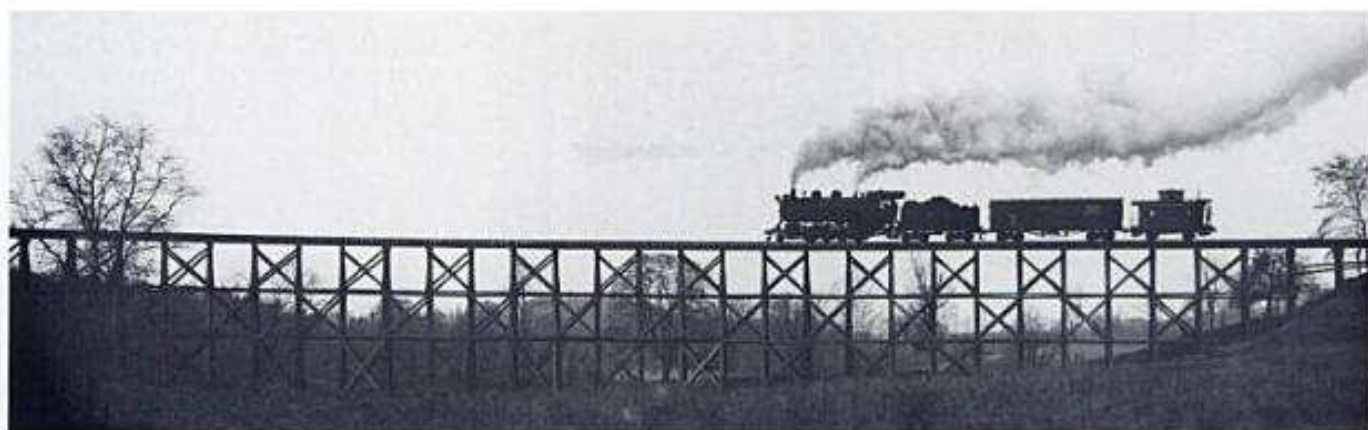
KALMBACH BOOKS, Mike Schaler

Part of the fascination of the M&P even today are the old buildings, railroad and nonrailroad, along the right of way. This scene is at Muddy Creek Forks in 1974.



William Moedinger

Baldwin-built 4-6-0 No. 27 puts on a good show with her baggage-mail car and coach. Short trains, interesting structures, and tight curves make the Ma & Pa ideal for modeling.



James P. Gallagher

HERITAGE can be defined as something of value passed on to heirs. The prototype Maryland & Pennsylvania Railroad has left a rich heritage to model railroaders. Perhaps no other short line in the country has had such distinctive equipment, scenery, structures, and overall appeal for a railroad you could model. Prof. George W. Hilton, author of *The Ma & Pa - A History of the Maryland & Pennsylvania Railroad* (Howell-North, 1963), once said that the road "might have come from the mind of some Velasquez or Rembrandt among model railroaders who, having exhausted his art in HO and O gauges, finally came to the hills north of Baltimore to create his masterpiece at a scale of 12 inches to the foot."

Actually, the Ma & Pa was created by the merger of two former narrow-gauge lines, the York & Peachbottom in Pennsylvania and the Maryland Central in Maryland. They were merged in 1891 to form the Baltimore & Lehigh, which went bankrupt in 1893. The Pennsylvania portion of the B&L was reorganized as the York Southern; the Maryland trackage also was reorganized but retained the name Baltimore & Lehigh. Between 1893 and 1901, both roads converted to standard gauge and on February 12, 1901,

Ma & Pa 2-8-0 No. 43 chuffs dutifully across Gross trestle near Sharon in November 1955, thirty years after her birth, with one box car and a bobber caboose. The grade over the curved trestle sometimes required helpers. The dreamlike quality of this scene reminds us modelers that we can re-create a bit of Ma & Pa history even though the rails and trestle of this scene are long gone.



Eldon A. Berle

For northbound trains this through truss bridge over Winters Run was a gateway to the tiny hamlet of Vale, Md.

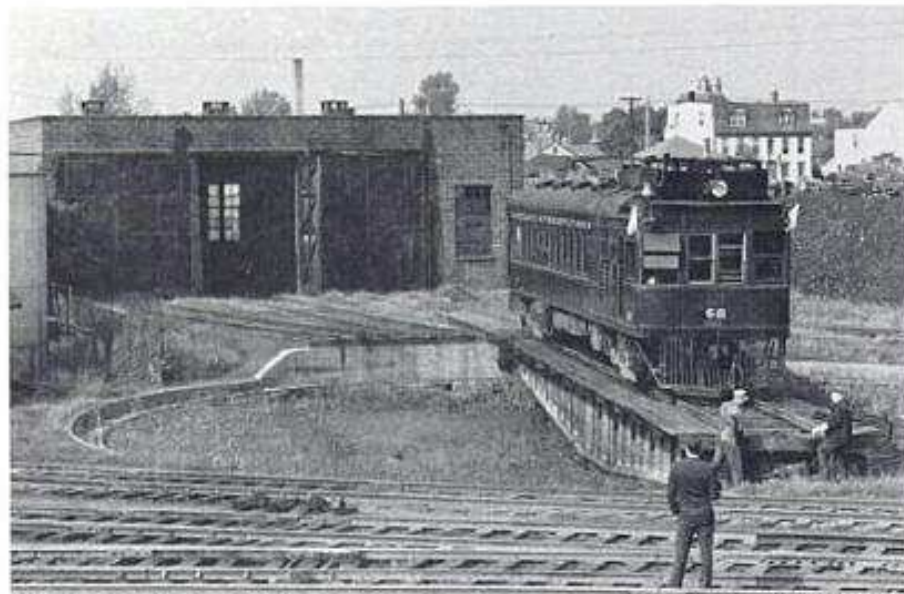


KALMBACH BOOKS Mike Schaller



James P. Galtsgner

(Above left) SW9 No. 82 idles at the York enginehouse in 1974. The 82 had the dubious honor of hauling the last train on the Maryland Division. (Above right) Baldwin 0-6-0 No. 29 is being turned at Baltimore in 1952. (Below) Motor car 62 was built by St. Louis Car and powered by an Electro-Motive distillate engine.



William Moedinger



Norris Young

Like many railroads, M&P began to dieselize soon after World War II. The 70, here at York in 1947, was an SW1 built in 1946.



Glenn E. Dierz

M&P 86 is an ex-Reading GP7 that was purchased along with two other diesels to fulfill duties on an expanded Ma & Pa.



H. L. Broadbelt collection

A 1925 builder photo of No. 43 reveals the 2-8-0's stout proportions. The 43 was the last steam power bought by M&P. M&P never owned an engine with trailing wheels.

merged to form the Maryland & Pennsylvania. The road operated through the rugged, agriculturally rich countryside that lay between Baltimore, Md., and York, Pa., with a 2-mile branch between Delta and Slate Hill, Pa., and a mile-long branch between Dallas-town Junction and Dallastown, Pa.

The Ma & Pa took the long way around to get from York to Baltimore. The distance between the two cities is roughly 54 miles, but the Ma & Pa rambled 77.2 miles to join them. This roundabout route was a heritage that the former narrow-gauge components left to the Ma & Pa, and is one reason the road remained essentially a country-style short line beloved by fans and offering so much for model railroaders.

The Ma & Pa of today proves that fact can be stranger than fiction. In 1958 all trackage south of Whiteford, Md., was abandoned, cutting Ma & Pa's route-miles from 77.2 to 34.8. However, by 1977 the road had more than 85 route-miles—the most ever in its colorful history. Such a turnabout in size is somewhat unusual for a short line; ironically, the Ma & Pa's sudden growth was a result of one of the largest railroad mergers in American history.

Consolidated Rail Corporation's formation on April 1, 1976, had a profound effect on several railroads, including some not involved directly in the merger. A number of rail lines belonging to the CR member roads became orphaned after the merger date. These surplus lines were either abandoned or taken over by other railroads. M&P "adopted" a portion of one of these orphan lines—the York-Walkersville (Md.) segment of Penn Central's (ex-Pennsylvania) branch to Frederick, Md. The road also purchased some industrial trackage in York from the PC. These additions increased M&P's mileage by more than 50 miles. This chapter will focus on the original Ma & Pa lines, however.

Livelihood of the Ma & Pa

Before World War I, the Ma & Pa handled large amounts of local and l.c.l. (less-than-carload) freight — farm produce, cattle, and milk from the nearby farms, slate and marble from the nearby quarries, and cigars, cigar boxes, and furniture from the Red Lion district. The Ma & Pa could not depend on through freight for its livelihood because York and Baltimore already were joined by two railroads, the Pennsylvania and the Western Maryland. PRR's and WM's shorter, faster routes between the two cities and the lack of connections with any railroads but PRR, WM, and WM's parent Baltimore & Ohio precluded the Ma & Pa's becoming a bridge route.

In addition to l.c.l. business, thousands of passengers were handled every

year — farmers, commuters, salesmen, and townfolk. Indeed, passengers, mail, express, and a large amount of milk business (one of Ma & Pa's passenger runs was nicknamed "The Milky Way") accounted for 50 per cent of total revenues. At least two daily through passenger trains each way operated between York and Baltimore, with numerous commuter trains operating between Bel Air, Md., and Baltimore. There was also a modest commuter operation between Delta and York.

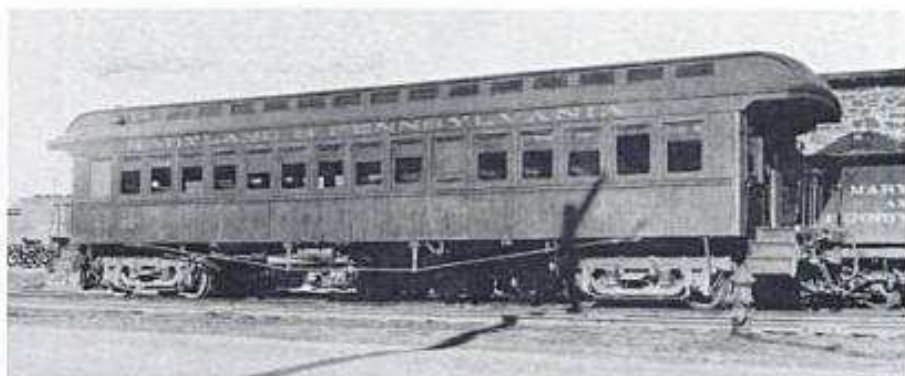
After the war, the nature of Ma & Pa's business changed quickly. Passenger, milk, and l.c.l. traffic declined, but new industries sprang up along the route of the Ma & Pa, industries large enough to supply full carload freight. In later years, slate (in granule form for roofing) accounted for 58 per cent of the freight revenue of the Ma & Pa, with most of it coming from the Delta-Cardiff-Whiteford area. There was also a modest amount of coal traffic and service to and from quarries, especially around Cardiff where green marble was quarried. After truck competition contributed to the demise of l.c.l. business, interchange carload freight traffic became the mainstay of the Maryland & Pennsylvania. In Baltimore the Ma & Pa had interchanged directly with the Baltimore & Ohio and the Pennsylvania railroads. The Ma & Pa also had indirect interchange with the Baltimore & Annapolis (an electric line) and the Western Maryland. In York, Ma & Pa connected with the Pennsylvania (later Penn Central and then Conrail) and with the Western Maryland (later a part of Chessie System).

Today, the primary function of the M&P is to serve industries in the York and Hanover (Pa.) areas daily. Other points are served two or three times a week or as needed.

Equipment and operations

For a line only 77 miles long, the Ma & Pa had an interesting assortment of motive power, especially steam. Over the years the road operated 4-4-0's, 4-6-0's, two sizes of 2-8-0's, and 0-6-0 switchers.

Passenger service was handled by the 4-4-0's or the dual-service 4-6-0's. The usual consist of the *Baltimore Mail* and the *York Mail* was one of Ma & Pa's highly distinctive baggage-mail cars and an open-platform coach. Gas-electrics Nos. 61 and 62, built by Electro-Motive Corporation, made their appearances in 1927 and 1928 respectively to take over passenger service. They were straight coach-type cars, and they hauled a baggage-mail trailer behind them. The two gas-electrics each made a round trip daily between York and Baltimore, except on Sundays when only the gas-electric stationed at York made a round trip. Running time between the two cities was over 4 hours,



Bruce D. Fales

Open-vestibule wood coach No. 20 was built for the Ma & Pa by American Car & Foundry in 1913. By 1958 the 20 had migrated north to the Strasburg Railroad.



J. Lawrence Dixon

Bobber caboose 2005, built in 1889, was bought from the Pittsburgh & Lake Erie.



William Moedinger

M&P banned wood box cars like No. 729 from interchange service after 1937.



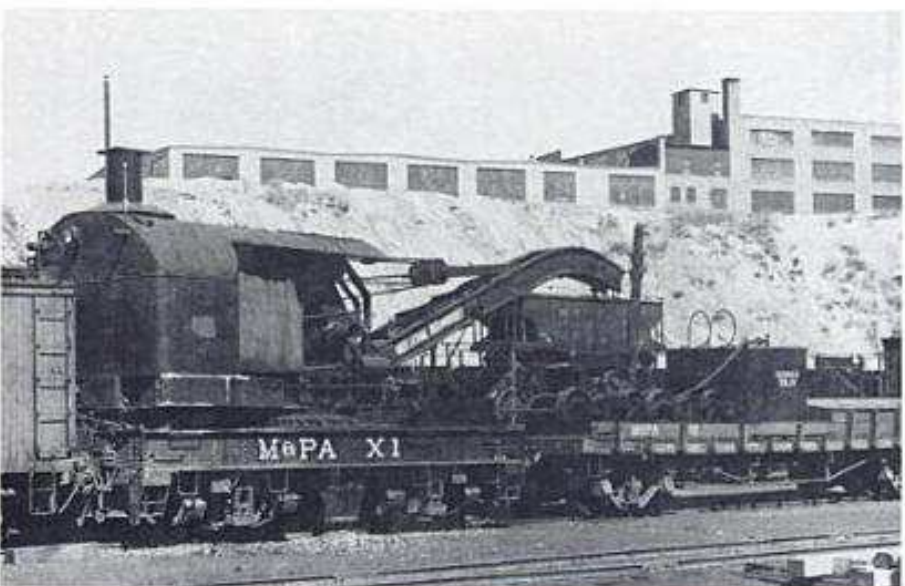
J. Lawrence Dixon

Windowed tool car X3 was photographed in Baltimore in November 1941.



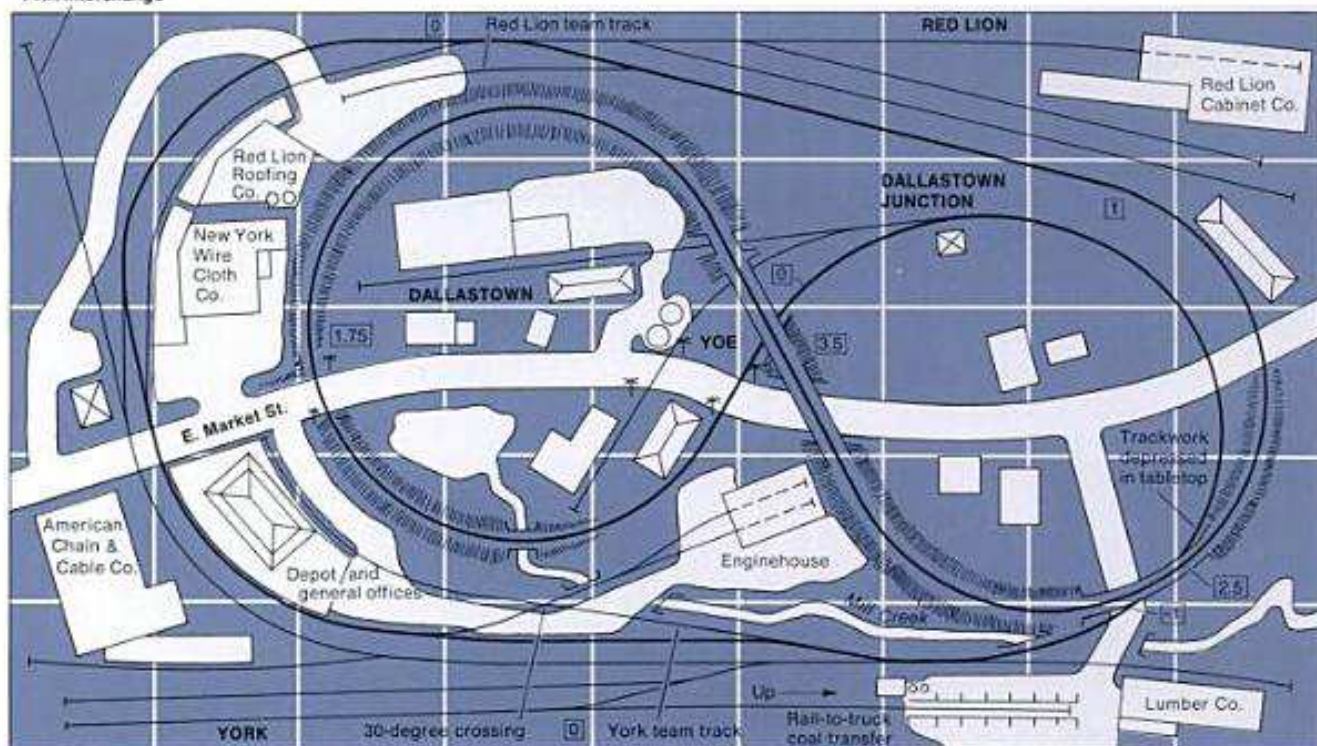
Bruce D. Fales

Caboose 2002 was built by the Ma & Pa in 1905; a side door was added in 1961.



William Moedinger

Few short lines can boast having a complete set of wrecker equipment, but in 1940 photographer Moedinger recorded M&P derrick X1 and idler X2 at Baltimore. Derricks were a mighty handy thing to have around on a railroad that was 50 per cent curves.



Scale modeled

		Z	N	TT	HO	S	O
Spacing of rulings	in.	4.50	6.00	9.00	12.00	18.00	24.00
Space horizontally	ft.-in.	3-5	4-6	6-9	9-0	13-6	18-0
Space vertically	ft.-in.	1-11	2-6	3-9	5-0	7-6	10-0
Minimum radius	in.	6.75	9.00	13.50	18.00	27.00	36.00
Parallel straight track spacing	in.	.71	.96	1.31	1.80	2.45	3.28
Parallel curved track spacing	in.	1.38	1.90	2.54	3.50	4.76	6.34
Multiply elevations by	in.	.40	.54	.73	1.00	1.36	1.81

Turnouts: No. 4 in all scales

		mm.	112.50	150.00	225.00	300.00	450.00	600.00
Spacing of rulings	mm.	1.01	1.35	2.03	2.70	4.05	5.40	
Space horizontally	m.	.56	.75	1.13	1.50	2.25	3.00	
Minimum radius	mm.	169.00	225.00	338.00	450.00	675.00	900.00	
Parallel straight track spacing	mm.	18.00	24.00	33.00	45.00	61.00	82.00	
Parallel curved track spacing	mm.	35.00	48.00	63.00	88.00	119.00	159.00	
Multiply elevations by	mm.	10.00	14.00	18.00	25.00	34.00	45.00	

So that all areas of a model railroad remain accessible, no portion of a layout should be more than 30" (75 cm.) from an aisleway or access opening. Thus, when constructing a layout to Railroad You Can Model track-plan dimensions in a scale larger than HO, it may be necessary to add access openings or lift-out scenery sections where not already shown.



William Mordinger

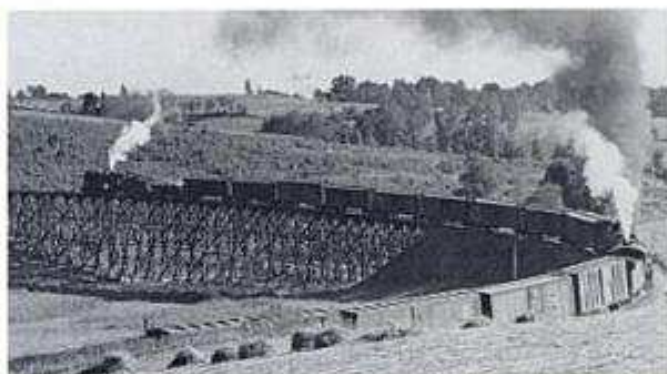
Sounding like a mainline manifest, the 42 thunders past Baldwin's shingle-sided depot in 1940.



Both photos, Eldon A. Bohr.

As we mentioned earlier, structures are one of the high points to modeling the Ma & Pa, and there are many to choose from. (Above left) Fallston depot had upstairs living quarters that rated

shuttered windows. Canopies were provided for both rail and road loading platforms. (Above center) The small shelter and platform at Rocks had rather casual construction.



Two photos, William Moedinger.

A 19-car train moving upgrade on Gross trestle. Weight restrictions required that the helper be placed 12 cars back so that only one engine at a time placed stress on the structure.



Station scene at Bridgeton in 1940 shows a board-and-batten depot with large eaves and a stone foundation. Top of white post had high-water mark from last Muddy Creek flood.

with a trip up the Dallastown branch (in one direction backwards) thrown in for free. When one of the gas-electrics broke down or was in the shops, a 4-4-0 or 4-6-0 substituted. The motor cars lasted until 1954 when all passenger service was discontinued.

Although passenger consists were short, you could operate a railfan trip as an excuse to run long trains on your model Ma & Pa. The railroad was a pioneer in running railfan excursions, and has operated such trips with as many as 10 P-54-class suburban coaches borrowed from the Pennsylvania Railroad. Usually, one of the 4-6-0's handled fan trains, but at times a heavy 2-8-0 was used. Later, diesels hauled fan trips.

Light Consolidations (2-8-0's) handled most of the regularly scheduled freight runs until 1914 when two heavy Consolidations — Nos. 41 and 42 — were purchased. Later, a third heavy 2-8-0 was purchased, the 43. These three 2-8-0's, with their short frames, small drivers, and high tractive effort,

were built to negotiate the sharp curves and steep grades of the Ma & Pa.

Shortly after the end of World War II, Ma & Pa management saw a need for new locomotives. Steam was considered, but dieselization proved to be a more economically sound investment. In 1946 Electro-Motive built three locomotives for the Ma & Pa: No. 70, a 600-h.p. SW1; and Nos. 80 and 81, 1000-h.p. NW2's. A fourth diesel, No. 82, an EMD 1200-h.p. SW9, arrived in 1951.

Although the diesels were intended for freight service, they often substituted for the motor cars on weekend passenger runs because the diesels were cheaper to operate. When the line was cut back to Whiteford in 1958, the Ma & Pa found itself with a surplus of motive power, so in 1959 the 70 and 80 were sold to Republic Steel in Canton, Ohio. However, by 1968 the Ma & Pa needed more diesels and in that year purchased an SW900 from the Steelton & Highspire, another Pennsylvania short line, and numbered it 83. The addition of the Walkersville line in 1976 resulted in

still another need for more motive power, so the road acquired an SW9 from the Pittsburgh & Lake Erie and an NW2 and a GP7, both of them ex-Reading. M&P numbered the three additions 84, 85, and 86 respectively.

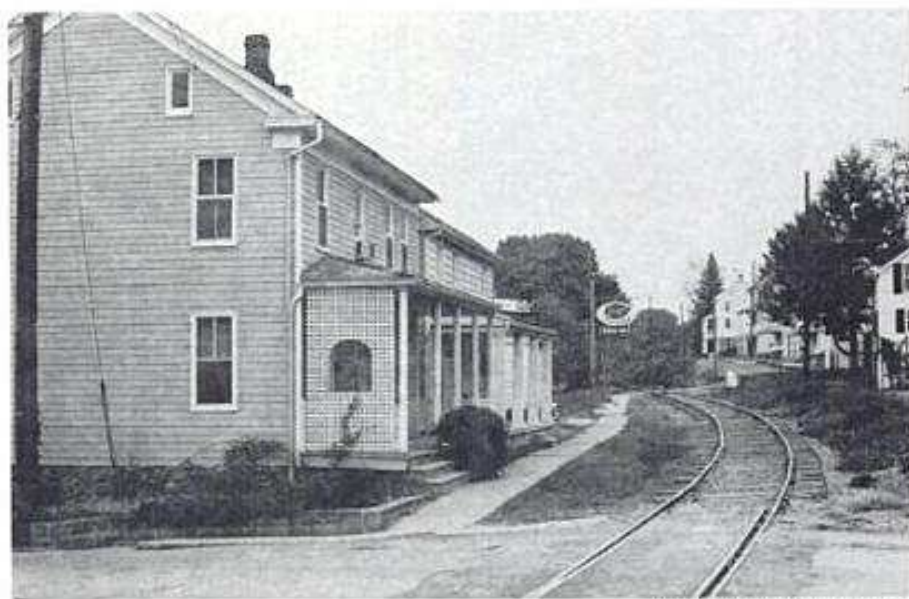
Freight equipment was, of course, mostly that of railroads with which the Ma & Pa exchanged traffic, although the road did own box cars, gondolas, and milk refrigerators. As the years went by, Ma & Pa's antiquated equipment was restricted to home property by interchange regulations. Much of it eventually was converted to maintenance-of-way equipment. The company also maintained a complete work train. The rebuilt steel box cars Ma & Pa now owns are painted black; box cars delivered new are blue. Both new and rebuilt cars sport a yellow emblem that boasts "The famous Ma & Pa." Before Ma & Pa ended caboose operations, it owned three four-wheel bobs, Nos. 2003 and 2004 (ex-Kanawha & Michigan), and 2006 (ex-Pennsylvania). It also had an eight-wheel caboose, the 2002.



Three photos, KALMBACH BOOKS: Mike Schaller.

(Above left) A 1974 view of Felton shows that the tracks pass through town without much fanfare. (Above center) Concrete post at York marked start of M&P trackage. (Above right) The red

brick station at Red Lion has a wood canopy supported by steel columns. A concrete platform faces the curved main line and a wood sign on the roof denotes depot owner.



KALMBACH BOOKS, Mike Schaler

In various Eastern towns it was customary to build some houses and stores facing the tracks rather than the street. Yoe residents living in these well-kept frame houses have a fine view of the Ma & Pa. Even the market sign is off-street.

Up and down the right of way

The topography between York and Baltimore makes a profile of the Ma & Pa look like a roller coaster. For instance, the right of way between Baltimore and Delta (43.8 miles) ascended and descended 10 summits on grades ranging from 1.4 per cent to 3.3 per cent. From Delta north, the railroad descends to 225 feet above sea level, rises to 900 feet at Red Lion, then descends 500 feet into York. The ruling grade on this 33.4-mile section is 2.5 per cent and the many sharp curves were intended to accommodate only narrow-gauge equipment. As a matter of fact, on Ma & Pa

fan trips the only off-line passenger cars that could be used were PRR's 54-foot suburban coaches; longer cars would snag in some of the rock cuts on curves.

Thirty-six miles of the 77-mile main line — approximately 47 per cent of the main line — was on curves. There were 476 curves, 55 of them ranging in sharpness between 16 and 20 degrees (most railroads rarely have curves exceeding 6 degrees). As a contrast, curves on the Denver & Rio Grande Western Railroad, which has some of the toughest stretches of mainline railroading in the United States, do not exceed 12 degrees. Some of the curves on the Ma & Pa are so sharp they require guardrails.

Don't these problems of curves and grades sound similar to those model railroaders face?

Prior to the abandonment of Maryland trackage in 1958, the Ma & Pa had 114 bridges, with a combined length of 11,155 feet. The majority of them were wooden trestles. In many places the Ma & Pa used trestles instead of fills to cross small valleys. When the Ma & Pa purchased its two heavy Consolidations, the wooden bridges had to be reinforced with steel I-beams.

Before the line was cut back to Whiteford, the main shops and car storage yards were in Baltimore. The facilities at York were sufficient only for servicing the two locomotives permanently in service at that end of the line. One of the 0-6-0 yard goats and one of the light Consolidations handled all yard and interchange work in York. A 4-4-0 was stored in the enginehouse to substitute for the gas-electric car in case of an emergency.

Structures along the Ma & Pa represent a rustic, bygone era. Most of the depots are wooden frame buildings, some with clapboard siding or shingles and some of board-and-batten construction. Perhaps the most picturesque structure on the railroad is the combination station and general office building on Market Street in York. Stone was also a popular building material in this area of the United States, and in the past a number of Ma & Pa buildings, such as the earlier passenger depot in Baltimore, were made of stone. The roundhouse at Baltimore was a combination of stone and wood.

Modeling notes

The tabletop layout presented in this chapter depicts the Maryland & Pennsylvania of today and centers on Ma & Pa's switching operations around York and Red Lion.

By looping the track and creating an upper-tier track level, we can provide for some "mainline" running and include Yoe, Pa., and Dallastown (the latter at the end of a short branch as in the prototype) in the scheme of operation.

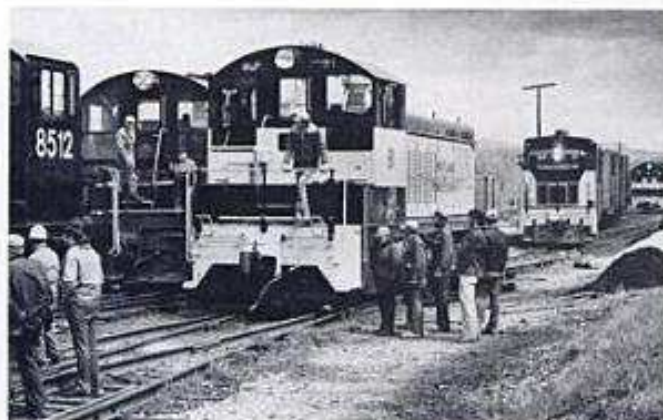
Continuous running is possible, but operation will be more prototypical if you run trains point-to-point style; that is, from York to Red Lion and return. Also, a waybill system will make freight-car movement on the Ma & Pa meaningful and more true-to-prototype.

A day's activity on the model Ma & Pa starts as a locomotive eases out of the enginehouse. First stop on the agenda is the PRR (or PC or CR, depending on the era modeled) interchange to pick up cars "left" by the connecting road. Interchange cars destined for York industries are delivered first (while "empty" cars are retrieved) and those destined beyond York are for the time being put in York yard. Empty cars can go to the



KALMBACH BOOKS, Mike Schaler

Looking in the opposite direction from the grade crossing in the foreground of the photo at the top of the page we see the well-weathered Yoe freighthouse and a rambling office building that probably began life in the late 1800's as a hotel.



Glenn E. Dietz

M&P and Conrail crews ponder a minor derailment (ex-Penn Central switcher 8512 at far left) at Poorhouse Yard in York on April 1, 1976, the first day of Conrail. M&P 81, 82, and 83 are all present to help with new interchange operations.



William Moedinger

One look at this 1940 scene near Woodbine will explain Ma & Pa's need for short-framed locomotives with small drivers. Towing northbound tonnage, Consolidation 41 negotiates one of many tight curves along winding Muddy Creek. Note guardrail.

interchange or to Yoe, to Dallastown, or to Red Lion if they are needed there. Next, the locomotive makes up the train for the southbound run to Red Lion. Because of the facing-point switch position at Dallastown Junction, cars destined for Yoe or Dallastown will have to be pushed ahead of the locomotive or else delivered on the northbound run from Red Lion. When the train returns to York, cars can be forwarded to the PRR interchange and to York industries before the locomotive is retired for the night.

If you have the space (and the time), you may wish to model the entire Ma & Pa as it was in the steam era. If you had the whole York-Baltimore line in your basement, then you might have an operating pattern like this: A passenger train in each direction — this could be either a 4-4-0 or a 4-6-0, baggage-mail cars, and coach, or the gas-electric and a baggage-mail combine — would make the entire run between Baltimore and York. The northbound *York Mail* would

carry a couple of milk cars on the head end to be dropped off at milk shipping points; the southbound *Baltimore Mail* would pick up loaded milk cars for delivery to processing plants in Baltimore.

There would be a through freight in each direction, hauled by a heavy 2-8-0, with cars destined to and from the B&O connection at Baltimore and the PRR at York. Two peddler freights hauled by light 2-8-0's would also work the line, one serving the Baltimore-Delta section and the other the York-Delta segment. If the York peddler picked up any cars destined for the B&O interchange at Baltimore, it would leave these at Delta for pickup by the Baltimore peddler. In like fashion, any PRR interchange cars picked up on the south end would be left at Delta for the York peddler.

So there you have it — one of the most classic short lines you can model. Be it steam era or diesel era, the Maryland & Pennsylvania and its quaint heritage offer some of the best modeling possibilities for a layout.



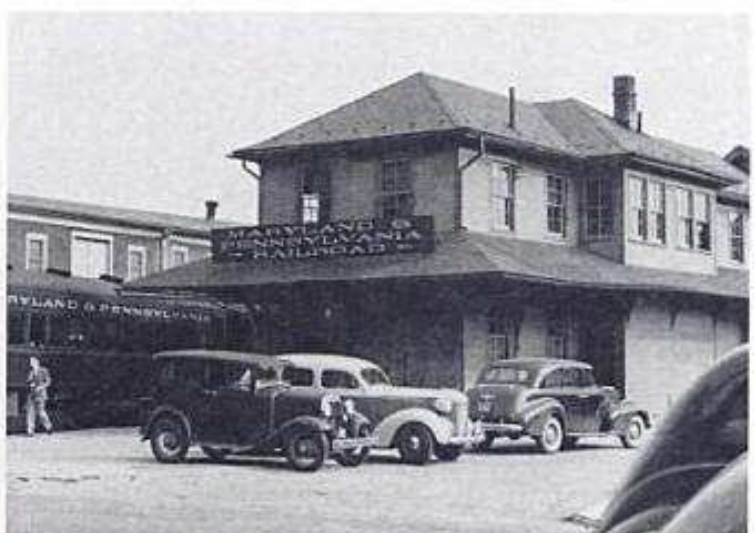
KALMBACH BOOKS Mike Lichner

Highway flashers of somewhat unusual construction guard crossings in Red Lion.



Al Rung

Motor car 61 and a baggage-mail trailer are about to depart York in the early 1950's as train No. 2, the middle-of-the-day run to Baltimore.



William Moedinger

Upper story of York station houses M&P offices. Automobiles more than anything date some M&P photos because M&P rolling stock and structures remained unchanged for decades. This scene was in 1940.