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Bobby Goldby, Bob Reffner, and Bill Adams install replacement sash #302. This sash is significant because it means that the FEBT has now replaced half of the sashes in the Rockhill Shops Complex. – Bill Adams photo

EARLY JUNE ROCKHILL WORK SESSION PROGRESS

With the track crew in Robertsdale Saturday, attendance was light at Rockhill with nine volunteers. Sunday saw 14 volunteers turn out. Flooring projects provided significant progress for Boxcar 174 and Combine 14. New flooring was cut for the boxcar on Saturday with some of it installed on Sunday. Following some additional preparation work, flooring was installed in the baggage section of Combine 14.



The FEBT volunteers on-hand on Saturday June 4th pose in front of the Paint Shop and the primered cabs of locomotives Nos. 14 and 16. Brad Esposito photo



Wayne Cass and Jackson Ganzer repaint the section sheds at the south end of the Rockhill yard. These buildings were the first structural restoration projects taken on by FEBT, back in 2002. – Eric Knepp photo

The dry and warm weather provided a good environment for outdoor painting tasks. Additional building preparation was completed but the highlight of the weekend was a fresh coat of paint on the south Section Shed in the Rockhill Yard. Longtime volunteers will remember, and newer volunteers can appreciate that the section sheds were the first restoration project undertaken by FEBT 20 years ago. The window crew even got into the sunshine by moving their painting process outside on Sunday!

A few other tasks saw attention over the weekend including paint stripping of the last wooden Combine 14 seat parts and siding replacement on the west wall of the Car Shop. – *Eric Knepp*



The Glass Rattlers use the Carpentry Shop, recently restored by FEBT, as a base of operations. – Eric Knepp photo

TRACKWORK SOUTH OF ROBERTSDALE

Gene Tucker led another archeological dig on June 4th in search for the illusive wooden ties south of the Robertsdale station toward Wood, PA. Unable to locate the original wooden ties and with the remaining rail gauge varying in width from 32 to 38 inches, replacement hook bars, steel, and some wooden ties were installed to bring the track back into proper gauge. In addition, a plastic culvert, provided by the EBTF, was installed to circumvent a washout that had eroded the right-of-way. Switch points were also adjusted to align the main line and spiked in place to allow track cars to run across this unique and rare mileage of the EBT railroad. After the day's work, a handcar can now travel over half a mile from the Robertsdale station up the mountain along Great Trough Creek. Those involved with this expedition included Gene Tucker, Wayne Cass, Jackson Ganser (Wayne's nephew), Rick Rourke, Larry Fuchs, Dave Hart, Todd Johnson, Don Bayer (who lives in Chama, NM), Dave Syiek (father), Greg Syiek (son), and Jon Rudman. More digging fun is planned and opportunities to help are always available and welcomed. – *Todd Johnson*

FEBT MUSEUM HOSTS FIRST ARCHIVES DAY

It was an honor to bring a small variety of archival materials in various formats to illustrate the scope of the collections that represent the Rockhill Iron & Coal Company and the town of Robertsdale. It was difficult to choose what to bring out of the inestimable amounts of materials! I wanted to bring a taste of what has been discovered and almost all the types of items I brought along with me had never been seen outside of the vaults located in the Orbisonia Passenger Station in Rockhill Furnace.

I've realized that many might not be too interested in the documents or "operational data" as I like to call it. But bringing items like the original mine transit field books, EBTRR&CCo. Robertsdale Coal Way Bills, and EBTRR&CCo. Way Bill and Freight Bills with a destination headed for Robertsdale, are fascinating to me. I find it incredible that the data were never tossed out and it gives deeper insight into the entire operational infrastructure beyond the train movement and railroad physical operations. I will keep bringing the operational data along because I hope it sparks future scholarship and research for folks that find it just as fascinating as I do – and understand the unique qualities of our archives because it is "nearly intact."

People loved the photographs and the maps and drawings. Probably the maps that brought the most "Aha!" moments were the "Map of Preliminary Line Robertsdale to Broad Top City via Laurel Run, October 22, 1919" and "Rockhill Coal and Iron Co. – Map of Robertsdale PA, January 20, 1921." The first map is a blueprint reproduction, and the second map is what we call a linen map or drafting linen – a drawing printed on undyed muslin woven fabric. The archive holds hundreds of linen maps and drawings! Some of the other drawings of interest were of extensions to the mule barn for Mine No. 7 and Hopper Car with Triple Hoppers and Quadruple Hoppers for Narrow Gauge Road.



Archives Day attendee Adam Watson and FEBT Museum host Steve Jackson review a 1919 blueprint drawing for a never-built EBT branch line from Robertsdale to Broad Top City. – Pete Clarke photo



Archivist Julie Rockwell interacts with interested patrons of the FEBT Museum during the first Archives Day. – Pete Clarke photo

The original Rockhill Iron & Coal Company seal press from 1872 was a hit too! It's amazing that these artifacts still exist!

I look forward to bringing more items out of the vaults and the many map drawers to showcase how extensive not only the collection is but how the EBT was such an integral part of the social, economic, and industrial fabric of this area in southern Huntingdon County – and a part of its history. The more exposure there is to what the EBTRR Archives and Special Collections is doing to protect, preserve, and provide access to the unique archival materials, the more knowledge and discovery can be had by all who come to experience a day like Archives Day at the Robertsdale Museum!

The next Archives Day is July 16. I am planning on bringing rare, hand drawn sketches of various parts of the mines, done on tracing paper and with colored pens or markers. Also, how many people does it take to open a map? Come find out! – Julie Rockwell

GLASS RATTLERS ACHIEVE MILESTONE

On June 25, 2022, FEBT volunteers reinstalled a restored window sash of the pattern house that had recently disintegrated and was an eyesore for the railroad's shop tours. Although it is only one of the 604 sashes that the FEBT 'Glass Rattlers' have surveyed in the shops complex, it is notable in that it is the 302nd sash to be restored since the renewed restoration effort began in 2002. This makes it the "halfway" point, reached in just 20 short years! Additional sashes were installed in the carpenter shop and roundhouse, bringing the current restored sash total to 306 (50.66%). Not all sashes are the same size, so going by panes of glass, the count stands at 2,392 of 4,678 (51.13%). – Bill Adams



Members of FEBT's glazier crew pose with the 302nd replaced window sash in the Rockhill Shops Complex – Dave Bulman photo

LATE JUNE ROCKHILL WORK SESSION REPORT



First time FEBT volunteer Matt Mundis helps Chris Connacher complete the installation of the flooring in the baggage section of Combine 14 on Saturday. Preparation for primer paint continued Sunday. – Eric Knepp photo.

Saturday the 25th was warm and sunny, with 21 volunteers on hand. Sunday was equally warm with a few afternoon showers, with 17 volunteers attending the work session day.

We started the weekend with a visit to the roundhouse led by EBTF Chief Mechanical Officer Dave Domitrovich to see the progress on engine 16. It was great to see the engine and hear from Dave about the recent first fire up.

Projects worked on this weekend included new siding on the Car Shop, Combine 14 flooring and seat restoration, Boxcar 174 flooring and steel work, building painting, Storehouse shelving assembly, and building window installation.

The window crew reached a major restoration milestone with the installation of a restored window sash in the Pattern Shop that marked 50 percent of the windows in the shop complex being restored. This is the result of a 20-year sustained effort by this dedicated crew! – Eric Knepp and Dave Bulman

Russ Semen, Dave Dietz, Alex Cook, and Steve Jacobs work on Boxcar 174. – Dave Bulman photo.



VOLUNTEER PROFILE: BILL WHEELER

Bill Wheeler is easily the longest-serving FEBT volunteer most members have never met. He's been the organization's treasurer since it was established, nearly 40 years ago, but he works almost entirely behind the scenes. A retired attorney, he lives in Silver Spring, Md., about three hours from the railroad by car.

How did you get interested in the East Broad Top?

I was born in 1942, when steam was still the primary motive power for railroads in the United States and the world. As a child I commuted between the metropolitan New York area and Washington, D.C., in many cases behind one of the GGIs operating on the Pennsylvania Railroad. My interest in railroads grew from these experiences and I had a permanent Lionel layout until I graduated from high school. After four years away from railroading, I discovered that one of my study group members in law school was an avid model railroader in HO scale. He resurrected my interest and other than my infancy and four years in college, I have been a model railroader and railfan all of my life.

I was interested in the PRR and sought to model different aspects of its vast system. However, as with many, I never finished my dream railroad, which included narrow-gauge branch lines. I joined the Pennsylvania Railroad Technical & Historical Society within a few years of its creation and served as president for several years through its 25th anniversary.



I was aware of the EBT, and not too long after it began tourist operations in 1960, I made several trips to Rockhill to ride the train and trolleys. Margaret and I have two boys, Tyson and David, and they joined us on dozens of fan trips and multiple visits to the EBT, the Cass Scenic Railroad, and the Denver & Rio Grande Western's narrow gauge in Colorado (now the Cumbres & Toltec and the Durango & Silverton), and others. This continues to the present. Our boys, my grandson Patrick, and my daughter-in-law Cindy will be riding with us behind the Western Maryland Scenic's 1309 from Cumberland to Frostburg on July 3 — and we're hoping to ride a steam trip on the EBT later this year.

Is there an FEBT project you're particularly proud to have been part of?

Almost 40 years ago, a group of my friends and acquaintances were planning a support group to help preserve the EBT. The FEBT was formed and I was happy to volunteer to be the first treasurer — a life sentence, as it has turned out. Our interest in "helping" was not always welcomed at the EBT, but over all of the good and bad times, we managed to be a positive factor in preserving the railroad's history and infrastructure.

Are there FEBT volunteers you particularly admire?

Not many of us remember the founders and early leaders of the FEBT, and without listing all of them, we should give them our thanks for putting us in our current position and relationship with the EBT Foundation. Phil Padgett almost single handedly kept us going for the first 10 years. He was our president, and with some help from the rest of us produced our early newsletters and *Timber Transfer* issues. After Hank Inman assumed leadership, he was responsible for taking us to the next level and recruited many of those who have become our present volunteers and leaders.

Is there an aspect of the EBT you especially look forward to seeing restored?

At my age, I cannot reasonably expect to see a train arrive in Robertsdale pulled by one of the EBT steam engines. I do look forward to seeing steam back in action on the tourist line in the near future. Each step the EBT Foundation and FEBT make toward restoring and preserving all aspects of the EBT is a lasting gift to future generations.

Do you have a particular EBT memory you'd like to share?

Twenty-plus years ago my friend Bill Peter of P-B-L, importers of many narrow-gauge models in Sn3, visited "back east." Among other destinations, we visited the EBT, which was not operating that day. Bill had produced his Foreground Sound System and was looking for some upgraded sound clips. My son David climbed up on one of the locomotive tenders and Bill recorded numerous openings and closing of the water hatch covers. I wonder how many model railroaders have heard those sounds over the years not knowing that they were recorded at the EBT?

– Lawrence Biemiller

COMPANY STORE ITEM OF THE MONTH

EBT Lineside Building Kits from Southern Heritage Models



Give your flagstop passengers and your section crews an authentic way to shelter from summer thunderstorms!

The EBT Handcar Shed kit is based on the drawings from the Winter 1997-98 *Timber Transfer*. The EBT Passenger Shelter kit is from the drawings in the Fall 1996 *Timber Transfer*. The kits are available in both HO and O scale.



Both kits are primarily made from laser cut basswood and birch plywood. The battens are individually cut using the included template. Correct roof material is included with each kit. The shed doors and windows can be made open or closed. There is even a bench for the inside of the shelter, as well as six signs. The floors of the sheds are marked for HO_{N3} or for O_{N3} and O_{N30} rail.

Shelters are \$17.95 each for HO scale and \$33.95 for O scale. Handcar sheds are \$24.95 for HO and \$45.95 for O. 15% member discount applies. Shipping cost for each HO kit is \$5.00, or \$7.50 for two or more. For O, shipping cost is \$7.50 each or \$10 for two or more.

Order through FEBT Company Store website at store.febt.org (PayPal, credit cards accepted.) Mail orders must enclose check payable to FEBT Company Store (no money orders.) PA residents must include 6% sales tax. Send mail orders to FEBT Company Store, 121 Chester Drive. #215, Pine Grove Mills, PA USA 16868-0215.

UPCOMING EVENTS

Date	Host	Event
July 16, 17	FEBT	Rockhill Work Session
July 16	RTM	Trolleys and Ice Cream!
August 13, 14	FEBT	Rockhill Work Session
August 13, 14	RTM	First Day Celebration
August 13, 14	BTACMHS	Robertsdale Community Days/Coal Miner Heritage Days
August 13	BTACMHS	Broad Top Area Coal Miners Museum Grand Reopening
August 17, 18, 19, 20	EBT/RTM	Orbisonia/Rockhill Homecoming
September 3, 4	FEBT	Rockhill Work Session
September 9, 10, 11	EBT	Orbisonia Antique Power Show
September 10	RTM	Car Cruise-In and Movies!
September 17	EBT	First Responder Day
September 17	RTM	Searching for Sasquatch
September 19-23	FEBT	Rockhill Work Week Session
October 7, 8, 9	FEBT	FEBT Fall Reunion
October 8	RTM	Fall Spectacular
October 15, 16, 22, 23	EBT/RTM	Pumpkin Festival
October 22	RTM	Phantom Trolley
November 5, 6	FEBT	Rockhill Work Session
November 25, 26, 27	EBT/RTM	Christmas in Coal Country
December 2-4, 9-11, 16-18	EBT/RTM	Christmas in Coal Country

<u>Hosts:</u>	FEBT	Friends of the East Broad Top	www.febt.org
	EBT	East Broad Top Railroad	www.eastbroadtop.com
	RTM	Rockhill Trolley Museum	www.rockhilltrolley.org
	BTACMHS	Broad Top Area Coal Miners Historical Society	broadtopminersmuseum.com

UPCOMING ROCKHILL FURNACE VOLUNTEER SESSIONS

June has two work weekends scheduled. The next Rockhill Furnace volunteer session will take place Saturday and Sunday July 16th and 17th.

If you are interested in participating in the Rockhill Furnace volunteer sessions including track work, and are not on the current signup distribution, please contact Charlie Wootton the Rockhill Furnace volunteer coordinator at rhrestoration@febt.org. – Dave Bulman

UPCOMING ROBERTSDALE VOLUNTEER SESSIONS

The FEBT Museum is open every Saturday thru October. Contact Pete Clarke if you are interested in serving as a host at the museum. Pete can be reached at febt@aol.com. – Doug Davenport

MEMBERSHIP BOX SCORE

The Friends of the East Broad Top
membership is up to
1710

JUNE FUNDRAISING UPDATE

The June 2022 donation period equaled the previous month's total with 22 donations received. This month's dollar total is just over \$3,500. Please continue to read this newsletter each month to see how these funds will be allocated to the FEBT mission of preserving, restoring, and interpreting the East Broad Top Railroad. Thank you to all who contribute to this mission, financially or otherwise.

2022 Fundraising Goal:

\$100,000

June Donations:

\$3556.88

Campaign Total:

\$230,917.76 – 230.9%

June donors*:

James B. Atkinson

Ben Cornelius

John Friedmann, in honor of Wick Moorman

Dave Johnson

Joshua Nelson

James Zumbo

John Bowie

Bruce H. Courter

Victor V. Kidd

Thomas Parker

Alexander Bowser

Douglas E. Fink

Harvey E. Heiges

Frank Kyper

Alan Sinclair

Laurence Carbonetti

Louis E. Fisher

Melissa Holden

James Murray

Thomas H. Stoner

* - All donors listed represent donations received between May 22, 2022 and June 21, 2022. Donations received after May 21 will be reported in the August 2022 issue due to press time constraints.

- Ray Davidowski and Doug Davenport

JUNE ROBERTSDALE REPORT

June was kind of a slow month. All that happened was that a brand-new roof was put on the old post office building. Oh, and the track crew have now restored 4,400 feet (that's 0.8 miles) of the mainline toward Woodvale. New displays were added in the museum. Hank Inman's name was added to our "In memory of" honor roll plaque. Julie Rockwell and new intern Brian Standfest created the first "Archives Day" at the museum. Yup, kind of slow.

Have you checked out the prices that people are paying for copies of Rainey and Kyper's *East Broad Top*? Man, oh man! If only there was some place you could go to learn about the EBT and not have to pay that sort of money.

Lucky for you, there is. It's the FEBT museum in Robertsdale, it's free, and open every Saturday that the railroad runs trains. Stop in. Take a look at the large map that shows the

A visitor ponders the information on the displays in the FEBT Museum. – Pete Clarke photo



entire EBT system. Ask your host, what's "EBT 101"? Take the time to look at the displays. Look for, and when you find it ask, "What's this little round coin like thing that has "92" stamped into it?" Take a good look at the mine 5 model, then take the walking tour. I promise there are things that you will learn.

Or, maybe you already have a copy of the book. Perhaps you've read that "car droppers" moved cars to the loading tippie and then to the scale just by releasing the brakes (and then tightening them down). You may be thinking, "No way you can just release the brakes of a steel hopper and have it roll down the track". Come take a handcar ride up toward Woodvale. Feel what happens when your host just releases the brake.



A northeast-facing view of the Company Square shows off the three rooves replaced this year, as well as the hopper car display installed in 2021. – Pete Clarke photo

Maybe you visited 2 years ago, or last year, or even last month. It's changed since then. There are new displays. There's now 0.8 miles of track in use by the handcar! Worried you are not getting enough exercise? Try getting that handcar to go 0.8 miles up grade!

July 16 will be another special day. EBT archivist Julie Rockwell will be bringing more items of interest. When she was in Robertsdale on June 11, we learned where Grant Street was (and still is!). Please read Julie's report elsewhere in this Newsletter.

Someone emailed the other day and asked about joining our crew of museum hosts. Yup, we could still use your help. Contact me by email at febt@aol.com. – Pete Clarke

ABOUT THIS ORGANIZATION

Friends of the East Broad Top, Inc. (FEBT) is a 501(c)(3) nonprofit, historical, and educational society dedicated to the preservation, restoration, and interpretation of the East Broad Top Railroad National Historic Landmark in Huntingdon County, Pennsylvania. It was organized in 1983 and now boasts over 1,600 members. FEBT publishes an award-winning magazine, *Timber Transfer*, and a monthly e-newsletter, and operates a museum in Robertsdale PA, the EBT's southern terminus. See febt.org/ for more information.

ABOUT THIS NEWSLETTER

The Friends of the East Broad Top Newsletter is a monthly digital-only periodical. Started in 2020, it is intended to keep members and donors apprised of what the organization has done and will be doing. The FEBT Newsletter is distributed by email to the current list of members and donors, and is a privilege of contributing to the FEBT's cause of preserving, restoring, and interpreting the East Broad Top Railroad for current and future generations. The editor can be contacted at Newsletter@febt.org. Press time for information submitted is 8:00 PM Eastern time on the 25th of each month. Events occurring after the 25th, such as donations and memberships, will be considered part of the following month's information.