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A view of the north end of the Rockhill Shops Complex during the FEBT Reunion in October 2022. Fencing, building stabilizations, replaced windows, and painting are just some of the visible FEBT restoration contributions in this photo. – Jimmy Braum photo

ARCHIVE PROJECT LAUNCHES PUBLIC-ACCESS SITE

On October 8, 2022, the joint EBTF-FEBT archive project reached a major milestone: the online launch of a rich collection of publicly-available historical material. It is available [here](#).

The EBT Foundation holds a treasure-trove of materials reaching back to the 1860s: over a thousand maps and plans, shelves of bound volumes, many hundreds of photos. Combined with the hundreds of historic photos held by the Friends of the EBT, these are the makings for a major railroad archive.

To mine this rich body of materials, the East Broad Top Railroad Archives and Special Collections Program (EBTRR ASC) was established in May 2021 as a joint program by the EBT Foundation and the Friends. Its goal is to protect, preserve, and provide access to the history, memory, and legacy of the East Broad Top Railroad National Historic Landmark, as captured in photos, documents, maps and drawings, artifacts, and other materials.

Over the past year, those working on the project in a paid role have included Julie Rockwell (professional archivist), Sammy Bellin (intern and subsequently archives technician), and Brian Standfest (undergraduate intern). They have been assisted by FEBT volunteers Scarlett Wirt, Lee Rainey, Ron Pearson, Ric Case, Rich Wickett, and Wayne Laepple,

Initially, the archive has prioritized preserving materials needed to restore railroad operations, including numerous locomotive mechanical drawings, track maps, building drawings, and the like. As these materials are processed and digitized, many have also been incorporated into the public-access site. Also included in the initial release of the public-access site are hundreds of photographs from the collections of the EBT and the late C. R. Wilburn. The October release also features FEBT-held material from the collections of pioneer narrow gauge modelers Jack Alexander and Vince Ryan.



Mikado No. 14 stops at Orbisonia Station with a northbound load of coal. – EBT Archives photo

The site, as opened to the public on October 8, included over 1000 items. However, the archive is not standing still. Some 70 additional profiles and track maps have been digitized since the initial launch and are now available to the public.

In 2023, the FEBT will be providing most of the funding for the joint archive work via our annual fund drive. (The work specifically with maps and drawings is supported in part by a National Railroad Historical Society Heritage grant awarded in 2022.) This allows the Foundation to concentrate their own fundraising efforts on capital projects. Won't you please help us continue this multi-year archive effort? We are seeking to raise \$70,000 earmarked for the joint Foundation-FEBT archive, as part of a total goal of \$180,000 for our [2023 Fundraising Campaign](#), which began October 1.

And be sure to check out the archive collection [online](#)! – Lee Rainey

2022 FUNDRAISING CAMPAIGN FINAL REPORT

Thank you!

We began our 2022 Fundraising Campaign on October 1, 2021, with what we thought was an ambitious goal: to raise \$100,000 for projects in Saltillo, Rockhill, the archive, and Robertsedale. But you, our Friends of the EBT, blew that goal away. The most recent accounting (with some campaign details still to tidy up) shows you contributed \$248,151.22 in 865 donations.

Thank you!

Here is how we used the additional money. All the amounts listed are in addition to the commitments included in the original \$100,000 goal. For example, we initially planned to donate \$35,000 to support the archive project. We did so and added \$8,125 to that from the additional funds raised.

We directed \$50,000 of the additional money to the critical fire suppression project in Rockhill. That project requires supplementing the water supply available from Orbisonia and Rockhill boroughs. The EBT Foundation had money available from a grant, but the grant required a match. We were pleased to become the matching donor so this critical project could proceed.

The FEBT spent \$20,000 of the additional sum raised to purchase a supply of ties for the Saltillo extension. Many of them have already been installed by the FEBT track crew this fall.

Some serious repairs to our museum building in Robertsedale have been on the to-do list for several years. Thanks to your generosity, we were able to allocate \$47,620 for a new roof and an air conditioning upgrade to protect the valuable displays, artifacts, and archives stored there.

In a nutshell, the additional money you contributed was quickly put to work to accelerate projects that might have had to wait a year or more without your help.

Thank you! – *Lee Rainey*

OCTOBER FUNDRAISING UPDATE

Donations made during the last nine days of September closed out the 2022 Fundraising Campaign. 12 donations totaled a little less than \$800. For the campaign, 865 donations contributed almost 250% of the FEBT's \$100,000 goal. As you read in the previous article, the additional funds were used in a variety of productive ways.

2022 Fundraising Goal:

\$100,000

October Donations:

\$766.94

Campaign Total:

\$248,151.22 – 248.2%

The 2023 Fundraising Campaign officially began on October 1st, and the details of the campaign were announced at the FEBT Fall Reunion on October 8th. In the first month of the campaign, FEBT has received 136 donations, which add up to more than \$35,000 already. If you missed the Fall Reunion, you can check out the fundraising presentation on FEBT's YouTube channel at <https://www.youtube.com/watch?v=hHR3zBTF8Pc>.

2023 Fundraising Goal:

\$180,000

October Donations:

\$35,210.62

Campaign Total:

\$35,210.62 – 19.6%

There are several ways to donate. Donations can be made online at <https://febt.org/fundraiser/> using the Company Store portion of the website, which accepts credit cards and PayPal payment methods to contribute. Donations may also be made by mailing a check, payable to FEBT, to:

FEBT Fundraising Treasurer
C/O Ray Davidowski
P.O Box 81
Sarver, PA 16055

October donors*:

John M. Acken	Randall Alleman	John J. Atherton	Herbert E. Baer
William M. Bailey	Donald G. Bayer	Owen F. Beeder	Vincent P. Bellafore
James C. Benko	Kendrick D. Bisset	William O. Blome	Kenneth D. Borg
Bruce Bowie	John R. Bowie	Alexander Bowser	Charles J. Bradley
Kenneth H. Brink	Allan Brown	E. Byerly Brucker	David Bulman
Roy Burnham	David H. Capp	Steven M. Chorkawy	Ronald S. Cicchini
Hal Clawson	Gerald Clearwater	Brandon Cornett	Bruce H. Courter
James Dimond	George Dolan	Leo F. Drager	Bruce Duncan
Carl D. Fabrizio	Pat Fahey	Robert E. Farkas	Gerard W. Farrell
David Ferguson	Douglas E. Fink	Louis E. Fisher	Allan C. Fisher
Robert D. Fontana	Tim Garner	Charles H. Geletzke	Peter Gentieu
Eugene A. Graber	Roberta C. Guthery	Herbert C. Hays	Joseph R. Heffron
Harvey E. Heiges	John M. Helduser	James Hickey	Charles High
Sheldon E. Hoover	Clifford L. Howell	Robert E. Jackson	Dave Johnson
Dennis J. Johnson	Tom Jordan	Robert L. Kaufman	Stephen Kelly
Greg Kelton	Robert H. Kessler	Victor V. Kidd	Allan Kirkpatrick
Charles Klump	Keith Kreider	Paul H. Kurtz	Adalbert P. Kusmira
Frank Kyper	Douglas Langdon	Russell Lassuy	George P. Lind
Byron L. Locke	Brad E. Lowans	John Lyans	Robert Magalski
James Main	Garret McCabe	Ken McCorry	Robert McKeever
Tom McMaster	John Meixel	John D. Mitchell	Michael D. Moore
William S. Mosteller	Andy Mulhollen	Craig A. Musser	Walter R. Newton
John D. Oehler	James Overholser	David Padula	Samuel Painter
Louis Pane	Richard Poletto	Lee Rainey	Edwin Rappe
Ronald W. Reckling	Mark Reese	Charles Stewart Rhine	Al Rizzo
Michael E. Romansky	David T. Rose	Mike & Robin Rotz	Rick Rourke
Ross E. Rowland	Robert Sanders	Raymond E. Schmitt	Mark Schmitt
William Shaffer	Robert Sher	Roger Shimon	Thomas Sliviak
Jeffrey M. Slupski	Peter B. Smith	George & Chrissy Sokol	
Tom Stackhouse	Gilbert L. Sterner	Paul A. Stolzenfels	Clay Sutton
Daniel Thole	Gary E. Thomas	John J. Tumolo	Victor Velelli
David A. Watts	Carleton W. Weber	Margaret & Bill Wheeler	
John F. Wheeler	David S. Whitaker	Wayne R. Wilder	Larry H. Williams
Lawrence D. Williams	Ken Willis & Sally Mazzilli		Gerrard Wilson
Patrick J. Yough			

In Memory of Jan Allan Keen:
Walter E. Schoenborn

In Memory of Nathan Kline:
Richard E. Wiswesser

In Memory of Rod Lauver:
Vanessa Curtis
Christen Shepherd

Rebecca Foust

Gary W. Gates

Sharon & James Lupinacci

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

- Ray Davidowski and Doug Davenport

2023 CAMPAIGN KICKS OFF WITH A DOUBLE-YOUR-MONEY CHALLENGE

Matching Opportunity Begins Today!

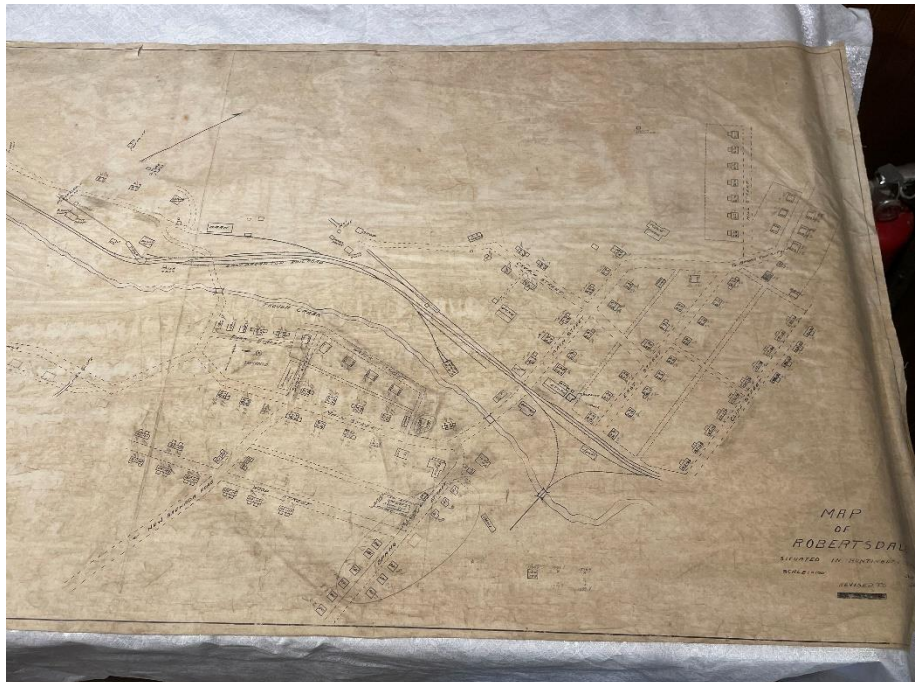
We started our 2023 fund raising campaign on October 1, 2022. This time, we are more ambitious than last year. The target number we're asking you to beat this year is \$180,000.

Our objectives start with the March to Saltillo. EBT General Manager Brad Esposito has offered the challenge of opening the line to Pogue by next fall. We are seeking to build a fund of \$75,000 for use in several ways towards that goal. First, the project will need a great many more ties that we can help buy. Second, professional services will be needed in connection with the Upper Aughwick bridges. For the bridge work, the Foundation will likely again be seeking matching partners for grants they receive. Hence, we want to start the construction season with \$75,000 in the bank to spend on targets of opportunity such as ties and matching funds.

As you have read elsewhere, the archive project has inventoried over 1000 maps and drawings, hundreds of photos, dozens of bound volumes, and drawer after drawer of files. On October 8, the project launched its first online installment of 1000 items. (Visit <https://ebtfoundation.org/archives/>) More have already been added in the past month.

We are seeking to raise \$70,000 for the archive. This will allow our two experienced archive professionals to continue their work through 2023 and add many more items to the online archive.

A great many good things happened in Robertsdale this year, but we are still in the planning stage for the paved tour path and path-side signage. With the roof and AC projects successfully concluded, we are seeking a modest \$10,000 for Robertsdale.



This century-old map of Robertsdale was on display during the September 2022 Archives Day at the FEBT Museum. Items like this are fascinating portions of uncovered history that the Archives program has gathered and shared. – Doug Davenport photo

In the past seasons, we have helped finance and support building-lifting restoration projects for the machine shop, store house, carpenter shop, car shop, and more. And when the professionals of Woodford Bros. finish the heavy lifting, we move in and restore siding, roofs, doors, windows, etc. To pay for that on-going finishing-up work in Rockhill, we need to raise \$25,000.

If you have been keeping score, the target for this year totals \$180,000. The campaign began on October 1, and we already have \$35, 210.62 from 136 donations in hand. Setting the pace is an anonymous donation of almost \$12,000 worth of Microsoft stock.

Now, to keep the ball rolling, we are pleased to announce that another anonymous donor has again committed to match, dollar for dollar, up to \$10,000 in contributions over the next two weeks, starting today, November 1. Won't you donate now to double your money? – Lee Rainey

2022 FEBT REUNION WAS A BLAST!

175 Friends of the East Broad Top Railroad gathered from October 7-9 for the 2022 Annual Fall Reunion. Once again, as in recent years, the Reunion was held in two locations: at the station, roundhouse and shops in Rockhill Furnace; and at the FEBT Museum and station in Robertsdale. The three-day event included train and speeder rides, tours, a model and photo contest, presentations, and the annual business meeting and auction to support continuing restoration efforts by the FEBT.

After an 8-½ hour drive from Cape Cod, I arrived Thursday afternoon at the Iron Rail Bed and Breakfast, directly across the street from the roundhouse. Friday's activities were all at Robertsdale, where the EBT Foundation has been engaged in some dramatic restoration work in partnership with the FEBT. The area just south of "Company Square" has been cleared of a 60-year growth of trees and underbrush; tracks have been dug out, regauged, and secured with new ties. Usable track now extends more than 6,000 feet south of the Robertsdale station. All day Friday a hand-pumped inspection car and a gas "pop-pop" speeder took visitors back and forth on tracks that have not seen passengers in more than 65 years!

Company Square was so named because of the four company buildings that stood where the tracks crossed Main Street in Robertsdale: the company store, station, old post office and coal company offices. The store was demolished thirty years ago, but the other structures looked sharp with their brand new, red standing seam roofs. The



A southbound view from the speeder during the FEBT Reunion, looking towards Wood. – Russ Norris photo



old post office is now the FEBT Museum, where visitors can visit the gift shop or take a tour back through time with photos and artifacts from the days when Robertsdale was a coal company town. Guided walking tours were offered all day long on newly restored trails where visitors could see the remains of the mines that dotted the area for more than a century. I opted for a late afternoon tour led by FEBT members Ric Case and Ron Pearson, who have spent decades exploring the mountain and modeling the mines that were served by the EBT.

At this year's reunion, we were also able to view some of the historic materials that have been retrieved and digitized by the EBT Archives & Special Collections Program. When the EBT Foundation bought the railroad in February 2020, they acquired a treasure trove of documents, maps, photos, drawings, plans, minutes, and artifacts dating back to 1872, shortly after the railroad began commercial operations. The EBT Foundation and FEBT engaged the services of Julie Rockwell, a professional archivist, who has overseen the digitization of more than 1,000 documents so far, all of which are now available online for research and viewing. At this year's Reunion, we were shown complete maps

Noted historian and modeler Ron Pearson leads a tour of the mines around Robertsdale during the FEBT Reunion. – Russ Norris photo

of the underground galleries and passages that extended for miles. A set of drawings for the Robertsdale engine house was dated 1875 and revealed the first evidence of an early turntable at Robertsdale. For those interested, the EBT Archives can be accessed at <http://ebtfoundation.org/archives/>.

On Saturday, activity moved to Rockhill Furnace, where trains ran bi-hourly from Orbisonia Station to the wye at Colgate Grove, some five miles to the north. The morning train was pulled by the M-7, a center cab diesel that is being used until steam power is back in operation. I had the good luck to catch a seat in the cupola of one of the two historic EBT cabooses, and to ride the M-1 gas electric motor car in the afternoon. The M-1 was purchased by the railroad in 1927 when passenger traffic was dwindling. The EBT bought parts from the JG Brill and Westinghouse companies, and assembled the car on site in Rockhill. The M-1 is powered by a straight six-cylinder aluminum aircraft engine that Westinghouse had in stock.

Between train rides, I wandered the yards and explored some of the volunteer restoration projects supported by the FEBT. Combine #14, purchased originally from the Boston, Revere Beach & Lynn Railroad, is in the Paint Shop for the final stages of restoration. While the old combine is beautiful, the EBT has decided to supplement their passenger coaches with brand new replicas, to avoid further wear and tear on the historic cars. A special train reserved for members of the FEBT ran late in the day with two of the new coaches. (Two more are on order.)

Some of the other projects undertaken by the FEBT, in consort with the EBTF, include: the stabilization of many of the historic shop structures; replacing and reglazing countless shop windows; and, completed just before the Reunion, replacement of the shelter atop the coal bunker that had collapsed years ago! We were told that other structures lost to time were on the schedule for replacement, including the water tank at Saltillo that burned down years ago, as well as the depot there which had been torn down in the 1990s. The long-range goal of the railroad, with the help of the FEBT, is restoring operations south of Rockhill, all the way to Robertsdale. This will include stabilization of the 210-foot steel bridge over Aughwick Creek, reopening two tunnels on Broad Top Mountain, and restoring the wye at Robertsdale. The Foundation is committed to making the EBT a destination railroad that will attract visitors from population centers in all directions.



*Above: The M-1 awaits its next adventure in front of Orbisonia Station.
Below: An October 2022 view of the FEBT-sponsored restoration of the
Carpentry Shop. – Russ Norris photos*



On the last day of the Reunion, I arrived at Orbisonia Station early, and managed to wrangle a ride on a speeder south to the end of the restored track. There were only three of us on the speeder, and the track work was a little rough: the rails had been regauged, and were spiked to new wooden ties, but like the track south of Robertsdale, the track had yet to be ballasted. It was a chilly morning, but the sun was shining when we reached the end of the cleared track a mile south of the yards. We took a few photos for posterity, and bounced back to the station.



A view from the northwest of the coal dock and the restored Filling Shed. – Russ Norris photo

With some time before my next scheduled activity, I walked over to the Rockhill Trolley Museum, a separate nonprofit organization not affiliated with the EBT, although the two organizations have a long history of cooperation. I boarded a Johnstown Traction Company streetcar, and we headed out on what was once the EBT's Shade Gap Branch. It was a delightful old car, with rattan seats that could be flipped when the train reversed. Along the way we stopped to see the remains of the original Rockhill Iron Furnace that was part of the reason the railroad was built.

After the trolley ride, I was just in time for a tour of the roundhouse and shops. Work is continuing in the roundhouse on Locomotive No. 16, one of the last and heaviest of the engines purchased by the railroad in 1916. No. 16 was shopped just before the railroad closed in 1956, and had been sitting in its stall for more than 60 years. When the EBTF bought the railroad, it was decided that No. 16 would be one of the first of the six locomotives to be restored. It turned out to be more of a project than expected, but the EBT was able to fire it up over the summer for a boiler test, and the remaining work is under way. One of the smaller locomotives, either No. 14 and No. 15, is intended to be restored next, after No. 16's restoration process has been completed. The long-range goal is to have all six engines running eventually.

It is worth noting that the 2024 National Narrow Gauge Convention will be held in Pittsburgh, and convention planners are already arranging a bus tour to the EBT. Everyone is anxious to see steam return to the EBT as the "last operating narrow gauge of the east". – Russ Norris

VOLUNTEER PROFILE: SAMMY BELLIN

Sammy Bellin is the first to say he was not a railfan when he was introduced to the East Broad Top two years ago this fall. A soccer lover and sometime soccer instructor, he was a Juniata College history major at the time, and had been recruited by one of his professors to enroll in an unusual course focused on the railroad's history. But he quickly became one of the class's most enthusiastic participants.



In the summer of 2021, between his junior and senior years, Julie Rockwell hired him as the first intern for the EBT Archives and Special Collections, a joint program of the Friends and the EBT Foundation. Bellin graduated from Juniata this past May, and was immediately hired as the Archives Technician, with primary responsibility for scanning materials and tagging them in the archiving software. He worked closely with Lee Rainey on the release last month of the initial batch of scanned documents. "The rapid launch and growth of the public archive owes much to Sammy's diligence and ability to learn new computer tools," says Rainey.

Along with Rockwell, Bellin has represented the archives at numerous events, including monthly Archives Days at the FEBT Museum in Robertsdale. He also serves the railroad as a tour guide and jack of all trades, most recently staffing an activities tent during the Peanuts Halloween event.

How did you get interested in the East Broad Top?

In 2020, when I was involved in a Juniata class taught by Jim Tuten, a professor of history. The aim of the class was to create a guidebook for the EBT. I did a lot of research on the history of the EBT, and got to visit some pretty cool places along the mainline. It was super fun, and led me to getting an internship in the archives the next summer.

What have you learned working at the EBT that you never imagined yourself learning?

I have learned so much about the EBT in the short time I've been involved that it's hard to know where to begin. Being able to read through the first Board of Directors Minutes was amazing, as it was a fount of information. Seeing the first phase of the EBT documented so thoroughly was something I never thought I would be able to learn about.

Is there an FEBT volunteer you particularly admire? Why?

I admire everyone who volunteers, and I especially admire Gene Tucker for his dedication and passion for the railroad. Hearing him talk about the love he has for the EBT was inspirational. It was also quite impressive to see him pump the handcar for hours with countless visitors.

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

Along with everyone, I look forward greatly to the return of steam. I was also very impressed by the footage of the drone footage flying through both tunnels, and cannot wait to see them restored.

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

Riding the speeder down in Robertsdale on the restored track was amazing, and so much fun that I did it twice. Being able to see No. 16 steamed up for the first time in 66 years was phenomenal, and I am very proud to have been able to witness this historical event.



Do you have other favorite railroads? Or other favorite obsessions?

My other interests (bordering on obsessions) are watching European soccer and learning about art history.

Anything else you'd like to share?

Being able to work in the archives is an absolute joy. My boss, Julie Rockwell, is amazing, and I have learned so much under her tutelage. Every single day, I learn something new about the EBT that I did not know. I am blessed and incredibly grateful to be in

the job that I am in, and it is a reward to be able to share gems that have been buried for years on the archives website.

[The archives website is <https://ebtfoundation.org/archives/>]

— Lawrence Biemiller. Matthew Malkiewicz photos.

COMPANY STORE ITEM OF THE MONTH

EBT Sideling Hill Tunnel Watchman's Shanty from Southern Heritage Models



The watchman's shanty kit is primarily laser-cut basswood. Like the prototype, it has a built-in desk and benches inside. The doors and windows can be made closed or open if you want to detail the inside with a pot-belly stove and chair. The side portion was the coal bin.



Prototype photo by Vince Ryan in FEBT collection

The price for the HO shanty kit is \$28.00. The O scale shanty kit price is \$52.75. 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.

FEBT STOREHOUSE AND ARCHIVE PROJECTS COME TOGETHER

An unexpected highlight of the fall reunion for me was the recent discovery of archive material that will immediately help us in the completion of the store house restoration.

The Rockhill Furnace Storehouse restoration is one of the current FEBT projects that was funded by recent fundraising campaigns and executed by FEBT volunteers.

The project was launched during the May 2021 Work Week, when all the contents of the 700 plus bins were packed in boxes and moved to a temporary storage container. Each box was marked with a bin number so that everything could be returned to the original locations. The Woodford Brothers jacked the building back to its original level and replaced the deteriorated structure. FEBT volunteers replaced the exterior siding, rebuilt the doors and stairway, and reassembled the bins. This allowed the original EBT hardware to begin to be returned to the building starting at the August 2022 work weekend. Approximately 130 of the 722 bins have been restocked as of now. We need volunteers to complete this effort.

A challenge associated with returning the hardware to the storehouse is determining what parts go where. It is our intent to return all hardware to the proper historical locations from the operating era. This was proving to be challenging, as many bins had been mixed up over the years since 1956, making it difficult to know what belonged there. We were using adjacent bin contents and hardware size patterns to infer the original content of bins. We recognized that this would not give us all the answers.



This picture shows original hardware returned to Storehouse bins as of the September work weekend. Note the middle row which are 1/2 inch carriage bolts. These bins are marked with sizes 1/2 X 7, 1/2 X 6 1/2, 1/2 X 6, etc. The 6 1/2 and 7 inch bins have not yet been restocked. Unfortunately, not all bins are legibly marked.

I was discussing this with Julie Rockwell, our head archivist, during the October Fall Reunion. Julie noted that as part of the archives project, they recently discovered an inventory of the Rockhill Furnace complex from December of 1955. Julie showed me this inventory, which consists of a folder of over one hundred typed pages listing the contents of every Rockhill building. This included dozens of detailed pages from the Storehouse. I realized this information would allow us to understand the original bin contents and to return the EBT hardware to its correct historic locations. Archivist Sammy Bellin provided scans of the store house inventory sheets which will be used as we complete returning the hardware to the store house. Here is an example from the inventory.

A view of the straightened bins of the Storehouse, with their parts returned to their rightful places in the smaller bins, while the larger bins await additional organization. – Dave Bulman photo

BOLT ROOM

Sheet 34

Quantity	Carriage Bolts	Size	per hd.	Value
25	"	3/16" x 1 1/2"	1.55	.14
160	"	3/16" x 2"	.60	.96
50	"	1/2" x 1 1/2"	.50	2.50
100	"	1/2" x 2"	.55	.55
120	"	3/8" x 2 1/4"	.58	.70
24	"	3/8" x 3"	1.15	.27
10	"	3/8" x 3 1/2"	.75	.08
246	"	3/8" x 4"	1.41	3.46
40	"	3/8" x 4 1/2"	.92	.37
124	"	3/8" x 5"	1.28	1.58
387	"	3/8" x 5 1/2"	1.00	3.87
364	"	3/8" x 6"	1.00	3.64
288	"	3/8" x 6 1/2"	.75	2.11
268	"	3/8" x 7"	1.52	4.38
302	"	3/8" x 7 1/2"	2.58	6.91
327	"	3/8" x 8"	2.35	7.10
280	"	3/8" x 8 1/2"	1.30	4.29
276	"	3/8" x 9"	1.35	3.72
54	"	3/8" x 9 1/2"	.89	2.46
157	"	3/8" x 10"	1.75	5.74
378	"	3/8" x 10 1/2"	2.05	10.94
340	"	3/8" x 11"	1.50	2.20
188	"	3/8" x 11 1/2"	1.50	2.67
410	"	3/8" x 12"	.96	3.28
418	"	3/8" x 12 1/2"	.96	1.80
330	"	3/8" x 13"	1.00	4.10
327	"	3/8" x 13 1/2"	2.15	8.98
36	"	3/8" x 14"	1.00	3.30
226	"	3/8" x 14 1/2"	1.15	4.24
150	"	3/8" x 15"	1.70	6.03
54	"	3/8" x 15 1/2"	2.87	3.44
170	"	3/8" x 16"	2.30	1.24
400	"	3/8" x 16 1/2"	6.32	10.74
381	"	3/8" x 17"	5.84	23.36
227	"	3/8" x 17 1/2"	4.53	17.26
139	"	3/8" x 18"	3.50	7.95
151	"	3/8" x 18 1/2"	3.25	5.99
138	"	3/8" x 19"	4.03	6.08
190	"	3/8" x 19 1/2"	2.50	3.45
78	"	3/8" x 20"	3.30	4.97
330	"	3/8" x 20 1/2"	6.38	11.68
203	"	3/8" x 21"	3.60	9.94
1010	"	3/8" x 21 1/2"	3.30	33.33
172	"	3/8" x 22"	2.51	11.20
413	"	3/8" x 22 1/2"	9.61	39.69
245	"	3/8" x 23"	6.22	15.24
76	"	3/8" x 23 1/2"	5.75	4.14
14	"	3/8" x 24"	7.50	1.05
203	"	7/8" x 4"	7.50	15.22

334.98

This shows page 37 from the 1955 inventory. This page includes the carriage bolt bins we are currently restocking. Highlighted are the 1/2 inch carriage bolts as shown in the above picture. The columns are quantity, hardware type, size, value per hundred, and value of the bin contents. This allows us to know the contents of each bin at the end of the freight operating era. And yes, someone in 1955 counted every bolt, nut, and rivet!

I think this is an exciting example of multiple FEBT projects coming together to improve our historical understanding of the EBT, increase the accuracy of our restoration efforts, and provide context for newly discovered archive material. I hope with your continued funding and volunteer support we'll see more examples like this.

38	"	1 1/2"	x	1 1/2"
226	"	2"	x	2"
150	"	2 1/2"	x	2 1/2"
54	"	3"	x	3"
170	"	3 1/4"	x	3 1/4"
400	"	4"	x	4"
381	"	4 1/2"	x	4 1/2"
227	"	5"	x	5"
139	"	5 1/2"	x	5 1/2"
151	"	6"	x	6"
138	"	6 1/2"	x	6 1/2"
190	"	7"	x	7"
78	"	7 1/2"	x	7 1/2"
330	"	8"	x	8"
203	"	8 1/2"	x	8 1/2"

Excerpts from the December 1955 parts inventory. – EBT Archives photos

– Dave Bulman

UPCOMING EVENTS

Date	Host	Event
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

The next Rockhill Furnace volunteer session will take place Saturday and Sunday November 5th and 6th. 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

ONLINE ARCHIVES ALREADY IN USE!

Only two weeks have passed since the announcement of the online archives being “live” and already I’ve heard from two folks that have made use of it.



Those who were at the Fall Reunion saw the wonderful model of the iron furnaces that Wade Woodcock built. I commented to him that he needed to add models of the wheelbarrow-like carts (called charging carts) that were used to move the coke, limestone, and iron ore from the elevators to the opening at the top of the furnace. “Great,” he said, “show me a picture.” I could not. But as soon as the archives came on-line, he looked and found a picture of one. So now he has modeled these carts.

Above: Wade Woodcock’s model of the Rockhill Iron Furnace facility. – Wade Woodcock photo
Right: Rockhill Iron Furnace dump carts – EBT Archives photo
Bottom Right: Wade Woodcock’s models of the carts – Wade Woodcock photo

This is from the archives, item EBTF.2022.4.470. This is the high-resolution version that does not have a “watermark” on it.

Here’s a shot of the mostly 3-D printed models that Wade made.

And then we got this from Roy Burnham, who is one of our volunteer hosts in Robertsdale:

“My last visit to Robertsdale was the first that I have been able to swing a hammer. The station soffits needed repair so I was excited to help restore something. While working, I looked at where the scale pit was, the knob and tube electrical wiring remnants, and wondered what all this looked like back in the common carrier era.

“This is where the archives came alive for me. I spent hours going through pictures



and related content digitized over the past year. What was excellent was these were primary sources, the actual photo, not copied from a book. It's documented, tagged and searchable. If I only had this in the 1980s!

"This new tool called the online archives allows people from all over the world to drill deep into what it was like on the EBT back in the day. It doesn't matter if you live in Columbus, OH or Orbisonia, PA; you feel part of the amazing revitalization of this national treasure."



Above: Jane Clarke paints the Robertsdale Station soffit above the scale equipment in October 2022. – Roy Burnham photo

Right: A common carrier era view of the scale track in front of the Robertsdale Station. – EBT Archives photo



Julie wants me to point out that getting to the archives is easy, and free. Just go to the FEBT website (www.febt.org). You'll find the archives under "Resources" then "Archives". Low resolution copies of photos are free but are low resolution and have a "watermark" on them. High resolution copies are available, but not free. Do your search. Click on the item you want to open. You can open a larger version of it in "Image viewer". You can save that version of the file for free, or look to the bottom of the screen and click on "Request an Image" to request a high-resolution copy. In the "FAQ" section, use the "How do I get a copy of images without the watermark" option to see the prices for high resolution copies.

The job of creating the online archives is a huge one. It's much closer to its start than it is to its finish. So, check back regularly to see what's been added.



“Before” views of the soffit painting done on the Robertsdale Station of the west and south sides, respectively. – Roy Burnham photos

– Pete Clarke

FEBT’s TRACK GANG TACKLES BOLTS & SWITCH WORK

The pace of work for FEBT’s track gang slowed down a bit since last month’s report. We engaged in three work sessions, concentrating on bolt installation in the newly-upgraded track from the south end of the Rockhill yard to the crossing at PA Route 475, a distance of about three-quarters of a mile. We accomplished the bolt work in the section south of the yard in two work sessions, on September 29th and again on October 14th. In addition, we spent a day working in Robertsdale in advance of the annual FEBT Reunion on October 3rd. Some of the details of our work might be of interest.

During the upgrading process, during which ties were installed on an every-third-tie basis working south from the Rockhill yard, the condition of the bolts in the joints became a concern. In one case, a bolt was broken off with one blow from a sledgehammer. So, the railroad’s management assigned our crew the task of replacing at least two bolts in every joint, despite what the existing bolts looked like. In hindsight, that decision was a good one, for many of the old bolts succumbed to the cutoff saw quite easily and quickly, indicating their poor condition. In addition to bolt replacement, a number of joints in this area had separated enough to sheer off the bolts on one side of the joint. This is generally due to thermal contraction in cold weather. The railroad’s full-time crew addressed those areas, which are known as pull-aparts, by heating the rail enough to cause expansion of the rails to the point where the joints come together again, allowing new bolts to be installed.

The work in Robertsdale was of an entirely different sort. We addressed cross-level issues in the area of the second switch south of the museum. (This is the switch on the left, leading to the engine house.) We also corrected gauge issues in that same area, installing ties to hold gauge, and made the switch operational again. Having an operable switch in this area offers more flexibility in operations.



The track gang is blessed to have a large pool of talent, composed of dedicated and energetic personnel. Since the last report, we've been blessed to have the skills and the talents of: Kevin Conklin, Matt Stark, John Quinn, Victor Booth, Joel Myers, Daniel Lane, Mike Shay, Matt Wall (new – welcome!), Doug Linebaugh, Justin Santichen, Bruce Santichen (Justin's father – welcome!), Gordon Ley, Tom Hesketh (new – welcome!), Dave Wagner, Rick Rourke and Steve Jackson.

Upcoming for the track crew: Tie installation in the Rockhill yard.

– Gene Tucker

The FEBT Track Crew checks the level of the rails through the Robertsdale Enginehouse switch off the main line ahead of handcar and speeder operations for the FEBT Fall Reunion. – Gene Tucker photo

OCTOBER IN ROBERTSDALE, YOU JUST CAN'T BEAT IT

As you might have guessed, Saturday 10/1 (the week before the reunion) was slow. No guests came that day, but that allowed your crew of intrepid hosts to do a lot of cleaning and to work on the seemingly never-ending task of getting items properly stored and sorted. Go look at the closet on the 2nd floor. If you've seen it before, you'll be impressed by its clean up.

A good number of you were there on Friday of Reunion weekend. We had 78 sign in (keep in mind this is not how many registered for the reunion, just how many signed in at the museum). We know that many more were there and just didn't sign. This was a large increase over last year's Friday museum attendance.

The railroad brought up a speeder and trailer, Josh Capp got it running, and it was incredibly popular. I don't think he returned from a single trip when there was not a group waiting for the next one to start! I was able to take one ride with him. What a pleasure to be able to just sit and watch the historic sites and beautiful country roll past without having to muscle the handcar up the hill. Friar Tuck and the track crew did indeed get the track switch to the engine house and a few feet of the engine house lead track in shape so that while the speeder took long trips the handcar could take short runs and have a place to get out of the way and let the speeder pass. Among some railfans there's a desire to get a ride on rails that are not generally available. It's called "rare miles," and Robertsdale now has them!

Sammy Bellin brought more items from the Archives. Most related to Robertsdale and the mines. This fit the day perfectly since later that day Ric Case and Ron Pearson were special guest leaders of a walking tour of the Robertsdale area mines. I learned a thing or two (or three) that I had not known, and some things that I'd had wrong. Come on up and ask how the Robertsdale cleaning plant worked. I know more about it now.

Sunday saw 39 folks sign in at the museum, bringing our weekend total to nearly 120! Ron again was the leader of a walking tour and the handcar was the rail transport for the day.



Gene "Friar Tuck" Tucker leads the handcar back to the Robertsdale Station, while Joshua Capp keeps the EBT's speeder running smoothly on the main line in the distance. – Hans Plugge photo

By Sunday the cat was out of the bag so we had 2 PC's set up in the museum to allow folks to see how to access the brand new, online archives!!!!!! Several guests took advantage of this. I recall one who must have looked at just about every photo then on-line. You have to realize that the archive is an on-going project. Each time you check it, you'll find there's more than the last time you looked. In that regard I guess Julie shares some tendencies with Friar Tuck and the track crew (every time we are there the track has been extended further.)

I hope you were among those who walked up to the Miners Museum to get one of the delicious apple dumplings! Some of us might have had more than one.

Proving yet again my amazing ability to predict the future, Saturday 10/15, the week after the reunion, a day that I told the hosts to expect no one to come, we had 15 guests. That's not a bad day's attendance. I hope it will serve to remind you that the museum's season did not end with the Reunion. The museum will be open each weekend the railroad is open. By the time you get this newsletter, that will mean that we'll be open each Saturday of the EBT's Christmas in Coal Country event. That's 11/26, 12/3, 12/10, 12/17. Come on down to Robertsdale, you'll be glad you did. – Pete Clarke



The FEBT Museum gift shop has a number of fun items for sale. The computer in the picture is connected to the EBT Archives page. Come visit during Christmas in Coal Country. – Lonnie Smith photo

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 1,700 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.