
Volume 4, Issue 1

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Twilight has arrived in the Aughwick Valley as M-7 and consist prepare to depart Colgate Grove with a Christmas in Coal Country train in 2021. – Matthew Malkiewicz photo

A BUSY YEAR UP ON BROAD TOP MOUNTAIN

On Saturday, December 3rd, ten of our volunteer hosts got together in Robertsdale for a potluck cook out to celebrate another successful year at the museum. Good food? Yup. The highlights were Steve's hamburgers and hotdogs (professionally processed) from his cows. Hans topped everyone with his pear-on-pear appetizer. Others brought homemade desserts and side dishes. FEBT President Andy Van Scyoc connected by Zoom to thank the hosts for their work. Thanks to our hosts; Bill Barnes, Roy Burnham, Jane Clarke, Stephen Jackson, Ed Kompare, Doug Linebaugh, Curt Miller, Bill Mosteller, Delta Pelgrim, Hans Plugge, Curtis Rockwell, Julie Rockwell, Rickie Rourke, Chris Walker, and Mike Zitzman.



FEBT Museum hosts enjoy a potluck meal together on December 3rd upstairs in the Old Post Office Building to celebrate their work throughout 2022. – Jane Clarke photo

Want some stats? Besides saying “Thank you” at the pot luck, I thought our hosts might like some stats. You might like them too. In 2022 16 volunteers had the museum open on 34 separate days. Those volunteers put in 1,216 hours. That’s 152 8-hour days. That’s 30.4 40-hour work weeks. On the one hand I hesitate to give those numbers because I don’t want you to think that you must be able to dedicate 40 hours a week, for weeks to be a volunteer at the museum. If we remove the three crazy people who are there the most (Steve, Jane, and I), we find that the average host gave about 40 hours. Meaning that they came up for 5 Saturdays in a year. Being a host requires training, there are things you need to know. We train you. But as in the rest of life, if you don’t use it, you lose it. So, you will want to volunteer with some regularity so that you learn more and get comfortable doing it.

On those days, we had over 538 visitors to the museum. We didn't always have guests at the scheduled tour times, but I bet we gave 75 walking tours. Probably about that same number of handcar rides.

Those guests purchased items and gave donations that added up to \$7,416.00. The guys at the company store may think that's small potatoes, but I'd hazard a guess that it's \$7,400 more than the museum brought in in say 2019. So, we are pretty happy with that.

Oh, if you add the days that the museum was closed, but someone was working, then in total, 54 people, on 60 days, put in 1,849 hours. That's 231 8-hour days. That's 46 40-hour weeks. That's a lot of track work, carpentry, painting, general repairs, museum display work, walking path work, hosting, and a lot of floor mopping (but you'll never volunteer if I say that!). I'm humbled and on behalf of all FEBT members I get to be the one to say, "Thank you" to all the workers; Bill Adams, Donald Bayer, Frank Benenati, Victor Booth, Wayne Cass, Kevin Conklin, Phil Coyle, Larry Fuchs, Jackson Ganser, Peter Gentieu, Dave Hart, John Hasty, Tom Hesketh, Charlie High, Brian Hoffman, Mike Hoover, Garrett Isenberg, Bob Johnson, Todd Johnson, Tom Jordon, Eric Knepp, Daniel Lane, Bill (Last name?), Gordy Ley, Eric Ludovico, Bruce Moffat, Tom Perman, John Quinn, Bill Reynolds, Jon Rudman, Bruce Santichen, Justin Santichen, Dave Syiek, Greg Syiek, Gene Tucker, Wayne Wanzer, Scarlett Wirt, and Charlie Wootton.

When you volunteer your time, it helps. But it does not stop there. These days both the railroad and the Friends are applying for a lot of grants. Hey, we are not stupid. Why use your own money if you can get it from someone else? Those grants often require proof of an investment in project. The time we have volunteered counts as our investment. So, when you volunteer, be sure that you let Charlie (Orby/Rockhill Furnace) or me (Robertsdale) know. That way you double your contribution.



A snow-covered scene in front of the Robertsdale Station and hopper cars in December 2022. – Jane Clarke photo

On 12/10, late in the day a couple came in. They realized we were closing and did not stay long. But they signed in. The last name they wrote was "Curfman". That seemed to ring bells, so I looked at my copy of Rainey & Kyper. Curfman was a mine (and listed as a station stop) along the Rocky Ridge branch of the EBT. It was about 2 miles north of Rocky Ridge, about 2 miles south of the end of the branch at Evanston.

They said that they live in that area. Jane says they spoke of family history with the EBT, so they were almost surely descendants of those we read about in Rainey & Kyper. And we were there. That's the kind of quiet cool stuff that happens, sometimes, when you host at the museum in Robertsdale. Evard, Greg, and John have signed up to join our group of hosts in 2023, why not join them? Send me an email, let's talk about it. It's easy to remember my email address, it's FEBT@aol.com.

Let's see, Doug Davenport (newsletter editor) wants this to be a "year in review" type of article. So here we go (in chronological order):

- In January a couple of us walked the line from Robertsdale to Cooks. It was so cool to find the run-away track.
- In March, FEBT accepted a preservation award from the Huntingdon County Chamber of Commerce for the Old Post Office Building preservation efforts.
- We happened to be there for a work day and were able to watch as the EBT Foundation cut the trees that covered the enginehouse area. The entire area now looks so different (in a good way).
- We had a security system installed.
- The FEBT Museum had a weekend host training day for those that still work and a mid-week training day for those that don't.
- The Broad Top Area Coal Miners Museum loaned the FEBT Museum the Mine No. 5 model made by Ron Pearson. Frank Benenati restored it and built a support and protective cover system for it.
- Friar Tuck and the track crew opened up more track. Then they opened up more, then more until we now have about a mile and a quarter of track that can be used by the handcar. Then we learned how hard it is to get that handcar to go a mile and a quarter uphill.
- To honor him, we added an engraved Hank Inman name plate to our Restoration Patrons plaque.
- FEBT had a brand-new roof put on the Old Post Office.
- We repaired the station hangers to allow us to again hang up the big Robertsdale sign. It really looks good.
- We got lots of preliminary work done on the walking path. Ryan Rimshaw sprayed weed killer and our path is 100% better already.
- We learned more, so our walking tours keep getting better and better. I don't know that I can say this more clearly – If you want to learn about the EBT, come be a host.
- Jane Clarke designed the 7-foot-tall Robertsdale Museum retractable banner that the railroad displays in the EBT station.
- Julie Rockwell started the "Archives Day" events at the museum. These have proven to be very popular – the 8/13 Archives Day drew more guests than any non-reunion day.
- Work on the station soffit was started and much progress has been made.
- The track crew didn't let the need of a bridge stop them; they built a bridge.
- We had new A/C systems installed in the old Post Office.
- We hosted 2 different VIP tours for the railroad.
- Someone who prefers to be anonymous continued to work on the point-of-sale system that he designed and built for the museum gift shop – it's nearly bullet-proof now.
- We continued our efforts to make the museum a part of the community. We opened for "Free Museum Day" and for "Robertsdale Community Days".
- FEBT welcomed the Broad Top Area Coal Miners Museum back to their historic home in the former Reality Theater and continue to work with them to make Robertsdale be, "One great town, two great museums."
- We added a PC workstation so that guests can access the on-line archives from the museum.
- Handcar rides, perhaps we should call them "Handcar workouts" became a regular part of the museum activities.
- Robertsdale was the site of the first and third days of the FEBT Reunion weekend. The EBTF brought up a speeder and trailer on Friday. Josh Capp spent all day giving rides on the newly restored track. Climbing the grade is much easier with internal combustion!

- FEBT had a contractor make improvements to the water pipes leading into the old Post Office. Hopefully that will prevent a recurrence of the broken pipe issue we had this spring.

We hope that 2023 is even more exciting and successful. Hope is nice, but we are making plans as well. Even if you were there this year, you'll want to visit the museum in 2023. Even better, why not become one of our hosts? – *Pete Clarke*



WALKING TOUR SIGNS GROUP – VOLUNTEERS NEEDED!

FEBT is looking for member volunteers to assist with the task of designing the informational signs that will be placed along the walking path tour route at the FEBT Museum in Robertsdale.

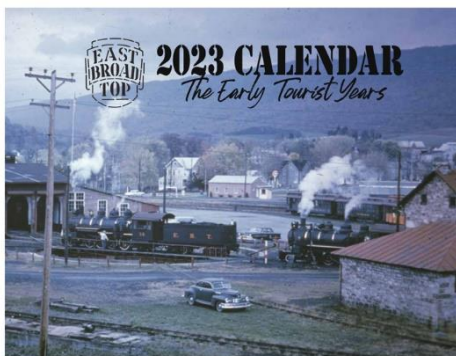
Volunteers with previous sign development/design/construction would be fantastic, but there are a lot of other vital project task roles and we will need graphic artists, proofreaders, and historical content researchers, to name a few.

We are planning to hold a re-organizational virtual meeting later this month.

If you are interested, please contact Curtis Miller @ info@febt.org. – *Curt Miller*

COMPANY STORE ITEM OF THE MONTH

Start the New Year Off Right!



Official EBT Wall Calendar

Track your year on this 11"x17" beauty. Shows days in the month to write appointments and notes. Highlights holidays. \$19.99 plus \$5.00 shipping. 15% member discount applies.



Kalmbach's EBT Tribute

Your favorite FEBT authors and photographers team with the Kalmbach staff to tell the story of a modern miracle. \$9.95 each plus \$5 shipping. 15% member discount applies.

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.

DECEMBER FUNDRAISING UPDATE

FEBT took in nearly \$26,000 during the December reporting period, received from 74 donations across the month. The organization has now achieved over 75% of its goal for the 2023 campaign. Thank you to each donor, as the money is now in place to have materials ready for the projects to begin as the weather breaks this spring. FEBT has received 710 donations totaling over \$225,000 during the calendar year, which includes contributions to both the 2022 and 2023 fundraising campaigns.

2023 Fundraising Goal:

\$180,000

December Donations:

\$25,941.95

Campaign Total:

\$140,947.57 – 78.3%

December donors*:

Frank T. Baker	Wayne Baldwin	Donald Bayer	Tim & Sherry Beaty
Timothy I. Bittner	David A. Bohn	Thomas Bowdler	Alexander S. Bowser
Frederick S. Breimyer	David & Gail Buczkowski	Thomas W. Casey	Peter Clarke
William F. Cosgrove	Jim & Ginger Dietz	Dr. & Mrs. Lynn A. Dolan	
Frank R. Dziama	David Eskelund	Douglas E. Fink	John Fowler
Phil & Sandra Grabowski		Stacie Grove	John W. Heitmann
William A. Hessler	Charles High	John Scott Hiller	Stephen Ingham
Dave Johnson	Victor V. Kidd	Michael Koch	Michael A. Kopach
Steven Krause	J. L. & Nancy Littrell	Richard Magee	D. L. Mahrer
Jesse J. Meeker	William Neal Menefee	Craig Miller	Robert Morningstar
Mr. & Mrs. Stephen A. Olinick		Bruce Pencek	David Phillips
Paul Randolph	Danny Rice	James V. Robinson	Ruth N. Rode
Edward H. Rogers	Norman R. Runk	Bill Ryan	
Thomas E. & Jean Acheson Smith Sadd		Linda & Bill Schafer	Douglas Schleef
William R. Seabrook	Kristin Senecal	John Sheets	Richard & Amy Shetrom
Lester Sittler	Roger K. Stier	Charles M. Sullivan	Richard W. Symmes
The Van Horn Foundation		Joseph E. Vargo	Norm Wilcox
Richard E. Wiswesser	Terry & Anne Woolsey	Bob Zimmerman	

In Memory of Jeffrey Feldmeier:
Bill Staiger

In Memory of William Landis:
Charles & Sandra D'Angelo

* - All donors listed represent donations received between November 22, 2022 and December 21, 2022. Donations received after December 21 will be reported in the February 2023 issue due to press time constraints.

- Ray Davidowski and Doug Davenport

2022 MEMBERSHIP NOTES

Members might find these statistics interesting:

- We started 2022 with 1,715 members
- Through the year 168 were dropped. Of those, 138 are still inactive (meaning that 30 who dropped have since re-activated their memberships).
- Through the year 272 have joined or re-joined. Of those, 53 are folks who rejoined (some had dropped in years past, others through the year).
- As of 12/22 we have 1,809 members.

MEMBERSHIP BOX SCORE

The Friends of the East Broad Top
membership is up to
1809

Since the special EBT issue of *Trains* came out on approximately 12/1, 28 folks have joined or re-joined.

– Pete Clarke

UPCOMING EVENTS

Date	Host	Event
January 7, 8	FEBT	Rockhill Work Session
February 4, 5	FEBT	Rockhill Work Session
March 4, 5	FEBT	Rockhill Work Session
April 1, 2	FEBT	Rockhill Work Session
May 6	BTACMHS	2023 Season Opening Day
May 20, 21	FEBT	Rockhill Work Session
May 22-26	FEBT	Rockhill Spring Work Week
June 10, 11	FEBT	Rockhill Work Session
July 1, 2	FEBT	Rockhill Work Session
July 29, 30	FEBT	Rockhill Work Session
August 19, 20	FEBT	Rockhill Work Session
September 9, 10	FEBT	Rockhill Work Session
September 18-22	FEBT	Rockhill Fall Work Week
November 4, 5	FEBT	Rockhill Work Session

Hosts: FEBT
EBT
RTM
BTACMHS

Friends of the East Broad Top
East Broad Top Railroad
Rockhill Trolley Museum
Broad Top Area Coal Miners Historical Society

www.febt.org
www.eastbroadtop.com
www.rockhilltrolley.org
broadtopminersmuseum.com

UPCOMING ROCKHILL FURNACE VOLUNTEER SESSIONS

The next Rockhill Furnace volunteer session will take place Saturday and Sunday, January 7th and 8th. 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

Future work sessions in Robertsdale are not yet scheduled. If you'd like to be added to the crew, please contact Pete Clarke at febt@aol.com to get added to the crew call list. – Pete Clarke

Santa makes his way through one of the new EBT coaches during Christmas in Coal Country 2022. – Dick Hoffman photo



ARCHIVE ADOPTS TILING TO SHOWCASE LARGER DRAWINGS

Many of the most important drawings being added to the EBTRR ASC public site are physically very large. The Interstate Commerce Commission (ICC), for example, mandated that profiles be 13x56 inches and track maps 26x56 inches. Some of the specialized drawings produced by the railroad and the coal company are even larger. How does one go about offering these drawings digitally so they are readable on devices with much, much smaller physical screens?

During the month of December, the Archives team reviewed all the maps and drawings posted to date with an eye to readability on screens such as laptops and tablets. Items which were found to have legibility problems were reprocessed using a technique called sectional tiling, which was borrowed from a method the US Geological Survey used to display topographic maps.

Whole drawing to use as index



Object Id	EBTF.2022.6.151
Title	Map showing locomotive service points on the EBT Mainline
Object Name	Map, right of way and track
Other Name	Diazo Print
Date	July 9, 1921
Accession No	EBTF.2022.6
Collection	The East Broad Top Railroad Architectural and Engineering Maps and Drawings Collection
Description	Also shows towns, watercourses, bridges, tunnels, major customers, rail weights.
Classification - People, Subjects, Classification, Search Terms	Common carrier era RG06: EBT chief engineer, incl. roadmaster and buildings & bridges
Search Terms	Mount Union Allenton Juniata River

Nine tiles in three rows of three; each tile enlargeable to full screen

A screenshot of the Archives website shows a tiled map. This particular map was just added to the online collection in December 2022. – EBT Archives

After scanning the entire drawing at very high resolution for the permanent archive, Archives Technician Sammy Bellin divided each large drawing file into a pattern of adjacent rectangles called tiles. Drawings such as ICC-compliant track

maps were divided into eight parts, or tiles, while profiles were divided into four tiles. Some of the largest drawings use even more tiles. The tiles can be read like a printed page, starting at top left, reading across a row of tiles, then returning to the left margin and reading across again, and so on. This method allows each tile to be displayed several times larger on the physical screen, without any loss of clarity.

Based on our testing, we think laptop and tablet users will applaud this enhancement. (Of course, if you're still on a Blackberry, your mileage may vary!)

To access the Archives and Special Collections Program online, please visit <https://ebtfoundation.org/archives/>. – *Lee Rainey*

A GLIMPSE AT THE TRACK DEPARTMENT'S EXISTENCE

It's been said that the trackman's life consists of: 1. Looking at the ground; and 2. beating on stuff. To these two essential components of a track worker's existence, we might add a third: Digging in the *schmutz* (a fancy German word used to describe "dirt").



The Track Crew spikes ties in place at the south end of the Car Shop in December 2022. – Gene Tucker photo

Since our last report, the FEBT's track forces have done a good bit of all three of the above...

In the "looking at the ground" component, we've been pursuing the continuing resurrection of the two Car Shop leads on the south side of the shop, work begun earlier this fall. We like to say that the means being used to get new wood under these tracks amounts to a "day in the life of the 19th century", since all the tie work that's been done has been done the old-fashioned way; with picks and shovels. Actually, the work hasn't been all that difficult, since the material we're working in (*schmutz*) is cinders and – most likely – coal dust. To date, we've installed well over one hundred ties in the two leads and in the stub switch just to the south of the shop.

We did more looking at the ground as we assisted Henry Long, a fulltime member of the railroad's staff, with the insertion of eleven ties in Track One on the north side of the Car Shop. (Truth-in-advertising: Henry already had two ties in the ground before our gang showed up.)

In the "beating on stuff" department, a good bit of the stub switch on the south side of the Car Shop was spiked up, with FEBT personnel assisting Henry Long in this effort.

The work on the two Car Shop leads is almost done. Some additional work remains in the spiking up of the switch, and in adjusting it so it'll be ready for use.

On Tuesday, December 20th, the third component, the “digging in the schmutz” business, began in earnest on Track One (just to the west of the main, but south of the Car Shop). In this area, there are no ties left from the old days, none whatsoever.

Consequently, the rails have sunk into the ground, meaning that the digging was more labor intensive, owing to the depth that the cribs had to be dug to allow insertion of new ties. The consensus seems to be that this track will need to be raised, which will enable the process to go more quickly and easily. We’re awaiting a final determination from the railroad’s staff as to how much the track should be raised. This work will continue into the New Year, weather permitting.

We can’t do this work without support. The railroad’s fulltime staff has been wonderful in this regard, not only in providing direction for the tasks to be accomplished, but in preparing for the work by doing such things as bringing ties to the work site, or digging entrance trenches for the new ties with the front-end loader. Specific thanks for these efforts go to James Roslund, the railroad’s Director of Engineering, and to Henry Long. Thanks, gents!



The Track Crew digs in deep schmutz covering Track 1 at the south end of the Rockhill Yard. – Gene Tucker photo

And, we can’t do these things without the dedication and hard work of those who devote their time to the betterment of the railroad. Since our last report, we’ve enjoyed the work and the company of the following: John Quinn, Larry Fuchs, Gordon Ley, Daniel Lane, Bob Morningstar, Nick Morningstar (Bob’s son – new....welcome!), Carl Salomon, Phil Coyle, Matt Wall, Victor Booth, Chris Wenger, and Steve Jackson. Thanks, gents!

As the New Year rolls around, we invite you to consider joining in our work. We have lots of fun, we manage to get things done, and we never ask anyone to do more than they’re comfortable doing. Whether you have no track work experience (we will gladly train!), or years of experience, we’d love to have you on board.

Happy New Year! – Gene Tucker

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.



*The M-7 and consist approach McMullen's Summit from the north during the 2022 Christmas in Coal Country event.
– Sam Painter photo*

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.