



www.febt.org

NEWSLETTER

Preservation Restoration Interpretation

Volume 5, Issue 1

January 2024



The assembled crew poses in front of No. 16's engineer's side prior to a 2023 work session. The ability to be so close to an operating steam engine is one of many perks of volunteering for FEBT. – Nevin Byers photo

IN THIS ISSUE:

College, FEBT Work Together on New Guidebook	3
Company Store Item of the Month	4
Each Year Gets Better at the FEBT Museum	5
Rockhill Restoration Year in Review – 2023	6
EBTRR Archives and Special Collections:	
Digital Catalog Success in 2023	8
Keeping Track	9
FEBT Board Authorizes More Track Materials to Support the March to Saltillo	12
Wants and Needs	12
December Volunteers	13
Upcoming Events	13
Upcoming Rockhill Furnace Volunteer Sessions	13
Speeders Visit the EBT, May 2023	14
December Fundraising Update	16

The crew is gathered for the May Work Week. The progress made at this work week made further project completions later in the year possible. – Eric Knepp photo



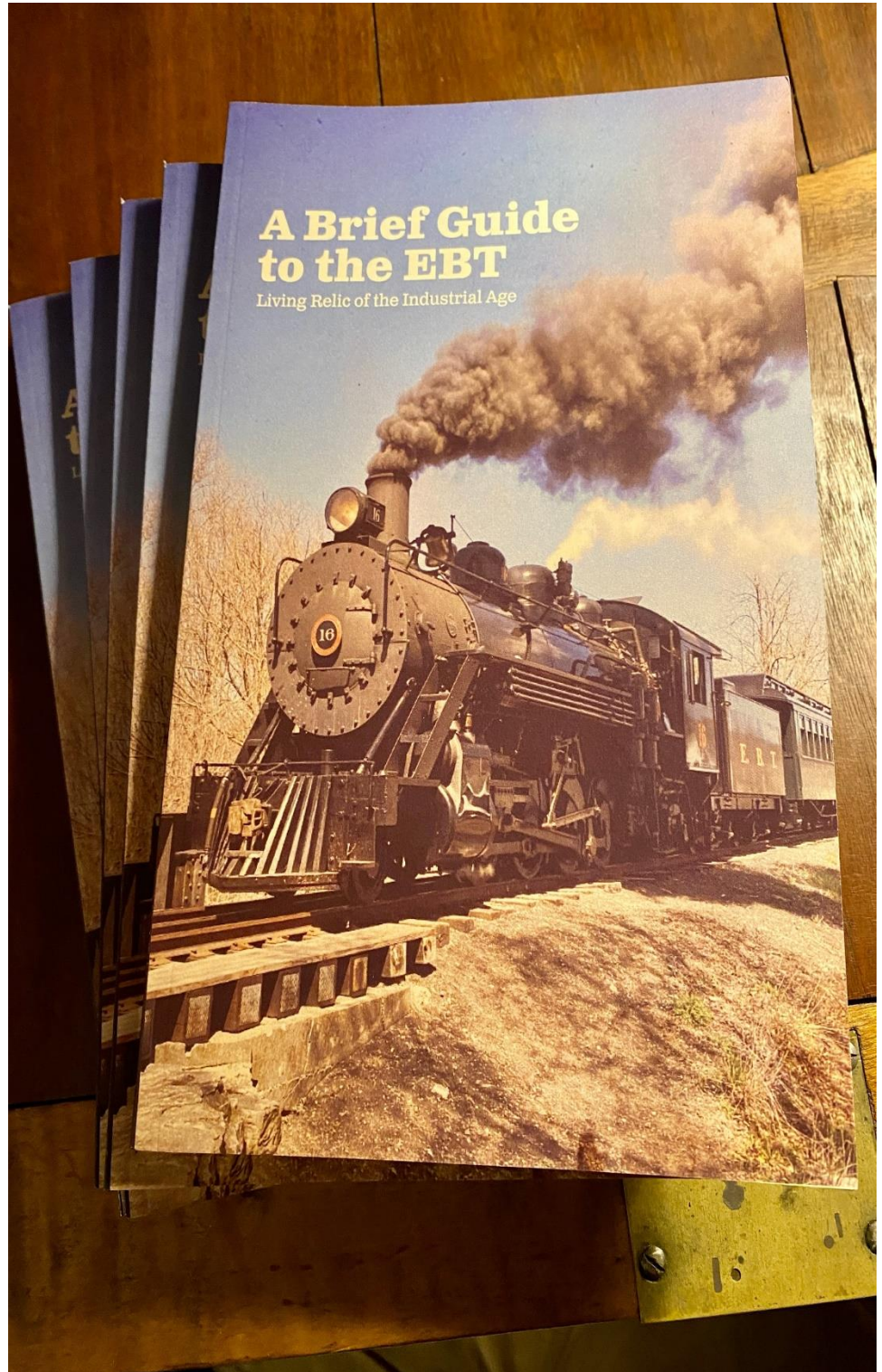
COLLEGE, FEBT WORK TOGETHER ON NEW GUIDEBOOK

The Friends of the EBT and several classes of Juniata College students have collaborated to produce an up-to-date, 116-page guidebook for visitors to the railroad. The publication was inspired by Doris Osterwald’s popular “Mile by Mile” guides to western excursion lines, among them “Cinders & Smoke” for the Durango & Silverton and “Ticket to Toltec” for the Cumbres & Toltec.

“A Brief Guide to the EBT: Living Relic of the Industrial Age” got its start soon after the EBT Foundation acquired the railroad. The newest guide then available to visitors was written by Frank Kyper and was last updated in 1979. Jim Tuten, a professor of history at Juniata, agreed to create a for-credit course in which students would research and write articles about the railroad’s history, its equipment, the traffic it carried, and the towns it passed through — all with the idea that the articles could be assembled into a guide aimed at the average visitor. Among the students was Sammy Bellin, now the EBT Archives & Special Collections technician. Lee Rainey wrote the foreword.

Meanwhile Ryan Kough, a professor in Juniata’s Integrated Media Arts program, brought together another team of students to begin thinking about the book’s design. An early offshoot was a video about the reopening of the railroad, “The East Broad Top Way” (search for it by name on YouTube). A later group was responsible for laying out the book, fitting in new and archival photos, and also creating artwork for the opening spreads of the four sections. The book is designed so that it can easily be updated as the EBT Foundation and the Friends continue expanding the railroad and returning buildings and equipment to use.

Juniata, which mounted an exhibit about the East Broad Top at its Museum of Art in 2022, revived its Juniata College Press to serve as the volume’s publisher, and is planning a book launch event for early 2024. The



The cover of the new guidebook features No. 16 – Lawrence Biemiller photo.



Friends underwrote the printing costs, and the Company Store is handling distribution. The Friends also hold the copyright.

“A Brief Guide to the EBT” is available through the Company Store for \$23.95, less 15 percent for FEBT members. There’s also a wholesale price for local or railroad-oriented shops.

Jim Tuten, right, with students in his course about the EBT in 2020. – Lawrence Biemiller photo

Editor’s Notes:

- To purchase the guidebook, log into the Company Store at <https://store.febt.org/>. It can be found under the Books and Magazines category, and then the East Broad Top Books tab.
- The 16 minute *The East Broad Top Way* video can be found at <https://www.youtube.com/watch?v=UBTiScO1gyk>.

– Lawrence Biemiller

COMPANY STORE ITEM OF THE MONTH

This calendar features pictures of the East Broad Top railroad taken from 2020 through August 2023. They show images of the railroad's revival, including steam locomotive #16, brought back to service after 67 years. 11x17 inches, 12 month calendar.

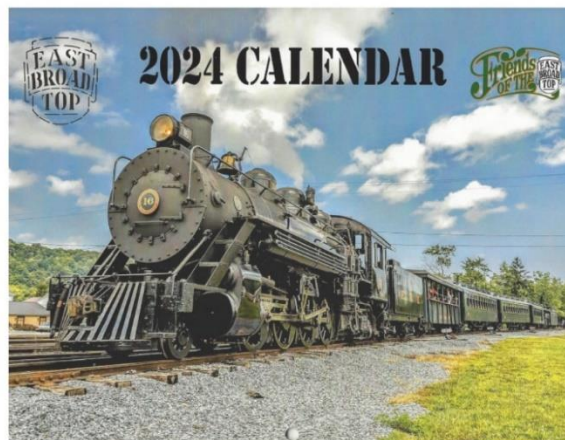


Image titles include:

First Winter Spectacular in Many Years

EBT Southbound

Getting Ready to leave Rockhill

The Machine Shop

\$19.99 Member Discount Applies Shipping \$6.25

Order on-line through the FEBT Company Store website at store.febt.org, using your account or create an account. PayPal, major credit cards, and personal checks payable to FEBT Company Store are accepted. *Money orders cannot be accepted and will be returned to sender. Mail orders, regardless of payment method, are no longer accepted.*

EACH YEAR GETS BETTER AT THE FEBT MUSEUM

On the last three days that the museum was open we had 8, then 10, then 20 guests. Most took full advantage of the great weather and the ability to see much more than what can be seen when the leaves are out. Several of our walking tours went further and saw more than can be done in the summer months.

Ok, Editor Doug Davenport has asked that this issue be a look back at 2023. So let's do that... The year started with a workday on 1/20/23 and ended with the last open day on 12/16/23. The museum was open on 39 days and people were there for work only events on another 18 days. That's 57 days on which FEBT was on-site in Robertsdale. We had the museum open for groups on days we are not normally open (non-Saturdays) 5 times, plus the Friday and Sunday of Reunion weekend. There were 2 days of training. Julie Rockwell made 5 days special by bringing up finds from the Archives. Those "Archives days" are among the most popular days. Don Barton Jr. was working on the library, and the library was open 15 days. The museum had \$10,145 in sales and another \$2,952 in donations. That's a total of \$13,097. 965 guests bothered to sign in. Many don't bother to sign in, so I'm very comfortable claiming that we must have had 1,000 guests. That's 1,000 people who almost all learned at least one small new thing about the EBT, and many of whom got their first full lesson on the EBT and why it's so special. For those who love comparative values here's a couple:

	2023	vs	2022
Museum open days:	39		35
Guests:	965		538
Sales + donations:	\$13,097		\$7,426

So, with only a small increase in days open, we had a huge increase in guests and money brought in. Some of you are in those numbers; Thanks! Oh, and 24 of you joined at the museum.

I hate listing money; I don't want to make the museum a target. So let's be sure that the world knows that there is never any money left in the museum overnight, most pay by credit card, so there's no cash through the day, and that the museum has an active, monitored security system.

All of this brought to you by 10 hosts plus librarian Don Barton Jr. and Archivist Julie Rockwell. Those people deserve your recognition and thanks. On your behalf, I send a big "Thank you," to the hosts: Roy Burnham, Jane Clarke, Ed Demott (new this year), Steve Jackson, Greg Kifer (new this year), Doug Linebaugh, Delta Pelgrim, Hans Pugge, Rick Rourke, as well as to Julie and Don.



I always end encouraging you to visit next month. Well, that can't happen this time. We will not be open in January. But we will open again later in the year. When that happens, we hope to see you there! – Pete Clarke

Pete Clarke, Roy Burnham, and Aaron Stilson ride a railbike on trackage originally built in 1890-1891 when the line was extended south to Woodvale to service RI&C Mine No. 6 – David Ferguson photo

ROCKHILL RESTORATION YEAR IN REVIEW – 2023

We had a very productive and rewarding year in Rockhill Furnace restoring buildings, equipment and trackage.

The Car Shop south wall was completely rebuilt, with six new track doors, new siding, paint, and restored windows.



January 2023 and September 2023 views of the south face of the Car Shop. – Dave Bulman photos

The lean-to between the Storehouse and the Stone House was completely reconstructed, including new reproduction exterior doors and trim and re-installation of the original interior shelves, counter and fixtures.



These January 2023 and September 2023 comparison shots display the progress FEBT made on the lean-to this year, going from a torn down structure to a fully installed and in use replacement lean-to. – Dave Bulman photos

The track crew had a fantastic year with over 700 ties installed in the Rockhill yard and over 800 installed south of Rockhill.

The Car Shop north end wooden floor was reconstructed, and the Coal Dock doors and windows were rebuilt.

Combine 14 moved closer to completion including installation of new exterior siding, final paint and fixtures in the passenger compartment, new platform steps, and seat restoration and reassembly.

Boxcar 174 also made great progress with completion of the metal repair, painting of the interior walls, truck refurbishment, and preparation of the new oak flooring. The window crew was busy as always, installing over 60 new or rebuilt window sashes. The roofs on the Boiler Shop and Locomotive Shop were replaced with excess dollars collected from the 2023 Campaign.



We also enjoyed a variety of volunteer activities this year, from group lunches, cookouts, and evening programs. And all this occurred with the sights and sounds of steam in background for the first time since 2011, which took the volunteer experience to a new level. Thanks to all of our dedicated volunteers and donors who made all of this progress possible.

If you'd like to help restore the EBT in 2024, please come out and join us! Information on volunteering with us can be found at <https://febt.org/volunteer/>. – Dave Bulman



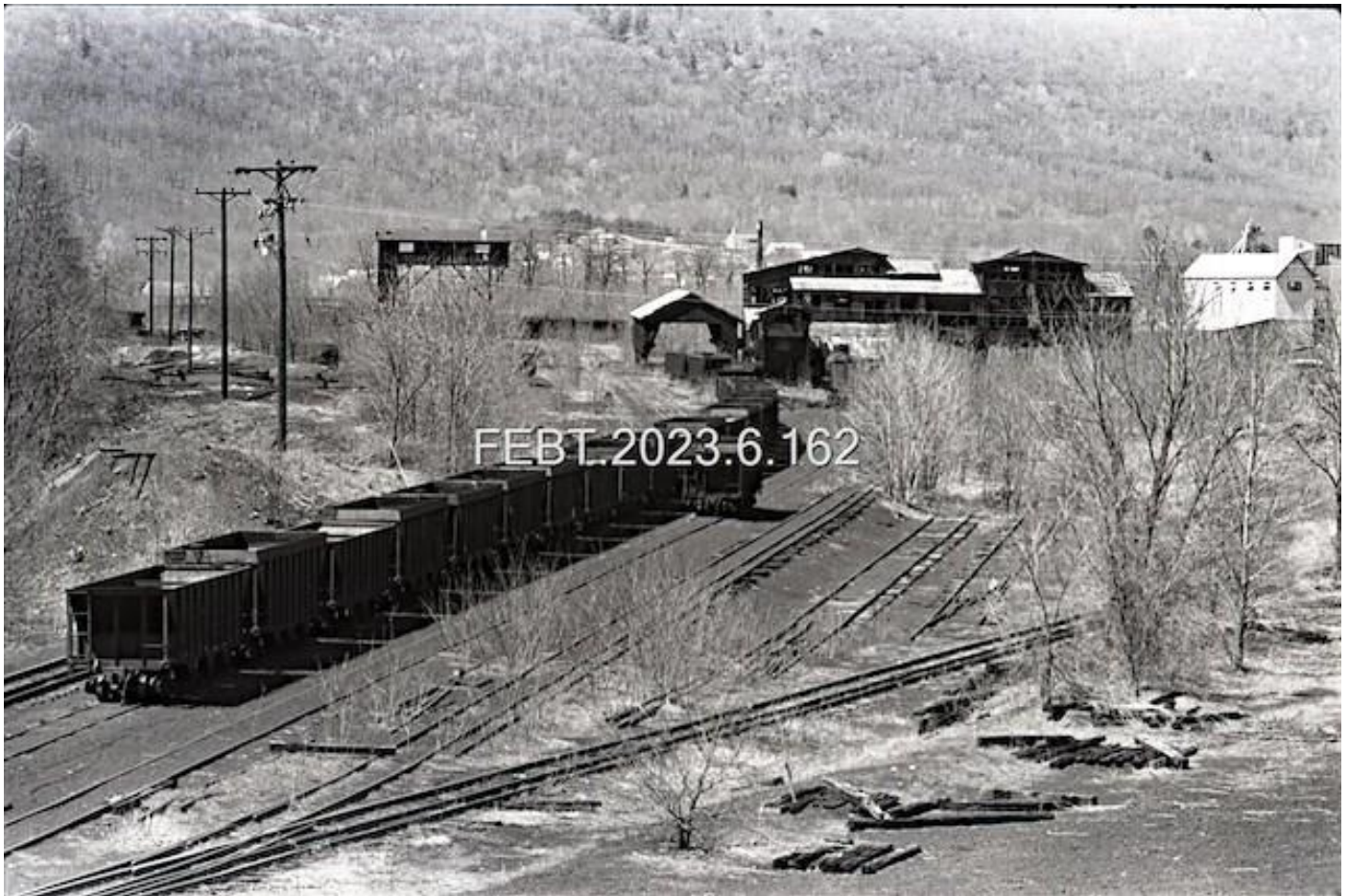
Above: FEBT's work crew installs a new coupler during a summer 2023 work session. – Dave Bulman photo

Left: The almost completed new roofing on the Boiler and Locomotive Shops is seen under a fall sky in November 2023 – Dave Bulman photo

EBTRR ARCHIVES AND SPECIAL COLLECTIONS: DIGITAL CATALOG SUCCESS IN 2023

The East Broad Top Railroad Archives and Special Collections released the final collection of 2023 on their popular, publicly-accessible, and free, online digital catalog: <https://ebtarchives.catalogaccess.com/>. The John Van Horn Collection [FEBT.2023.6] has 172 photographs by John Van Horn. The photos are the fruits of Van Horn's personal quest to document the operations and surviving physical plant of the EBT in the 1970s.

With the addition of the John Van Horn Collection, the digital catalog currently features 3,157 catalog entries, with many of those entries having multiple images. Since the launch of the digital catalog at the FEBT Reunion in October 2022, 31 EBT Foundation and FEBT collections have been showcased. More collections from both organizations are scheduled to be processed in 2024, with selected materials available for public access.



Mount Union Yard looking towards the Coal Cleaning Plant. – John Van Horn photo, EBTRRA&SC collection

The core Archives team consists of Julie Rockwell, EBT Archivist; Sammy Bellin, EBT Archives Technician; Lee Rainey, EBT Historian and Curator; and Scarlett Wirt, FEBT Collections Custodian. Archives core volunteers include FEBT members Vagel Keller, Ron Pearson, Ric Case, Rich Wickett, and Dave Johnson, who support inventory, subject tagging, and descriptive identification using their expert EBT knowledge.

An abbreviated list of other major 2023 accomplishments in the Archives will be shared in the next FEBT newsletter. The Archives is a conjoined operation between the EBT Foundation and FEBT, and the team and volunteers thank you for your continued support. – *Julie Rockwell*

KEEPING TRACK

A common practice, as the old year rolls around into a new one, is to look back over one's shoulder at the accomplishments, the challenges, and the successes of the about-to-be-gone year.

So it is, as I write this on Christmas Day morning, that a worthwhile activity would be to look back at this very productive year, from the accomplishments, the challenges, and the successes that the railroad's track forces (both full-time staff and FEBT volunteers) have enjoyed during 2023. Permit me to chart the path we've walked this year, to cast an eye toward the new year, and to ruminate a bit about the overall picture that the East Broad Top Railroad currently enjoys.

Our Work During This Reporting Period

Since the last report, the full-time staff, aided by FEBT personnel, have been engaged in track rebuilding south of the IOOF Cemetery Road grade crossing. We've installed 432 ties since then, reaching a point about 1,900 feet south of the crossing (and about 2,700 feet south of the Rockhill yard). We installed 257 ties on December 19th alone (a new, one-day record!). Many of these newly-installed ties are now spiked up. In addition, we've continued to dismantle, clean, relubricate, and re-assemble each joint in this area, allowing the rail to contract and expand as the temperature changes.



On December 19, 2023, a daily record of 257 ties were inserted into the main line as part of the progress of the March to Saltillo. The visibility of the Maddensville Pike grade crossing likely added to the motivation of the track crew. Norm Wilcox, Kevin Cogan, Gene Tucker, Dave Johnson, Craig Confair, and Chris Wenger are pictured here contributing to that success.— Mark Reese photo.

We also applied some ties to the track in Robertsdale, correcting gauge so as to ease the passage of the new railbikes. Although we didn't have a Work Weekend in December, nineteen of our number assisted our efforts. Many thanks to each one!

Casting a Look Back Over Our Shoulders at the Old Year

Our work this past year has fallen into two categories: When we work midweek, we work alongside the railroad's full-time staff. When we work during a Work Weekend, we accomplish tasks that are assigned to us by the full-time staff.

Ours is a close relationship, and a productive one.

During this 2023 year, we worked on the following:
Yard switches: Nearly all the switches in the Rockhill yard received some tender loving care this year. The leads connecting them also received the same. This work would include the switches and the leads in front of the station and north of Meadow Street...they haven't look as good as they do now in many decades.

Yard tracks: Track 4 was completely rebuilt, and Track 5 has been partially rebuilt. Track 2 (the main) from the station north to the Blacklog Creek bridge received a lot of new tie work. The north leg of the Rockhill yard wye got a number of new ties just south of the Meadow Street crossing.

Surfacing: The main north of McMullin Summit and south of the Horn's Cut crossing received some surfacing work.

The march southward: We continued our march southward from the Rockhill yard. We're now looking squarely at the PA Route 475 crossing, which is only a few hundred feet in front of the southern boundary of our current efforts.



Daniel Lane, Rick Rourke, Jack Fornadley, and Dave Johnson install new ties in the railbike trackage in the south end of the Robertsdale yard on November 26th, 2023.
– Gene Tucker photo

The Work in the Year Ahead of Us

In 2024, our work will fall into two large categories:

The march southward: In due course, the PA Route 475 crossing will (it is planned) be redone, and the work to reach Jordan Summit will go forth. We now have almost all the materials we need to accomplish this work. (The Friends' Board of Directors, at their December meeting, approved the expenditure of \$35,000 in funds to purchase more materials for this work...the FEBT's support for track work totals somewhere in the vicinity of a bit under \$100,000 for this year, if I recall correctly.)

Care for the infrastructure: Although much of the focus of our work is on the march southward, we will continue to maintain the track that's currently in use.

Your Support Is Critical

We need your support, and – quite frankly – it's correct to say that we couldn't accomplish the good work we're doing without that support. There are four ways that your support is vital:

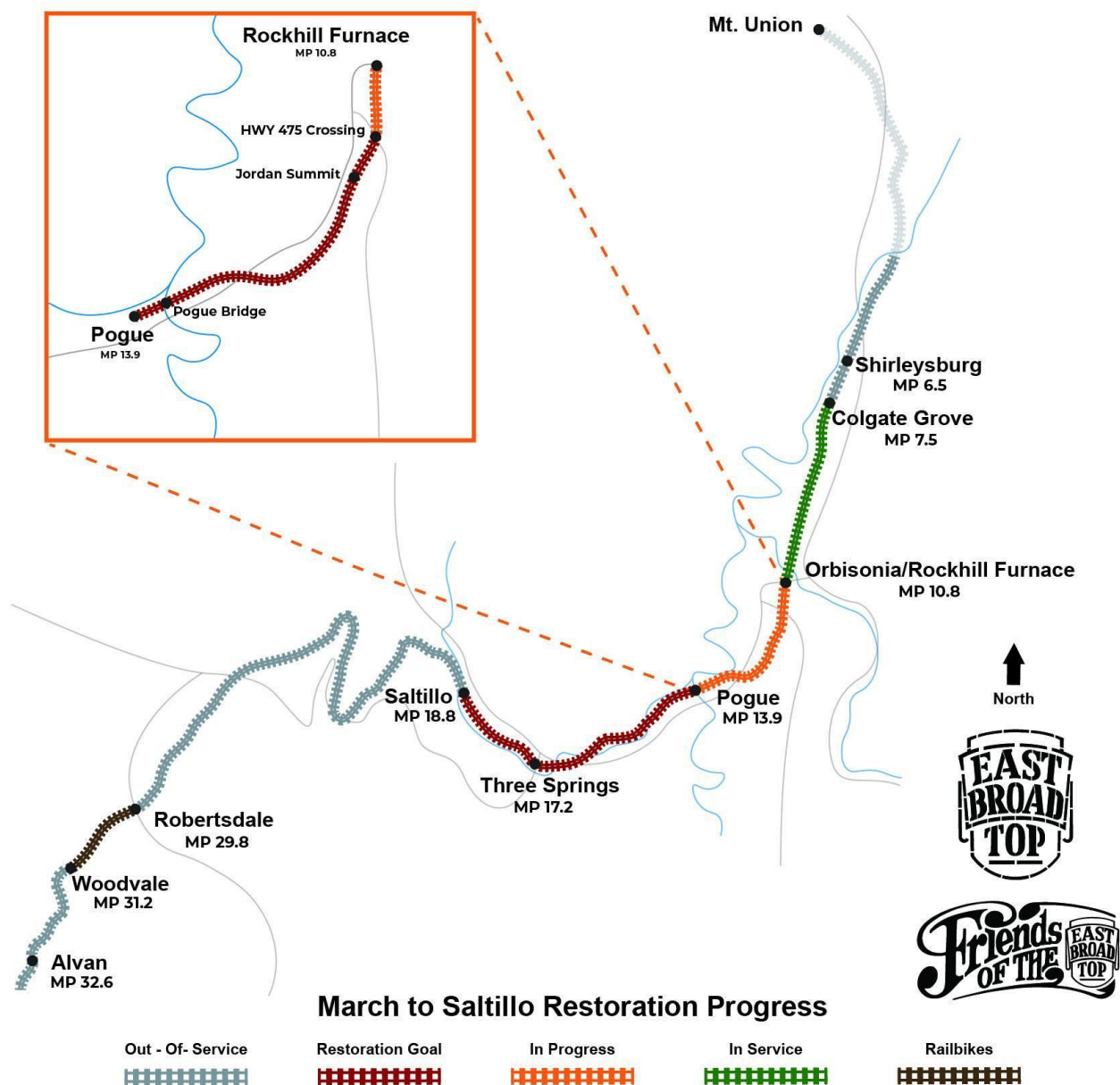
Participation: Nothing will get done if we only talk about getting it done. Ties won't be installed, spikes won't be driven, ballast and surfacing and tamping won't happen. (The same can be said for all the other ways that FEBT supports the railroad's renaissance, for that matter.)

Financial: Our recent capital campaigns have been wondrously successful. Your support in the past has enabled FEBT's support of the railroad's work and goals. Thank you, thank you, thank you, for that!

Interest: Sometimes, I hear from those who live at a distance, expressing a desire to physically assist our efforts, but the distance (and other factors, in some cases) prevent active participation in our work. As I'm fond of saying, "It's all good". Your continued interest is as vital to our efforts as any other facet of the support we enjoy, so keep that interest coming, if you will, please.

Spread the word: Every chance I get, I tell people about the railroad. I invite them to join in our work. I encourage them to come and experience this unique and wonderful place. I tell them to be sure not only to ride the train, but to take the shop tour, as well. I encourage them to ride the trolleys next door. Why are those things important? Well, for one thing, the railroad and the trolley museum aren't nearby to a major metropolitan area, so people who come to the railroad and the museum must really want to come. For another, this new era in the railroad's life is a very new chapter in that

life...the railroad's isn't fully established in the public's mind as an operating railroad, not yet anyway. (The newness of this venture is the topic of the next area of commentary).



Track status map. – EBT Foundation graphic

This is a New Deal

By the time this newsletter is published, the fourth anniversary of the announcement of the purchase of the railroad by the East Broad Top Foundation will be just a little more than a month away. (That announcement was made on February 14th, 2020.)

In those nearly four years, great amounts of good work have been accomplished. Consider those accomplishments: Buildings have been stabilized, and some have been rebuilt; track has been put back into service; a steam locomotive has been restored to running condition; new coaches have been received; the railroad is in operation again. All of these things are the result of careful planning, hard (but rewarding) work, and a vision for the future.

There's no doubt in my mind that the goals that the EBT Foundation has set for itself and for the railroad will be achieved. It's a supreme gift and opportunity for FEBT's members to be a vital part of that progress. – Gene Tucker

FEBT BOARD AUTHORIZES MORE TRACK MATERIALS TO SUPPORT THE MARCH TO SALTILLO

The FEBT board authorized \$35,200 in December to fund additional track materials to support the March to Saltillo. The materials will consist of tie plates, spikes, and ballast. These materials will enable the installation of all of the 3000 ties purchased in 2023, and provide sufficient materials to allow track restoration to reach Jordan Summit.



A north-facing view of the cleared right-of-way at Jordan Summit, awaiting track restoration. All track materials required to reach this point have now been funded thanks to your donations to the FEBT Campaign. – Dave Bulman photo.

WANTS AND NEEDS

We have some specific volunteer roles we want to fill. Please consider if you could help with these.

FEBT Youth Volunteer Leader – FEBT intends to create a young volunteer program for EBT enthusiasts under age 18. We need someone to organize and lead this program, with help and support from FEBT leadership. The FEBT Youth Volunteer Leader will help to create the next generation of FEBT volunteers. If interested or for more info, please contact Dave Bulman at dbulman115@gmail.com.

DECEMBER VOLUNTEERS

The following members volunteered in December in Rockhill Furnace, Robertsdale, and/or with the track crew. Thanks to all FEBT volunteers for their dedicated efforts to preserve, restore, and interpret the EBT.

Roy Burnham	Jane Clarke	Pete Clarke	Kevin Cogan
Craig Confair	Van Cresswell	Ed DeMott	Jack Fornadley
Tom Hesketh	Steve Jackson	Dave Johnson	Ed Kompare
Daniel Lane	Doug Linebaugh	Joel Myers	John Quinn
Mark Reese	Ryan Rimshaw	Rick Rourke	Gene Tucker
Matt Wall	Chris Wenger	John Widmeyer	Norm Wilcox

MEMBERSHIP BOX SCORE

The Friends of the East Broad Top
membership is up to
2103

UPCOMING EVENTS

<u>Date</u>	<u>Host</u>	<u>Event</u>
January 6, 7	FEBT	Rockhill Work Session
February 3, 4	FEBT	Rockhill Work Session
March 2, 3	FEBT	Rockhill Work Session
April 6, 7	FEBT	Rockhill Work Session
May 18, 19	FEBT	Rockhill Work Session
May 20-24	FEBT	Rockhill Spring Work Week
June 15, 16	FEBT	Rockhill Work Session
July 6, 7	FEBT	Rockhill Work Session
July 27, 28	FEBT	Rockhill Work Session
August 17, 18	FEBT	Rockhill Work Session
September 14, 15	FEBT	Rockhill Work Session
September 16-20	FEBT	Rockhill Fall Work Week
October 4, 5, 6	FEBT	FEBT Fall Reunion
October 26, 27	FEBT	Rockhill Work Session

<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 volunteer session will take place Saturday and Sunday, January 6th and 7th. Please consider coming out for one or more of the sessions to help us continue to preserve and restore the East Broad Top. 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.

If you have questions about volunteering, or have suggestions for our volunteer recruiting efforts, please email me at dbulman115@gmail.com. – *Dave Bulman*

SPEEDERS VISIT THE EBT, MAY 2023



My speeder in front of Orbisonia Station – Dave Sigafosse photo

I became aware of the EBT in 2020 after the announcement of the sale to the EBT Foundation and joined the FEBT in 2022 as a sustaining member. I had seriously considered 'narrow gauging' my Fairmont MT-14, which would have been a significant amount of work for me. Happily, in early 2022 a pair of Beaver Car speeders (made for CN railroad around 1985) came up for auction. These were built as standard gauge speeders and converted to narrow gauge. As the auction was in California, I didn't actually get the car until November of last year.

Keeping in touch with Jamie Haislip, who is a North American Rail Car Operators Association (NARCOA) excursion coordinator, Jamie told me that he had arranged a one-day excursion on the EBT on Tuesday, May 9, 2023, which I looked forward to attending as the first excursion with

my new speeder. I live about 3 hours drive from Orbisonia in western New Jersey, about 8 miles from Pennsylvania, so the drive was easy until I exited I-76 onto SR-641 to US-522. Then I encountered extremely sharp U-turns up the mountain and a one lane section complete with temporary traffic lights, but it was no problem for my V-8 tow vehicle and the speeder only weighing 1250 pounds.



Speeders on the turntable. – Dave Sigafosse photos

I made it to Orbisonia and proceeded to the set-on area, which turned out to be the turntable track lead. A single speeder at a time was unloaded. I just pulled in forward with my trailer, backed up to align with the track, and then backed out once the speeder was unloaded. The speeders were pointed south as we backed onto the turntable. A total of 8 speeders were set on, which I was told was fully half of the known narrow gauge speeders east of the Mississippi river. This was my first time operating my new speeder.

Once we were all set on, we had our safety meeting and proceeded to pull forward onto the turntable, where we were then rotated so we were all pointed north. We proceeded to



back off the turntable and south to end-of-track at Route 475. This was my first time operating a speeder over a stub switch. We proceeded north to the end of passable track, and then backed onto the wye to turn the cars, and again backed up to the end of passable track at the wye. Returning we took the wye at Orbisona to turn the speeders. This was also my first time operating a speeder on dual gauge track. After our return to the station we broke for lunch. Most of all of us went to the Pizza Star restaurant, which had come highly recommended. We repeated the wye-to-wye excursion two more times during the afternoon. At the set-off, some of the speeder operators chose to use the SR-994 crossing, which required turning the speeders at 90 degrees. However, I chose to use the same location near the turntable so as not to deal with automobile traffic. We were on the road home by 4 pm.



The speeder consist, with an EBT speeder in the lead. – Dave Sigafoose photos

I am not a machinist, but do have a Miller MIG welder and a \$200 Harbor Freight band saw. My friend gave me a pair of 2" diameter standard gauge Fairmont A car speeder axles, and I had some extra 16" speeder wheels, so decided to build a trailer car in my spare time. Fairmont speeders have a split front axle to allow for better tracking on curves, so I just cut out 20-1/2" out of the middle and used 2" ID pipe to hold the axle together, using the same design as Fairmont. Given the axle and wheel weight and the extremely good condition of the EBT track, the trailer (and the speeder) operated really well.

By the way, I had just gotten back from a 4,000 mile round trip drive, pulling my speeder on a trailer to Silverton, Colorado, when we rode my speeder on the Durango & Silverton RR, and the following weekend on the Cumbres & Toltec RR. If you are truly interested in narrow gauge railroading, I would highly recommend the trip. And I know that my speeder will be able to tackle the grades on the EBT once the track has been reopened.

Lastly, my wife took 50 minutes of video during our ride on the EBT. I just linked them all together, no music, no narration, no titles and put the video on YouTube. The video link is <https://youtu.be/2zQdeS6tpwM>.

I don't particularly understand why, but my video has received over 32,000 views, which makes it one of the most popular videos about the EBT. CN orange car number CN Rail 140-48 is my speeder. I hope this video and its popularity brings more awareness and support for the EBT.

Again, much thanks to Jonathan Smith, Henry Long, and Nicholas Brightbill for being our hosts on this excursion.

It was truly an enjoyable day. I plan to be back at the EBT this summer for another ride on the EBT. – Dave Sigafoose

DECEMBER FUNDRAISING UPDATE

December was another strong month for the 2024 Campaign. Contributions totaling \$33,310 were received in 96 donations, both new highs for December. This brings us to a 2024 Campaign total of \$168,920 or 76.8% of our goal. FEBT appreciates your generosity in funding its goals of restoring, preserving, and interpreting the East Broad Top Railroad.

2024 Campaign Goal:

\$220,000

December Donations:

\$33,310.00

Campaign Total:

\$168,920.00 – 76.8%

December donors*:

Joel R. Altland	Joe Anderzon	Jerry Angier	Jim Atkinson
Herbert E. Baer	Wayne Baldwin	William H. Barnes	Kendrick Bisset
Kenneth Borg	Jim Botsko	John R. Bowie	Alexander Bowser
Ken Briers	Jeffrey Burridge	Ernest G. Buyok, Jr.	Peter Byers
Wes Camp	David H. Capp	William R. Carson	Walter F. Christensen Jr.
Gerald Clearwater	Daniel R. Cobb	James & Lois Colby	Frank Couch
Bruce Courter	Carson Culp	Patty Cupillari-Humphreys	
R. Daniel Cupper	Daniel Datesman	David Dewey	Al DiCenso
Clifford Dodge	Dean & Louis Edmonds	David Eskelund	Gary Faulkner
Douglas Fink	David & Joyce Foster	John Fowler	Richard Gilman
Robert Grabarek Jr.	John Gummo	Robert Hadsall	Scott D. Heberling
Michael Hegedus	William A. Hessler	Charles High	David Homer
Cliff Howell	Stephen Ingham	Dave Johnson	Victor V. Kidd
George R. Klair	Michael Kopach	Mike Lenzen	John J. LePrince
Donald Lotz	Kevin Lynch	Michael A. Reed	Michael Moore
Jim Mullison	John D. Oehler	Susan B. Olson	Ray Oram
Ted Ostrander	Selwyn Parks	Bill & Lois Reynolds	Danny Rice
Richard Roberts	Bruce G. Saylor	Kevin Scanlon	Linda & Bill Schafer
Douglas Schleef	Warren Scholl	John Sheets	Richard K. Sisson
Robert Smith	George J. Sokol	Chris Spina	David Sullivan
Clay Sutton	Peter Swan	Tim & Janet Tighe	Richard Tower
Vern Van Voorst	Paul Vaughn	Richard Wachter	Donald Way
Walter & Susanna Weart		Terry Woolsey	Joseph Yakubisin

In Honor of Roy Burnham:
Antoinette Burnham

In Honor of Bob Meek:
Kristin Senecal

* - All donors listed represent donations received between November 22, 2023 and December 21, 2023. Donations received after December 21 will be reported in the February 2024 issue due to press time constraints.

Thank you for your generous support!! – *Karen Bulman and Dave Bulman*

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 2,000 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.



FEBT Newsletter editor Doug Davenport (left) took some family time to enjoy the Santa's Trolley and Christmas in Coal Country events over Thanksgiving weekend. It's a great family atmosphere for these events, as I was joined by my brother FEBT volunteer Matt Wall (right), wife Tori (behind me), my children (not pictured), and my parents (sides of foreground) all had a great time. Thanks for making 2023 a productive year. Let's do more awesome stuff in 2024! – Susan Wall 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. Previous issues of the FEBT Newsletter may be found at febt.org/newsletter. 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.