



Craig and Jill Confair build new door frames for the north end of the Car Shop. – Al Gallo photo.

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The assembled group of FEBT members at the February Work Session – Brad Esposito photo

TIMBER TRANSFER CORRECTION

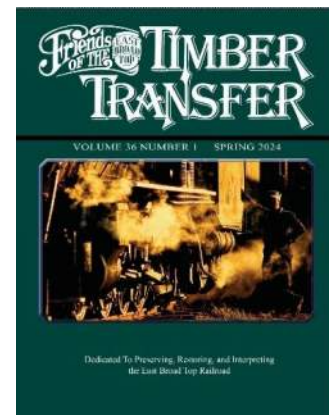
A correction to a correction in the Winter 2023 *Timber Transfer*.

I forgot to include this in the Mailbag column in the Spring 2024 issue:

Lee Rainey apologized for stating that EBT Mikado No. 16 was the most powerful, narrow-gauge locomotive built for service in the US in 1916. She was surpassed by White Pass & Yukon super-consolidation No. 69.

Dave Johnson countered that Lee was correct to begin with because Alaska was not a state in 1916!

– Jane Clarke



FEBT'S VINCENT RYAN AND HUGH G. BOUTELL COLLECTIONS PRESERVED IN THE ARCHIVES

In January, Sammy Bellin, Archives Technician for the East Broad Top Railroad Archives and Special Collections, physically preserved FEBT's Vincent Ryan and Hugh G. Boutell Collections for permanent archival storage. Archival supplies, purchased with the FEBT-awarded Van Horn Foundation grant money, were specifically selected to house the unique collections of over 200 fragile negatives, black and white photographs, and contact sheets.

Rail historians and rail modelers alike owe a debt of gratitude to early railfans Vincent Ryan and Hugh Boutell.

Vincent Ryan, by day a skilled machinist at a research lab, spent many of his off hours pursuing narrow gauges such as the East Broad Top and the ET&WNC, often in company with his friend Jack Alexander (whose photography is also preserved in the Archives.) Ryan's trips to the EBT in the 1940s and 1950s resulted in a collection of 102 negatives notable for a variety of rare views of EBT operations and facilities on its namesake mountain, especially in the strip mining era, and for truck-changing operations at the Timber Transfer.

Boutell was a mechanical engineer who ultimately became Director at the National Bureau of Standards. He also was a pioneer in several aspects of the railroad hobby. For example, he appears to have been among the first to model narrow gauge, judging from a description of his layout in a 1934 issue of *Popular Science*. His first known visit to the East Broad Top was in 1936. This and subsequent trips resulted in over 70 superb photos of many aspects of the EBT.

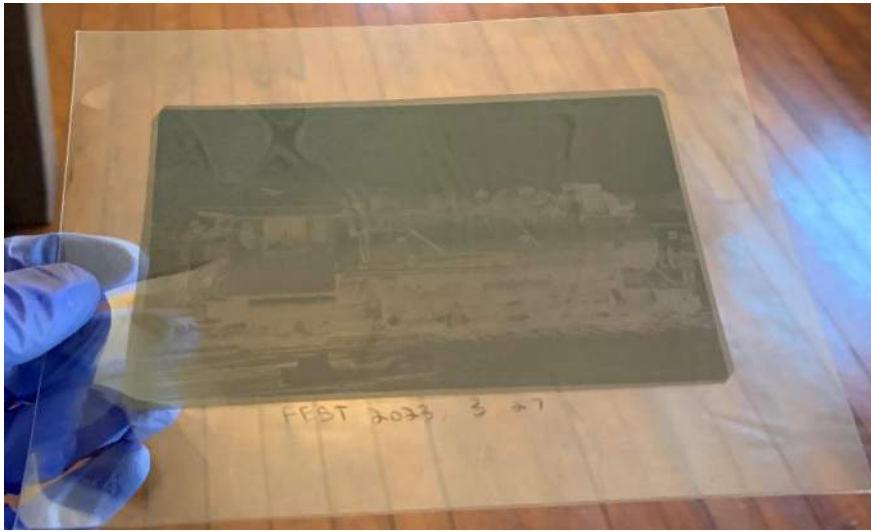
Long-time Friends of the East Broad Top president Hank Inman seized an opportunity to acquire for our organization the negatives and reproduction rights to the EBT images of Ryan in 2002, and of Boutell in 2005. The creation of the joint FEBT-EBTF Archive has at last offered a vehicle to share these materials with the public.

To ensure that the negatives were protected from further age-related damage and deterioration, Julie Rockwell, EBT Archivist, worked with sales representative Abby Shaw from the archival supply company Hollinger Metal Edge based in Fredericksburg, VA. Shaw visited the Archives, demonstrated archival materials, and shared the latest products with Rockwell and Bellin last



EBT Archives Technician Sammy Bellin with Hollinger Metal Edge sales representative Abby Shaw. – Julie Rockwell photo

November. Rockwell began the selection of the best polyester negative sleeves and accompanying components, such as negative/photo envelopes and acid-free, lignin-free boxes that would appropriately fit the odd sizes of negatives not produced to a contemporary standard. Rockwell confirmed sizes with Shaw, who offered a discount on the purchasing order to ensure that the Van Horn grant money was used wisely for the products needed.



Boutell negative FEBT.2023.3.27 housed in polyester sleeve designed for photographs and negatives. – Sammy Bellin photo

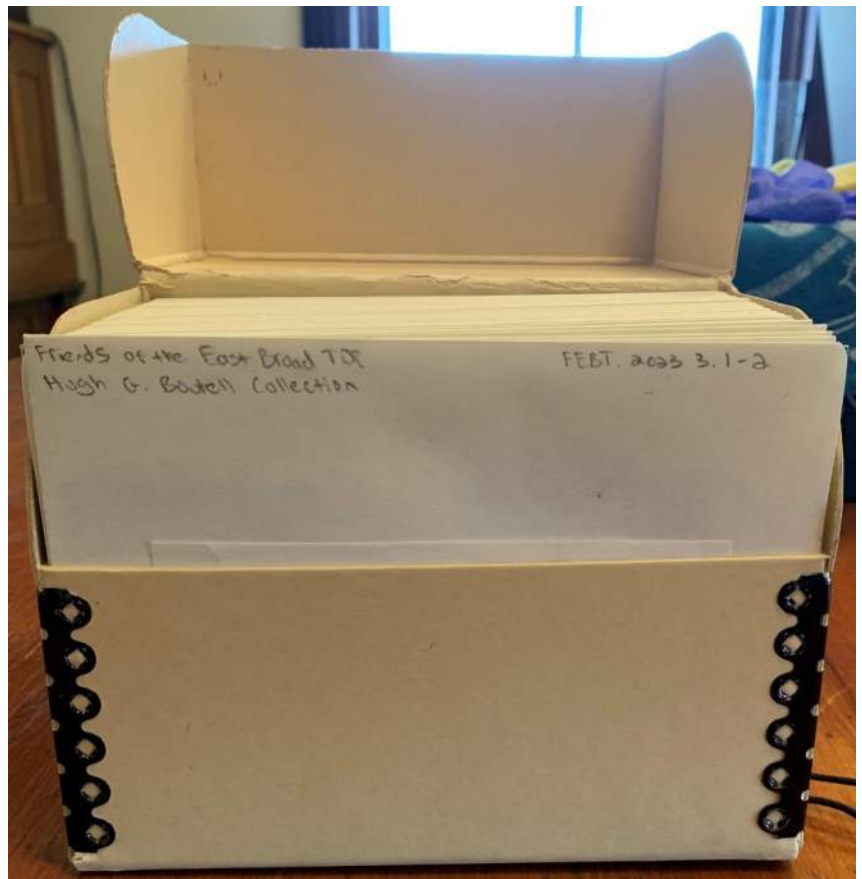
Once materials were delivered in January, Rockwell and Bellin worked to establish a workflow for how the collections would be housed. Depending on their size, one or two negatives were housed in a polyester sleeve to protect the negatives and small photographs. The corresponding catalog numbers (e.g., FEBT.2023.3.27) were then noted using a Stabilo pencil on the sleeve. The sleeve was then placed in an acid-free envelope; including the original paper envelope that housed the negatives. Rockwell and Bellin retained these older envelopes because they contained pertinent information about the image, an associated negative number, or other notes written in the handwriting of Boutell, Ryan, and the donor of the Boutell collection, Robert Hornsby. This is part of what makes these collections unique, not just the images themselves.

Bellin then labeled the new acid-free envelopes with the collection information and placed the envelopes into a form-fitting document box designed for negatives and small photographs. Larger 8 x 10" prints and contact sheets were placed in polyester photographic sleeves and secured in flat file document boxes.

Productivity in the Archives is not just about scanning documents and cataloging the collections for public access; it is also about ensuring that collections are protected and preserved using archival methods and supplies with the best standards possible. Rockwell and Bellin are excited that these fragile and valuable FEBT collections are permanently housed, and that they now have a robust cache of archival supplies of various sorts and sizes to continue this type of work for other FEBT and EBTF collections.

Be sure to visit the Archives webpages to learn more about the Archives and link to the digital catalog: <https://ebtfoundation.org/archives/>. – *The Archives Team*

Perfectly preserved Boutell negatives in archival-quality sleeves and envelopes. – Sammy Bellin photo



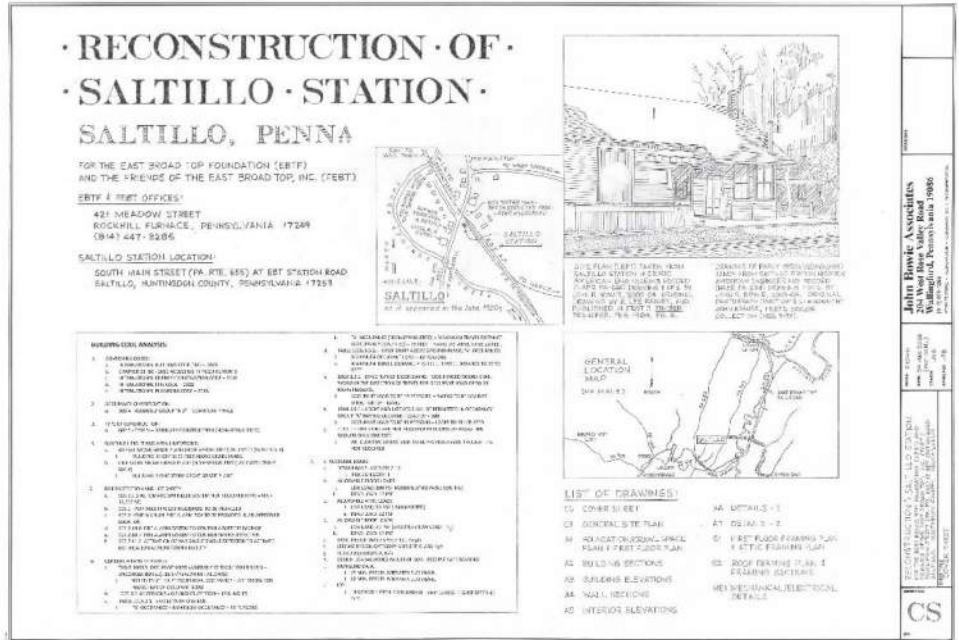
FEBT 2024 CAMPAIGN ENABLES EXCITING PROGRESS

The 2024 Campaign was launched on October 1st to rebuild the Saltillo Station, begin efforts to rebuild the Robertsdale engine house, build a new tender tank for engine 15, fund the EBT archives, and continue the March to Saltillo. Your donations and the dedicated efforts of the FEBT volunteers and EBTF staff have resulted in notable progress on these projects.

Sartillo Station

The construction drawings for the reconstruction of the Saltillo Station are nearly complete. Architect (and FEBT member since 2003) John Bowie reports that the project should be ready for bid soon and ready to begin construction later in 2024, enabled by the success of the 2024 Campaign.

The design of the reconstructed station reflects its layout and appearance during its final years of EBT RR operation in the mid-1950s. It is carefully based on the Historic American Engineering Record (HAER) documentation prepared by Hank Inman and John back in 2003-04. In the reconstruction design, the rooms are laid out the same; the finishes on the building's interior and exterior are the same, and some of the original, historic elements that were carefully salvaged by the Friends prior to the station's demolition in 2005 are being reinstalled in their proper locations within the building. These include the ticket window and counter, and several interior doors.



Above: Cover sheet of the Saltillo Station construction drawing package. – John Bowie rendering

Below: FEBT member John Bowie at his drawing board completing the detailed drawings of Saltillo Station.



The design of the reconstructed building also includes several important changes that give it a high level of flexible usage. For instance, the freight room area is placed at the same elevation as the ticket office and waiting room, and the rest room is enlarged to be fully accessible for persons with disabilities. Recall that the original freight room was 24 inches higher than the waiting room; keeping it at the same floor level gives the space greater flexibility of usage. In addition, the building utilizes a forced air heating system and contains exhibit lighting for display boards on the walls. When the station is completed, it will look just like it did back in the heyday of the EBT RR's operation, and it will provide valuable amenities for the railroad and for the community as well.

Engine 15 Tender Tank



Representatives from Curry Rail Services met with EBTF leadership in early February to review plans to construct a new tender tank for engine No. 15 and have now provided a formal quote to the Foundation for the work. Construction of the new tank is expected to begin this spring. Curry previously constructed the new tank for EBT engine No. 16. This effort is funded from the FEBT 2024 Campaign.

Engine 15 in Robertsdale 1954. – EBT Archives, Jack Alexander Collection, FEBT.2022.2

Archives

The Archives team continues to preserve and make accessible historic EBT materials through your support of the FEBT Campaign. This month a new selection of images has been added to the East Broad Top Railroad Archives and Special Collections digital catalog. The David Johnson Collection now features 116 fantastic images by well-known photographer of the EBT, John Krause. The images were scanned from Krause's original negatives, a collection owned by Dave. Most images will be familiar to a diehard EBT railfan, but there are surprisingly many images not commonly known. The EBTRR Archives and Special Collections is a conjoined operating unit between the EBT Foundation and the Friends of the East Broad Top, funded by the FEBT Campaign.



Newly added photo to the Archives Catalogue by John Krause from the David Johnson collection. – EBT Archives photo

March to Saltillo



The combined FEBT and EBTF track crew track efforts south of Rockhill Furnace have now reached the Route 475 crossing. The ties, spikes, tie plates, and ballast needed to support the next work to Jordan Summit are on hand or in the process of being delivered, funded from prior FEBT campaigns. The \$40,000 generated from the 2024 Campaign has already been released to purchase additional ties that will take us from Jordan Summit to the Rt. 994 crossing. Additional donations will be needed to purchase the other track materials that will be required to get to the 994 crossing and beyond.

Left: Freshly restored track extends south from the IOOF Cemetery Crossing. – Dave Bulman photo.

Below: Newly installed ties adjacent to the Route 475 crossing. – Dave Bulman photo.

The 2024 Campaign goal was \$220,000 to fund this year's projects. Through your generosity, we've now reached 97.3% of our goal. But we need your continued support to get to the goal and beyond.

Donations over and above this year's goal will allow additional progress on 2024 projects with a focus on accelerating the track restoration south toward Saltillo.

The 2024 Annual Campaign runs until Sept. 30, 2024. You may donate online (credit cards and PayPal accepted) at the FEBT Company Store, <https://store.febt.org/donate>.

If you prefer to send a check or money order payable to FEBT, address it to:

Karen Bulman, FEBT Fundraising Treasurer
P.O. Box 43063
Cincinnati, OH 45243

FEBT is a designated 501(c)(3) organization and donations are tax-deductible in the U.S.

– Dave Bulman and Karen Bulman



FEBRUARY FUNDRAISING UPDATE

Thank you for your continued support of the 2024 Campaign. February contributions totaled \$16,245 in 50 donations. This brings the 2024 Campaign total to \$214,002, or 97.3% of our goal. FEBT appreciates your help to support its goals of restoring, preserving, and interpreting the East Broad Top Railroad.

2024 Campaign Goal:
\$220,000
February Donations:
\$16,245.00
Campaign Total:
\$214,002.00 – 97.3%

February donors*:

| | | | |
|--------------------------|-------------------|--------------------------|-------------------|
| Richard Anderson | Robert Bayles | Casper Bocklage | Alexander Bowser |
| Graham Buxton | David H. Capp | Craig Close | Jan W. Crane |
| David Currier | Walter Dietz | Ruth & Thomas S. Dix III | |
| Dr. & Mrs. Lynn A. Dolan | | Frank R. Dziama | Robert Etchberger |
| Gerard W. Farrell | Douglas E. Fink | Peter Gores | James Harrington |
| David Hart | Michael Hegedus | Richard Heizmann | Michael Hurlburt |
| Steve Jackson | Dave Johnson | Walter Keely | Victor V. Kidd |
| Edgar Lecuyer | Kenneth Leiberher | Byron Locke | James Long |
| Irvine & Mary Milheim | | Gene Moser | Joshua Nelson |
| Tom Parkins | Bradford Paulson | Warren Peterson | Craig Piper |
| Dan Schmidt | William Shaffer | Peter Smykla | John Thompson |
| Ted Tumicki | Donald Way | Dennis Whisman | Andrew S. White |
| Tony White | Claude Wiatrowski | Brian Wolfe | |

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

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

2024 FEBT SPRING WALK INFO

The 2024 Spring Walk is approaching. This year's walk will include a tour of Woodvale and the recently cleared Robertsdale wye area (see article on Page 10), with guidance from FEBT Museum hosts. The event will take place Saturday, April 6th. Admission is limited to FEBT members in good standing, and requires a \$5 minimum donation in order to participate. A maximum of 25 members may partake. Please sign up using the SignUpGenius link below before Monday April 1st. Lunch will be included. More details will be published closer to the event.

SignUpGenius link: <https://www.signupgenius.com/go/30E084FA5AE2CA46-48267818-2024>

– *Roy Burnham and Doug Davenport*

BOARD OF DIRECTORS NOMINATIONS DUE MARCH 31ST

The deadline for nominations for Board of Directors candidates is March 31st. If you believe someone would be a quality director, or are thinking of stepping forward yourself, please inform the 2024 Nominations Committee chair. The chairperson rotates each year, and this year it falls to Curt Miller. Please contact him with your nomination recommendations at info@febt.org. Five BOD seats are to be voted on in 2024. – *Curt Miller*

FEBT'S YOUTH PROGRAM BEGINS TO TAKE SHAPE

Plans for the FEBT's upcoming Youth Program, set to begin on Saturday, June 15th, are beginning to take shape. This program is designed for members ages 13 to 17.

The concept for the day's activities, as envisioned currently, includes a gathering time of 9:00 a.m., at which time registrations will be completed. A safety briefing will be offered at that time. Then, a tour of roundhouse and the shop complex will follow. The day would not be complete without a ride on the railroad. We're planning on doing that at 11:00 a.m.

Lunch for the group will take place once the train is back in the Rockhill yard.

In the afternoon, a hands-on activity will get underway. Track work is planned at a location in the Rockhill yard. Another safety briefing, along with an explanation of what the track structure is made up of, and how it functions, will be offered at the beginning of this activity.

The day will wrap up at 4:30 that afternoon.

Our goal is to cultivate an interest in railroads in general, and in the East Broad Top in particular. Giving young men and young women an opportunity to engage in some hard work, with tangible results, is another goal we are pursuing.

Initial registration forms have been drafted. A review of those proposed forms is underway. A review the proposed activities and schedule for the day, the insurance requirements, and the legal aspects of the release form are also underway.

Once those steps have been taken care of, plans for the day can take another step forward.

Adult leaders to assist with the day's activities will be needed. All adults who assist with leading such activities will be required to obtain background clearances that are mandated by Pennsylvania law. Clearances must be submitted by May 15th.

There is no cost beyond the memberships for the day's event. Youth and their parents must have a family membership. Youth must have a student membership, if the family doesn't have a membership.

We're deliberately starting with a smaller program this year, with two events (the other one will be held on Saturday, September 14th). We're also limiting youth participation to twelve.

Please watch for more information as it becomes available. – *Gene Tucker*



*Sharing our passion for the history of the East Broad Top with the next generation is an important part FEBT's mission. – *Tori Davenport photo**

BRUSH CLEARING AT THE ROBERTSDALE WYE

On Saturday February 10th, Doug Linebaugh, Frank Dziama, Greg Kifer, Jane Clarke, Pete Clarke, and Steve Jackson assembled at shockingly snow-free Robertsdale. Called by Doug, the challenge – to clear a walking path along the wye tracks!



This may have been the worst area waiting for us - the north turnout.



Greg took it on.



That same spot now.

Frank can be very persuasive.



Steve led this advance.
Emerging triumphant.



A lot of the north leg looked like this on our arrival.

Strolling through now is a breeze by comparison. And a lot of the brush along the rails is laying loose, waiting to be picked up.

One of our biggest brush piles. Behind it, you can now just picture the railbikes coming back up from Cooks.





A new view of Robertsdale. Brush, take heed!

To borrow from Dr. Zin, “Nice work, my Friends!” And when Frank and I wrapped up, it was looking better than the rest of you last saw. You earned bonus points, in fact. I wasn't looking for it, and it didn't hit me until later, but on my last walk-through, I don't think I saw any litter (Jane especially take a bow). So that was icing on the cake.

There's still work to be done. It's still full of tripping hazards. Like all of Robertsdale, you should only walk it with a tour guide from the museum. We remind you that anything else is trespassing. – *Doug Linebaugh (including photos)*

New Hosts for 2024

Thanks to Charles, Jonathan, Kevin, Lance, and Scarlett (yes, ladies do it too!) who will join the museum host crew this year. It's not too late, won't you join them? It's as easy as sending an email to me (Pete, I don't bite.

FEBT@aol.com)

Here's a silly request. Did you used to work at a restaurant and write up a fancy list of specials on a chalk board? We have a new picture rail in the museum (oh, you should come see it and say thanks to Steve) which will allow us to hang a nice big blackboard with a price list on it. If you've been there and tried to read the tiny font I have to use to

get the price list to fit on one page, you'll be as happy about this as I am. But now we need someone to write up a frilly, multi colored price list for us (not a single artistic bone in my body).

Don't forget that the railroad is open on March 23 and 30, 2024. That means your museum is also open those days. Why not come and visit – walking tours are at their very best when the leaves and bushes are not yet out. Have you ridden a rail bike yet? – *Pete Clarke*

FEBRUARY VOLUNTEERS

The following members volunteered in February 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.

Bill Adams
Jane Clarke
Craig Confair
Chris Connacher
Dave Ebright
Dave Hart
Steve Jackson
Eric Knepp
Simon Ludovico
Dave Padula
Justin Santichen
Lamar Tyson
Charlie Wootton

Victor Booth
Pete Clarke
Jill Confair
Van Cresswell
Larry Fuchs
Tom Hesketh
Dave Johnson
Daniel Lane
Mathew Malkiewicz
Tom Perman
Kevin Scanlon
Mike Wahler
Andy Van Scyoc

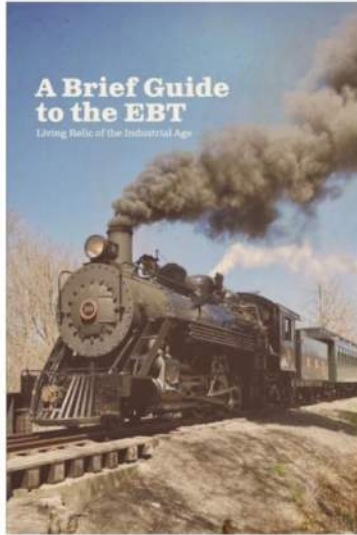
Dave Bulman
Kevin Cogan
Kevin Conklin
Frank Dziama
Al Gallo
Jim Hughes
Daniel Kelly
Doug Linebaugh
Christian McCann
Ryan Rimshaw
Owen Smithmyer
John Widmeyer

MEMBERSHIP BOX SCORE

The Friends of the East Broad Top
membership is up to
2130

Greg Kifer
Eric Ludovico
John Quinn
Rick Rourke
Gene Tucker
Norm Wilcox

COMPANY STORE ITEM OF THE MONTH



A Brief Guide to the EBT Living Relic of the Industrial Age

Edited by Lawrence Biemiller, James H. Tuten, and Ryan Kough

This 115 page, 6x9 inch, softbound booklet is intended as an introduction to the EBT but the information, pictures and high quality layout make this booklet something every fan of the EBT should have!

"Visiting the East Broad Top Railroad? This guide explains everything from the route you'll ride and the whistle signals you'll hear to the history of this unique railroad, a living relic of the American Industrial Age."

A Brief Guide to the EBT is the result of a remarkable collaboration among Juniata College students and faculty members, the EBT Foundation, the Friends of the East Broad Top, and the East Broad Top Archives and Special Collections."

\$23.95 Member Discount Applies Shipping \$7.50

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.*

FEBT COMPANY STORE NEW, BACK IN STOCK AND COMING SOON



HO Scale EBT Water Tanks

The water tank at Coles Station is the last surviving enclosed water tank of several that once stood along the EBT main line and branches, and was likely built around 1910. The tank was fed by a single cylinder gasoline

engine powering a vertical stroke pump via a flat belt. The water supply was a cistern adjacent to the rear of the tank, fed by pipe from a spring a few hundred feet toward Sideling Hill from the tank.

The foundation, waterspout and chimney are unique resin parts designed just for these kits. They include interior support and framing for those who wish to add interior details.



The water tank at Saltillo was one of several that once stood along the EBT main line and branches. The tank was built in the early 1900's. The tank was heated with a small potbelly stove to keep it just warm enough to prevent the water for steam

locomotives from freezing during cold weather. The water supply was a cistern adjacent to the right side of the tank, fed by pipe from a creek right by the tank.

\$89.95 each



Now On Sale \$10 While Supplies Last!

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.

TRACK WORK ON JORDAN SUMMIT AND IN THE YARD

The FEBT track gang's focus, since the last report, has been two-fold: Longer-range preparation for work heading south from Jordan Summit, and also maintenance and upgrading in the Rockhill yard.

Preparing the Way for the Work Heading South

In recent weeks, the railroad's management has begun to focus on the work which will take place further south from the PA Route 475 crossing. To that end, clearing of trees and vegetation from the right-of-way south of the Pogue bridge has taken place. FEBT personnel assisted the railroad's full-time staff with this process of dismantling joints in the rail so that the sticks of rail could be set aside.

A bit further north, FEBT personnel began dismantling joints in the rail from a point just south of the overhead bridge at Jordan Summit. This work began during the February Work Weekend, on Saturday, February 3rd. On that day, we reached a point about seven hundred feet north of the McCoy Road crossing. Since then, the railroad's full-time staff, assisted by FEBT personnel, have dismantled the remainder of the rail southward to the PA Route 994 crossing near Southern Huntingdon HS. As part of this process, the sticks of rail have been set aside there as well. Some grading of the right-of-way has taken place.

All of this preparation will allow a speedier reconstruction of the track once the various pieces of the plan and the preparations have fallen into place.

When a decision is to be made about the best way to approach the rehabilitation of track, especially when the track has been out-of-service for some time (as is the case with the EBT, where the track south of the Rockhill yard has been out-of-service since 1956), two choices usually present themselves: One approach is to remove all the rail, whatever ties still exist (there are none in the track we're dealing with presently), the joint bars and the various fasteners, and to set everything aside. The other approach is to leave the rail essentially in place and to begin the work from that point, with the rail pretty much in its previous place. The decision was made by the railroad's management to remove everything, grade the right-of-way down, and start all over again. This



Bolts are removed from the rails on the south face of Jordan Summit. The rails have been pushed to the side to allow for regrading of the roadbed. New bolts will be installed when the rails are reassembled. – Jack Fornadley photo

approach has much to commend it, especially when the length of time that the track has been out-of-service is considered. In the final analysis, this approach will pay good benefits over time.

Doing Away with the Old and (Re)constructing the New

If you've taken a tour of the shop complex, you may have noticed some steel plates in the track near the west side of the shop complex buildings, nearby to the Sand House.

Those steel plates covered an inspection pit, which was about five feet deep, and which had a set of steps leading down into the pit on the north end. (We were told that FEBT personnel built those steps some years ago.)

The railroad's Track Foreman Henry Long provided some background on this pit and its use: Back in time, the pit was used by hostlers as they brought engines in from road service to be serviced, filled with coal (at the coal tipple) and filled with water (there was a stand pipe adjacent to the pit). The hostlers would make use of the pit to have a good look at the underside of the locomotives.



Over time, that inspection pit had fallen into sad shape. The track above the pit needed better support. So the decision was made to do away with the pit entirely, to provide a new and much-improved basis for support of the track, and to make use of rail from elsewhere in the Rockhill yard for the work.

Four sticks of # 65 ASCE (ASCE = American Society of Civil Engineers) rail were obtained from the ramp track leading up to the coal tipple for the rebuilt track over the pit area. (Never fear, this track can be rebuilt at some point in the future, despite the temporary use of some of its rail for use elsewhere.) The rail spans the site of the old pit. It

An in-progress view of the trackwork around the inspection pit fill. – Al Gallo photo

also comprises the moveable components of the stub switch just north of the area.

Since the preparatory process for each day's operations involves the movement of the engine over the track in this area, the work done there will improve the movements of the engine to the area where the train will be made up.

People: Our Greatest Asset

During this reporting period, twenty-one persons have engaged in our work (they are named in the list of the volunteers in this issue of the newsletter). Truth be told, we wouldn't be able to get anything done without generous and talented personnel. So, "thank you" to each of you who have been able to join us this month. In addition, it's always a good practice to mention those who are new to our efforts. We welcomed Lamar Tyson and Daniel Kelly to our ranks during the February Work Weekend. Welcome, Lamar and Daniel! – *Gene Tucker*

ROCKHILL FEBRUARY WORK WEEKEND SUMMARY

The February Rockhill work weekend was held on Saturday February 3rd and Sunday the 4th. The weather was favorable, and we had a good turnout with 25 on Saturday and 15 on Sunday. FEBT volunteers made good progress on a variety of projects.

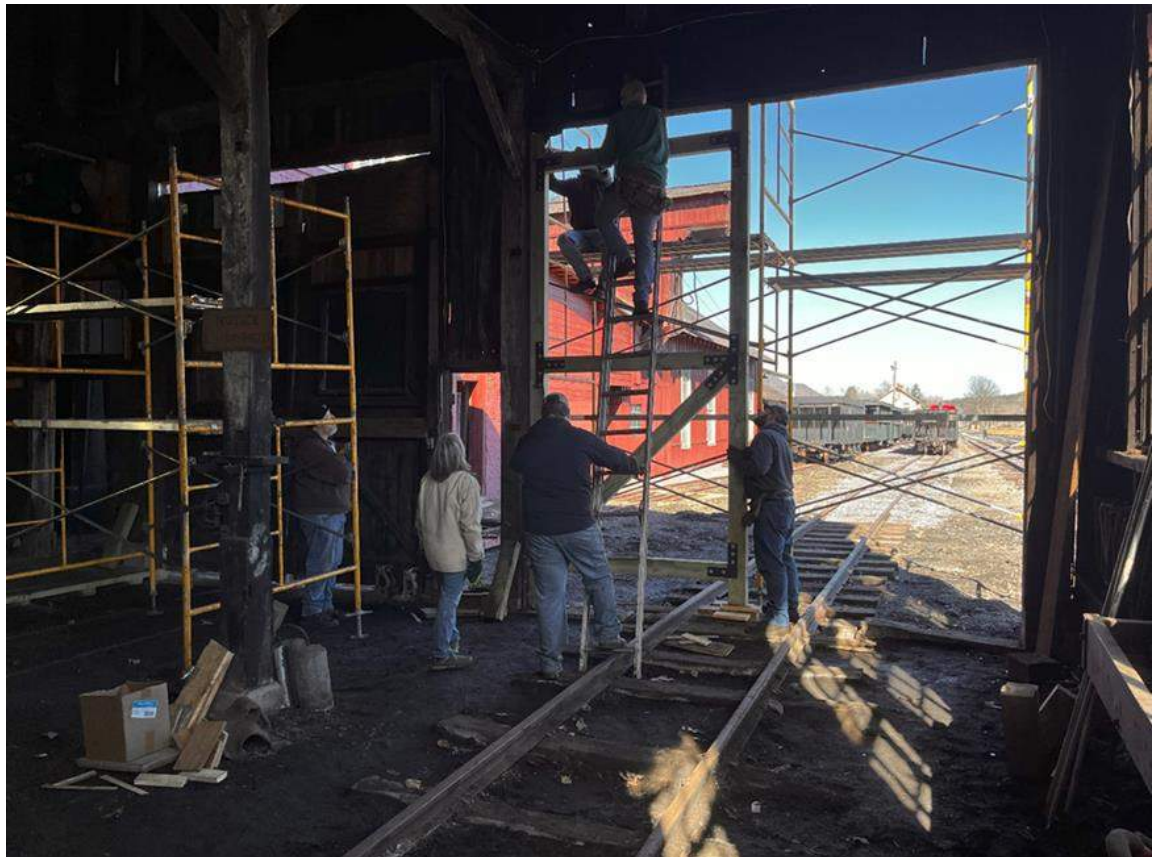


On Combine 14, window sashes were fitted in the passenger compartment, restoration work continued on the seats, electrical connections for the sound system were installed, and the baggage area ceiling was scuff sanded and prepped for paint.

Left: Newly installed window sashes in Combine 14. – Al Gallo photo
Below: Kevin Scanlon, Jill Confair, Al Gallo, Brad Esposito, Craig Confair and Ryan Rimshaw install one of the new door frames in the car shop north wall. – Dave Bulman photo

The carpentry crew made excellent progress on the Car Shop north door project. Frames for the east doors were completed and fitted into their openings to ensure proper clearances and alignment, and assembly of the third door frame for the west door set was begun.

The track crew was busy Saturday dismantling rail joints south of Rockhill Furnace. (See article on Page 15)



Our small but dedicated window crew (see Wants and Needs below) began dismantling the old Car Shop north door windows in preparation for their restoration and eventual installation in the new doors.

The Storehouse crew focused on sorting the remaining hardware, temporarily stored in the engineer's cubby, and moving them to the proper bins. The final shelves were also re-installed in the Storehouse lean-to.

Work continued on Boxcar 174 with cutting and fitting of new oak floorboards. By the end of Sunday's session, new boards had been installed across the door opening.



Thanks again to the Rockhill Trolley Museum for providing lunches (for a donation) to the FEBT volunteers both days.

Top: Bill Adams disassembles a Car Shop window prior to restoration. – Al Gallo photo.

Center: A view of the counter area of the store house lean-to with shelves installed and hardware back in the bins. – Dave Bulman photo.

Bottom: Owen Smithmyer moves material inside Boxcar 174 in preparation for installation of new floorboards. – Al Gallo photo



WANTS AND NEEDS

We can always use more volunteers at our Rockhill work sessions, and for other FEBT activities. One particular area we really could use more help with is window restoration in Rockhill. Bill Adams leads this important effort and could use up to 5 volunteers at each work session. Too often, Bill has been the only one signed up and working this project. This work is not too physically demanding, and only requires the ability to scrape and paint. Please consider helping with this project. Contact Charlie Wootton, the Rockhill volunteer coordinator, at rhrestoration@febt.org to get on the sign-up distribution, or contact me at dbulman115@gmail.com if you have other questions. – Dave Bulman



UPCOMING EVENTS

| Date | Host | Event |
|--------------------------------|---------|--|
| March 2, 3 | FEBT | Rockhill Work Session |
| March 23, 24, 30 | EBT | Easter on the Rails |
| March 23 | RTM | Easter Bunny Trolley |
| April 6, 7 | FEBT | Rockhill Work Session |
| April 6 | FEBT | Spring Walk |
| April 19, 20 | FEBT | FEBT Museum Host Training |
| May 11, 12 | EBT | EBT Goes to War! |
| May 18, 19 | FEBT | Rockhill Work Session |
| May 20-24 | FEBT | Rockhill Spring Work Week |
| June 8 | RTM | Johnstown Trolley Day |
| June 15, 16 | FEBT | Rockhill Work Session |
| June 15 | FEBT | Youth Work Session |
| July 6, 7 | FEBT | Rockhill Work Session |
| July 21 | RTM | National Ice Cream Day |
| July 27, 28 | FEBT | Rockhill Work Session |
| August 3 | RTM | York Railways 163 Day |
| August 17, 18 | FEBT | Rockhill Work Session |
| August 17, 18 | BTACMHS | Robertsdale Community Days |
| September 12, 13, 14, 15 | EBT | Central Pennsylvania Ragtime & American Music Festival |
| September 14, 15 | FEBT | Rockhill Work Session |
| September 14 | FEBT | Youth Work Session |
| September 16-20 | FEBT | Rockhill Fall Work Week |
| October 4, 5, 6 | FEBT | FEBT Fall Reunion |
| October 5 | RTM | Fall Spectacular |
| October 12, 13, 19, 20, 26, 27 | EBT | PEANUTS Great Pumpkin Patch Express |
| October 26, 27 | FEBT | Rockhill Work Session |

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| 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 |
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UPCOMING ROCKHILL FURNACE VOLUNTEER SESSIONS

The next Rockhill volunteer session will take place Saturday and Sunday, March 2nd and 3rd. 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*

FEBT MUSEUM SCHEDULE

The FEBT Museum will be open Saturdays during Easter on the Rails, March 23rd and March 30th, from 10:00 AM to 4:00 PM.

Training for museum hosts is scheduled for Friday April 19 and Saturday April 20. Contact Pete (febt@aol.com) to join the group of hosts.

Standard tourist season hours will begin on Saturday, May 4th. Operating hours will be Saturdays, 10:00 AM to 5:00 PM.

JOIN OUR NEIGHBORS AT ROCKHILL TROLLEY MUSEUM

Just across the street from the Orbisonia Station is another all-volunteer organization which we partner with frequently. Rockhill Trolley Museum, the operating arm of Railways to Yesterday, Inc., preserves the history of a different form of rail transportation: electric trolley and interurban cars. While Rockhill/Orbisonia never had an electric trolley system of their own, nearby communities such as Huntingdon and Lewistown did in the early 20th century. The collection of 23 electric vehicles, 12 of which currently operate with another two cars nearing completion of major work or restoration, represents cars native to Pennsylvania or typical of those operated within Pennsylvania.

Rockhill Trolley Museum's demonstration electric railway provides the only opportunity to see and ride along approximately 1.75 miles of the East Broad Top Railroad's Shade Gap Branch, albeit re-laid with standard gauge track and trolley wire installed overhead. One of the East Broad Top Railroad's early major sources of revenue was the Rockhill Iron Furnace, whose ruins can be seen along the right of way.

FEBT and RTM volunteers work together on track maintenance on the shared RTM/EBT trackage in Rockhill. – Eric Knepp photo



Rockhill Trolley Museum volunteers perform every function of the museum. While trolley operators are the most visible volunteers, it takes a village of volunteers to operate the museum. Trolley cars, equipment, track, overhead wire, buildings, grounds, and infrastructure all require regular maintenance. Enhancing the operational fleet often requires extensive research and restoration of trolley cars that perhaps haven't operated in decades. Not all volunteering takes place onsite as event planning, advertising, fundraising, and other administrative business is often done from home. You can learn more about becoming a volunteer at rockhilltrolley.org/contribute/volunteer.



Friends of the East Broad Top and Rockhill Trolley Museum have a long history of working together. Rockhill work session volunteers benefit from the museum's restroom and shower facilities, lunch availability onsite for a donation, and use of the pavilion for work week social activities. In turn, Friends of the East Broad Top volunteers help Rockhill Trolley

The M-1 and York Railways 163 pose in Rockhill during the 2021 Winter Spectacular. RTM members have assisted in maintaining the M-1 for decades. – Eric Knepp photo

Museum with annual spring track work projects.

You can support the partnership by becoming a Rockhill Trolley Museum member yourself! Associate members (\$35/year) receive the quarterly newsletter, enjoy an annual pass to ride the trolleys, gain exclusive access to the annual members day, and have the opportunity to volunteer. Sustaining Members (\$50/year) receive the same benefits with the additional opportunity to learn to be a trolley operator. You can learn more about membership levels, including family membership, and complete the online membership application at rockhilltrolley.org/contribute/become-a-member.



With your membership and support, you can help ensure that trolleys continue to meet the trains in Rockhill as they have for more than 60 years!

Learn more about the organization by visiting <https://rockhilltrolley.org/>.
– Eric Knepp

FEBT members take in a Tony Reevy presentation of The Railroad Photography of Phil Hastings during the 2023 FEBT Spring Work Week in the RTM pavilion. – Eric Knepp photo

NEW BOOK ON BROAD TOP HISTORY

A bit of local railroading history has chugged into the area. After years of anticipation, fans of the Huntingdon and Broad Top Mountain Railroad (H&BT) can now purchase Volume III of the four-part series, “From Coal to Glory: The History of the Huntingdon and Broad Top Mountain Railroad & Coal Co.”

Penned by Broad Top area historian Ron Morgan of Robertsdale, the 80-page publication looks at the growth and development of the standard gauge railroad from 1852-1930. The paperback publication also contains numerous black and white photos, many of which have not appeared in previous publications.

The first volume of the H&BT history was released in 1988 by co-authors Ron Morgan and the late Jon Baughman, also an eminent Broad Top area historian and newspaper publisher/editor/journalist. Volume I covered the period 1852-1874. A second volume was released in 1992, which took readers from 1874 to 1900, about the time the coal-hauling railroad neared its peak of operations between Huntingdon and Everett/Bedford.

The final installment of the H&BT history (Volume IV which will be released sometime in 2024-25) will follow the railroad’s demise and scrapping in the early spring of 1954. The release date will be announced sometime in 2024.

In addition to the eight chapters and photos appearing in Volume III, a memorial appears in the publication remembering the late Mr. Baughman who died Dec. 8, 2014. In addition to the first two editions of the H&BT history, Baughman is

credited with writing numerous other history books about Bedford and Huntingdon counties, the Broad Top area, as well as other historical topics. Baughman was also the owner/publisher of the weekly Broad Top Bulletin beginning in 1973. The new H&BT history briefly looks back at the chartering of the railroad, construction of the main line and several branch lines which tapped the Broad Top area's rich semi-bituminous coal mines. Other chapters focus on the area's iron industry, coal mining notes, recollections of the 52-mile railroad by several H&BT fans along with references to other industries which flourished along the railroad's mainline and branch lines.

Morgan is no stranger to area history enthusiasts, many of whom read his weekly columns in The Daily News, Broad Top Bulletin and the Bedford Gazette/Shoppers Guide. Over the decades, he co-wrote a number of local publications with close friend and colleague, Jon Baughman, as well as numerous other books which focus on the H&BT, EBT, logging railroads, the former coal mining villages of Robertsdale and Wood, antiquities about Bedford, Fulton and Huntingdon counties and the Broad Top area coal mining dynasty.

The newest H&BT history was published by the Bedford Gazette and is a fundraising project of the Robertsdale-based Broad Top Area Coal Miners Historical Society and Coal Miners Museum. All profits from the sale of the publication go to the nonprofit historical society, an arrangement Morgan agreed to last year.

"The H&BT history represents another marketing effort by the Coal Miners Museum to compile, promote, and perpetuate the history of the Broad Top Coal Field in Huntingdon, Bedford and Fulton counties," noted Morgan. "The H&BT, along with the narrow gauge East Broad Top Railroad, helped open up the coalfield to eastern markets while establishing numerous railroad depots and communities between Huntingdon and the Everett/Bedford area."

The new H&BT history can be purchased for \$18, plus \$5.00 (media mail) to cover postage and handling. Although the Coal Miners Museum is currently closed for the season, plans to sell the book in other locations have been arranged for the winter months. The museum's 2024 season begins Saturday, May 4th.

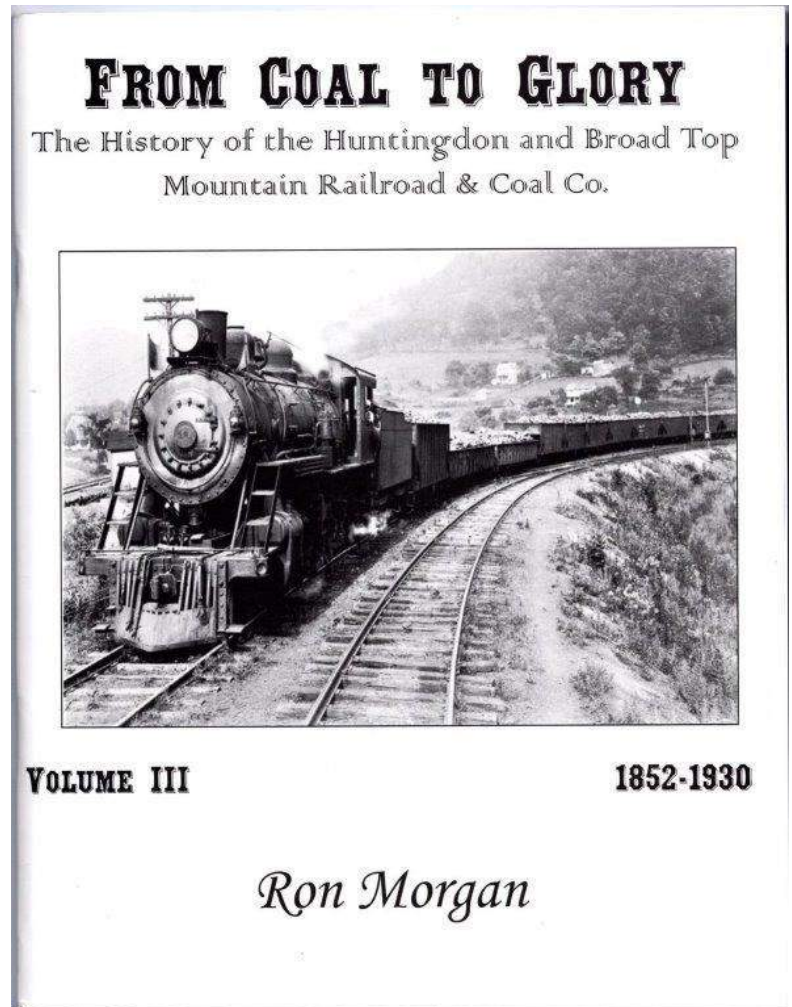
Mail orders and checks, payable to:

Broad Top Area Coal Miners Historical Society
P.O. Box 231
Robertsdale, PA 16674.

Also available is a limited supply of H&BT histories volumes one and two. Mail orders and checks (made payable to Judy Baughman) to:

Judy Baughman
Box 215
Dudley, PA 16634
Phone: 814-635-3905

The cost of each book is \$18 plus \$5 (media mail) to cover postage and handling.



“I hope that steam railroad fans and other local history devotees will enjoy the newest H&BT edition and understand the role the railroad played in the industrial and transportation growth of central Pennsylvania,” concluded Morgan.

– Ron Morgan

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.



Lamar Tyson prepares oak floorboards for installation in Boxcar 174. – Al Gallo 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.