



The Stone House and Storehouse stand out in the winter darkness during the January 2025 work session. – Dave Bulman photo

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Roger Stier and Dave Ebright cut trim pieces for Combine 14 in January 2025. – Al Gallo photo.

JANUARY 2025 WORK SESSION RESTORATION UPDATE

FEBT volunteers were back in action in Rockhill Furnace on the first weekend of January. Twenty hardy volunteers braved the cold on Saturday, January 3 and 11 were on hand Sunday the 4th. Crews continued work on the March to Saltillo (see article on Page8), Combine 14, Boxcar 174, windows, and both the Storehouse and the Stone House.

Combine 14 (in the heated paint shop) made progress in a number areas. Volunteers fitted the remaining platform gates, mounted the stirrups beneath the large baggage doors, polished interior light fixtures, and continued cutting and fitting remaining trim pieces.

On Boxcar 174, installation of supports for the interior sheathing continued.

The window crew was busy scraping and cutting glass panes in preparation for more window sash restoration later this year.



Above: Andy Van Scyoc and Charles Geletzke Jr. install the platform railing on Combine 14. – Al Gallo photo.

Below: Alex Cook tightens bolts on boxcar 174 to secure the interior sheathing support. – Al Gallo photo



The Storehouse crew continued to organize and store pipe fittings on the second floor and returned all locomotive stay bolts to the proper bins on the first floor. These had been stored in the Roundhouse during the Storehouse's restoration.



Left: Locomotive stay bolts back in their proper bins inside the first floor of the restored Storehouse. – Dave Bulman photo



On Sunday, a group of the FEBT volunteers helped Brad Esposito move a set of large cabinets from storage into the newly renovated Master Mechanic's Office in the Stone House. These cabinets were original to the office but had been removed many decades ago. The set consisted of two assembled free-standing cabinets and a disassembled one that was built between the two. Volunteers made repairs to individual pieces of the center cabinet and began the process of reassembling it so that EBTF team members could complete the assembly after the work weekend.

The completed original cabinets in the Stone House's Master Mechanics Office. – Brad Esposito photo

This was a great start to our 2025 efforts in Rockhill, but there is much more to do. We can use more volunteers on all projects. If you'd like to help with these and other projects, please consider joining us! – Dave Bulman

THE ACORN SOCIETY: MIGHTY OAKS FROM LITTLE ACORNS GROW

The logo of the East Broad Top Railroad is the outline of the fruit of the oak tree, a tiny acorn. To a great extent, the tiny acorn symbolizes where the Friends of the East Broad Top and the EBT Foundation are in our efforts to reclaim and restore what everyone envisions will become one of America's premier heritage sites. Over the coming years, we all hope to mount a robust effort to reach Robertsedale and Mount Union, to restore the shops and our steam locomotives, and to dramatically expand our train operations.

The phrase, "Mighty oaks from little acorns grow", originally credited to the 13th century English writer Chaucer, also defines our vision. Achieving it isn't easy, and the Acorn Society has been created to recognize those who have invested not only their financial resources but their sweat equity as volunteers.



Society members receive as an annual achievement award, a dated coin and a lapel pin, that recognizes a contribution for the year of \$2400, 100 hours of volunteer service, or a combination thereof, or other significant service to either organization. For 2024, 65 FEBT members qualified for membership in the Society along with board members, employees, and friends of the EBT foundation.

If you'd like to be part of the Acorn Society and play a bigger part in the restoration of the East Broad Top Railroad, consider volunteering or giving. See the FEBT website at <https://febt.org/> for more information. Both the Friends and the Foundation are 501(c)(3) organizations. – Pete Claussen

The Acorn Society coin and pin for 2024. – Matthew Malkiewicz photo

PREPARING FOR A FUN SUMMER AT THE MUSEUM

What happens in the cold months when the museum is closed? Nothing? No. We've been busy doing fun stuff like taking inventory, re-ordering sale items that sold well, updating procedures, answering late night calls when door alarm batteries (that we had not been told about) run low and have to be replaced, planning new displays, planning new events. Lots of "fun" behind-the-scenes type stuff.

What you need to know is that we have this year's schedule set. We will be open on (at least) 34 days this year. The full schedule is listed on our website <https://febt.org/robertsdale-museum/>. We have already been contacted by two groups who want special tours, and we expect more of those again this year. Speaking of more, with No. 16 expected to run again this year, we expect more visitors than we've ever had. Add in the excitement of the "March to Saltillo" and then who knows what other exciting things the railroad will do this year? We could use your help.

"Gee Pete, I don't know. I'm no EBT expert, I don't know how to enter a sale or donation. I don't know how to lead a walking tour. I'm not even sure I know what a railbike is. I'm not strong enough to do track work."



FEBT Museum hosting is a fun group activity. This view is of the training session held for the 2024 season. – Jane Clarke photo

Those concerns were true for every one of our hosts at one time. Heck, I had those same concerns! All you need to supply is your interest in the EBT and a desire to share that interest with others. Hosts sign up to host, not work. Some also join in work crews, but that's not part of the "host" commitment. "Commitment", is that word is a stumbling block? While it's true that the more often you are there, the sooner you'll feel comfortable, the only commitment is that you'll try to be there sometimes. Some come very regularly, some can only get there a couple times per year. Everything, anything helps. You'll learn all the rest, just like all of us have. And while you learn you will be surrounded and supported by experienced hosts. So why not give it a try? Do I need to remind you that in order to volunteer for any task, including being a host, you must be a member of FEBT.

Host training days are scheduled for Friday, April 25 and Saturday, April 26. So there's a training day available for you if you still work, and one for you if you are retired (or want to take a day off!). Please don't just show up, contact me first so I know who's coming. My email address is pretty easy to remember, it's febt@aol.com.

I really hope to hear from you and see you join the host crew. – Pete Clarke

A PRODUCTIVE START TO 2025 FOR THE ARCHIVES

FEBT volunteers in January continued to support the Archives staff in their mission to protect, preserve, and provide access to the history, memory, and legacy of the East Broad Top Railroad. Lee Rainey and Scarlett Wirt continue to support the EBT Archives program as the core FEBT volunteer team members who support daily operations and activities. Vagel Keller continues to work on supplemental finding aids and indexes for bound volumes. Craig Miller spent two days with the Archives continuing inventory on the maps and drawings collection, in which an oversize EBT survey map from 1871-72 was discovered that features a survey of points east from Mount Union. Miller also assisted

Sammy Bellin and Julie Fether Rockwell to inventory and store monthly bundles of daily train reports, 1950-1956, found in the downstairs Orbisonia depot vault. Kevin Nolish is supporting project work on the NEH Preservation Assistance Grant awarded in 2023. Kevin is helping to interpret temperature and relative humidity data reported-out from the environmental monitoring data loggers housed at the FEBT Robertsedale Museum and two of the Orbisonia Passenger Station vaults. The Archives also made progress in the following areas:

Grants

- A grant application was submitted to the National Railway Historical Society for their Heritage Grant program. If awarded, the funding will support the “East Broad Top Railroad Archives: Secure Storage Project” to purchase archival storage shelving units to store processed archival collections owned by the Foundation and the Friends.

Collections

- Archives Technician Sammy Bellin continued to work on scanning and cataloging new additions to supplement the EBT Board of Directors’ and Stockholders’ Minutes Collection, and a new photograph collection donated by Arnold Menke. Stay tuned!

Provide Access

- Scanning and cataloging a variety of collections continues for release to the public. A small collection of materials were featured in January on the Digital Catalog: <https://ebtarchives.catalogaccess.com/exhibits?search=&page=1&size=10&withImages=false>. The EBT Board of Directors’ Minutes, Volumes 10 and 12, were released with indexes created by Vagel Keller. All 12 volumes of the minutes are now publicly available with the indexes for free download to help researchers search the volumes online. A scan of original signage announcing the closing of the Three Springs Station in 1954 went online, and an EBTRR&CCo. Timetable from 1904 that had attached several pieces of correspondence, and a “Statistical Returns” report dated January 1903.

– Julie Fether Rockwell and Dave Bulman

Above: Kevin Nolish documents an oversized survey map from 1871. This is the second such map he has discovered while volunteering with the Archives. – Julie Fether Rockwell photo
Right: Timetable No. 20 is one of many items now available online from the Archives. – EBT Archives collection



EBTF.2023.1.150

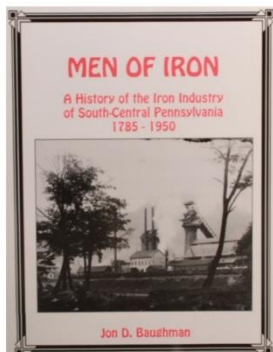
EAST BROAD TOP RAILROAD COMPANY.														
Time-Table No. 20, in Effect MONDAY, JANUARY 11, 1904.														
NORTHWARD.										SOUTHWARD.				
No. 7. No. 5. No. 3. No. 1.										No. 2. No. 4. No. 6. No. 8.				
P. M. A. M. P. M. A. M.										A. M. P. M. P. M. A. M.				
STATIONS										STATIONS				
82 Lv. Woodvale Ar. 31.4										7.00				
192 Robertsedale										29.8 11.30 6.25 2.00 6.55				
23 Cooke										27.3 11.18 6.13 2.40 6.45				
4 Martins										26.2 11.13 6.08 2.35 6.40				
12 Rocky Ridge										25.4 11.08 6.03 2.30 6.35				
30 Coles										24.4 11.02 5.58 2.25 6.30				
3 Kimsell										22.8 10.50 5.45 2.15 6.18				
58 Siltola										18.8 10.30 5.25 1.55 5.58				
32 Three Springs										17.1 10.23 5.12 1.45 5.50				
33 Poge										13.9 10.12 4.57 1.27 5.40				
25 Rooster Junction										12.3 10.03 4.50 1.20 5.34				
134 Orbisonia										10.9 9.50 4.45 1.15 5.30				
19 Shirley										6.4 9.35 4.20 1.14 5.15				
38 Angewick										3.9 9.22 4.08 1.12 5.02				
358 Mt. Union Yard										8 9.10 4.35 1.10 5.20				
Ar. Mt. Union Lr.										0 9.05 4.30 1.15 5.15				
P. M. A. M. P. M. A. M. P. M. A. M.										A. M. P. M. P. M. A. M. A. M. P. M.				

Train No. 8 will have right of track over train No. 1 between Orbisonia and Coles.
All trains run daily except Sunday.
The Company reserves the right to vary from the above Time-Table without notice.
Standard Time—73rd Meridian, or Eastern Time.
S—Regular Stop. F—Stop on signal. T—Trains will not stop.

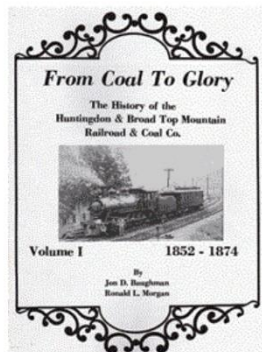
Pennsylvania R. R. Trains Leave Mt. Union
WESTWARD—5:27 A. M., 11:07 A. M., 2:08 P. M., 5:25 P. M., 8:18 P. M.
EASTWARD—8:42 A. M., 12:54 P. M., 3:26 P. M., 7:29 P. M., 10:32 P. M.

R. S. SEIBERT, General Manager.

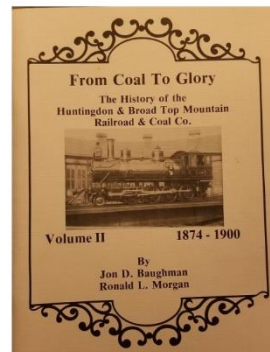
FEBT COMPANY STORE NEW, BACK IN STOCK AND COMING SOON



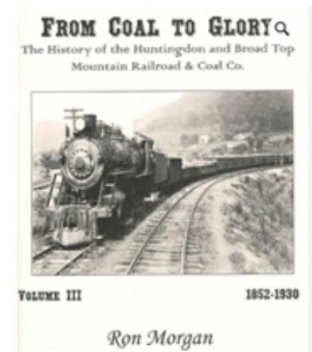
\$18.00



\$20.00



\$20.00



\$22.00

EBT Region Local History Books Back In Stock

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.

FEBT COMPANY STORE ITEM OF THE MONTH

Salttillo Station in HO Scale

This small station has many features that makes modeling it fun: bay window, loading platform, and small footprint.

Your layout can feature this station! The Salttillo Station kit from B.T.S. Structures is now available at the Company Store. This kit consists of laser-cut basswood, cardstock, and plywood, pre-cut adhesive-backed shingles, signs, and correctly-spaced siding. The tabbed construction eases assembly. Interior partitions are included. HO-scale.

\$59.95

Sorry, Member Discount is not available for this item.



Also available are the HAER
Salttillo Station drawings



Complete Set of 6 Drawings **\$54.00**
Individual Sheets **\$9.00 ea**

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.

TRACK NOTES FOR JANUARY

During the winter months, when Mother Nature “gifts” us with colder temperatures and dollops of white, fluffy snow, the pace of track work often slows down. That’s been the case since the last report. To be sure, some tasks in wintertime are ongoing, including planning for our work in the warmer months which are sure to come (in their own good time, and on their schedule). We’ve been busy looking ahead and planning our work for the year.

Pushing Back Against the Encroachments of Mother Nature

Another thing we can be about in this time of shorter, colder days is to brush cut. And we’ve done a good bit of that in two work days recently. We’ve concentrated on working ahead in Saltillo, beginning at a point near where the station formerly stood, and proceeding north from there. Building on cutting that was accomplished in December, we’ve managed to cut almost all the vegetation to a point about 1,400 feet north of the station site. Doing this work now, when we are limited in our ability to do other things, is a prudent move. Working ahead is never work that will go to waste. The next step to be accomplished in this work is to chip up and remove what’s been cut and which lies on the ground at the moment. We’re hoping to be able to do that in the foreseeable future.



Track crew members work on clearing brush, working north from Saltillo. – Al Gallo photo

Thirteen of our number assisted in our brush cutting during this reporting period. Many thanks to these folk who braved cold temps to assist. We were delighted to welcome two who are new to our work: Matt Carter and Blake Rimmey. Welcome, gents!

The Care and Feeding of Jointed Rail

Since we haven’t been very busy lately, I thought I’d spend some article space talking about the care and feeding of jointed rail, a subject that – perhaps – not many people give much thought to. But because EBT has miles and miles of jointed rail, it’s a topic that we track types spend a good bit of time thinking about. So, let’s begin our exploration by talking about the dynamics of steel rail.

Thermal Changes Which Affect the Behavior of Rail

A length of rail 1,400 feet long can vary in its length by about a foot or so, depending on the air temperatures around it, the sun load on it, and so forth, as it heats up or cools. That “give and take” in the rail must be accommodated somehow. In welded rail, this is usually done by applying rail anchors of some sort or another to the base of the rail. Anchors are applied (commonly) to the base of the rail on either side of the cross-ties at an interval of every-other-tie. This measure allows each tie so anchored to resist the expansion (in hot weather) of the rail, and contraction (in cold weather).

In jointed rail that is “healthy”, each joint is supposed to allow for a slight amount of movement as the rail heats or cools. It is supposed to do this while keeping the two sticks of rail it connects in line both vertically and side-to-side. (Yes, these two seemingly opposing requirements can be met at the same time.)

What do I mean by using the term “healthy” to describe rail? Simply that each joint (or a significant number of them in any given length of rail) isn’t “frozen” with corrosion, or by overtightening, or a combination of both of these conditions. If enough of the joints in a given area lacks the “slip” they must have, then the rail will begin to behave like welded rail, developing heat kinks in the summertime, and pull-aparts in the winter. Pull-aparts often manifest themselves by shearing off all the bolts on one side of a joint. However, in some situations, joint bars can be broken.



When encountering track that’s been out-of-service for a length of time, the prudent approach to dealing with the joints is to completely dismantle all of them, clean them, lubricate them, and then reassemble them. That’s been our approach on our March to Saltillo.

Before we leave the topic of the give-and-take that is required, one change that’s taken place over the years is the practice of where to spike a tie that’s under a joint. Once upon a time, slots were provided in the joint bars to accommodate spikes. But it was eventually decided that driving a spike into such a slot could lead to a spike splitting a tie if the movement of rail was too great. So now, when we are rebuilding track or are replacing a joint tie, we will take care not to spike a joint tie in that slot. Instead, we will spike on the outside of the joint bar, so as to allow the rail to breathe as it needs to. We do this even if it means moving a joint tie a short distance one way or the other so as to avoid the slot in the joint bar. Moving a tie to accomplish this need doesn’t materially affect the ability of the tie to bear weight and to do the other things it’s supposed to. (I’ve provided a photo nearby of a joint with the spike on the outside of the joint bar and away from the slot to illustrate the point.)

An example of a spiked tie at a rail joint. – Gene Tucker photo

Rail Joints: A Necessary Item Back in the Day, but a Source of Weakness Too

In times gone by (but not all that long ago), the technology to roll a length of rail a quarter-mile in length didn’t exist. These days, these quarter-mile lengths are carried in specially-fitted flatcars, dropped at a work site, and then installed and welded together to form a single strand.

And so it has been, over time, for railroads to use rails twenty-six feet in length (during the time of the Transcontinental Railroad), to thirty-three feet (roughly at the World War I era), and then to thirty-nine feet in length. (These last two lengths are, respectively, one foot less long than the freight cars of the era in which they were rolled.)

Numerous attempts to strengthen joints have been tried. Fish-belly joints were one solution, with a projection formed into the center of the joint bars jutting below the rail. Another solution was to craft a “wrap-around” set of joint bars that completely surround the rails. These are just two examples, and both can be found at EBT. Alas, all such attempts didn’t live up to the hopes of their designers. Joints were – and are – one of the weaker parts of the rail structure.

Joints: Their Care and Feeding

The care afforded to joints boils down to two things: Support for the joint and maintaining the tightness of fasteners. Federal Railroad Administration (FRA) rules require the presence of a tie that is within a certain distance of the center line of each joint (depending on the class of track). That tie must meet criteria that assure it can bear weight, maintain

fasteners (spikes, e. g.) and so forth. Joint ties are more important, in some respects, than others, although all are important, due to the relative weakness of the joint structure.

The tightness of fasteners (bolts) is also critical. If bolts can work loose, then it's possible that the joint will have "play" in it as a train rolls over it. Wear to the joint bars, to the rail, or to both, can result. Then, no matter how tightly bolts are tightened, a worn joint can flex up and down as a train pushes one rail and then the other down. A poor ride is the result. Feeding consists of recurring attention. Bolts can make their way loose. Joints can become loose or worn. Ties can deteriorate and can fail to provide the support the joints need.

Thanks for reading. Hopefully, some insight into the work and the challenges of EBT's track personnel as they care for joints in the railroad's trackage has been helpful. – *Gene Tucker*

JANUARY CAMPAIGN-SUPPORTED ACCOMPLISHMENTS

Activity continued on multiple projects in January supported by your generous donations to the FEBT Campaign. On January 2, the FEBT Board authorized \$100K for the purchase of additional track materials to continue the March to Saltillo. This will include ties, spikes, plates, and other materials to keep the combined EBTF and FEBT track crew supplied as they continue restoring track between the 994 high school crossing and Saltillo this year. The contract for the construction of the recreated Saltillo station was signed by the EBTF in January after the FEBT Board approved the contract and funding in December. This will allow our contractor, J. L. Swope Construction, to begin preparation for the building construction, anticipated to start this spring. On January 17, the old tender tank from locomotive No. 15 was shipped to Curry Supply Company, where Curry will use the deteriorated original as a template to fabricate a new tank.

The Archives team continued their work to preserve and interpret the EBT. The EBT Board of Directors' Minutes, Volumes 10 and 12, were released with indexes created by Vagel Keller. All 12 volumes of the minutes are now publicly available with the indexes for free download to help researchers search the volumes online. A scan of original signage announcing the closing of the Three Springs Station in 1954 went online, and an EBTRR&CCo. Timetable from 1904 that had attached several pieces of correspondence, and a "Statistical Returns" report dated January 1903. Archives Technician Sammy Bellin continued to work on scanning and cataloging new additions to supplement the EBT Board of Directors' and Stockholders' Minutes Collection, and on a new photograph collection donated by Arnold Menke. In addition, a grant application was submitted to the National Railway Historical Society for their Heritage Grant program to purchase archival storage shelving units to store processed archival collections owned by the Foundation and the Friends. – *Dave Bulman*



Archives Technician Sammy Bellin searches through cataloged Daily Train Reports dating from 1950. – Julie Fether Rockwell photo

JANUARY FUNDRAISING UPDATE

Thank you for your continued support of the 2025 Campaign. January donations totaled \$58,752 in 108 donations, bringing the 2025 Campaign total to \$228,828. This is a new high for the campaign at the end of January. FEBT greatly appreciates your help to support its goals of restoring, preserving, and interpreting the East Broad Top Railroad. Thank you!

January donors*:

2025 Campaign Goal:

\$270,000

January Donations:

\$58,752

Campaign Total:

\$228,828 – 84.8%

Beth Ann Andrews	Paul Barnes	Cliff Beaver	Ronald W. Beckman
Chuck Bender	William Best	Eric Booher	Alexander Bowser
David Bray	John Brown	Gregory A. Buchala	Wesley Camp
Thomas Carlson	James & Lois Colby	William T. Cole	Craig & Jill Confair
William F. Cosgrove	Carson "Pete" Culp	Walt Culver	David Currier
David Currier	Jonathan Curry	George J. Dvorak II	Frank R. Dziama
Karl Erickson	Robert R. Farquharson	Gerard W. Farrell	J. Harry Feldman
David Ferguson	Douglas Fink	Paul Finn	J. Raymond Fitzpatrick, Jr.
John Fowler, Jr.	Ron Freitag	Erik G. Ledbetter	Neil Gerth
George Ginther	Bob Grabarek	Brenton Greene	Stephen Gregory
Stacie Grove	Michael Hegedus	Jeff Hickman	Charles W. High
Lee & Peggy Hodgson	Robert Hoffman Jr.	Sheldon Hoover	Stephen Ingham
John Isaksen	Dave Johnson	Roy Johnson	Gary Kapic
John T. Keene	Charles Kidd	Victor V. Kidd	Mike Kopach
Richard C. Lind	Robert W. Lykens	Paul A. Mensing	Bill Metzger
Conrad Meyer III	James G. Milheim	Craig M. Miller	James R. Montgomery
Brian Morroni	Gordon Mott	Paul Myers	Paul Niemiec
Christopher Oaks	Philip J. Padgett	Ron Pearson	David A. Phillips
Donald Plotkin	Hans Plugge	Mark Podvia	Brian Poole
Evan Price	Charles Stewart Rhine	Stephen Ricchezza	Albert Rizzo
Anthony Rollett	Bob Rule, Jr.	Paul Scheible	Peter Schierloh
William Shaffer	Brian Sipes	Peter Smith	James Gordon Spencer
Roger Stier	Julie Stone	Mark P. Sullivan	J. Craig Thorpe
Richard Tower	John M. Van Scyoc	David Watts	Ted Weidlein
Mike Willby	Scarlett Wirt	Paul Wolfgang	Terrill L. Woolsey
Eric Wunz	John S. Yoder		

In honor of Anthony Benkovitz:

Robert Benkovitz

In honor of Steven Lindrooth:

Charles Lindrooth

In memory of Harold Ryder:

William P. Kcenich

In honor of Gene Tucker and the Track Crew:

Paul Bergdolt

* - All donors listed represent donations received between December 22, 2024 and January 21, 2025. Donations received after January 21 will be reported in the March 2025 issue due to press time constraints.

The 2025 Annual Campaign runs October 1, 2024 through September 30, 2025. The FEBT Fundraising Treasurer may be contacted at:

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.

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



Jim Witmer holds the step stirrup in place below the large baggage door on Combine 14. – Al Gallo photo

JANUARY VOLUNTEERS

The following members volunteered in January in Rockhill Furnace, Robertsdale, with the Archives, 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
Larry Fuchs
Bobby Goldby
Vagel Keller
Tom Perman
Mark Reese
Gene Tucker
Tristan Wise

Dave Bulman
Pete Clarke
Al Gallo
Tyler Grissinger
Eric Knepp
John Quinn
Blake Rimmey
Lamar Tyson
Jim Witmer

Roy Burnham
Alex Cook
Charles Geletzke Jr.
Brian Hoffman
Craig Miller
Lee Rainey
Julie Fether Rockwell
Andy VanScyoc
Charlie Wootton

Matt Carter
Dave Ebright
Lance Gilliland
Steve Jackson
Kevin Nolish
Stephen Ramirez
Roger Stier
Scarlett Wirt

UPCOMING EVENTS

Date	Host	Event
February 1-2	FEBT	Rockhill Work Session
March 1-2	FEBT	Rockhill Work Session
April 5-6	FEBT	Rockhill Work Session
April 12, 13, 19	EBT	Easter on the Rails
May 3	FEBT	FEBT Museum Opening Day 2025
May 3	BTACMHS	Broad Top Area Coal Miners Museum Opening Day 2025
May 3-4	FEBT	Rockhill Work Session
May 17-18	EBT	EBT Goes to War!
May 17	EBT	Trackside Tastes & Tunes
May 19-23	FEBT	Rockhill Spring Work Week
June 7-8	FEBT	Rockhill Work Session
June 14	EBT	Trackside Tastes & Tunes
June 28-29	FEBT	Rockhill Work Session
July 12-13	FEBT	Rockhill Work Session
July 26	EBT	Trackside Tastes & Tunes
August 2-3	FEBT	Rockhill Work Session
August 23-24	FEBT	Rockhill Work Session
August 30	EBT	Trackside Tastes & Tunes
September 13-14	FEBT	Rockhill Work Session
September 15-19	FEBT	Rockhill Fall Work Week
September 17-21	EBT	Ragtime at the Railroad
September 20	EBT	Trackside Tastes & Tunes
October 3, 4, 5	FEBT	2025 Fall Reunion
November 1-2	FEBT	Rockhill Work Session
November 28-30	EBT	Christmas in Coal Country
December 5-7, 12-14, 19-21	EBT	Christmas in Coal Country

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

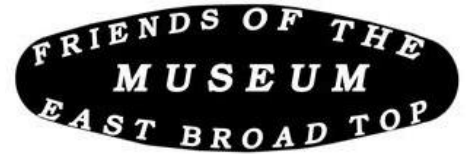
UPCOMING ROCKHILL FURNACE VOLUNTEER SESSIONS

The next Rockhill Restoration Work Weekend will take place Saturday and Sunday, February 1 and 2. The remainder of the 2025 Rockhill Furnace Work Session schedule is now available. 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. Visit our website at [Volunteer – Friends of the East Broad Top](#) for more information on all of our volunteer projects and how you can participate. If you have questions about volunteering, or have suggestions for our volunteer recruiting efforts, please email me at volunteer@febt.org. – Dave Bulman

FEBT MUSEUM SCHEDULE

The FEBT Museum will be open for the 2025 season on Saturdays beginning May 3, 2025.

Operating hours are 10:00 AM to 5:00 PM.



Did you enjoy the 2024 Friends of the East Broad Top Reunion? Looking forward to seeing what has occurred over the upcoming year?

Join us for the 2025 FEBT Reunion on October 3rd, 4th and 5th.



Look forward to the registration and other announcements coming soon.

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 2,200 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.

MEMBERSHIP BOX SCORE

The Friends of the East Broad Top membership is up to
2194

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.