



NEWSLETTER

Preservation Restoration Interpretation

Volume 6, Extra 2

August 13, 2025



A large group of EBT Foundation employees, FEBT volunteers, school dignitaries and employees, and community members come together to greet No. 16 as steam returns to the north edge of the Upper Aughwick crossing for the first time since 1956 on August 8, 2025. – Matthew Malkiewicz photo

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UNPRECEDENTED MAJOR DONATIONS RECEIVED TO ACCELERATE SALTILLO STATION AND THE MARCH TO SALTILLO

This has been a very exciting few weeks for the FEBT and the East Broad Top. The FEBT Campaign has received two unprecedented major donations, each for \$50,000. Either of these would be the largest single donation that we have received to the FEBT Campaign. This comes at the same time that the Saltillo Station exterior is nearing completion and the March to Saltillo has reached the Southern Huntingdon County High School. An amazing time for the FEBT Campaign.



Mikado No. 16 and train at the Southern Huntingdon County High School on Friday, August 8. – Al Gallo photo

We recently received the fantastic news that Richard and Caroline Tower have awarded the FEBT a \$50,000 grant from their Candelaria Fund, a private family foundation. Richard is a respected leader in the rail preservation field, serving as a director or advisor with multiple organizations. His career includes management stints with Amtrak and Southern Pacific, an executive position with Smith Barney Harris Upham & Co., and rail consulting work. He has served as Vice-President and Treasurer of the Cumbres & Toltec Scenic Management Corporation, and he has served on the boards of the Bay Area Electric Railroad Association and Western Railway Museum, Friends of the Cumbres & Toltec Scenic Railroad, BritRail Travel International, and the San Francisco Embarcadero YMCA. He is a FEBT life member. We greatly appreciate Richard and Caroline's generous support and their confidence in the FEBT's restoration efforts. Richard stated, "Your organization has done an outstanding job of restoring and preserving the treasure that is the EBT." The FEBT Board has allocated the Candelaria Fund grant to accelerate the Saltillo Station project.

We got more fantastic news shortly thereafter when we received a \$50,000 grant from Robert Menzies. Robert is the Owner and Chairman of the Aberdeen, Carolina & Western Railway Company. He has had a lifelong interest in the transportation industry. Robert taught transportation at Murray State University in Kentucky as well as Tri-State University in Indiana. He has owned businesses in other service industries across the U.S. Robert has also served as President of the Railway Association of North Carolina in previous years. He is a FEBT life member. We greatly appreciate Robert's generous support and his confidence in the FEBT's restoration efforts. Per Robert's wishes, his donation will be used to accelerate the March to Saltillo track expansion. – *Dave Bulman*

SALTILLO STATION PROJECT MOVES FORWARD WITH MAJOR DONATION

The first phase of the Saltillo station project, the construction of the station exterior, is nearing completion. J. L. Swope Construction has done a great job building the exterior to architect John Bowie's plans. This week Swope has completed exterior grading. Final painting and other details remain, but there is no doubt, Saltillo Station is back! The next phase will be installation of the mechanical equipment (HVAC, plumbing, insulation, and electrical wiring). This effort must be completed before the FEBT volunteers can complete the interior work, including the re-installation of historic elements salvaged from the station prior to its demolition in 2004. The FEBT Board has decided to continue to utilize J.L. Swope and their sub-contractors for this work. The generous grant from the Candelaria Fund will allow us to proceed directly with this next phase.



Saltillo Station looking sharp with recently completed finished grading. – Al Gallo photo

Additional funds will be required to purchase the interior materials (interior walls, ceilings, flooring, etc.), so your continued support of the Campaign is still needed to finish the project. – Dave Bulman

MEMBERSHIP BOX SCORE

The Friends of the East Broad Top
membership is up to
2209

THE MARCH TO SALTILLO REACHES NEW MILESTONES

The March to Saltillo marked two new milestones this week with the return of steam south of the Rt. 994 crossing, and the completion of the track restoration and the two crossings in front of the Southern Huntingdon County High School. With this progress, the March to Saltillo has restored trackage all the way from the Rockhill yard limit to the north approach to the Pogue bridge, more than two miles (see Gene's article on Page 6). The next step on the March to Saltillo will be track restoration working north from Saltillo station. The FEBT Board this month authorized an additional \$20,000 from the 2025 Campaign to purchase additional track materials required for the work from Saltillo. The generous grant from Robert Menzies will be applied to accelerate the next March to Saltillo efforts. In addition to this donation, we will still need to purchase many more ties, plates, bolts, and ballast to complete the March to Saltillo, so we still need your continuing support of the FEBT Campaign. Although we've made great progress, the March to Saltillo is just getting rolling.



View on August 12, 2025 showing the completed track and crossings at the Southern Huntingdon County High School. The Pogue Bridge is just beyond the bottom of the picture. – Al Gallo photo

The campaign year to date total is now at a record \$488,505! Your continued support of the FEBT Campaign will allow us to continue and accelerate these and other projects to preserve, restore, and interpret the EBT. The 2025 Campaign runs until Sept. 30, 2025. You may donate online (credit card 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. –Karen and Dave Bulman

A BEHIND-THE SCENES LOOK AT THE TRACK WORK AT THE SOUTHERN HUNTINGDON HIGH SCHOOL

A major milestone was reached on Friday, August 8, as locomotive No. 16 made its way down the newly-constructed track to the front of the Southern Huntingdon High School. The Pogue Bridge lies a short distance beyond the current end-of-track at the southern-most driveway in front of the school.

Just how did we get to this point? What steps were necessary in order to bring this newly-constructed track to reality, so that the southern end of the railroad now becomes a useable asset to the railroad? This article hopes to draw back the curtain a little, to allow a peek at the preparation and work that went into getting us to where we are now.

To begin the story, we ought to go back some months, to the time when combined track crews (the railroad's full-time



staff, assisted by FEBT volunteers) dismantled the joints in the track in front of the school. Since the track was #85 ASCE rail, and because the railroad had determined that when the track was rebuilt #100 rail would be used from the north side of the PA Route 994 crossing, all the way in front of the high school, and then across the Pogue Bridge (once that work takes place), the joint bars that were removed were saved for future use. (Remember that this is the East Broad Top Railroad, whose historic practice was to save whatever could conceivably be used for future use.) Making use of one size of rail does away with the need to provide compromise joints, as #100 rail in grade crossings is joined to #85 rail in between.



Above: FEBT track crew members Lamar Tyson, Tom Hasketh, Gene Tucker, John Quinn, and Dan Lane assemble track in front of the SHC High School. – Al Gallo photo

Left: The combined EBTF and FEBT track crew assembles FEBT campaign-funded track materials near the south high school crossing. – Al Gallo photo

Then, in the fulness of time, the #85 rail was also removed. It, too, was saved for future use. (Considering that that rail sat in the surrounding “schmutz” (dirt) for so many years, it was in remarkably good condition. Turns out that much of that rail can be reused, as well.) Once the rail was removed, grading began. Since the track structure, prior to our work, was buried in the schmutz, grading not only meant removal of the material, but it also entailed creation of a good drainage ditch on the east side of the right-of-way. Otherwise, the new track would sit in a ditch. Poor drainage is a great enemy to the lifespan of crossties and to the stability of the track structure. At that point, track construction could begin.

We began by removing the material in the northern-most grade crossing in front of the school. G & H Anderson assisted in this process, hauling away the schmutz and digging out the crossing. Once the crossing had been excavated, it was discovered that the crossing had had some work done on it in the not-too-distant past: Crossties were still holding onto rail, and #3 ballast stone was in evidence.

Track construction began by making a connection to the approximately 600 feet of track that had been constructed earlier this year (from a point north of the PA Route 994 crossing, through the crossing and to the north side of the driveway). That track made use of #100 RA rail (American Railway Assn. – Design “A” rail) from existing stocks that the railroad had on hand. Our new track that was constructed, heading south, made use of #100 RB rail (newly-purchased with funds from FEBT’s fundraising efforts), which has a height of about 1/3 inch shorter than RA rail. Compromise joints to make up a good connection between the two differently-sized rail were used.



EBTF track foreman Henry Long smooths FEBT campaign-funded ballast in front of the high school. – Al Gallo photo

Once the basic track structure was in place, the next step involved application of ballast stone. Ballast stone not only supports the track structure, but it also maintains the surface and alignment of the track. One more critical job that the stone accomplishes is drainage of water. #3 stone is pretty good size, with voids in between the pieces to allow the water to run off and away from the crossties.

With the stone in place, it was time to straighten our work. The process begins by having a crew member sight down a length of rail while the foreman pushes the track to take out the bends and the kinks. Fortunately, the area in front of the high school allowed for the use of a small excavator to push and pull the track into a basic alignment. (In situations where such mechanical help isn't possible, the alternative is the old-fashioned practice of lining the track with gangs of workers using lining bars to push the track around...ugh!)

The final step in the track construction itself involved the fine tuning of the surface and alignment. Here, a transit is helpful, as the mechanical tamping machine takes the small imperfections out of the track.

A word about the grade crossings themselves is also in order. The northern-most driveway required a three-inch lift to make it match the driveway's profile. The southern-most driveway required an eight-inch lift to match the driveway's contour. The track in between also required surfacing so as to blend well with the height of the crossings. Rubber rail seals were applied on both sides of the rails in both driveways, a good approach for the lifespan of the crossings, given the nature of the school bus traffic that will make use of it. – *Gene Tucker*



The southern crossing at the high school was installed on August 11 and paved on August 12. – Al Gallo photo
Above:

FEBT COMPANY STORE

NEW, BACK IN STOCK AND COMING SOON

HO EBT Sandhouse

Adding to our growing line of East Broad Top yard structures at Rockhill Furnace is this outstanding model of the Sandhouse.

This kit of the sandhouse, located in the yard at East Broad Top Railroad, Rockhill Furnace, PA is done in the same style as the other EBT structure kits with interior MDF walls covered with the various sidings.

The kit also includes 3D printed parts for the hardware. HO-scale; Building foot print: 6 1/2" X 3 1/2".

Conceived by Broad Top Mountain Models; designed and manufactured by banta modelworks. Photo shows a completed and painted kit. Photo of this craftsman kit courtesy of Bill Banta.



\$86.00

Member Discount Applies

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

SUMMER SALE

SALE 10% OFF HO EBT Carpenter Shop SALE 10% OFF

Over 100 years old, the Carpenter Shop (or Carpentry Shop)(HAER building #33) in the Rockhill Furnace yard served as the base for the railroad's "Bridge and Building" crew. They specialized in keeping the EBT's windows, doors, facilities, and bridges in working order. Most of the building was actually used for storage while about one-quarter was used for

smaller carpentry work. The wooden, post-and-beam Carpenter Shop has been endangered by the rotting of posts, sills and lower walls, causing it to list badly. The building is currently being restored through a grant to the EBTF from the FEBT, and is a top project for FEBT volunteers.

HO-scale; footprint is approximately 13 x 5 inches. Photo shows completed and painted kit. Photo of this craftsman kit courtesy of Nathan Kline.

Regular Price \$120.00

Sale Price \$108.00

Sale Ends September 30, 2025

Member Discount Applies



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.

THE 2025 FEBT REUNION: SESSIONS, EXCURSIONS, AND DINNER. OH MY!

Earlier in the month we announced several of the activities that will be happening at this year's FEBT Reunion. Now we are able to announce even more regarding this year's action packed Reunion Weekend, including several scheduling details, sessions, and even special excursion offerings from the East Broad Top Railroad.

Starting off, we can proudly announce that the FEBT Reunion Dinner Train will be returning this year on Saturday, October 4, from 5:00pm to 8:00pm. This dinner train is included in your Reunion Pre-Registration ticket price and features a catered pasta bar by Harshbarger Sub and Malt!



While we are on the subject of excursion trains, that the East Broad Top Railroad will be running several special excursions throughout the Reunion Weekend. These excursions are available to purchase at an additional cost and not included in your reunion registration, however the East Broad Top Railroad has graciously granted FEBT exclusive access to purchase tickets for these offerings until August 25. Capacity for these special offerings is limited so be sure to take advantage of this exclusive opportunity.



Morning Freight Run to Colgate Grove & PA-994

Date: October 4th & 5th

Time: 7:30am

Cost: \$30.00 per person

Tickets: <https://fareharbor.com/embeds/book/eastbroadtop/items/430724/?full-items=yes&flow=1037004>



M-1 Excursion to Colgate Grove & PA-994

Date: October 4th & 5th

Times: 11:15am • 12:45pm • 2:15pm

Cost: \$30 Adults ages 13+ • \$25 Children ages 2-12

Tickets: <https://fareharbor.com/embeds/book/eastbroadtop/items/284675/?full-items=yes>



M-3 Excursion to Colgate Grove

Date: October 4th & 5th

Times: 10:20am • 11:50am • 1:20pm • 2:50pm

Cost: \$20.00 per person

Tickets: <https://fareharbor.com/embeds/book/eastbroadtop/items/287332/?full-items=yes>

The East Broad Top will also be running their regularly scheduled trains at 10:30 am, 12:00 pm, 1:30 pm and 3:00 pm throughout the weekend, and these tickets are already on sale.

But that's not all, during Saturday, October 4, there is an exciting opportunity to go behind the scenes with the EBT Archives and Special Collections as the EBT's Archivist, Julie Rockwell, will be giving a behind the scenes look at the EBT Archives!

Archivist's Tour

Date: October 4th

Time: 10:00 am

Cost: \$25.00 per person

Tickets:

<https://fareharbor.com/embeds/book/eastbroadtop/items/508985/?full-items=yes&flow=1085534>



Thank you to the East Broad Top Railroad for organizing these special excursions and experiences for the Reunion Weekend. But it's not just excursions happening during the weekend, so let's circle back to the activities that are included with the \$40 per member FEBT Reunion Registration. You can complete your registration from now to September 28 by logging into the FEBT Company Store as a current member and clicking the Reunion Section in the upper left.

While schedule changes may occur, the following is the current plan. Kicking off the weekend on Friday, October 3, we will be in Robertsedale, where you can pick up your pre-registration, or even register in person, at the historic Robertsedale Depot from 10:00 am to 4:00 pm. Keep in mind though, this is the only day that in-person registration will be available. There is even more happening in Robertsedale in addition to the usual railbike and walking tours of mines and company square including:

10:00 AM to 4:00 PM	Registration Pick up and In-Person Registration at the Robertsedale Depot
10:00 AM to 4:00 PM	FEBT's Robertsedale Museum is Open
11:00 AM	Robertsedale Museum Gallery Talk
1:00 PM	Henry Long will be demonstrating how to use a historic surveying transit
TBD	An extended mine tour will also be given

From there we move to the Robertsedale Fire Hall for a night of comradery, fun, and the first rounds of our special FEBT Reunion Panels including:

5:00 PM	The 2025 FEBT Reunion Kickoff
5:15 PM	A Panel on the Construction of the Saltillo Station
6:00 PM	The Annual FEBT Business Meeting
7:00 PM	A Discussion on Track with Henry Long and Gene Tucker

Looking ahead to Saturday, October 4, the FEBT Reunion kicks in high gear as we have a number of panels and presentations at the Rockhill Elementary School to bring attendees up to date on a variety of topics and more including:

6:00 AM	FEBT Exclusive Hostling Photo Session in the Rockhill Yard
TBD	Open House of the Rockhill Furnace Yard
9:00 AM to 12:00 PM	Registration Pick up at Rockhill Elementary School
9:00 AM to 10:00 AM	Model and Photo Contest Check-in
9:00 AM to 12:00 PM	EBT Archives and Special Collections Baggage Room Display
10:00 AM to 4:00 PM	Model and Photo Contest Viewing
10:00 AM to 4:00 PM	Vendor Hours (FEBT Company Store, Garbely Publishing, Iron Horse Engraving)
10:00 AM	Panel: The Restoration of EBT Combine 14
11:00 AM	Archives Volunteer Open House and Information Session
11:00 AM to 4:00 PM	Silent Auction
12:00 PM	Panel: Updates from the EBT Foundation with Brad Esposito and Henry Posner III
1:00 PM	The 2026 Campaign Presentation
3:00 PM	Panel: A discussion with the EBT and FEBT Young Guns
3:00 PM tp 4:30 PM	EBT Archives and Special Collections Baggage Room Display
8:30 PM	Contest Awards, In-Person Feature Auction

Rounding out the weekend on Sunday, October 5, the FEBT Reunion spreads out across the EBT corridor, and then some, for some visiting opportunities including:

TBD	Open House of the Rockhill Furnace Yard
10:00 AM to 5:00 PM	FEBT's Robertsedale Museum is Open
10:00 AM to 2:00 PM	EBT Archives and Special Collections Baggage Room Display
10:30 AM	Shade Gap and Rockhill Furnace by Trolley
10:30 AM to 12:30 PM	Open House of the Saltillo Station site and building
11:00 AM	Archives Volunteer Open House and Information Session
TBD	A Tour of the Robertsedale Mine #6 Area
2:45 PM	Shade Gap and Rockhill Furnace by Trolley
3:00 PM to 5:00 PM	OpenHouse of the layout of renowned EBT historian, Dr. Lee Rainey

There is even more that will be announced as we continue on the journey to the 2025 FEBT Reunion and more event specific details will be available in the Reunion Program booklets but the above provides the bulk of this year's action packed schedule. So be sure that your membership is current and makes plans to join us on October 3rd, 4th and 5th for the 42nd edition of the FEBT Reunion!...

And who knows maybe we'll visit a new destination while we're at it. – *Al Gallo*



The first steam engine to reach Southern Huntingdon HS is celebrated on Friday, August 8, 2025. – Matthew Malkiewicz photo

UPCOMING EVENTS

Date	Host	Event
August 13-16	RTM	Homecoming Week
August 23-24	FEBT	Rockhill Work Session
August 30	EBT	Trackside Tastes & Tunes
September 7	RTM	Grandparents' Day
September 13	FEBT	Young Easties Work Session (Robertsdale)
September 13-14	FEBT	Rockhill Work Session
September 15-19	FEBT	Rockhill Fall Work Week
September 18-21	EBT	Ragtime at the Railroad
September 20	FEBT/RTM	Free Museum Day
September 20	EBT	Trackside Tastes & Tunes
October 3, 4, 5	FEBT	2025 Fall Reunion
October 4	RTM	Fall Spectacular
October 11, 12, 18, 19, 25, 26	EBT	Pumpkin Patch Express
October 18	EBT	Broad Top Brews Train
October 25, 26	RTM	Costume Days
November 1	FEBT	Young Easties Work Session (Rockhill)
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, August 23 and 24. The remainder of the 2025 Rockhill Furnace Work Session schedule is posted above. 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](http://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 is now open for the 2025 season.
Operating hours are Saturdays 10:00 AM to 5:00 PM.



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 Rockhill Furnace, PA, the EBT's southern terminus. See febt.org/ for more information.

The March to Saltillo has been successful, in large part because of the leadership on the ground making it all happen. EBTF Track Foreman Henry Long and FEBT Track Leader Gene Tucker smile at the progress made in front of steam at a point two miles south of where they started working alongside each other two years ago. – Matthew Malkiewicz 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.