



The 2025 FEBT Reunion allowed members to see a number of accomplishments, but none were more visible than the progress made this year on the March to Saltillo, as trains went south to Southern Huntingdon County High School. – Jimmy Braum photo

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“Elements of Greatness” describes both the minerals harvested and transported by the East Broad Top, and all the tremendous efforts that FEBT volunteers have taken on over the years. – Jane Clarke photo



WANTS AND NEEDS: THE COMPANY STORE NEEDS YOU

After many years of dedicated service both Dick Ullery and Dave Phillips are retiring from management of the FEBT Company Store. Their tireless service and sage management have made our Company Store a true success and significant factor in FEBT's bottom line. For that we can't thank them enough!

Now we need to identify their replacements and I am hoping you will step forward. While Dick and Dave did heroics, they also split the work so they could each accomplish it. Some of that work can be further divided to make it even more palatable.

The specific tasks of the manager role are to order products, track sales, manage the store accounts, and report store activity to the Board. The second role focuses more on the store technology; e-commerce, website, and point of sale systems. This requires some working knowledge of such systems or a willingness to learn the technologies, and extra time on your hands. You will find this role fun and rewarding! In both cases, additional help can always be requested.

If you are interested in taking in on either of these roles (or even just a portion) please send a note to Andy Van Scyoc at vanscyoc@gmail.com. – *Andy Van Scyoc*

FEBT'S YOUNG EASTIES REFLECT ON A GOOD SEASON, BEGIN PLANNING FOR NEXT SEASON

As I write this in late October, FEBT's Young Easties final event of the 2025 season lies just ahead, on Saturday, November 1.

Reflecting back on the season now about to end, I think we can say that this second season of this program has been a success. We attempt to keep the program's goals always in mind: it is geared to the cultivation of interest among teenaged young people in railroading in general, and in the East Broad Top in particular.

Our attendance at this year's events has averaged between four and seven teens, with about three or four parents/grandparents also attending. We had to cancel one of our offerings, due to low participation.

The events we offered this year covered a wide gamut of railroad-related topics:

- We offered two track work sessions in Rockhill, installing crossties.
- We spent two sessions in Robertsdale, learning about the railroad's southern terminus. We toured the Robertsdale Museum, enjoying seeing its new exhibits; we attended a lecture about the geology of the Broad Top coal field; we painted two hopper cars on display, and we rode rail bikes.
- We learned about the railroad's extensive archives; we met with an engineer and learned what it takes to operate a train; and we got a look behind the scenes to learn what it takes to run the railroad on a daily basis.



Young Easties insert ties in Track 5 of the Rockhill Yard. – Gene Tucker photo

In the near future, we will begin to set our minds toward the design of the 2026 season. We're always eager to receive suggestions about activities we might engage in, so feel free to offer ideas. – *Gene Tucker*

SOUTHERN END TRACK IMPROVEMENTS

On the last Saturday in October, four members of the Robertsdale museum host crew (Steve Jackson, Rick Rourke, Charlie High, and myself) joined up with Gene Tucker and Victor Booth to make some improvements to the mainline track near the No. 5 mine site in Robertsdale.

Our first task that morning was to add a tie to help stabilize the switch at the south end of the siding by Mine No. 5. This switch was reactivated about a month before to be used as a set out so that two the railbikes can be run at the same time. Now we can run the railbikes in tandem or separately. One can set out at the switch on its way back to Robertsdale and wait for the second one to pass as it is running out on the line towards Wood. In addition to stabilizing the switch, the crew painted the switch stand to be more visible. After this task was complete, the crew moved back towards Grant St. where four ties were added so that we could bring the track gauge back into alignment along the curve in the mainline. While it has not been a problem so far, we don't want the railbikes to derail and send their occupants to the ground. This adjustment ensures a smoother ride for the bikes along that portion of the track. After we returned to Robertsdale, Pete Clarke took a couple of guests on a railbike tour up the line for a test run. They returned without incident.

On a personal note, as someone who sits behind a desk all day at work, it was nice to get out into nature and get my hands dirty. While I have been a part of the museum crew all year, this was my first time volunteering for actual physical labor. It felt good making a contribution to improve the experience on the railroad. My muscles and joints were achy the next day, but I had a positive experience overall. I would do it again.

While the railbikes are now put away for the season, you can still visit the FEBT museum in Robertsdale on Saturdays through December 20 during the railroad's Christmas in Coal Country. After that, the museum will reopen in the spring where you can ride the railbikes over the recent track improvements. In addition to the railbikes, the FEBT Museum has a nice display in the old Post Office building depicting the history of the East Broad Top Railroad and the coal mining industry in Robertsdale. The museum also offers walking tours of the mine area and Robertsdale's company square. – Rob Willhite

Charlie High, Gene Tucker, Steve Jackson, and Victor Booth work to correct the track gauge in the vicinity of Mine No. 5 on October 25, 2025. – Rob Willhite photo



ROBERTSDALE NOTES FROM OCTOBER



With the possible exception of my own face when I learned that we had a sewage backup in the old post office, all I saw at the reunion were happy, smiling faces. All of the museum hosts hope that you had a great day (or days, if you came back on Sunday) in Robertsdale and that the entire reunion was awesome.

Since then, the sewage problem has been fixed (it took two visits and two different plumbers, but we got it!) and progress has been made on

*Reunion attendees enjoyed speeder rides in Robertsdale.
– Jane Clarke photo*

the station door project (see photos). The first door is now hung. There's still lots of work to be done, but it's being done right and that just takes time.

By the time you read this the museum will be closed. Not forever, not even for the rest of this year. But it will be closed until Saturday, November 29. The museum schedule matches the EBT's Saturday schedule for Christmas in Coal Country, so we will be closed for the first four Saturdays of November. Join us again starting Saturday, November 29 through Saturday, December 20. All the leaves will be down and you'll get the best views of the entire year when you take a walking tour. The railbikes will be put away for the year; it's too cold in December to ride a bike! On these last days of the year, the museum will be closing at 4:00 PM. Sounds like there's no reason to go – oh wait, what's that on the track near the station (see the photo)? I guess things are still happening, maybe you should come and check it out.

The FEBT Museum in Robertsdale, what a great place to learn more about the EBT! – *Pete Clarke*



MEMBERSHIP BOX SCORE

The Friends of the East Broad Top
membership is up to
2257

Top: Station door replacement is underway in Robertsdale. One door is in, and the next is coming soon. – Jane Clarke photo
Above: FEBT was able to acquire an authentic RIC mine cart, and it is now on display on the Scale Track, helping to tell the story of the Broad Top mines. – Bill Adams photo

THE RECORD-SETTING, AWE-INSPIRING, EXPECTATION-SHATTERING 2025 FEBT REUNION

To say the 2025 FEBT Reunion, the 42nd annual such event, exceeded all expectations is certainly an understatement. It was just last year when we celebrated setting the modern FEBT Reunion attendance record of 210 people, and this year we not only exceeded that number, but smashed it. 267 people joined us for an entire weekend celebrating all of the progress made by our loyal FEBT volunteers, the dedicated staff of the EBT Foundation, and by the contractors whose work was enabled by the goal-shattering 2025 FEBT Campaign.



The EBT Foundation shared updates from their year and their visions for the future, near and far. Our own FEBT Campaign committee, led by Dave Bulman, outlined the organization's plan for the coming year. We even heard from some of the future of the Friends of the East Broad Top as our younger members took the stage for the first time at an FEBT Reunion. Combine 14 made its second outdoor appearance for the event during the open house of the Rockhill Furnace Shops Complex.

If that seems like a lot, it is, and there is still more that occurred as the track panel made its return, with Henry Long demonstrating historic transit equipment in Robertsdale on Friday. The Saltillo Station was not only highlighted with a presentation from John Bowie, Dave Bulman, and Craig Confair, but also with an open house as reunion attendees had their first look at the nearly complete exterior of the Saltillo Station and caught the first glimpses of the project to come that will be the station's interior. There was a two-part presentation on the Rockhill Iron Furnace, thanks to Lawrence Biemiller and the Rockhill Trolley Museum. The Aikenback live steamers even joined us for two days of running live steam right next to the operating railroad.

With all that, and more like the popular dinner train, I need to give a shout out to everyone who helped to make the event a success. From all of our reunion volunteers helping to set up, guide, register, and more, to the staff of the EBT Foundation who spent the whole weekend ensuring everything operated smoothly, the event would not have been as great as it was without you, and you all truly have my thanks and gratitude.

Lawrence Biemiller gives Part 1 of his two part exhibition on the Rockhill Iron Furnace in Robertsdale at the FEBT Museum. – Jane Clarke photo



Everything occurring also begs the question, “what’s next?”

I can say that lessons were learned at this reunion, in addition to the good time being had, so look for some improvements coming to future reunion weekends as we head towards the 43rd annual edition of FEBT’s premier event on May 1, 2, and 3 for the 2026 FEBT Reunion. Even with the feedback and pages of notes I have, I personally believe the 2025 FEBT Reunion is not only going to be fondly remembered but is truly one for the history books, and with that I hope to see you all down the line. – *Al Gallo*



Top: The morning coal train approaches Oddfellows Crossing on Sunday, October 5. – Jimmy Braum photo

Above: The assembled attendees of the 2025 Reunion pose with the dinner train at Colgate Grove. – Al Gallo photo

THE EAST BROAD TOP RAILROAD, ICC, AND THE LOCAL FREIGHT TARIFF OF CAR CAPACITIES

This fall, the EBT Archives welcomed Miss Amelia Kasdorf for a 10-week internship. Amelia is a 2025 graduate of Juniata College with degrees in History/Museum Studies and Secondary Emphasis in Environmental Studies. Her internship activities in the Archives involved training on processing new collections, digitization, and inventory, and participating in various educational outreach events. Amelia also worked on an EBT Tariffs project designed by EBT Historian / Curator Dr. R. Lee Rainey, which is featured for November’s public release of materials on the Archives’ Digital Catalog: <https://ebtarchives.catalogaccess.com/exhibits/46>. – *Julie Fether*

Today, in the United States, we encounter news about tariffs daily. In these headlines, the word is used to describe a tax imposed on a country on imported goods. One hundred years ago, when many goods were transported domestically by rail, the word “tariff” was often used in a different context. Merriam-Webster’s second definition of the word, simply a “schedule of rates or charges of a business or a public utility,” is closer to how the East Broad Top Railroad encountered tariffs. As a common carrier, the EBT was required to conform to standards of fairness in charging for cars and freight moved on the rail, a law enforced by the Interstate Commerce Commission (ICC). The inventories, correspondence,

drafts, charts, and more, created by EBT employees in compliance with the ICC's regulations, were stored in the Orbisonia Depot and offer a wealth of information on the EBT's property, freight transport, and everyday activities during the Common Carrier era.

The second half of the 19th century witnessed the rapid expansion of industry and big business, almost always at the expense of small businesses, farmers, and laborers. Of these industries, the most powerful and quickly expanding was the railroad industry. A victory for the Grange movement, which advocated against the railroads on behalf of farmers and small businesses, came with the Interstate Commerce Act, passed in 1887. This Act attempted to oversee and reform the railroading business by requiring "just and reasonable" rate changes and prohibiting long-haul/short-haul discrimination and special rates for individual shippers, among other rules. Most importantly, the Act established the Interstate Commerce Commission (ICC), the first regulatory agency in the United States, which made the railroad the first industry in the U.S. subject to federal regulations. In its early years, however, the ICC was not very effective. Although the commission attempted to reform the railroads, in practice, the ICC's authority was limited, and its power was frequently challenged in court.

According to the National Archives, the "most successful" aspect of the new law was the requirement of all common carriers to submit annual reports. The reports described, in detail, the value of the carrier's property, the number of employees and their salaries, stockholder information, earnings and receipts, operating expenses, and balances, including a "complete exhibit of the financial operations of the carrier each year." These documents, gathered from common carriers nationwide, enabled the ICC to monitor compliance with federal laws and set fair and informed rates for common carriers. To standardize the railroad, the ICC sought to balance the interests of both railroads and smaller entities.

Part of the ICC's attempt at railroad reform and standardization was the Local Freight Tariff of Car Capacities. This tool defined the allowable cargo weight and cubic dimensions of each of a railroad's freight cars, defined the size of freight, and determined shipments that qualified for discounted "carload" rates. While the Interstate Commerce Act was initially passed to limit railroad monopolization and promote reform, it also established standards for the more efficient use of cars, thereby benefiting the railroads.

Only One Supplement to this Tariff may be in effect at any time. I. C. C. P. No. 31

THE EAST BROAD TOP RAILROAD AND COAL COMPANY
GRAND CANYON RAILROAD CO.
ROCKY MOUNTAIN RAILROAD CO.

LOCAL FREIGHT TARIFF OF CAR CAPACITIES

Issued in compliance with Interstate Commerce Commission Order of Jan. 9, 1912, and for use in connection with all Tariffs showing carload rates and minimum carloads, making specific reference hereto.

Issued Aug. 20th, 1912
The East Broad Top R. R. & C. Co.
Rocky Mtn. Railroad Company
Rocky Mtn. Railroad Company
By C. B. JONES, Auditor
Pittsburgh, Pa.

Effective Sept. 20th, 1912
S. C. HALL,
General Manager,
Orbisonia, Pa.

LIST OF CARS

No.	Kind	Length	Width	Height
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LIST OF CARS (Con.)

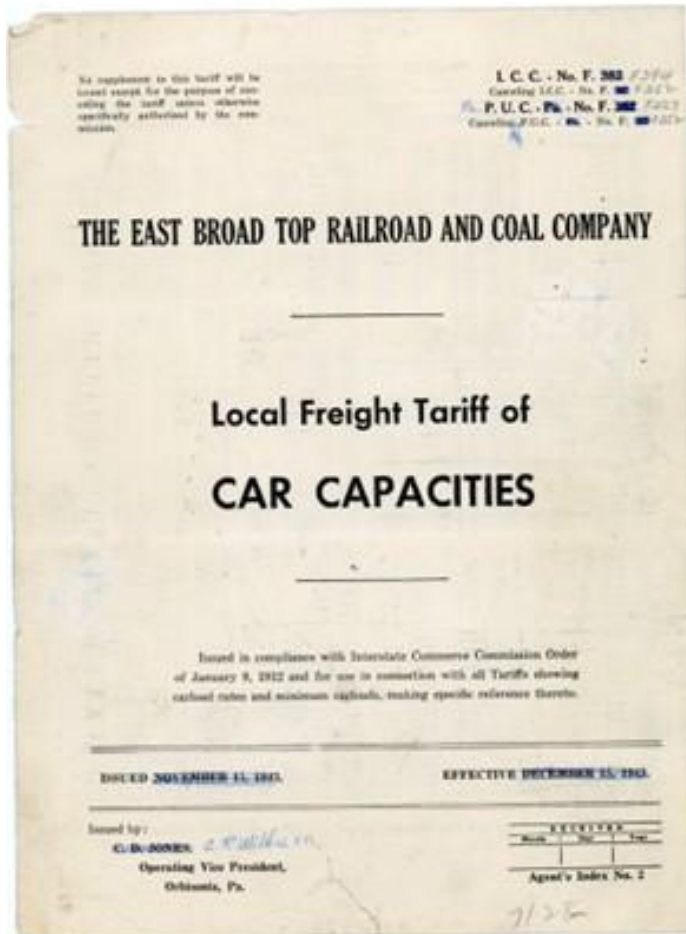
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EBT Local Freight Tariff of Car Capacities, effective September 20, 1912, with a complete list of cars. – EBT Archives collection, EBTf.2023.3.9

The Local Freight Tariff of Car Capacities required common carriers, including East Broad Top, to inventory, describe, list, and report all cars owned for a given year, complete with length, width, and height measurements as well as the cars'

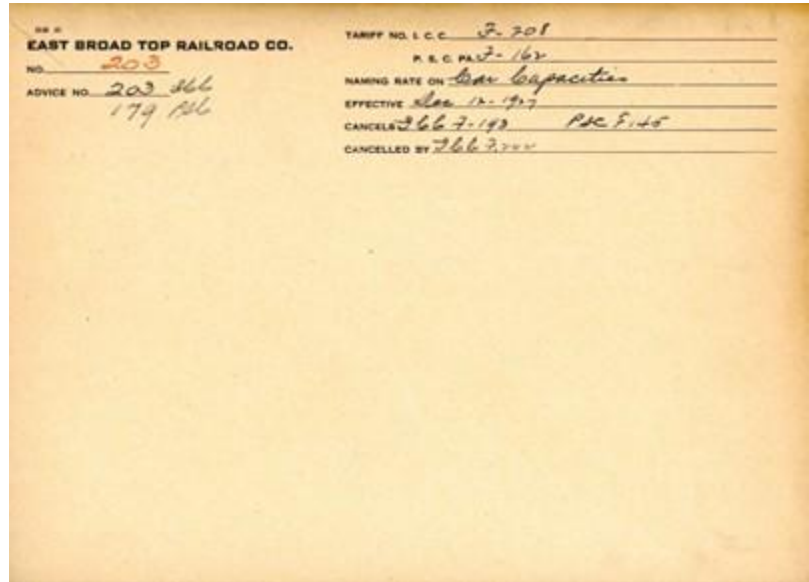
capacities in pounds. The ICC gathered these lists and reports from railroads nationwide as part of their effort to create fair car capacity shipping standards across the country.

The numerous pages of rejected drafts, proofs, and related correspondence between the EBT railroad, auditors, and the ICC suggest that the task of complying with the Local Freight Tariff of Car Capacities was tedious at best. It's easy to imagine EBT administrators, such as Superintendent Luden Chilcote and Vice President C.R. Wilburn, whose names appear on the correspondence, grumbling about the ICC's meticulous standards for car inventories. The reports, however, were a valuable opportunity for the EBT to organize and review their rolling stock; correspondence shows that the ICC's mandated reports spurred internal corrections to car vacancies, adjustments to car weight capacities and car material types, and updates to car stock. Reading messages between the general manager and the auditor, for example, reveals physical changes in EBT rolling stock over time, as well as the diligence necessary to create an accurate car inventory list for the ICC report.



1913 Car Capacities draft front page and a list of cars with corrections. Correspondence between Auditor C.D. Jones and EBT General Manager E.C. Hall regarding the Local Freight Tariff of Car Capacities and car list corrections, August 7, 1912. – EBT Archives collection, EBTf.2023.3.7 and EBTf.2023.3.10

When the EBT's common carrier days ended, hundreds of pages of ICC-related documents and correspondence sat stuffed into envelopes in a filing cabinet in the Orbisonia Depot, and for years, researchers only knew of the existence of a few of the car capacity tariffs. After the EBT Archives was established in 2021 as a joint operating unit between the Foundation and the Friends, Archivist Julie Fether and Archives Technician Sammy Bellin discovered the EBT Index of Tariffs, which spans over four decades of ICC regulation until the railroad's closure in the 1950s. The Index includes tariffs charged on various freight types (i.e., mine props, sand, bark, ganister, etc.), mileage, and car capacities. Of these, the Local Freight Tariff of Car Capacities was prioritized for processing due to the valuable car lists created in compliance with its terms.



Left: Drawers of EBT/ICC tariff document envelopes stuffed into the filing cabinet in the downstairs vault of the Orbisonia Depot. – Amelia Kasdorf photo

Above: Naming Rate on Car Capacities, Envelope No. 203, effective December 12, 1927. – EBT Archives collection, EBTf.2023.17

With guidance from the Archives’ Historian / Curator, Dr. R. Lee Rainey, I used the Index of Tariffs to navigate the stuffed filing cabinets and locate the envelopes related to the Local Freight Tariff of Car Capacities. The Index revealed several previously unknown car capacity tariff documents, totaling thirteen car capacity tariff envelopes spanning from September 20, 1912, to October 15, 1952. A list of the years in which we found a Local Freight Tariff of Car Capacities envelope is as follows: 1912, 1913, 1914, 1915, 1917, 1919, 1920, 1924, 1927, 1931, 1936, 1943, and 1952. These thirteen envelopes were numbered in relation to their place in the index, list their date effective, are generally titled “Naming Rate on Car Capacities,” or something very similar, and feature other identifying numbers.

4

Index of Tariffs

5

Envelope No.	Revised No.	ICC Tariff	ICC Tariff	ICC Tariff	ICC Tariff	ICC Tariff	Cancelled by	Cancelled by
		ICC	ICC	ICC	ICC	ICC	ICC	ICC
2	1		24					
3	11		25	5				
4	10		26					
5	12		27					
6	13-14		28	6				
7	15		29	7				
8	16		30	8				
9	19		31					
10	20		32					
11	21		33					
	21		34					
	21		35					
	21		36					
15	22		37	11				
16	23		38					
17	9							
18	17			9				
19	18			10				
20	24		39					
21	26			12				
22	26			13				
23	26			14				
24	26			15				
25	26			16				

Cancelled by	Cancelled by	Description	Cancelled by	Cancelled by
ICC	ICC		ICC	ICC
		Mileage Tariff	32	
		Index	28	
		Bark	34	
		Storage	30	
		Index	29	
		Index	30	
		Index	37	
		<u>Car Capacities</u>	39	
		Mileage Tariff	32	
		Ties - Slabs - Handling Wood	49	10
		Bark	40	6
		Lumber	48	9
		Bark - Hickory - Extract Wood	44	5
		Index	36	15
		Local Coal	43	3
		Supplement 4 to F.B. - Carriers' Local Rates	-	
		Local Passenger Rates Revised	-	
		Car Capacities	41	2

Car capacity tariffs located in Envelope No. 9

Pages four and five of the Index of Tariffs notebook. See Envelope No. 9 and how it corresponds to Car Capacities. – Amelia Kasdorf photo

As described, the car capacity tariff envelopes contain valuable car lists, drafts, proofs, and related correspondence, created as the EBT gathered information and prepared to send a report to the ICC. Some envelopes contain over fifty such documents, others less than five. Starting with the earliest car capacity envelope (envelope no. 9, dated September 20, 1912), I scanned all thirteen envelopes and their contents. This yielded a total of over 600 scanned pages of documents, including twelve complete EBT car lists. With help from Lee, I selected the most relevant documents and correspondence (anything that mentioned a specific car) for cataloging, along with scans of the envelopes themselves. The physical documents were kept in their respective envelopes and placed in acid-free archival folders and in an archival box for long-term preservation.



*Left: Stack of thirteen Local Freight Tariff of Car Capacities envelopes in archival folders. – Amelia Kasdorf photo
Right: Tariff envelopes in archival folders in preparation for permanent storage in a records box. – Amelia Kasdorf photo*

Then, I uploaded the selected scanned documents into the Archives' collections management system PastPerfect™ Web Edition for the EBT Tariffs Collection [EBTF.2023.3] under the catalog numbers "EBTF.2023.3.9 through EBTF.2023.3.21," for a total of thirteen entries for the thirteen Local Freight Tariff of Car Capacities envelopes. Researchers now have access to these documents, most notably the car lists, which provide an inventory of cars owned by the EBT on given years, as well as their types, dimensions, and capacities. These lists, correspondence, and other documents provide valuable information for projects concerning EBT's common carrier rolling stock, especially its change over time, and government regulations on freight transport.

The thirteen processed envelopes on car capacities make up only a small fraction of the total number of tariff envelopes stuffed into three filing cabinet drawers. Although the ICC was abolished in 1995, the level of regulation it established, previously unknown in the United States, set the groundwork for the country's federal oversight of private businesses and left the EBT with thousands of pages of tariff documents. As more tariffs are processed, we will continue to learn more about the EBT's Common Carrier era and its relationship with early federal regulations.

I learned a lot from working with these tariff documents, both about railroad and EBT history, and about archival best practices. Before participating in this project, I had no idea what the ICC was or how railroads financially functioned, but sifting through the tariff documents gave me insight into EBT's Common Carrier era and the history of railroad transportation in the United States. Finding, processing, and cataloging the pages of correspondence, car lists, and drafts also taught me how to handle and care for archival material, and I'm glad to know these documents are digitized and better preserved for the future. – Amelia Kasdorf

OCTOBER CAMPAIGN-SUPPORTED ACCOMPLISHMENTS

Exciting progress continued at the EBT in October thanks to your generous support of the FEBT Campaign.

The March to Saltillo made progress from both ends. Clearing and grading work by G & H Anderson Excavating continued between Pogue siding and Price's Bridge, funded by the 2025 campaign. The ROW here was very overgrown with large trees and had a significant washout. This work will enable track restoration south of Pogue station in 2026. At Saltillo, the combined EBTF/FEBT track crews removed rail from the ROW in preparation for final grading. The remaining required materials (plates and bolts) to rebuild the track north from Saltillo were also ordered.



Saltillo Station progressed with the HVAC unit placed in the building and electrical and plumbing installation underway. The external freight platform steps were also completed.

In Rockhill, Storehouse 2 moved forward with the removal of the old foundation and completion of the new concrete foundation. This will allow construction of the new first floor walls to proceed.



Top: Grading progress south of Pogue. – Al Gallo photo

Above: Saltillo Station's air handler is installed. – Bill Adams photo

Left: The new foundation for Storehouse 2 is poured. – James Roslund photo

Combine 14's trucks moved forward with completion of the new wheelsets at ORX. This step will allow truck assembly work to move forward.

The EBT Archives continued scanning and processing a variety of collections continues for release to the public. This October, the East Broad Top Railroad Archives and Special Collections celebrated its third year of sharing collections with the public on its free Digital Catalog. The Jay Darmstedter-Smithsonian Institution Collection includes a series of original Smithsonian Institution photographic contact sheets that document the rebuilding of EBT's Baldwin Locomotive No. 14 in 1987, led by former Strasburg Railroad CEO and current EBT Foundation board member, Linn Moedinger. A special thank you goes to the Smithsonian Institution Libraries & Archives and photograph archivist Marguerite Roby for permission to share these prints and the draft of a William Withuhn article. In addition, the Richard A. Steinmetz, Sr. Collection includes rare photos from the special National Railway Historical Society rail excursion in 1937, a few EBT Timetables, and a 1950 employee seniority roster of trainmen.

The Archives team participated in the FEBT Annual Reunion by featuring a demonstration of historic transit survey equipment by the Foundation's track foreman, Henry Long in Robertsdale, and displaying the series of rare, fragile Rockhill Iron Furnace drawings in the baggage room at the Orbisonia Depot in Rockhill Furnace. Over 100 Reunion attendees and other visitors visited the display.

Archives Technician Sammy Bellin participated in the Juniata College Career Chat Series for History and Art History Department students and faculty. Sammy (Class of 2022), had been the inaugural JC intern with the Archives when the unit was established in 2021. He was then hired upon graduation to herald the Archives Technician position.



Archives volunteer Sue Briggs greeted many visitors to the Orbisonia Depot's baggage room during the Reunion Weekend where iron furnace drawings were on display. – Dave Bulman photo

Your support of the FEBT Campaign will allow us to continue and accelerate these and other projects to preserve, restore, and interpret the EBT. The 2026 Annual Campaign began on October 1, 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.
– Dave Bulman and Karen Bulman

OCTOBER FUNDRAISING UPDATE

2025 Campaign Final Results

We have completed an unprecedented 2025 FEBT Campaign. The final total on September 31 was \$540,909 which was just over 200% of the initial goal. The additional \$271,000 allowed us to accelerate progress on the March to Saltillo, Saltillo Station, Rockhill restoration and Archives infrastructure improvements. Thank you for your generous support!

Here is what your support made possible:

The return of Saltillo Station. The recreated Saltillo Station went from groundbreaking in April to completion of the exterior in September. The installation of HVAC, electrical, and plumbing is now underway.

2025 Campaign Goal:

\$270,000

Late September Donations:

\$18,672

Campaign Total:

\$540,909 – 200.3%



The March to Saltillo extended operational track to the Southern Huntingdon County High School and the north approach to the Pogue bridge. This work included rebuilding three crossings and the application of nearly 2000 tons of ballast. Track work has also started heading north from Saltillo and major clearing and grading is underway south of Pogue siding.

In Rockhill Furnace, five new roofs were installed including the Freight Office and Foundry gantry. Storehouse 2 was lifted and supported at the correct height, and the turntable deck was replaced with all new materials.



The EBT Archives publicly shared 600 additional items that included volumes of EBT Stockholders' Minutes, numerous maps and drawings, and hundreds of photographs from FEBT and EBTF collections.

*Top: The exterior of the recreated Saltillo Station is complete. – Al Gallo photo
Left: The turntable deck was replaced thanks to donations exceeding the 2025 Campaign goal. – Al Gallo photo*

FEBT 2026 Campaign Launched at the FEBT Reunion

We announced our FEBT 2026 Campaign on October 4. Your support will enable these exciting plans:

We will provide \$115,000 for track materials for the March to Saltillo to allow the FEBT and EBTF track crews to restore track south of the Pogue bridge through Pogue siding,

Saltillo Station will get \$35,000 to purchase the interior materials needed to allow our volunteers to complete the interior of the station.

We'll keep the momentum going in Rockhill Furnace with \$55,000 for more roof and building restorations, including the Roundhouse and Storehouse 2.

The Archives will continue to process and share EBT and Rockhill Iron & Coal archival materials and photographs, while preparing to transition to a new facility in Mount Union. We will allocate \$95,000 from the 2026 Campaign to enable this work.

FEBT will also continue to support the restoration of Mikado No. 15 to operation. The 2026 Campaign will contribute \$15,000 to purchase new stay bolts for engine No. 15.

Finally, as we cannot always forecast all of our restoration needs in advance, we'd like to set aside \$35,000 from the 2026 campaign for new or unexpected restoration needs.

If we are fortunate again to exceed our goal in 2026, the additional funds will be used to advance key FEBT restoration projects including the March to Saltillo.

2026 Campaign Status

Thanks to our very generous donors, we are off to another great start on the 2026 Campaign. October donations totaled \$40,564 in 163 donations. Thank you! We cannot do this without you! Please know that FEBT appreciates your help to support its goals of restoring, preserving, and interpreting the East Broad Top Railroad. Ten dollars or ten thousand dollars, every dollar counts.

2026 Campaign Goal:
\$350,000
October Donations:
\$40,564
Campaign Total:
\$40,564 – 11.6%

October donors*:

John M. Acken	Walter Albers	Fr. Alexei Alexiev	
Jerry Allison	John J. Atherton	William Bailey	Roberta Ballard
Jeffrey W. Barkdoll	Donald G. Bayer	Cliff Beaver	Michele Beener
Richard Bentz	Charles E. Berger	Patrick Boab	Jim Borcz
Murray Bouschlicher	Thomas Bowdler	Alexander Bowser	Joseph R. Brabec
David Bray	Kenneth Brink	Gregory A. Buchala	Dave & Karen Bulman
Jeffrey Burrige	Graham Buxton	Diane Campbell	David H. Capp
Laurence Carbonetti	Thomas Carlson	Steven M. Chorkawy	Hal Clawson
Keith Clouse	Jay Cohen	Robert Courneya	Bruce Courter
Samuel Cressler	David Currier	Jeffrey W. Damerst	Jim Dimond
John Dowalgo	George J. Dvorak II	Frank R. Dziama	Wade C. Eagleton
Edmonds Family Fund	Clifford Egel	Larry Endler	Thomas A. Ennis
Linda Erdman	Carl Fabrizio	Gary Faulkner	Axel Feltenberger
Douglas E. Fink	Louis Fisher	Leland Floyd	Edmund M. Fox
James E. Freeland	Ron Freitag	Irwin From	Larry Fuchs
Eric Gambal	Tim Garner	Allan Gartner	Dean Gaugler
Charles Geletzke Jr.	Eric V. Gernert	Lawrence Gibson	Robert Gilbert
Scot Gill	Stephen Grado	John Guffey	Roy Haeusler
Steve Handwerk	Frank J. Harker	James Harrington	Charles Hawkins
Michael Hegedus	John Heitmann	James Hickey	Ernest N. Hinman

Richard Horn	John Irwin	Clark Johnson	Dave Johnson
Wayne Johnson	Bob Kaufman	Terence Kemp	Robert Kennedy
Robert H. Kessler	Victor V. Kidd	Stephen J. Klarich	Charles Klump
David Kneisley Sr.	John E. Kokas	Michael Kopach	Lance Koved
Douglas Kullman	Russell Lassuy	George P. Lind	Richard C. Lind
Jim Lipnitz	Byron L. Locke	Brad Lowans	Robert W. Lykens
Terry Lyman	Robert Mahood	Andrew Marion	Larry Maynard
Garret McCabe	Thomas McMaster	John Meixel	Arnold Menke
Stephen Meyer	Laurence F. Miller	Tim Moffat	Michael Moore
John Morris	Hugh Mose	Roy Nelson	Charles F. Ober III
John D. Oehler	Stephen & Jan Olinick	James Overholser	Robert L. Pardy
Thomas Parker	Donald Pattison	Ron Pearson	Richard Poletto
Jonathan Scott Procter	John Raiser	Bob Rands	Virginia Regi
Charles Rice	Norman R. Runk	Bill Ryan	Thomas E. Sadd
Anthony Sallo III	Carl Salomon	Ronald Saputski	Robert J. Savino
James Savory	Alan Senft	James W. Seville	Jon M. Shade
Thomas Shiels	Vernon E. Simpson	Thomas V. Sliviak	Robert Smith
John & Mary Ann Spsychalski		Earle A. Stalfort, Jr.	Shawn E. Stauffer
Daniel Summers	Robert C. Teates	Daniel Thomas	Paul Trap
William R. Urban	Victor Velelli	David Watts	Karin & Ralph Weaver
Susan M. Webb	Michael Welch	Lee Wheeler	William T. Wheeler
Alan Wilber	Brian Wolfe	Lynn Wolfe	Philip K. Wooding
Terrill L. Woolsey	Donald A. Woshlo, Jr.	Scott L. Wyrick	Joseph R. Yakubisin
John S. Yoder	Ron Ziegler		

In honor of the Archives Team: In memory of Robert Sheperd:

Lawrence Biemiller

Robert Eagan

In memory of Nancy Dunbar:

Jesse J. Meeker

In memory of Lee Carlson:

Duane Mellor

In memory of Barbara A. Muldowney:

Ronald J. Muldowney

In memory of Thomas Smith:

Karen Smith

* - All donors listed represent donations received between September 22, 2025 and October 21, 2025. Donations received after October 21 will be reported in the December 2025 issue due to press time constraints. Donors listed are not differentiated between which campaign they contributed to.

The 2025 Annual Campaign ran October 1, 2024 through September 30, 2025. The 2026 Annual Campaign began October 1, 2025 and will run through September 30, 2026. Campaign details were revealed on October 4, during the FEBT Reunion. 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.

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

THE TRACK GANG TACKLES ITS “TO DO” LIST

FEBT’s track gang likes to say that there’s great job security for track workers, for the simple reason that there’s always something more that needs to be done. In this reporting period, our personnel tackled a good many and varied tasks, spanning the railroad’s property from Rockhill to Robertsdale, and managing to shorten our “to do” list in the process. Details follow.

Our Work in Rockhill

This month, we continued a project that began last month, upgrading Track 3 in the Rockhill Yard. This work involves removal and replacement of ties that have gone the way of all flesh. In addition to the large number of ties that were renewed, an even larger number were re-spaced, so as to obtain a 22 inch spacing between ties. This spacing is the railroad’s standard for track that will see regular and recurring use. The goal in upgrading Track 3 is to make it available for use as a passing track. As I write this, the combined track crews of the railroad’s staff and FEBT volunteers are about 60% done with this project. To prepare for future and ongoing work, a considerable stack of standard-length ties were resized to six and seven-foot lengths.

Our Work in Saltillo

We are preparing for reconstruction of the track in Saltillo. Though there is no definitive timetable for this work to begin, in the interim, rail and switch work that is currently on the ground must be removed so as to allow grading and preparation of the right-of-way.

We’ve managed to remove all the rail in the station siding and on the main between the rebuilt Saltillo Station and the station siding switch. Rail from that area was brought to the station site, where it was stacked until such time as we are able to relay it. The station siding switch was marked for easy re-assembly, and was placed on the side of the right-of-way.

Top: Track crew members spike in new ties for Track 3 in the Rockhill Yard. – George Dvorak photo

Right: Removed rail is stacked in Saltillo to allow for regrading of the right-of-way in the vicinity. – Gene Tucker photo

Our Work in Robertsdale

FEBT’s track personnel love to work in Robertsdale. The track in Robertsdale is especially beautiful in the fall of the year. During this reporting period, we’ve conducted three work sessions. Two of these were significant undertakings, attracting a good-sized crew.



On Tuesday, September 30, a dozen of our number resurrected the Mine 5 siding switch, located about halfway between Robertsdale and the village of Wood. Ties, consisting of 4x6 pressure-treated wood, and held to the rail with lag bolts, were installed. The switch stand, which the railroad's Track Foreman, Henry Long cleaned and rehabilitated, was installed. The siding was regauged to a length long enough to permit two small track vehicles to take the siding while another vehicle passes on the main line. Henry joined us on this occasion, leading the work.



Following up on this work, on October 25, six of our number met again, this time to install another tie in the switch, so as to better support the points. The switch machine received a coat of silver paint. Then, we installed four more ties in the main just south of the Grant Street crossing (this is the first crossing one encounters heading south from Robertsdale) to correct the gauge in the track. A separate account of this effort can be found on Page 4.

One other brief work session took place on the afternoon of the first day of the FEBT's annual Reunion. On that day (Friday, October 3), ties were installed just south of Grant Street to correct the gauge on some areas where it was tight in the joints.

Two other minor tasks were also accomplished. We adjusted the Engine House switch so it functions properly. Finally, we installed tow hitches on both rail bikes to allow them to operate in tandem with a tow bar.

To prepare for future work, Henry Long brought a load of 70 7x9 crossies to Robertsdale for use in the track. These ties are five-footers, and are too short for use in Rockhill or elsewhere, but are quite useful for the track in Robertsdale.

We've Found the Secret to Success: Having Good People

FEBT's track crew, now numbering about 75 persons, is the key to the worthwhile work we are able to do. During this month, 17 of our number contributed their time and their energies to the accomplishments described above. Thank you, one and all, for your interest, your continued involvement, your love of the East Broad Top, and your commitment to making the goals of the East Broad Top Railroad's management, the East Broad Top Foundation's Board of Directors, and FEBT possible. – *Gene Tucker*

Top: The track crew adds new ties to the main line between Robertsdale and Wood on October 3, 2025. – Deb Tucker photo

Right: Victor Booth paints the Mine No. 5 lead switch stand. – Gene Tucker photo



FEBT COMPANY STORE NEW, BACK IN STOCK AND COMING SOON

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



The replica Salttillo
Station Sept. 20th

Photo by
Harry Sage

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

2026 Calendars Are Here

Our 2026 calendar features images taken by the East Broad Top Railroad's official photographer, Matthew Malkiewicz (www.losttrackoftime.com). These images, captured over the past several years, showcase the East Broad Top from the end of its 2nd revival during the Kovalchick era through its 3rd rebirth under the EBT Foundation ownership. Many of these photographs have never been shared publicly, are being showcased in this calendar for the first time. Enjoy these scenes of America's oldest operating narrow gauge railroad, the East Broad Top, through the lens of Matthew Malkiewicz.

Calendar is 11x17 inches. Photo of the calendar cover and text courtesy of the East Broad Top Foundation.

\$19.99 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 VOLUNTEERS – YOU MAKE IT HAPPEN!

As an all-volunteer organization, everything we accomplish is made possible by our volunteers. Restoration, track work, operating the museum, giving tours, creating publications, fundraising, planning events, and running the organization, all depend on our volunteers. We are fortunate to have an amazing group of dedicated volunteers who make all this happen. As reported at the annual business meeting, this year at least 182 FEBT members have volunteered their time. Our volunteers contributed a combined total of 18,600 hours in the past twelve months, the equivalent of nine full-time employees. This includes over 7,300 hours of administrative activities dedicated to making the organization work. All of these volunteers deserve our thanks for enabling the FEBT to preserve, restore, and interpret the EBT. They are making it happen!

We have a fantastic team of volunteers, but we need more. Many restoration sessions could use more volunteers to fully staff all of the on-going projects. Our restoration progress is paced by the number of volunteers applied to it. If you'd like to see the March to Saltillo go faster, or more buildings and equipment restored, come out and join the restoration crew! Also, as the organization continues to grow we need more administrative and other support help to sustain it. We have multiple remote volunteer organizational needs. If you are interested in helping the FEBT in any of these roles, please email me at volunteer@febt.org.

OCTOBER VOLUNTEERS

The following members volunteered from September 22 to October 21 in Rockhill Furnace and Robertsedale including at the reunion. Thanks to all FEBT volunteers for their dedicated efforts to preserve, restore, and interpret the EBT.

Bill Adams	Chris Artale	Stacey Batovsky	Steve Behe
Lawrence Biemiller	John Bowie	Sue Briggs	Dave Bulman
Karen Bulman	Roy Burnham	Jacob Bury	Ric Case
John Catanese	Jane Clarke	Pete Clarke	Chris Coleman
Craig Confair	Chris Connacher	Alex Cook	Doug Davenport
Ray Davidowski	George Dvorak	Jack Fornadley	Larry Fuchs
Al Gallo	Rudy Garbely	Lance Gilliland	Tom Hesketh
Charlie High	Carolyn Hoffman	Steve Jackson	Bob Johnson
Dave Johnson	Vagel Keller	Eric Knepp	Ed Kompare
Daniel Lane	Mathew Malkiewicz	Christian McCann	Ray McFalls
Curtis Miller	Bob Morningstar	Bill Mosteller	Kevin Nolish
Ron Pearson	Dave Phillips	Hans Plugge	Rich Poletto
John Quinn	Jon Radder	Lee Rainey	Mark Reese
Bill Reynolds	Rick Rourke	Blair Stewart	John Thompson
Jim Troup	Deb Tucker	Gene Tucker	Dick Ullery
Andy Van Scyoc	Matt Wall	Bill Wheeler	John Widmeyer
Rob Willhite	Scarlett Wirt	Charlie Wootton	

UPCOMING EVENTS

Date	Host	Event
November 1	Bricktown Museum	Horrorween Haunted Warehouse
November 1	FEBT	Young Easties Work Session (Rockhill)
November 1-2	FEBT	Rockhill Work Session
November 4	RTM	Full Moon Trolley Ride
November 28-30	EBT	Christmas in Coal Country
November 28, 29	RTM	Lights, Camera, Christmas Trolleys!
December 5-7, 12-14, 19-21	EBT	Christmas in Coal Country
December 5, 6, 12, 13, 19, 20	RTM	Lights, Camera, Christmas Trolleys!
December 6, 13	RTM	Santa's Trolley
May 1-3	FEBT	2026 FEBT Reunion

<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, November 1 and 2. This is the last scheduled 2025 Rockhill Furnace Work Session. The 2026 schedule will be announced soon. See the FEBT website at <https://febt.org/volunteer/> for additional details. Please consider coming out to help us continue to preserve and restore the EBT. If you are interested in participating in the Rockhill volunteer sessions, including track work, and are not on the current signup distribution, or if you have questions or suggestions about volunteering please contact Dave Bulman, the FEBT Volunteer Coordinator, at volunteer@febt.org for more information on all of our volunteer projects and how you can participate. – *Dave Bulman*

FEBT MUSEUM SCHEDULE

The FEBT Museum is open for Christmas in Coal Country,
November 29 through December 20.
Operating hours are Saturdays, 10:00 AM to 4:00 PM.

New for 2025, the Broad Top Area Coal Miners Museum will be open for Christmas in Coal Country as well, Saturdays, November 29 through December 20, 10:00 AM to 4:00 PM

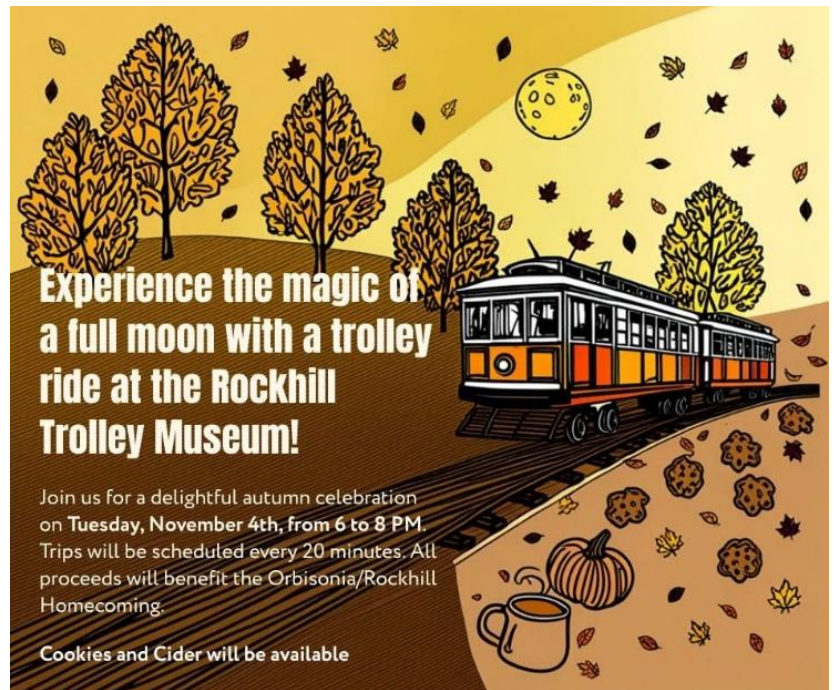


ABOUT THIS ORGANIZATION

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

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.



JOIN US FOR

2025 HOLIDAY TROLLEY RIDES

Santa's Trolley!

40 Years and Counting!
1985 - 2025

9:00am - 1:00pm

- Ride a historic trolley to Blacklog Narrows
- Children 12 & under receive a gift from Santa
- Take photos with Santa



Tickets \$5.00
(Children under 2 free)

Lights, Camera, Christmas Trolleys!

Fridays: 5:00pm - 8:30pm
Saturdays: 2:30pm - 8:30pm

- Enjoy Christmas lights & festive displays
- Capture photo memories with friends & family
- Relax with refreshments in Santa's Workshop
- Tickets valid for multiple rides



Adults \$12
Children \$10 (ages 2-12)
(Children under 2 free)

SCHEDULE

Nov. 28 th	Lights, Camera, Christmas Trolleys!
Nov. 29 th	Lights, Camera, Christmas Trolleys!
Dec. 5 th	Lights, Camera, Christmas Trolleys!
Dec. 6 th	Santa's Trolley
Dec. 12 th	Lights, Camera, Christmas Trolleys!
Dec. 13 th	Santa's Trolley
Dec. 19 th	Lights, Camera, Christmas Trolleys!
Dec. 20 th	Lights, Camera, Christmas Trolleys!



Rockhill Trolley Museum
Pennsylvania's Oldest Operating Trolley Museum

430 Meadow Street
Rockhill Furnace, PA 17249
Across from East Broad Top RR




RockhillTrolley.org