

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

STATE: Pennsylvania
 COUNTY: Huntingdon
 FOR NPS USE ONLY
 ENTRY DATE: _____

(Type all entries complete applicable sections)

1. NAME

COMMON: East Broad Top Railroad
 AND/OR HISTORIC: East Broad Top Railroad

2. LOCATION

STREET AND NUMBER: Meadow Street
 CITY OR TOWN: Rockhill Furnace CONGRESSIONAL DISTRICT: #9
 STATE: Pennsylvania CODE: 42 COUNTY: Huntingdon CODE: 61

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input checked="" type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input checked="" type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____
ACCESSIBLE TO THE PUBLIC: Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No			

4. OWNER OF PROPERTY

OWNER'S NAME: The East Broad Top Railroad and Coal Company
 STREET AND NUMBER: _____
 CITY OR TOWN: Rockhill Furnace STATE: Pennsylvania CODE: 42

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Huntingdon County Court House
 STREET AND NUMBER: Penn Street
 CITY OR TOWN: Huntingdon STATE: Pennsylvania CODE: 42

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: _____
 DATE OF SURVEY: _____ Federal State County Local
 DEPOSITORY FOR SURVEY RECORDS: _____
 STREET AND NUMBER: _____
 CITY OR TOWN: _____ STATE: _____ CODE: _____

SEE INSTRUCTIONS

STATE: Penn.
 COUNTY: Huntingdon
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7 DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The East Broad Top Railroad today represents a surprisingly intact specimen of the steam era of railroading. With one exception, the approximately thirty-three miles of the main line are intact, including one tunnel at Coles, although only five miles of it (from Rockhill to Colgate's Grove) are in use. A portion approximately 1400' long was washed out in 1972, but the grading has been stabilized and the damage is not extensive. This portion is just north of Shirleysburg, running parallel to Aughwick Creek. The main line originally ran from Robertsdale to Mount Union, but was then extended south from Robertsdale to Alvan. Branching off of the main line were three spurs to strip mines, at Shade Gap, Coles Valley and Rocky Ridge. Today only a 3/4 mile portion of the Shade Gap spur track remains. An additional 3/4 mile of track here was also washed out in 1972. This stretch is used by the Shade Gap Electric Railway, a public entertainment feature.

Aside from the track, the railroad property includes the Mount Union yard, the Rockhill yard, and structures associated with the Saltillo, Coles, Robertsdale, and Wood stations. With the exception of the Rockhill yard, where the East Broad Top shops are located as well as the primary roundhouse and car barn, and the Orbisonia station, the rest of the properties are in varying states of decay and disrepair. The Saltillo station house and tankhouse remain, as do the Coles station house and tankhouse. The Robertsdale station house remains, while at Wood there are only sheds and a supply house. At Mount Union, where the East Broad Top transferred its cargo to the Pennsylvania Railroad, most of the freight offices have burned. The roundhouse, engine house, and coal yards are in fair condition.

The Rockhill yard, with all its shops and service buildings, represents one of the best features of the East Broad Topy, yet even it is in a vulnerable condition. (Refer to enclosed map for precise layout.) The bulk of the structures at Rockhill date from 1874. This includes the roundhouse and the "Armstrong" turntable. The locomotive roundhouse is one story tall, built of red brick, with berths for eight engines. The paint shop is a one story brick structure. The two-story stone farmhouse which predates the railroad, was used as the storehouse. The blacksmith shop, the foundry and the connected machine and car shops are all frame buildings of similar construction. They all house original machinery. The foundry is filled with many of the patterns used in making the rolling stock. The machine and car shops are still housing a variety of belt-driven tools, although the central steam engine which powered all the machines is no longer functioning. A few machines have been adapted for use with an electric motor. Beyond these shops are the carpentry shop, sand house, and ice house. Beyond these shops, outside the yard proper, is the railroad reservoir, which was formed by the damming of Jordan Creek, which runs along the western boundary of the yard. Across the track and to the north of the reservoir are the coal tower, water plug, sheet metal carbarn, and one story frame freight station.

In addition, there are three structures formerly used as tool and storage sheds, now leased to the Shade Gap Electric Railway, which operates over the remainder of the Shade Gap spur. Across Meadow Street from the yard is the Orbisonia passenger station, which is largely unaltered except for

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|--|--|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) 1871-1956

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

One of the oldest narrow gauge lines in America, the East Broad Top Railroad operated for over eighty years as a coal-carrying line in the heart of the Pennsylvania mining region. Established in 1871, the East Broad Top transported semi-bituminous coal from the Broad Top mines, as well as timber, sand, rock, general freight, and passengers to the Pennsylvania Railroad, over a thirty-three mile track from Alvan to Mt. Union.

Decline in the use of coal after World War II forced the East Broad Top to cease operations in 1956. All of its track and rolling stock seemed doomed, but the purchaser of the line generously preserved five miles of the track and six of the steam engines. The original engines and passenger cars are now used to carry visitors on the ten-mile round trip out of Orbisonia, where the original station, roundhouse, and shops are preserved, and opened to the public.

History:

Before the Civil War, a group of retired businessmen on a vacation near Broad Top City realized that the construction of a railroad would make possible the exploitation of the vast quantities of bituminous coal in the Broad Top region. But the Civil War interfered with their plans, and it was not until 1871 that the East Broad Top Railroad and Coal Company was established. The construction of the railroad soon began, and by 1874 the line ran between Robertsdale and Mount Union, where it joined the Pennsylvania Railroad. The railroad wound in and out of the mountains for thirty miles, but subsequently was lengthened to about forty miles, including three spurs extending out to the strip mines at Shade Gap, Coles Valley, and Rocky Ridge. Today only a portion of the Shade Gap spur still remains.

The most unusual feature about the railroad was that it was a narrow gauge line. Instead of employing the standard width of four feet eight-and-a-half inches between the rails, the East Broad Top's rails were separated by but three feet. When the line was built, the narrow gauge was popular because it involved smaller costs for grading. The shops of the railroad stood at Rockhill Furnace, a middle point on the line.

Although the railroad carried timber, sand, rock and general freight, and had a passenger service, its great money-maker was coal. Trains pulled

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Don Wood, "The Great East Broad Top Revival," Trains, 21 (Dec., 1960) pp. 26-29
 S. Sydney Bradford, "The East Broad Top Railroad," National Survey of Historic Sites and Buildings form 10-317 (March, 1964)

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
UTM	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	18 256490.4475190	0 . "		0 . "		
NE	18 257270.4464470	0 . "		0 . "		
SE	18 454290.4452770	0 . "		0 . "		
SW	17 740860.4447070	0 . "		0 . "		

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 500

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
Pennsylvania	42	Fulton	57
Pennsylvania	42	Bedford	009
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE:
Richard E. Greenwood, Survey Historian Landmark Review Project

ORGANIZATION: Historic Sites Survey, Landmark Review Project DATE: 11/5/74

STREET AND NUMBER:
1100 L Street

CITY OR TOWN: Washington STATE: D. C. CODE: 11

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of Landmark of this nomination is:

National Designated: State Local

JAN 28 date 1964

Name: George J. Henry Boundary Certified: George J. Henry

Title: Jan 11, 1979

Date: Jan 11, 1979

I hereby certify that this property is included in the National Register.

[Signature]
 Director, Office of Archeology and Historic Preservation

Date: 4/24/79

ATTEST:
Keeper of The National Register

Date: _____

NATIONAL HISTORIC LANDMARKS

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NATIONAL HISTORIC LANDMARKS

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(Number all entries) East Broad Top Railroad #7 Description Page 2

the conversion of the waiting room and the freight room into a gift shop and a snack bar, respectively.

The rolling stock consists of six "Mikado" type locomotives, built for the East Broad Top by the Baldwin works of Philadelphia, several passenger and freight cars, and several miscellaneous cars, such as a gas-electric car built at the Rockhill Furnace yard in 1926.

Boundaries:

The landmark is composed of the thirty-two and a half miles of main track from Mount Union to Alvan. The right-of-way extends 60' from the middle of the track, on either side, and this 120' zone constitutes the landmark along the railroad's length, except at Rockhill Furnace. At Rockhill Furnace, the landmark boundaries are expanded to include the yard and facilities, and the one-and-a half mile of the Shade Gap spur from its origin at Rockhill Furnace east to the point of intersection of Blacklog Creek with U.S. Route 522. The 120' right-of-way zone constitutes the boundaries on this one-and-a-half mile stretch as well. The Rockhill yard is bounded thusly: beginning at the intersection of Meadow Street (State Route 994) with the East Broad Top right-of-way, proceed W along the south curb of Meadow Street approximately 430' to the intersection of the south curb with the west bank of Jordan Creek. Then proceed south along the west bank of the creek approximately 2000' to the foot of the railroad reservoir, thence E approximately 200' to the eastern limit of the right-of-way. The boundary follows the right-of-way north for 1000', and then branches to the northeast, approximately 900', in a straight line, which intersects with the southern boundary of the Shade Gap spur right-of-way at the junction of its two branches. The boundary continues to run northwest along the northern boundary of the right-of-way of the north branch of the spur, to its intersection with the south curb of Meadow Street, thence W along the southern curb to the point of origin. These boundaries enclose all the remaining track of the East Broad Top Railroad, the various stations and service buildings remaining on the line, as well as the Rockhill Furnace yard and facilities.

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Continuation SheetSection number 7 Page 3 East Broad Top Railroad, Huntingdon County, Pa.Passenger Cars Nos. 8 (Coach), 14 and 15 (Combination Baggage-Coach, "Miners' Coach")

Three East Broad Top Railroad and Coal Company passenger cars originally operated on the Boston, Revere Beach and Lynn Railroad of Massachusetts. Begun in 1875, that company's route started at ferry slips at Rowes Wharf on the edge of Boston Harbor where Railroad-owned ferries carried passengers across the mouth of the Charles River to East Boston. At other ferry slips there, passengers debarked and boarded narrow gauge trains headed northeast through Orient Heights and Crescent Beach, to and along Revere Beach, then on through Point of Pines and across the mouth of the Sagus River to Lynn. The line also had a branch from Orient Heights which looped through Highlands, Winthrop Beach and Winthrop, touching the shore of Broad Sound. At the height of its business the B.R.B. & L. operated 26 locomotives and 96 passenger coaches, as well as four ferryboats, a number of freight cars, baggage cars, and other cars. Originally a short line serving the many small towns on the "North Shore" as well as carrying picnickers and bathers from Boston to the beaches on weekends and holidays, as the North Shore towns grew into suburbs whose inhabitants worked in and around Boston, the B.R.B. & L. evolved into primarily a carrier of commuters. Although the line operated three 4-4-0 locomotives, the rest of its motive power, over its history a total of 34 steam locomotives, consisted of rigid-frame-with-tender locomotives of the 0-4-4, 2-4-6 and 2-4-4 types, mostly the latter. Finally, during the late 1920s, the company electrified the line.

The passenger cars of the Boston Revere Beach and Lynn Railroad mostly came from the Laconia Car Company of Laconia, New Hampshire, and were brought down to the narrow gauge on standard gauge trucks. Six of those cars went second-hand to the East Broad Top in 1916, becoming E.B.T. Coaches Nos. 8, 9, 10, and 11 and Combination Baggage-Coach Cars Nos. 14 and 15. In May 1942, the East Broad Top sold two of those, Coaches Nos. 9 and 10, to the Aluminum Company of America, and in August 1942 sold Coach No. 11 to the U.S. Navy at Pearl Harbor, Oahu, Hawaii. Cars Nos. 8, 14 and 15 remain on the East Broad Top today.

As originally built by the Laconia Car Company, probably in the late 1870s, 1880s, and possibly 1890s, the cars featured hardwood interiors with plush upholstery and silver or (more likely) nickel-plated hardware and lamps. They featured bull-nose-ended clerestory roofs with round ventilators on the sides of the clerestory between each pair of clerestory windows, and windows with a small pane over a larger pane, along the sides of the cars. The ends of the cars featured center doors, each with a window, the doors flanked on each side with windows, these not always a common feature in passenger cars.

The three former Boston, Revere Beach and Lynn cars which remain on the East Broad Top as of 1990, with some modifications over the years by the East Broad Top shop force, are:

Coach No. 8 - The most ornate of the cars and the East Broad Top's only full historic coach, No. 8 may be closest to the original form of the oldest and earliest of the B.R.B. & L. cars, having a board-and-batten exterior finish below the windows on each side, and slightly arched tops to the side windows. The car probably dates from no later than the mid-1880s and may well have been built during the 1870s. The principal apparent modification to the car is that when in 1927 the East Broad Top built its gas-electric motor car, M-1, the company rebuilt the trucks on this coach, replacing the original journals and bearings with roller bearings, so that the coach could more easily serve as a trailer to the gas-electric car. This resulted in a minor change of

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Continuation SheetSection number 7 Page 4 East Broad Top Railroad, Huntingdon County, Pa.

appearance to the trucks, the round roller-bearing equipment replacing the square or rectangular journal box. The East Broad Top painted the car a dark green with red roof, with the words "EAST BROAD TOP" in orange on the name board above the windows and the number "8" in orange above each truck and below the windows on each side. Coach No. 8 is 44 feet long exclusive of open end platforms, and 8 feet wide. It seated 52 passengers.

Combination Baggage-Coach No. 14 - Allegedly built "around 1882" by the Laconia Car Company, this car probably began its existence as a straight coach, although of a later generation than Coach No. 8, being characterized by tongue and groove siding on the exterior rather than board and batten. It featured a bull-nose-ended clerestory, and unlike most wooden passenger equipment (and for that matter, most steel passenger equipment) had no railroad name board above the windows and below the edge of the roof, with the windows instead reaching virtually to the edge of the roof. At an unknown date, a car shop added a pair of baggage doors, one on each side a short distance from one end of the car, also removing the interior seats in that vicinity and converting the car into a combination baggage-coach which carried 38 people beyond the baggage compartment. This type of conversion is known to have been done to a number of cars on the Boston, Revere Beach and Lynn, and the car may have arrived in Pennsylvania in 1916 in this converted form. The tipoff to the conversion is that baggage-coach combination cars normally did not have coach windows down both sides of the baggage compartment, as does this car. However, the original baggage doors were narrow and the compartment small, so at a still later date the East Broad Top apparently enlarged the baggage compartment, adding a second pair of wide baggage doors farther from the end of the car, which left seating for only 14 passengers. This and several other E.B.T. cars served as "miners' coaches" to carry coal miners commuting from their homes to the East Broad Top coal mines; it would not have done to have coal-dust stained miners rubbing elbows with regular passengers and dirtying the plush seats, woodwork and floors of regular passenger coaches such as No. 8, or so management of the company apparently thought. Measuring 43 feet, 10 inches long exclusive of open end platforms, the car was 8 feet 9 inches wide. Like the other B.R.B. & L. cars, No. 14 featured the round ventilators between each pair of clerestory windows.

Combination Baggage-Coach No. 15 - Car No. 15 had a history similar to that of No. 14, except that it was only 8 feet 7 inches wide, and originally carried 56 people. Originally it apparently was a combination "Coach-Smoker," which meant that it was a coach divided into smoking and non-smoking compartments by an interior partition. It was rebuilt, probably by the East Broad Top, into an 18-passenger capacity combination baggage-coach car. Despite the difference in width, it had design similar to No. 14, with the same type of roof, windows, sides, and end platforms. When converted to carry baggage as well as passengers, it received a single pair of wide baggage doors. Like No. 14, this car also served as a "miners' coach."

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Continuation SheetSection number 7 Page 5 East Broad Top Railroad, Huntingdon County, Pa.Official Car [Business Car] No. 20, "Orbisonia"

In September 1880, the Bradford, Bordell and Kinzua Railroad, a narrow gauge line being built in the oilfields of northwestern Pennsylvania, took delivery of its first two passenger cars of six that would be delivered that year, No. 1, named "Bradford," and No. 2, named "Bordell." It would receive two more in November and another two in December that year. Built in York, Pennsylvania, they were products of the famous York Car Works of the firm of Billmeyer and Smalls.

For the next two decades, the cars rolled back and forth over the narrow gauge trackage that ran between Bradford and Smethport, and the branch to Bordell. That railroad gained a fleeting fame in American railroading history when it experienced in 1884 one of the most horrifying of accidents when a passenger train ran into a pool of light, kerosene-like oil which had leaked from an uphill storage tank onto the track, where snow and ice channeled it into a trough along the tracks, the locomotive firebox ignited the oil, and the train rolled along in a pool of liquid fire until derailing and wrecking.

In September 1901, another wreck which killed Fireman A.H. Hall overturned the railroad's business or official car used by Superintendent J.C. McKenna, a conversion of Coach No. 3 which had been done some years earlier. The wreck upset the oil lamps in the car, spilling the oil and igniting it, and the fire entirely destroyed the Superintendent's car. By December 17, Superintendent McKenna had received and approved plans to build another private car by conversion of Coach No. 2, the "Bordell." The railroad's own car force rebuilt and modified the car into another private car in the Bradford, Pennsylvania, shops, equipping it with a hot salt water heating plant, a lavatory, fine carpets, willow furniture, curtains, and wide bevel-edged plate glass windows, as well as ornate wrought iron end platform railings and gates. The car was 35 feet long, exclusive of platforms, and 8 feet 2 inches wide. It featured a typical clerestory roof with ends which have been described as of the "duckbill" type to distinguish them from the "bull-nosed" type, each having been named for the features of the respective creatures which they resembled. Below the "belt-rail," beneath the side windows, the car was finished in board and batten style, and above the side windows it carried a broad name board. As rebuilt, the car featured unusual windows: inward from each end on each side were two unusually wide but somewhat short windows, followed by a narrow window, with an additional narrow window centered on one side of the car and slightly off-center on the other. The car ends had the usual door with a window in it flanked by a pair of windows. These, too, featured not only plate glass but bevel-edged plate glass. Although the company reportedly spent only a little over \$2,000 on the job, the result was said to be "more plush and luxurious than the first private car." The car retained its old coach number, 2, but the company gave it the new name "Kinzua."

Alas, the new business car was destined to have a brief history of use on the Bradford, Bordell and Kinzua Railroad, for that company ceased operation only a little over four years after remodeling was finished, in 1906. On September 15 of that year, Locomotive No. 7 pulled the last train over the line, consisting of a combination baggage-smoker, a coach, and official car "Kinzua" on the rear end. The car's history had spanned nearly the entire history of that oilfield country narrow gauge, and was destined to long outlive it.

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Undocumented legend claimed that the car carried President Grover Cleveland on fishing trips, but when this occurred and whether while he was in office or out, is unclear.

Upon the scrapping of the Bradford, Bordell and Kinzua, ownership of the car "Kinzua" passed briefly to the Big Level and Kinzua Railroad, then to E.H. Wilson and Company, and a year after it had made the final run on its original railroad, in September 1907 President Robert S. Siebert of the East Broad Top Railroad and Coal Company ordered it purchased for his company's use. The car probably was loaded on a standard gauge flat car and hauled over the Pennsylvania Railroad to Mount Union that year, where it could be unloaded onto the East Broad Top's narrow gauge tracks. Thereafter it operated over the East Broad Top main line between Mount Union and Robertsdale, Pennsylvania, and probably on the several branch lines, as well. While on many occasions it undoubtedly decorated the end of a passenger train, on others it comprised a special train of itself hauled by the line's diminutive 2-6-0. Headquartered at Rockhill Furnace adjacent to the town of Orbisonia, the East Broad Top management renamed the car for the latter, and gave it the number "20," with the car repainted in the dark green with brick-red roof typical of East Broad Top passenger equipment. However, whereas most of the E.B.T. passenger equipment carried orange letters and numbers, the "Orbisonia" received elegant gold leaf letters and numbers, which it had had on the B.B.& K., although in later years it lacked the ornate striping which had decorated it on the Bradford, Bordell and Kinzua and during its early E.B.T. years.

On occasions between 1907 and 1913 the car undoubtedly carried E.B.T. President Robert S. Siebert, during the next five or six years President Edward Roberts, III, between 1919 and 1938 President Percy C. Madeira, Sr., and from then until 1956 President J. William Wetter; on other occasions the car probably carried lesser E.B.T. officials such as the Superintendent, perhaps the Paymaster, and, of course, visiting dignitaries and stockholders.

Built in the summer of 1880, rebuilt to its present form in the winter of 1901-1902, the car remains largely unchanged since the latter date and in excellent condition as of 1990, when it approaches its 110th birthday.

Prepared by Gordon Chappell

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STATE Pennsylvania	
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(Number all entries) East Broad Top Railroad #8 Statement of Significance Page 2

coal-laden cars to Mt. Union, where the coal was transferred to the Pennsylvania Railroad. In the decades after its construction, the railroad prospered especially as the tonnage of coal hauled increased for years. But after the end of World War II, when other fuels began to supplant coal, the line's business suffered, so much so that by the 1950's the end of operations was in sight. In 1953 the road ended passenger service, and on April 16, 1956, the company ran its last train.

The closing of the railroad apparently presaged its total abandonment. A public-spirited railroad fan purchased the entire line in 1956, however, and began to operate part of the line as a tourist attraction in 1960. The East Broad Top trains continue today to be operated and maintained by engineers and mechanics who were associated with the railroad in its coal-carrying days and original machinery is used in making repairs.

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Section number 8 Page 3 East Broad Top Railroad, Huntingdon County, Pa.Passenger Cars Nos. 8 (Coach), 14 and 15 (Combination Baggage-Coach, "Miners' Coach")

The three passenger cars which the East Broad Top Railroad acquired second-hand which came from the Boston, Revere Beach and Lynn Railroad of Massachusetts, are, together, rare for three reasons: they are believed to be the last surviving rolling stock from the steam-operated narrow gauge Boston, Revere Beach and Lynn Railroad and, even though not at present in Massachusetts, derive significance from that association as historic objects; second, they are believed to be the last surviving narrow gauge cars built by the Laconia Car Company, a regionally significant 19th Century New England car builder located in Laconia, New Hampshire, and even though not now in New Hampshire, still possess, as historic objects and as rare surviving products of that firm, significant association with that car building firm; third, they are significant for their (as of 1990) 74-year history of operation on and use by the East Broad Top Railroad and Coal Company, on whose line they still operated nearly three quarters of a century after that company acquired them, and probably more than a century after they were built.

Additionally, each car is of different design in various particulars, and has certain particular and individual qualities of significance:

Coach No. 8 - The board-and-batten exterior of this car marks it as probably dating from the 1870s, that type of exterior finish being popular prior to 1880 and less popular thereafter. Along with E.B.T. Official Car No. 20, it is a rare car for that reason, few with that exterior existing anywhere else in the United States, and still fewer in the category of narrow gauge rolling stock, (though no authoritative nationwide inventory of car types has yet been made). Additionally, in 1927 the E.B.T. shop force equipped the car with roller bearings. It is probably the only wooden narrow gauge passenger car that was ever so-equipped. Finally, it is an outstanding example of a late 19th century wooden narrow gauge open-platform passenger coach, with few equals elsewhere in the United States.

Combination Baggage-Coach ("Miners' Coach") No. 14 - After twice being modified from what originally was a coach by addition of a baggage compartment and subsequent enlargement of that baggage compartment, this car ended up with four baggage doors, two narrow and two wide, one of each on each side, a unique configuration. Additionally, the East Broad Top downgraded this from carrying regular passengers to carrying coal miners segregated from any regular passengers, undoubtedly so they would not track coal dust into the regular passenger cars such as No. 8 and get the floors, woodwork and plush upholstery blackened with coal dust. As such this car (and No. 15) have important associations not only with the East Broad Top Railroad but with the coal mining end of the East Broad Top Railroad and Coal Company as well, and with the social history of the coal miners, reflecting how they got to and from the mines that were distant from the towns. With Car No. 15, this car is unique in that no other narrow gauge coaches converted to baggage cars with the windows left in the baggage compartment are known to exist.

Combination Baggage-Coach ("Miners' Coach") No. 15 - The history and significance of this car is similar to that of Car No. 14, except that it was modified only once, into a combination baggage-coach car, with addition of a single pair of wide baggage doors, one on each side, so that its configuration is different from that of No. 14 and also unique. It shares the other history, associations and significance mentioned with respect to Car No. 14.

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Continuation SheetSection number 8 Page 4 East Broad Top Railroad, Huntingdon County, Pa.Official Car [Business Car] No. 20, "Orbisonia"

East Broad Top Railroad and Coal Company Official Car No. 20, "Orbisonia," reflects important associations with a railroad car building firm and with the two railroads on which it has served, associations with the officials of those two railroads and possibly with Grover Cleveland, and is an outstanding representation of its type, an official car made by a railroad's own shop forces rebuilding and remodeling a coach. Both in terms of its original design elements and components, and its redesign and rebuilding, it is an outstanding example of the car-builder's art in the era of wooden cars.

As was common among American short line railroads, Official Car No. 20 originated on another line than the East Broad Top, having been built in the summer of 1880 in Billmeyer & Smalls' York Car Works in York, Pennsylvania, for the Bradford, Bordell and Kinzua Railroad, which in the winter of 1901-1902 converted the coach "Bordell" into an official car which, after four more years of service in that capacity, participated in the last run on that railroad in 1906. The East Broad Top purchased the car in 1907, relettered and repainted it, and it remains little-altered since that date.

This unique car is the last and only surviving piece of rolling stock of the Bradford, Bordell and Kinzua Railroad, a narrow gauge line which operated in the northwestern Pennsylvania oilfields from 1880 to 1906, and except for the paint scheme, lettering, and number, the car appears largely unchanged today from its appearance during the last four years of its service on that railroad, even on its last train.

Containing, despite the remodeling, components such as pedestals, and design elements such as its duck-bill-end clerestory roof from 1880 and from its original builder, the car has important associations with the nationally-significant car-building firm of Billmeyer and Smalls, whose cars went to railroads all over the United States in the 19th Century.

As a representative of its type, the car is an outstanding example of the sort of work the shop force of a small, short line railroad was capable of accomplishing in the fairly major job of remodeling and rebuilding a wooden coach into an official car, a practice quite common on American railroads, and especially on narrow gauge lines for which few official cars were built new by the car building industry. The design adopted by the B.B. & K. is individual and unique, not duplicated on any other car in the country.

Legend claims that the car carried President Gover Cleveland on fishing trips, probably on the B.B. & K., but when this occurred and whether while he was in or (more likely) out of office, is unclear.

The car carried as its designated passengers and presidents and probably other officers, officials, and stockholders of the two railroads it served from 1902 to 1955, as well as other unidentified visiting dignitaries, and has important associations with those railroad officials, especially President Robert Siebert of the E.B.T. [See Item 7 for a listing of other E.B.T. presidents.]

E.B.T. Official Car No. 20 is one of thirteen narrow gauge official cars known to survive in the United States (one of which, though probably American-built, operated on a railroad in El Salvador, and two of which exist as car bodies without trucks or wheels). Of these, No. 20 is probably the least altered since conversion, and probably in the best condition. Along with another East Broad Top car, No. 20 is a fairly rare example of a surviving narrow gauge car with a board and batten exterior finish. In its present form, Official Car No. 20 preserves a unique, one-of-a-kind design.

Prepared by Gordon Chappell

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