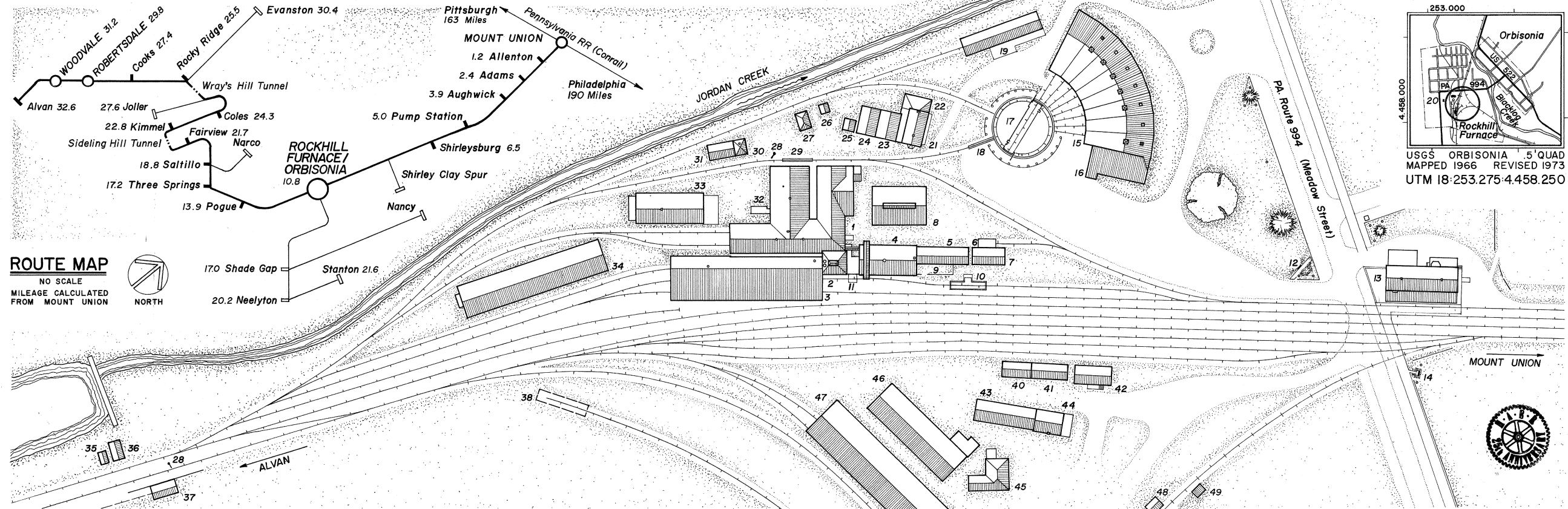


EAST BROAD TOP RAILROAD & COAL CO.

SHOP COMPLEX PLAN



ROUTE MAP
NO SCALE
MILEAGE CALCULATED FROM MOUNT UNION

LOCATION PLAN
1" = 2,000'-0" 1:24,000
0 .25 .5 1
MILES
0 .5 1 1.5
KILOMETERS
253.000
USGS ORBISONIA 1:5' QUAD
MAPPED 1966 REVISED 1973
UTM 18-253.275-4.458.250

This recording project is part of the Historic American Engineering Record (HAER), a long-range program to document historically significant engineering and industrial works in the United States.

The Southwestern Pennsylvania Recording Project was cosponsored in 1989 by the Historic American Engineering Record and America's Industrial Heritage Project, Randall D. Cooley, Project Director. The fieldwork, measured drawings, historical reports and photographs were prepared under the general direction of Dr. Robert Kapsch, Chief; John A. Burns AIA, Principal Architect and Alison K. Hoagland, Senior Historian, of the HABS/HAER Division of the National Park Service.

The recording team consisted of George W. Steinrock Jr. AIA (University of Detroit), Supervisory Architect; Richard L. Koochagian (University of Tennessee), Christina R. Moon (University of Virginia), Elaine G. Pierce (Auburn University), Patricia D. Reese (Boston Architectural Center), Paul J. Skeet (ICOMOS/Essex, England) and Beth A. Casey (University of Detroit), Architectural Technicians; Lola M. Bennett (University of Vermont), Historian and Jack E. Boucher, Photographer.

The East Broad Top Railroad & Coal Co. (EBT) was originally chartered on April 16, 1856 to mine and transport coal from the rich Broad Top Mountain field. Due to lack of financing, however, the railroad did not become a reality until fifteen years later when the Rockhill Iron & Coal Co. (RIC) was incorporated. The founders, a group of Philadelphia businessmen, bought a controlling interest in EBT stock, and made plans to construct a narrow-gauge railway. The line was opened from Mt. Union to Rockhill Furnace, PA on August 30, 1873, and was completed in 1874 to the company-built village of Robertsedale which was developing around Rockhill No. 1 Mine. In 1891, the tracks were extended to a new mine at Woodvale. Trains made several daily runs to Mt. Union where coal was transferred to the standard-gauge cars of the Pennsylvania Railroad.

At Rockhill Furnace, the company built an extensive shops complex and engine house. With its steam-generated/belt-driven machinery, the EBT was almost totally self-sufficient, maintaining its rolling stock and constructing its own freight cars. As the railroad prospered, passenger service was expanded to include public excursions as well as transport of miners. In the early 1900s, the trackage and bridges were substantially rebuilt, including an early concrete arch railway bridge. A new building was constructed to house the EBT offices and a passenger station, which bears the name of the neighboring borough of Orbisonia.

In 1919, the EBT was purchased by Madeira, Hill & Co. (MHC). At Mt. Union, MHC established a coal cleaning plant and a "timber transfer" to change trucks of standard-gauge cars to move on EBT rails. In 1938, after MHC's bankruptcy, bondholders reorganized the company as the Rockhill Coal Co. After World War II, rising labor costs, crippling strikes, diminishing coal deposits and a decreasing market took their toll. Finally, in April 1956, the last coal run was made to Mt. Union. In 1960, passenger service was restored to celebrate the bicentennial of Orbisonia. The EBT was designated a National Historic Landmark in 1964, and is the only narrow-gauge railroad still operating in the East.

- | | |
|--|---------------------------------------|
| 1 Machine Shop | 23 Store House Addition |
| 2 Boilers/Stationary Steam Engine | 24 Store House Addition |
| 3 Car Barn/Carpentry Shop | 25 Shed |
| 4 Foundry | 26 Shed |
| 5 Pattern Storage Room | 27 Shed |
| 6 Air Brake Testing Shop | 28 Water Column |
| 7 Electrical Shop | 29 Maintenance Pit |
| 8 Blacksmith Shop | 30 Sand House |
| 9 Fenced Yard | 31 Ice House |
| 10 Scale Area | 32 Toilet |
| 11 Coal Pit | 33 Stock Shed |
| 12 National Historic Landmark Marker | 34 Lumber Shed |
| 13 Orbisonia Passenger Station (EBT Offices) | 35 Shed |
| 14 Time Capsule Marker | 36 Shed |
| 15 Engine House (Roundhouse) | 37 Coal Tipple |
| 16 Bus Garage | 38 Executive Coach House (Not Extant) |
| 17 Turntable | 39 Tool Shed (?) |
| 18 Ash Pit | 40 Tool Shed (?) |
| 19 Paint Shop | 41 Tool Shed (?) |
| 20 Markle House (Former EBT Offices) | 42 Freight Station |
| 21 Store House (Original Farmhouse) | 43 Unknown |
| 22 Store House Addition | 44 Unknown |
| | 45 Unknown |
| | 46 Modern Trolley Barn |
| | 47 Modern Trolley Barn |
| | 48 Tool Shed |
| | 49 Tool Shed |

SITE PLAN
1" = 60'-0" 1:720
0 50 100 150
FEET
0 5 10 20 30 40 50
METERS
NORTH
NARROW GAUGE DUAL GAUGE
• All buildings were located in field using transit unless noted by ⊙
• All building dimensions verified in field. Station (13) based on drawings by Lee Rainey & field dimensions.
• Trackage locations approximated using ICC map (1917) and field dimensions and observation.
• Standard gauge track in Shade Gap Electric Railway area (Buildings 39 to 49) is not indicated.

DELINEATED BY: GEORGE STEINROCK, 1989 SURVEYED BY: RICHARD KOOCHAGIAN, GEORGE STEINROCK
 SOUTH WESTERN PENNSYLVANIA RECORDING PROJECT
 NATIONAL PARK SERVICE, UNITED STATES DEPARTMENT OF THE INTERIOR
 EAST BROAD TOP RAILROAD & COAL CO.
 PA. STATE ROUTE 994 (MEADOW STREET) WEST OF U.S. ROUTE 522
 HUNTINGDON COUNTY PENNSYLVANIA
 SHEET 2 OF 3
 HISTORIC AMERICAN ENGINEERING RECORD PA-127
 ROCKHILL FURNACE (ORBISONIA)

IF REPRODUCED, PLEASE CREDIT: HISTORIC AMERICAN ENGINEERING RECORD, NATIONAL PARK SERVICE, NAME OF DELINEATOR, DATE OF THE DRAWING