

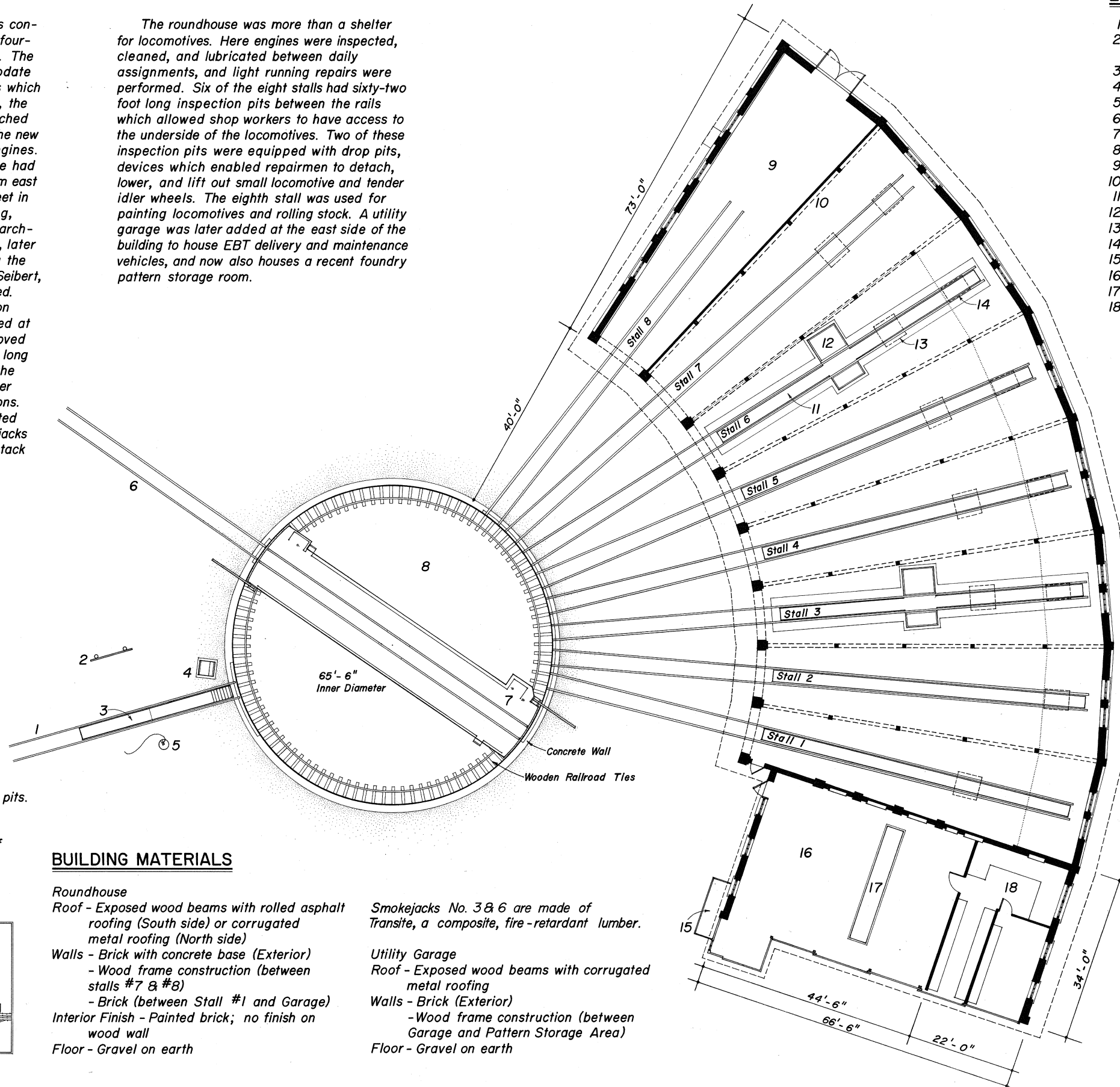
# ROUNDHOUSE

The East Broad Top Roundhouse was constructed in 1882 to replace the original four-stall wooden engine house built in 1874. The first engine house was built to accommodate the EBT's first small Baldwin locomotives which weighed up to twenty-six tons. By 1882, the weight of new EBT locomotives had reached nearly forty tons, and the railroad built the new brick roundhouse to house the larger engines. As originally constructed, the roundhouse had six stalls, numbered one through six from east to west. Each stall measured fifty-six feet in length. The roof was topped by a curving, monolithic ventilation monitor, and each archway was closed by hinged wooden doors, later replaced with steel roll-up doors. During the administration of EBT President Robert Seibert, 1903-1913, the roundhouse was expanded. Using bricks from the nearby defunct iron furnaces, two additional stalls were added at the west end, and the north wall was moved out twelve feet. The new sixty-eight foot long stalls were necessary to accommodate the EBT's three last and largest motive power purchases, which weighed eighty-two tons. Individual ventilation monitors were located above each track, and new, larger smokejacks were also installed to carry locomotive stack emissions out of the building.

The roundhouse was more than a shelter for locomotives. Here engines were inspected, cleaned, and lubricated between daily assignments, and light running repairs were performed. Six of the eight stalls had sixty-two foot long inspection pits between the rails which allowed shop workers to have access to the underside of the locomotives. Two of these inspection pits were equipped with drop pits, devices which enabled repairmen to detach, lower, and lift out small locomotive and tender idler wheels. The eighth stall was used for painting locomotives and rolling stock. A utility garage was later added at the east side of the building to house EBT delivery and maintenance vehicles, and now also houses a recent foundry pattern storage room.

## LEGEND

- 1 Roundhouse Lead Track
- 2 Locomotive Hostler's Fire Tool Rack
- 3 Ash Pit
- 4 Ash Pit Drain Catch Basin
- 5 Water Spigot
- 6 Alternate Lead Track
- 7 Turntable
- 8 Turntable Pit
- 9 Paint Stall
- 10 Wood Plank Wall
- 11 Inspection Pit
- 12 Drop Pit
- 13 Ventilation Monitor
- 14 Smokejack
- 15 Trash Bin
- 16 Utility Garage
- 17 Oil Pit
- 18 Foundry Pattern Storage Area



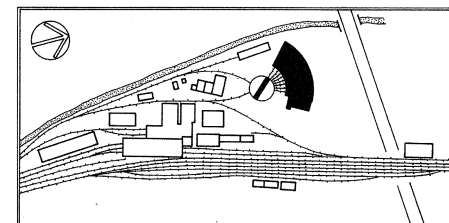
## NOTES

The locomotive stalls are numbered one through eight, from east to west.

Stalls seven and eight have no inspection pits.

Dotted line indicates configuration of roundhouse foundation before addition of stalls seven and eight.

## KEY

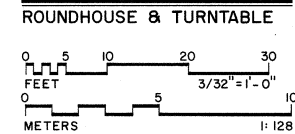


## BUILDING MATERIALS

**Roundhouse**  
 Roof - Exposed wood beams with rolled asphalt roofing (South side) or corrugated metal roofing (North side)  
 Walls - Brick with concrete base (Exterior)  
 - Wood frame construction (between stalls #7 & #8)  
 - Brick (between Stall #1 and Garage)  
 Interior Finish - Painted brick; no finish on wood wall  
 Floor - Gravel on earth

**Smokejacks No. 3 & 6 are made of Transite, a composite, fire-retardant lumber.**  
**Utility Garage**  
 Roof - Exposed wood beams with corrugated metal roofing  
 Walls - Brick (Exterior)  
 - Wood frame construction (between Garage and Pattern Storage Area)  
 Floor - Gravel on earth

## FLOOR PLAN



DELINEATED BY: SUSAN RYAN, ISABEL YANG, 1994.  
 SOUTHWESTERN PENNSYLVANIA RECORDING PROJECT  
 NATIONAL PARK SERVICE  
 UNITED STATES DEPARTMENT OF THE INTERIOR

EAST BROAD TOP RAILROAD & COAL CO. ROUNDHOUSE c.1894  
 PA. STATE ROUTE 994 (MEADOW STREET) WEST OF U.S. ROUTE 522  
 ROCKHILL FURNACE (ORBISONIA) HUNTINGDON COUNTY PENNSYLVANIA

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

SHEET 1 of 5  
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