

# EBT narrow-gauge equipment

SOME of the most interesting narrow-gauge equipment to come off production lines is that made for the East Broad Top Railroad & Coal Co., especially the locomotive and cars pictured on these pages.

Mikado No. 16 (Baldwin 1916) was one of the heaviest engines owned by the EBT, tipping the scales at 160,500 pounds. Nos. 17 and 18 exceeded this weight by 500 pounds but were similar in other respects. In all, Baldwin built six Mikes

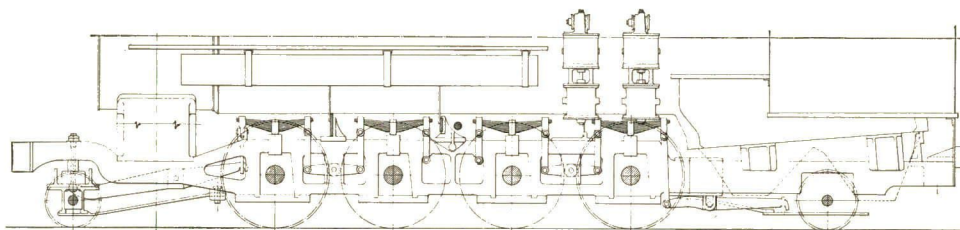
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Drawn for MODEL RAILROADER MAGAZINE by

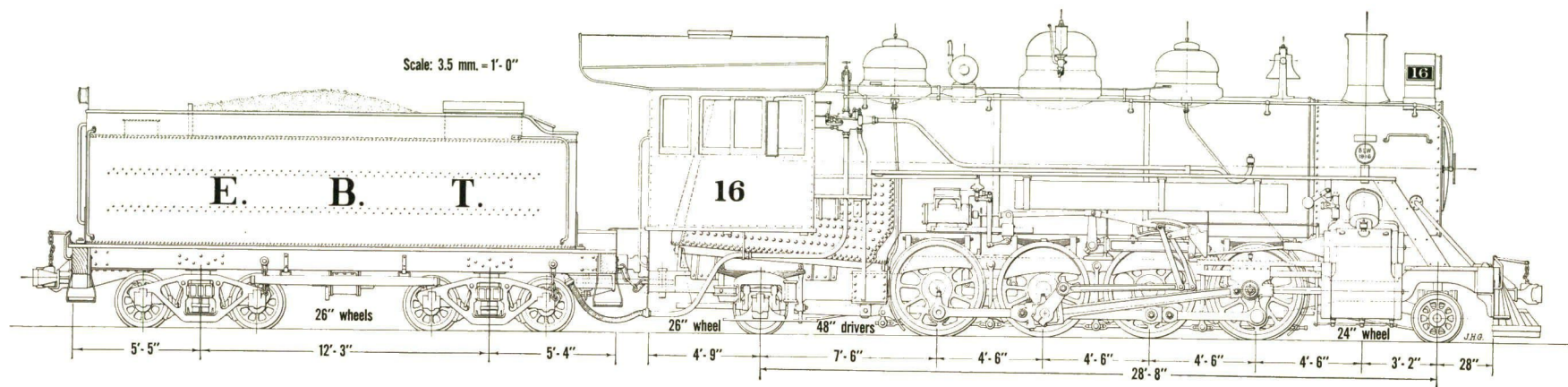
**J. HAROLD GEISSEL**

Plans in MODEL RAILROADER may be photocopied for noncommercial use only.

## MIKADO WITH PISTON VALVES AND SOUTHERN GEAR



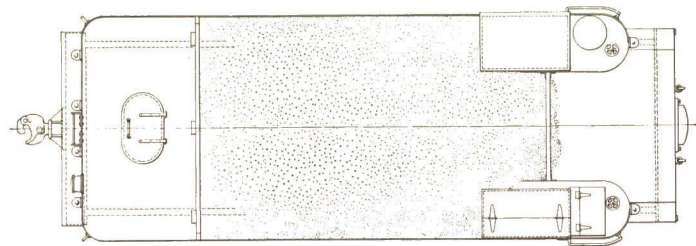
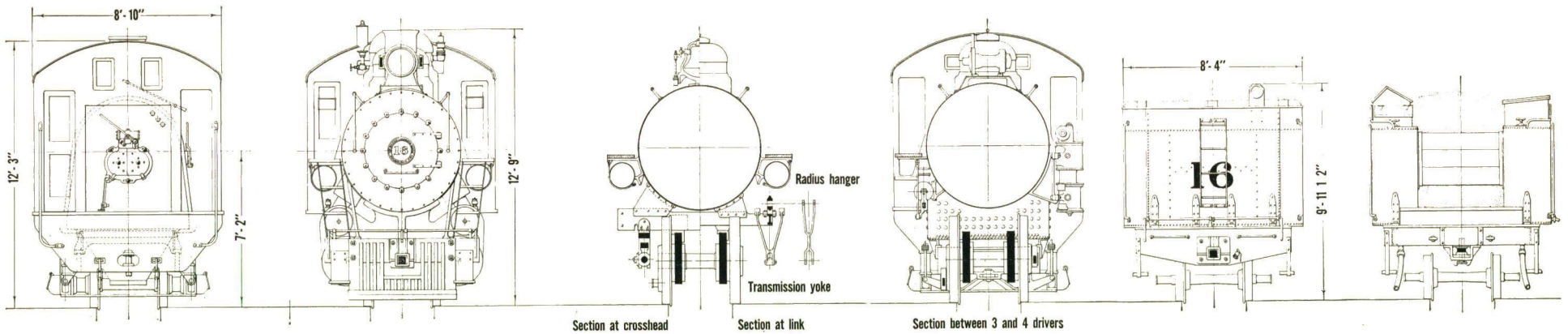
Left side showing spring rigging



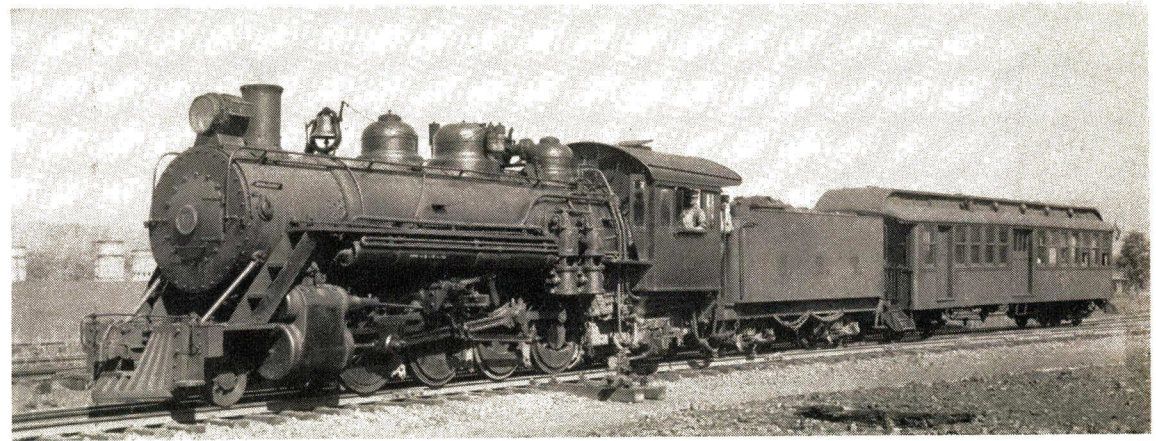
Philip R. Hastings.

No. 16 shows the typical EBT Mikado face—high light, wood pilot and clean front.

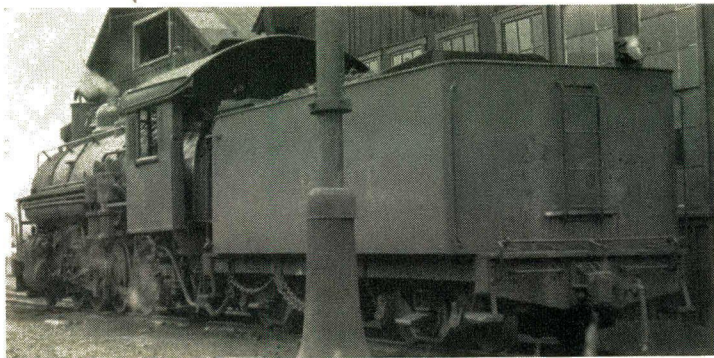




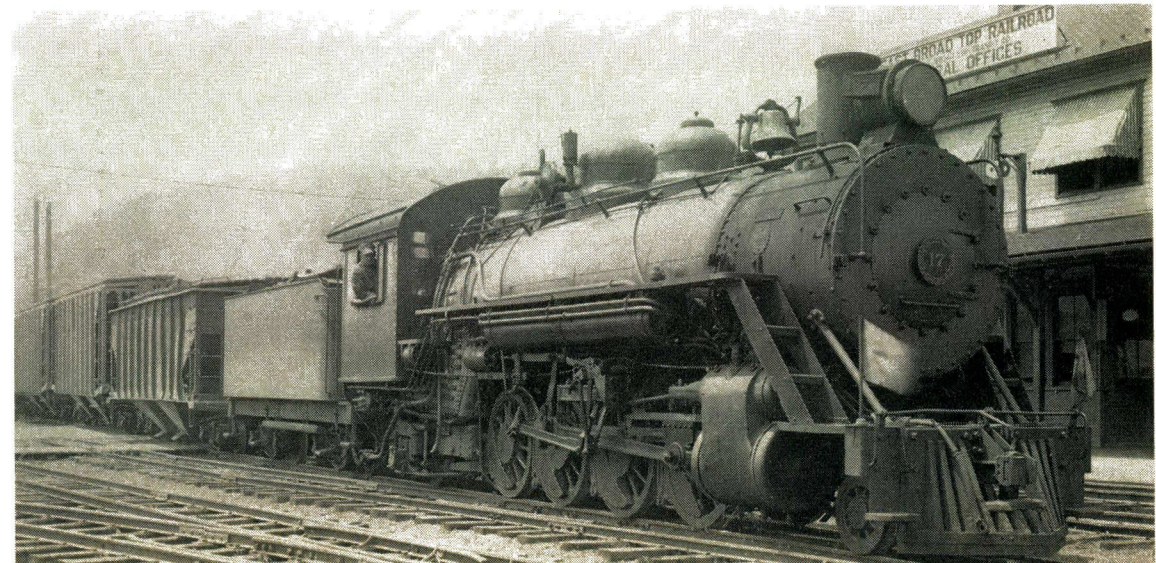
Left and right side views of No. 17, taken about 1941, show Southern valve gear and other engine details clearly. East Broad Top's engines, as old as 49 years at time of cessation of operations, remained unchanged throughout their years on the road. This was largely due to the excellent care they received at the small but fully equipped shops at Orbisonia. Locomotives were kept in condition on a rotation basis, one engine under repair at all times.



Theo. A. Gay.  
East Broad Top.



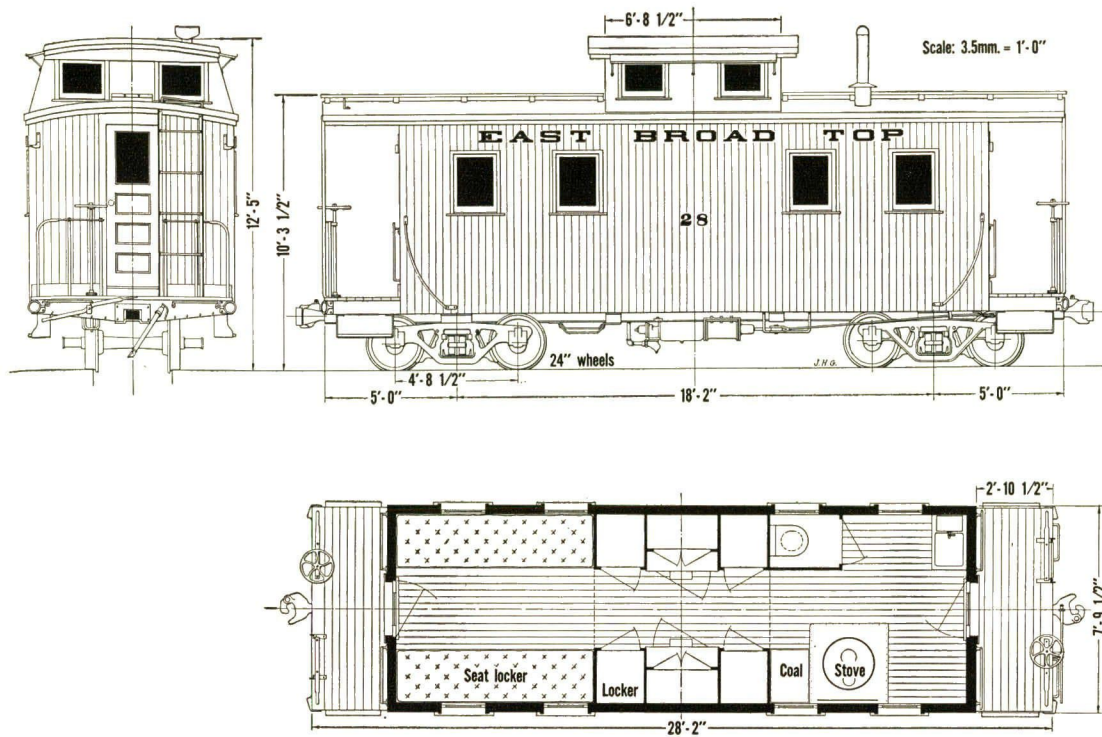
Philip R. Hastings.



Though lighter than Nos. 17 and 18, No. 16 also had a tractive effort rating of 30,600 pounds. Two air pumps came in handy on the road's 2 per cent grades.



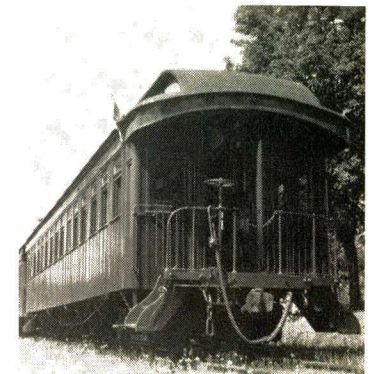
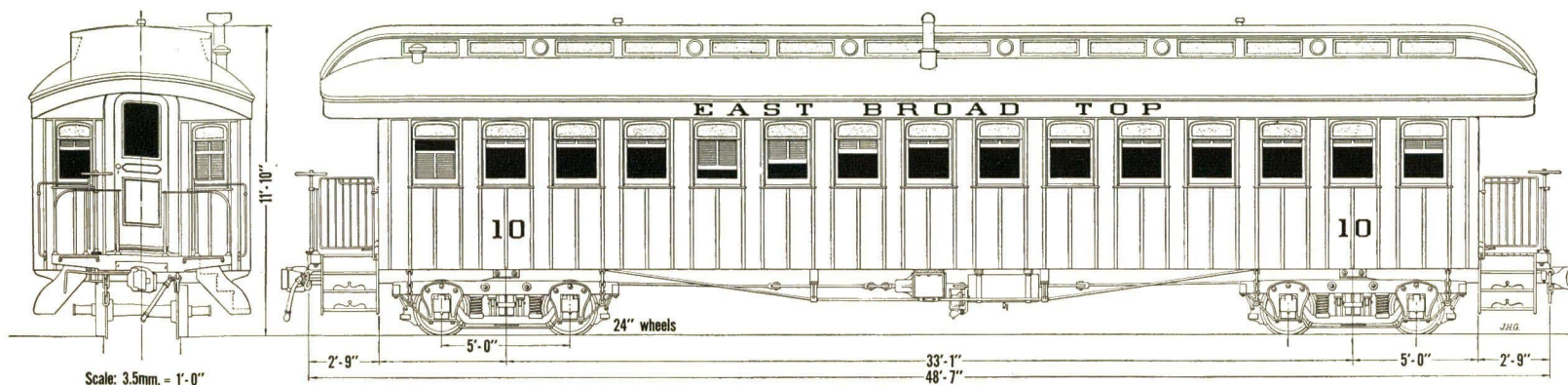
## WOOD-SHEATHED CABOOSE



Philip R. Hastings.

Train No. 7, with a coachful of miners and 15 loads of their day's labors, climbs the short grade south of Orbisonia. Coal is en route to the Mount Union grading plant.

## BOARD-AND-BATTEN OPEN-END COACH

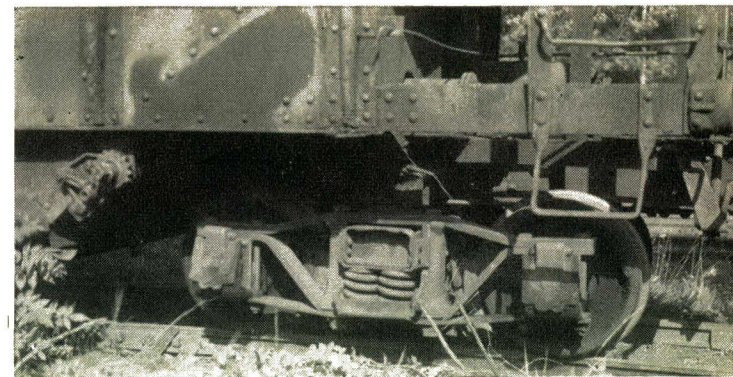
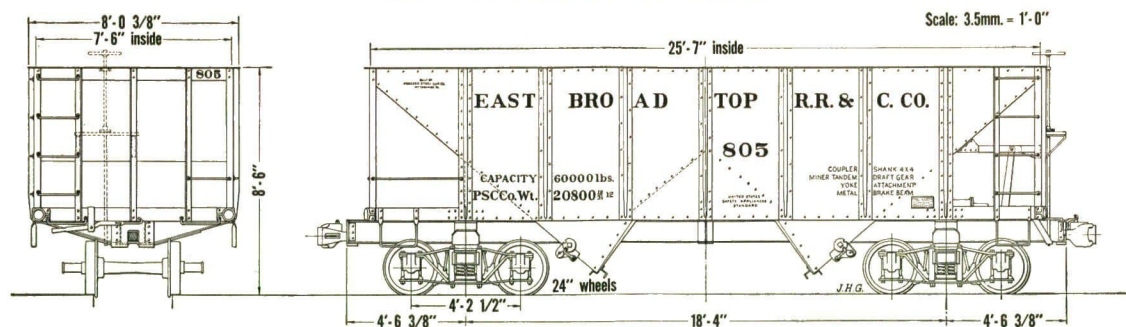


B. J. McWhorter.

Rear of coach, with backup whistle.



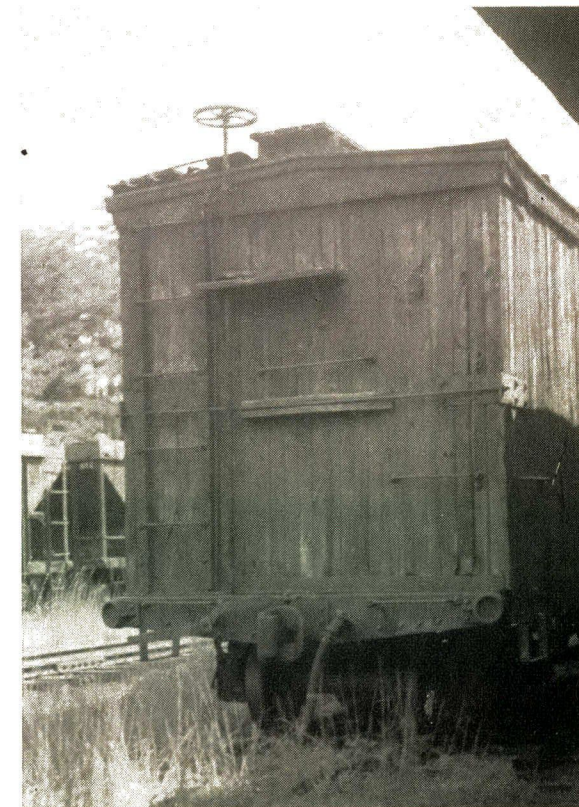
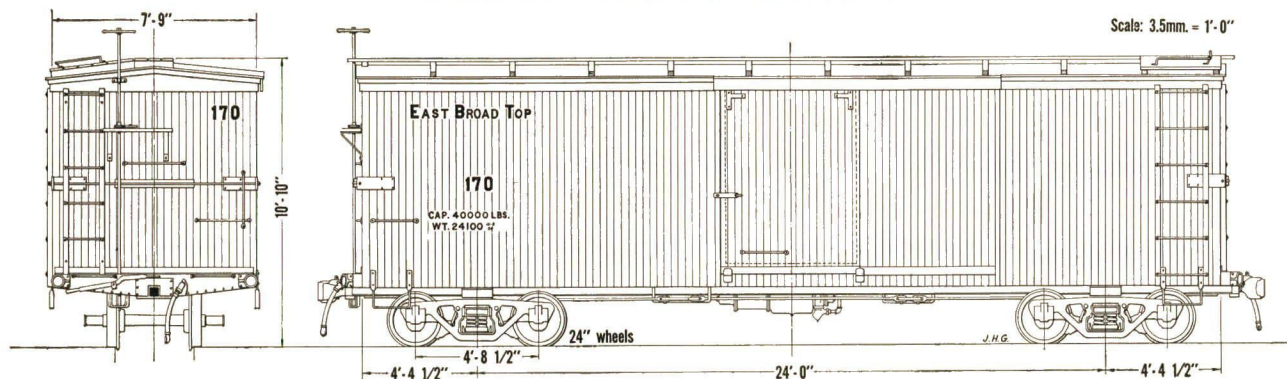
## 30-TON HOPPER CAR



J. H. Geissel.

Detail of archbar trucks used on old-style hoppers. Later cars had cast-frame trucks.

## DOUBLE-SHEATHED BOXCAR



J. H. Geissel.

End details of boxcar. Notice the truss rod across end, unusual grabiron arrangement. Cars were equipped with Type K brakes.

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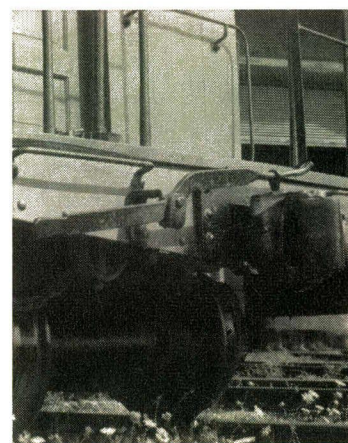
and two six-wheel switchers for the road between 1907 and 1923.

The East Broad Top operated profitably up until the early 1940's, and scraped along on revenues from the bituminous coal mines in the area until the early 1950's. The coal business dropped in 1955, and owner Rockhill Coal began abandonment proceedings. Abandonment was approved in 1956, and the line was sold to

a salvage company. However, the road was not junked, and on August 13, 1960, 3½ miles of its 32½ miles of track was officially reopened.

During the first week of renewed operations, slide-valve Mikes Nos. 12 and 15 were used to haul more than 4000 fans in open-platform wood coaches through the Aughwick Valley. The road extended service to 5 miles in 1961.

Distinctive uncoupling lever, shown here on caboose No. 27, adds character to EBT's cars.



J. H. Geissel.