



THE SIGNAL BRIDGE

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
JANUARY 2013 - MEMBERS EDITION

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CLUB OFFICERS

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Vice-President
John Carter

Treasurer:
Duane Swank

Secretary:
Hobie Hyder

Newsletter Editor:
Ted Bleck-Doran

Webmaster:
Bob Jones



LOCATION

ETSU Campus
George L. Carter
Railroad Museum

HOURS

Business Meetings are held the 3rd Tuesday of each month. Meetings start at 6:30 PM in:

Brown Hall
Room 312
ETSU Campus,
Johnson City, TN.

Open House for viewing every Saturday from 10:00 am until 3:00 pm.

Work Nights are held each Thursday from 5:00 pm until ??

MOUNTAIN EMPIRE MODEL RAILROADERS 20TH YEAR MARKS THE START OF 2013 THE VIEW FROM THE ENGINEER'S SIDE OF THE CAB.

Welcome to 2013 and a belated Happy New Year! The MEMRR joined the Carter Chapter NRHS to celebrate the beginning of the Holiday Season with our annual Christmas party hosted by the George L. Carter Railroad Museum at Tipton-Haynes State Historic Site. The event was attended by more than 30 members and their spouses as well as by "Dirty Santa". There was plenty of great food and most enjoyable company and presents all around. Santa got lots of decorating help from **Charlene** and **Dan McLeod** who furnished all the holiday decorations that set the mood for our party and they were helped by **Gary Emmert**, **Harriet** and **Duane Swank**, **Charlotte** and **Jim Pahr** and by **Fred**. **Jim** once again served as coordinator for the event and did an outstanding job as usual. My thanks to all of you for the extra work you put into the party to make it ready for the attendees. Hopefully, Santa will put a little something extra under the tree for you. The most sought-after gift at the party was a framed photo collage of vintage CRR locomotives created by **Geoff Stunkard** that passed through many hands during Santa's visit before being taken home by the **McLeods**.

For several weeks we have had a G-gauge train set on display to be given away in a raffle based on donations for it at the Carter Railroad Museum. On Saturday, December 22nd at 2:00 p.m. Treasurer **Duane Swank** drew the winning ticket from the many placed in the entry box and the winner was **Alicia Holley** of Chucky, Tennessee. As luck would have it, Alicia and her husband were in the Railroad Museum visiting at the time of the drawing and got to take the train set home with them.

January Pre-Meeting Dining. Our January meeting will take place before ETSU is back in session, classes resume on Thursday, January 17th. and The Market Place, the university cafeteria will not be open. If you want to dine with us prior to that meeting please plan to join us at 5:00 p.m. at the **Magic Wok** on South Roan Street. For the rest of our meetings in the coming months we will be eating on campus at The Market Place.

January Business Meeting. January's MEMRR business meeting in room 312 Brown Hall (our regular meeting place) at ETSU will be largely devoted to creating our events calendar for 2013. Heritage Day Coordinator, **Geoff Stunkard**, will share his ideas for those popular monthly events at the Railroad Museum and we will plan social and public events for our club that night. Please come prepared to add your suggestions to the calendar and if you cannot attend please send them to one of the club officers so they may be discussed at the meeting.

Coordinator's Meeting. Because of the preparations for the Carter RR Museum's 5th Anniversary Celebration in mid-November and the Christmas Party in December we have not held a Coordinator's Meeting in several months. As we enter a new year with lots of projects underway by the club at the RR Museum we need to resume these scheduled meetings on the 2nd Thursday of the month. Coordinators, and all interested members, please plan to attend the first such **meeting on January 10th at 6:00 p.m.** in room 235 of the Campus Center Building (2nd floor above the RR Museum) and be prepared to make your reports.

Club Projects and Museum Projects. A lot of our members were engaged in the tasks of improving our club HO layout and the layouts belonging to the Carter Railroad Museum during 2012. By far the largest amount of work was divided between the two largest projects that are, and will be, important exhibits for the club as well as the visiting public to the museum. The Club's HO layout has been undergoing a significant rewiring facelift under the direction of Electrical Coordinator, **Bill Hensley**, with lots of help from a crew of MEMRR members. Likewise, the new operating freight yard under the guidance of HO layout Coordinator, **John Carter**, and his "crew" of volunteers has been making steady progress with the goal of creating a yard that will complement the existing layout and that will make

“prototypical” model railroading possible when completed. On the other side of the hall **Gary Woods** and his “crew” have been organizing the wiring and track work for the developing Tweetsie Railroad project and **Duane Swank** and I have been plugging away at the layout’s scenery. The N-Scale and G-Scale (large scale) folks have also continued to work to improve the operation and the appearance of those layouts and **James Gregg** and others have been working on the Museum’s Z-scale layout being temporarily housed in **Gary Emmert’s** home. All of these projects will continue well into 2013 and perhaps beyond (model railroads are never completed) and all of them could use your talents, skills and help. Please don’t hesitate to step forward and lend a hand. The rewards to you are outstanding in the friendships you bond with other club members and the modeling skills you learn. Every one of these projects could use you as part of the team so please pick one or more and get actively involved. This is a tremendous club with a host of very skilled and talented model railroaders and you are not getting full advantage of you dues dollars if you don’t join them on Saturdays and Thursday evenings, or anytime you can to assist the club and the museum promotes one of the outstanding hobbies in the world.

MEMRR so we will continue to have the pleasure of his company in the club and at the museum and we will continue to see his cab-forward and UP yellow diesels highballing around the layout from time-to-time.



Santa's Helper Dan McLeod

2). The Tweetsie layout has 9 sections under development that are each approximately 20 feet long. In order to have sufficient funds for the completion of the layout the Carter RR Museum is seeking sponsors for each of these 9 sections. Sponsors will donate a minimum of \$1,000 per section and in turn will have a permanent plaque affixed to their sponsored section of the layout bearing their name(s). The donations are tax-deductible. Two sections have already been sponsored since this program began with the museum’s 5th Anniversary Celebration in mid-November. The Cranberry Section is sponsored by **Drs. Rollin and Janice Williams** and the Johnson City Sections is sponsored by the **Gump Family**.



Preparing for the MEMRR/GLC-NRHS Party

News & Notes.

1). **Larry Frazer** has been a long-time owner of several modules that feature the city side of the HO layout. We have long admired his attention to detail in his cityscape and the large icing facility and its companion meet packing house along with the sounds of the mooing cattle in the holding pens. Larry has decided he needs to devote more time to his home layout that has been under construction for several years and has recently sold his “property” on display in the museum. The new owner, **Gary Emmert**, is working with neighbor module owners to plan new buildings for the ever-changing town on the west side of the layout. Larry has agreed to “lease” his current buildings to the new owner until such time as they can be replaced with new structures so these modules will not be empty during the transition. Larry is retaining his full membership in the



Excellent Food was Served Up – Myra Hensley

As you give visitors tours of the Tweetsie model railroad project in the **Ken Marsh Gallery** please make them aware of this sponsorship opportunity an note that there are framed announcements describing each section on display around the layout providing information about each section.

If you want to sponsor one of the remaining 7 sections yourself, please let me know and I'll make the necessary arrangements for you to do so. When completed, this should be the best model layout of the ET&WNC RR ever constructed and we should get national publicity in several model railroad magazines featuring it.



Plenty of Holiday Cheer – The Hoits

Membership Dues. You have only a few weeks remaining to renew your membership in the MEMRR for 2013! Your dues are the support for the club that finances our outstanding monthly newsletter, *The Signal Bridge*, and all the improvements that the Club makes to the club and member-owned HO-scale layout. Your dues also pays for correspondence to club members in the way of get-well and sympathy cards. None of the expenditures for the Carter Railroad Museum are taken from your club dues; all of your money is spent on the MEMRR.

WE HAVE NOT RAISED OUR DUES IN MANY YEARS AND WILL NOT FOR THE FORESEEABLE FUTURE!



Anticipation Abounds as the "Dirty Santa" Gift Exchange Begins

Your \$30/year for full membership provides you with the monthly newsletter delivered electronically, unlimited access to the Carter Railroad Museum facilities (all the

museum overhead is provided by the university at no cost to the MEMRR), unlimited operation on the club and museum layouts, membership in an active model railroad club with many opportunities to display your modeling talents, enjoy running your trains, learning new model railroading skills from a host of experienced model railroaders, the pride of belonging with a well-established and regionally recognized model railroad club, and the fun of sharing in a great hobby with a group of very nice men and women. So, don't let your dues lapse and while you're at it, encourage a friend or two to come visit the club and the Railroad Museum with the intent of becoming a new member themselves. There are a lot of great model railroading opportunities ahead for the MEMRR in 2013 and you don't want to not be a part of them. Send your dues to the MEMRR Treasurer, **Duane Swank**, 1763 Sylvan Hill Rd., Elizabethton, TN 37643. Make your check out to MEMRR. For additional dues membership rates for students, families, and associate members please check the MEMRR Bylaws at the club website www.memrr.org or contact an officer for information.



The Gift that Got Away – John Edwards/Myra Hensley Exchange the Gift of the Season

The New Year of 2013 promises to be another great year for the MEMRR and the Carter RR Museum that serves as our home. The Mountain Empire Model Railroaders will celebrate their 20th year as a northeast Tennessee model railroad club in the fall of this year and we will make plans to celebrate that event as a true landmark in the history of this organization that begin in 1973 meeting in a school building in Gray, Tennessee as the brainchild of MEMRR Emeritus Member, **Bob Swartz**. For its most of its first 15 years its membership fluctuated around a core membership of about 25-30 members and it got to display its members' individual modules as a working layout only once or twice annually in public places such as the Gray Fairgrounds or Sycamore Shoals State Historic Site. With the event of the establishment by East Tennessee State University of the Carter Railroad Museum in 2007, that serves as the host site for the MEMRR, we have seen our membership grow to more than 90 members annually and

a permanent location for our layout. Life is good for the MEMRR. And, in turn, you have made the Carter RR Museum the outstanding regional attraction for the university that it has become and continues to become. Hear the sound of the whistle of the train in the night and dream of all the destinations yet to come!

Fred J. Alsop III
President, Mountain Empire Model Railroaders
Director, George L. Carter Railroad Museum, ETSU



One Last Exchange

TWEETSIE REVIVAL PROPOSED PAN-AMERICAN/DOE RIVER MINISTRIES LOOK TO PARTNERSHIP

Gentlemen:

I told you back in the summer of my telephone conversations with Peter Cooper and his interest in the ET&WNC RR. I since connected him with Hobie Hyder and it looks like Cooper's interest has gotten deeper in this project. I am forwarding FYI what Hobie has just sent to me
Best regards,
Fred

PAN-AMERICAN RAILWAY, INC.
Peter Cooper
1671 E. Miles Ave.
Hayden, Idaho 83835
(208) 661-1675
PeterCooper@pan-americanrailway.com

Modified ET&WNCR Project

The following outline depicts the Pan-American Railway Inc's desire to rebuild all or part of the ET&WNCR - referred as the Tweetsie, as a narrow gauge tourist operation.

Introduction:

The Pan-American Railway Inc is a 501 Idaho corporation chartered to design build and operate passenger and freight railroads utilizing our patented wheel and coupling technologies.

Project Goals:

Phase one:

- Partner with Doe River Gorge Ministries via a track agreement to use their right of way and equipment. To operate from Hampton to end of track at hwy 19E - see map.

Phase two:

- Connect to Elizabethon as a narrow gauge extension and develop a transit center to interchange with our proposed standard gauge operations.

Project viability:

To assess the project's viability I will assess the following:

- Passenger market
- Museum & gift shop
- Revenue
- Operating cost
- Capital cost
- Operating agreement with Doe River Gorge Ministries Inc.

Passenger market:

Considering the region's population and popularity as a tourist area. I expect to draw around 35,000 visitors per season. The season would have 385 scheduled trains averaging 90 passengers per round trip. A typical train would have 1 steam locomotive and 4-30 passenger coaches. Round trip time 1hr 50 minutes.

Standard adult ticket.....\$25.00
Standard child ticket.....\$14.00

Schedule:

January - New Years evening & Day: 4 Hampton Station gala trains
Spring season - 17 weeks 2nd week in February thru the 3rd week in May: 6 trains per week - Tues, Thurs, Sat.
Summer season - 15 weeks from the 4th week in May to the 1st week in September: 12 day trains per week - Mon - Sat
Fall season - 12 weeks from the 2nd week in September thru November: 2 day trains per week - Sat.; 2 Thanksgiving evening gala trains
Christmas season - 3 weeks from the 2nd week in December thru the 4th week: 6 day trains per week - Tues, Thurs. Sat.

Total trains per season 385 plus charters.

Museum & Gift shop:

Experience with other tourist rail operations have noted that 70% of passengers generally spend around \$6 for food and souvenirs at a gift shop if one is provided.

Passenger revenue:

Adult ticket sales – 35,000 x 70% x \$25.....\$612,500
 Child ticket sales – 35,000 x 30% x \$14.....\$147,000
 Gross retail sales – 35,000 x 70% x \$6.....\$147,000

- Front office & marketing is estimated at 10% of gross revenue..... \$ 90,600
- Gift shop expense 30% of gross sales 30% x \$147,530..... \$ 44,100
- Total.....\$375,700**

Net Operating Revenue:

\$906,000 - \$375,700 = \$530,000

Capital cost:

For the purpose of this study, capital costs are defined as purchase or lease of right of way, relocating streets, closing or constructing grade crossings, bridge work, tunnel repair, track construction and upgrading, station & shop facilities, and train equipment and tools.

Right of Way:

- 25' x 1,500' reversionary right of way running along Doe River Gorge Ministries camp access road - landscaping etc..... \$ 12,000
- Lease of 12,144' of ET&WNCR right of way and existing track from Doe River Gorge Ministries Inc... \$ 0
- Reversionary right of way from Carter County on 23,000' of Old Railroad Grade Rd corridor from Doe River owned right of way to hwy 19E corridor.\$ 0
- Re-deck Doe River bridge to accommodate rail..... \$ 20,000
- Purchase house and land next to bridge..... \$ 200,000
- Realign Walt Hill Rd to Horseshoe Rd – 600' x \$30/ft \$ 20,000
- Develop 1,500' of frontage road to access homes near Bear Cage Rd – 1,500' x \$30..... \$ 45,000
- Bear Cage Rd crossing..... \$ 5,000
- Estep Rd Crossing..... \$ 5,000
- Close Bob Langley Rd..... \$ 0
- Connect Tower Rd to hwy 19E via a new 400' south bound link with a 150' timber pile & bent bridge... \$ 167,000
- Develop 1,900' of frontage road to link homes to paved portion of Old Railroad Grade Rd..... \$ 57,000
- Realign 600' of paved Old Railroad Grade Rd to accommodate track 600' x \$60..... \$ 36,000
- Veer off of Old Railroad Grade Rd and follow Doe River with new 100' x 900' right of way (2 acres) construct 3' of compacted sub-grade..... \$ 74,000

Corridor length: 7.11 miles

Bridges, coverts & tunnels:

- Bridge #1 is an open deck plate girder span on masonry piers. Replace some deck ties...\$ 10,000
- Bridge #2 is an open deck thru box truss span on masonry piers. Remove, repair, and replace span and repair masonry piers..... \$480,000
- Tunnels clean & stabilize rock..... \$ 30,000
- Total.....\$520,000**



DOE RIVER GORGE MINISTRIES & TWEETSIE STATION COMPLEX
 — TWEETSIE RR
 STATION, SHOP & SAWMILL COMPLEX

Operating cost:

For the purposes of this study, operating costs are defined as track maintenance, vegetation control, train operation costs. Front office costs are defined as labor overhead, office staffing & supplies, and marketing. Gift shop expense is defined as wholesale cost of goods.

- Track maintenance for this type of operation is estimated at around \$1 per track foot per year – for the 7 miles..... \$ 36,000
- Vegetation control is estimated at \$1,000 per mile – for the 7 miles..... \$ 7,000
- Train operating expense for this type of operation is at around \$3 per car/mile (\$3 x 4 cars = \$12) & \$24.73 per locomotive/mile – \$514.22 per trip..... \$198,000

Track structure:

This operation will utilize a relatively lightweight track structure as our axel loads are light compared to standard rail operations. In our case we could utilize 81# to 90# relayed rail spiked to 6" x 8" x 6' ties with 18 inches of crushed rock ballast. Such a construction technique costs around \$119 per track foot plus grade crossings and turnouts.

In order to offer a comfortable ride and reduced wear and tear on the equipment we will maintain the track at FRA class #1 - 15mph passenger service.

Block 1:

Hampton station to existing track 1,500' with 2 private crossings..... \$185,000

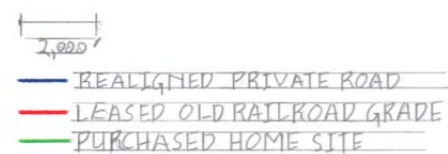
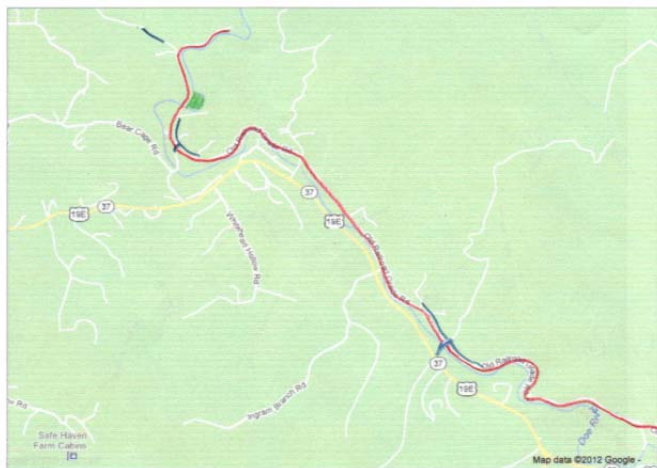
Block 2:

12,144' existing track upgraded from Doe River camp to second Bridge..... \$150,000

Block 3:

23,900' of track on existing sub-grade and new sub-grade and 2 grade crossings... \$2,854,000

Total...\$3,189,000



Station and shop:

The following figure relates to the station/gift shop, parking lot, and maintenance shop. The hotel & event center are not included..... \$800,000

Rolling stock & Tools:

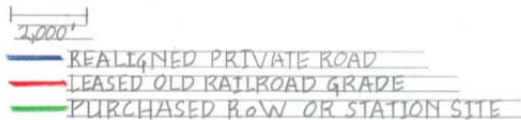
We will lease the steam locomotive and rolling stock from

Doe River Gorge Ministries under the pretense that we maintain it and construct additional pieces as required for a lump sum paid to the Youth Empowerment endowment fund..... \$100,000

Total...\$900,000

Total capital expense:

\$5,891,000



Doe River Gorge Ministries Inc lease agreement:

Our (Tourist Co) use of the ET&WNCR corridor is predicated upon reaching a lease agreement with (Doe River) for the shared use of the corridor. This agreement is contingent upon obtaining a reversionary right of way on the Old Railroad Grade Rd from Carter County.

During a phone interview with Doe River, they would look at having someone operate tourism on the line providing that they could still use it for their activities and that the tourist activities don't over whelm or distract from their operation.

The following points outline the proposed agreement:

- The Pan-American railway Inc (Tourist Co) would fund all expenses associated with the capitalization of the project - excluding Doe River legal costs.
- Doe River would grant right of way to existing track from hwy 19E and use of existing track to end of right of way at Old Railroad Grade Rd.
- Tourist Co would purchase home and real estate located at the upper end of canyon where bridge crosses the Doe River. We would remove or leave the home and donate the site to Doe River.

- Tourist Co would purchase the sawmill and trailer park build a repair & storage shop/station complex and operate and maintain the equipment.
- Tourist Co would fund the construction of and provide expertise for additional equipment as required.
- Tourist Co would welcome an apprenticeship program to promote youth participation in the workings of the operation.
- Tourist Co would donate revenue from our voluntary charitable "Train Robbery" skit to the "Youth Empowerment Fund".
- Tourist Co would operate two trains per day - morning & afternoon. And would give Doe River priority during

mid-day and evening. In the event that Doe River needs the train during a tourist run it would add extra capacity per Doe River's need. Doe River is to crew its own activities on such a shared train.

- In the event that the Tourist Co or its assigns cease operations, Doe River is to retain possession of its equipment and reversionary right of way. With an option to purchase the tourist Co's equipment, track & supplies, and patented right of way.

Peter Cooper
Pan-American Railway Inc

THIS YEAR AT BLUE RIDGE HOBBIES

Editorial Commentary by Frank Ruby

I hope everyone has a great Christmas and Hanukkah.

First, let me say that the world's model railroading hobbyist, especially those that have supported Blue Ridge Hobbies, have been very very patient over the last two years as the state of our hobbies product availability continued to get worse.

The simple phrase to explain 2012 for Blue Ridge Hobbies comes from the Grinch That Stole Christmas - "Stink, Stank, Stunk".



C&NW - Mechanicsville Iowa - June 1985

Blue Ridge Hobbies has been awaiting Atlas Code 83 Flex track for over 10 months now. Last year it was Atlas rail joiners. We could get the track but you could not put it together. They are out of stock again this year!

Early in 2012 there was a cork shortage at Midwest.

It is not just Atlas! We have been awaiting Lionel Smoke Fluid for the last three years. It is not just these two manufacturers it is all of them.

All we here about is the closure of factories in China that are causing the problem. at least Lionel has started to make some items here in the USA!

How do the manufacturers expect a hobby store to stay in business if they cannot get the products our customers want!

When I attend conventions and train shows, I try to talk to all of you. Both manufacturers and model railroaders. There is concern for the overall health of our hobby. For some of us, it is how we make a living... our living.

Many of you have expressed that they think the hobby is dying. Certainly, the product situation does play into this, but the hobby is a live a well.



C&NW - Mechanicville Iowa - June 1985

I feel the manufacturers of our hobby have not tried to help keep any seller of their products in business.

As I have discussed in previous emails, the situation on the manufacturing side of the hobby is supposed to get better according to them. But, so far, has not. Yes, the "economy" has played somewhat into what is happening, but it is not the entire picture.

For example, the staples of the hobby, are not available.

Yes we all have a bias towards model railroading, but recently the hobby has seen large crowds that include not only the older end of the age spectrum, but a large number of youngster, children and teens that are still interested in the hobby.

Here in Greenville, SC there seems to a huge interest on the Transportation Museum of the World featuring the Miniature World of Trains project. As Chairman and President I receive a lot of calls wanting to know when the museum will be opening. Also, the museum's 2012 Christmas Model Train Display was a huge hit. Many, many young families with their children and older guests attended the display during its 4 week run on selected dates from Thanksgiving to December 16th.

Recently, I attendend Trainfest in Milwaukee, WI. They set an attendance record of over 25,000 this year in just two days!

So, the hobby is not dead nor is it on life support.

Just about everyone loves trains it seems.

But on the retail side of the business, especially for a model train only store like Blue Ridge Hobbies, this year has been the worst year since 2007. Sales where off as of this email about \$150,000.00 for 2011 vs 2012.

I attribute this to the lack of product. I do not have the staples of model railroading to sell. Other hobby stores report the same situation as we see here at BRH.

It has gotten so bad for customers that they are cancelling advance reservations. They are just tired of the waits for product. Manufacturers announce product and continually delay the arrival and do not notify the customers and dealers. Just the wholesalers.

Since our customers cannot count on the manufacturers to actually produce something to sell, they are not buying anything. Thus our low sales volume.

While our online business continues to do well, it could be doing better. The retail store looks empty compared to what we had in track and rolling stock inventory even at the beginning of 2012.

Yes, I can fill the store switch with product. But will it be product that will sell. The answer is no!

The recent move to our current temporary location was done for a reason. Ride out the rest of the year and see where the product availability is, get through the elections and at this point, the "financial cliff" situation.

We all need to know how much the government will be

taking from us going forward. To that end, a lot of you are repositioning your money and holding on to it. Not spending it on the hobby. But there is really nothing to buy.

What does this all mean for Blue Ridge Hobbies?

BRH will be downsizing its retail store front by about 1/3. Until manufacturing levels increase, we need to do this.

This will in no way effect what we do on the internet side of the business which is about 80% of what we do for the model railroading hobby.

We need to keep costs down to get you the lowest prices we can without giving the place away!

Also, we are awaiting some location decisions for the Transportation Museum project. This project is having some cash funding issues. but we are still receiving great support from the model railroad industry. The project cannot seem to get that big lump sum of money needed to get a larger location and move out of the BETA location.

This decision will be made the first quarter of 2013 so that a downsized version of the overall large project can be started. Details to come about that as soon as they are available.

So, the bottom line....

Blue Ridge Hobbies starts shrinking the retail store footprint starting today.

ALL MERCHANDISE IN THE RETAIL STORE WILL BE SOLD AT COST. THIS INCLUDES ALL TRAIN SETS, LOCOMOTIVES, ROLLING STOCK, BUILDINGS, SCENERY. The only exception is the magazines!

Prices will be adjusted at the register.

I want it all gone by the end of the year so we can start fresh in 2013 with our new concept.

This new concept will most likely be the future of most local hobby stores that can still get product.

The website will not change for now, but a new long awaited shopping cart is being developed as of this email.

We will still have the largest database of discounted model railroad products available at our still deep discount prices.

The bottom line is BRH is under transition and is not going out of business!

*Have a great Christmas —
Frank Ruby*

NS Heritage Fleet Visits MEMRR A Photo-op in the Making



On January 2, 2013, the first of the new Heritage units arrived on the MEMRR's layout in Johnson City. Working in pusher service we see SOU 8099 in action at Ramey Tunnel thanks to Paul Haynes, who will be getting the new unit from Hobbytown ready for the DCC environment. *Modern models courtesy Paul Haynes, module modeling by Don Ramey, photo by Geoff Stunkard*

Editor's Note:

Several members received Heritage Fleet locos over Christmas. Geoff has proposed a photo shoot on the Club turntable a.k.a. "Spencer NC Roundhouse" - Let's talk it up at January's meeting.

I'VE GOT A FEELING... by Geoff Stunkard

It was sleeting. And c-c-c-cold. My son Joel and I were enroute to see my parent's home in Delaware the day after Christmas, taking I-81 north to Winchester, Va., then east through Harper's Ferry, W.Va., to I-70, Baltimore, and north on I-95. The winter day had been treacherous; we had driven past multiple, multicar accidents, one involving the safety equipment, and the 8 ½ trip was pushing 11 hours. However, feeling that we'd see some trains and to take a break from the tedium, at 3:30 or so, we had swung into Brunswick, Md. in the late afternoon to witness three rapid freights in succession on the ex-B&O min of CSX as workers shoveled snow from switchpoints and platforms. The sun had broken through for a few moments, so we decided to push east nine miles on the back roads to famed Point of Rocks, Md's depot and intersection of the former B&O lines from Baltimore and Washington. We arrived just as one of the MARC commuter trains was preparing to leave

westbound, took a couple of quick shots, and climbed back into the truck. Still, there was a feeling that we were not done yet; it sounds weird, but I like to think of it as a blessing (it's a feeling that has taught me patience). There was no reason to stay, we were getting wetter and the sun soon disappeared as the sleet fell. Still we waited, getting out on occasion to look at the signals, which told us something would be coming. Time was almost gone to have any light for photos; I pushed the ISO speed to 1600 on the digital camera and tried to hide the body from the rain. A headlight's glow appeared from the south, growing brighter as it entered the sharp corner turning south to west. Despite that by 5:03PM we were in twilight and standing in wet snow with ice falling from the sky, Amtrak's Capital Limited rolled through from the DC side led by P42DC 164, taking travelers west toward Chicago. We were glad we waited; I doubt I will ever replicate the conditions that let me get this image (I might not want to, either!)...

OTHER SHOTS FROM THE NORTHEAST AT 2013



The Capital Limited in a sleet storm 12/26/12



MARC commuters heading home, Point of Rock MD
Photo by Joel 'Look at this one, Dad!' Stunkard



CSX auto racks blasting westbound through Brunswick, Md.;



Cleaning platforms for the afternoon commuter trains.



This train would be at 50 mph by the time the last car passed us on the platform.



Amtrak AEM7 926 at 65 mph speed southbound at dawn along the Delaware River approaching Amtrak shops and Wilmington station. This is an industrialized area and the sidings are for NS chemical and coal trains



04 - SEPTA (Philadelphia) on the Northeast Corridor heading north along the Delaware.



AEM7 939 leaving Wilmington, Del's restored depot for points south (from a parking garage roof).



AEM7 939 Leaving Wilmington for points south under a sea of catenary and signal supports.



HHP-8 654 entering Wilmington from the south on the ex-PRR Chinese wall viaduct; this is a challenging location with \$2500.00 worth of equipment as the neighborhood is the 'hood.



This location is nice since the trains are slowing here; at other points on the corridor, 100 mph speeds are possible. Having cab-ridden this line before 9/11, I can say it is pretty awesome at speed. This is right on the apron of the line, and would probably be close enough to get a ticket and a question-and-answer session with Homeland Security...



Last train of the morning headed north. It was New Year's Eve, below freezing and windy. I had wanted to get a shot of one of the Acela streamliners in winter, but had heard some were out of service for repair. Still, I had the feeling... 'wait'... but I had been out shooting for over three hours to watch the sun rise and it was almost 10:00AM. Reluctantly, I walked back to the lot I had parked in, got in the truck and began driving away, taking a brief look back to the ex-PRR wall that has been there for over 100 years now to see a train approaching. Yep, an Acela going northbound! Missed it! But I am learning patience...



From the Camera of Paul Haynes Recent Equipment Moves through the Area

Hi guys. Thought I would send some pix your way. These were taken this afternoon in Kingsport of the CSX rail service/inspection equipment. It appears to be fairly new

The Rock Island



Snowplow - Washington Iowa - March 1959



Rock Island - Brighton Iowa - March 1963



CSX Track Geometry Car



Side Elevation of OMS-1



Detail of Lettering



Front 3-quarter View



Cab Detail



Underbody Details

Layout for Sale

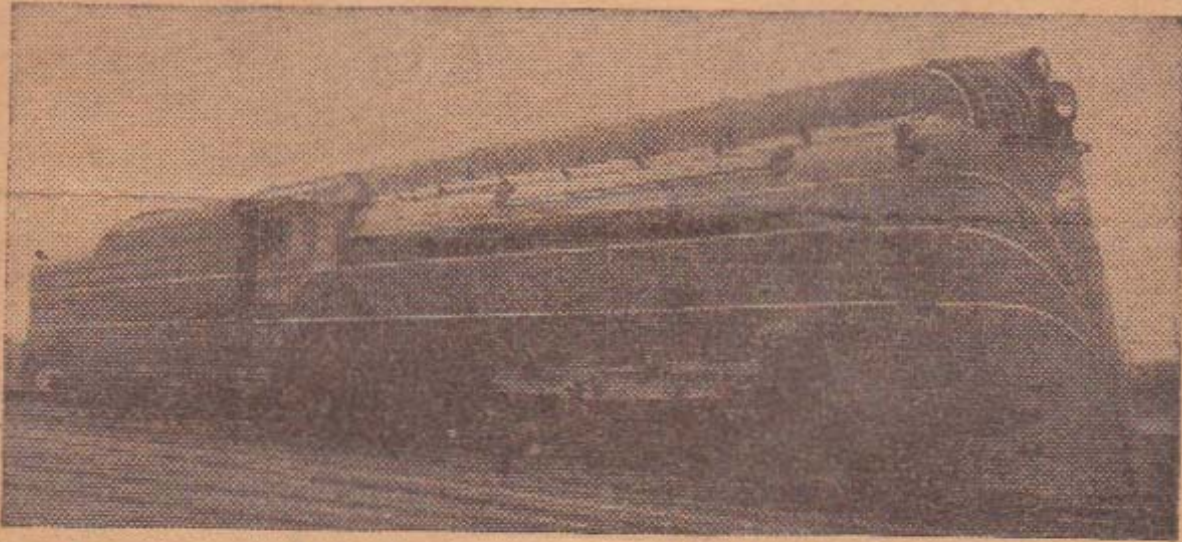


Allan Morton was contacted by Susan Coffey about a layout that is for sale. Her husband passed away and she would like to sell his model railroad layout.

She said he had about \$2,000 to \$3,000 in the layout. I think \$400 would be a fair price for the inventory.

Please contact Susan directly if you have any interest. Information is available at the club.

New Streamlined Rail Giant



Keeping abreast of the modern trend in railroading, the Chicago and North Western Railway is putting into its passenger service on its line between Chicago and Omaha a fleet of nine new powerful Class E-4 streamlined steam locomotives.

This fleet of giant locomotives represents the most powerful 4-6-4 passenger hauling equipment ever built. Each locomotive weighs 772,000 pounds, or 386 tons, the engine weighing 412,000 pounds and the tender 360,000 pounds. The tender has a capacity of 20,000 gallons of water and 25 tons of coal.

These new engines are capable of speeds up to 120 miles an hour and will haul a passenger train of 15 cars with ease at 80 miles an hour. They have gigantic drive wheels—7 feet high—with a tractive power of 55,000 pounds, and are capable of generating 3,450 horsepower at 50 miles an hour.

The boiler diameter is 94 inches and the fire grate area is 91 square feet.

Each locomotive is 101 feet, 9 $\frac{3}{4}$ ' inches long, 16 feet high and 10 feet, 10 inches wide.

Through the use of a "hood" of $\frac{1}{8}$ inch lightweight steel covering the engine, one of the most striking streamlined effects in modern railroading is achieved. The effect is heightened by a Pullman green color, decorated in sweeping bands of gold from the tip of the engine back to the tender.

Other features of these new railway Goliaths are automatic train control; automatic lubrication—the engineer's long-necked oil can is gone; gone also are the bell cord and the whistle cord—the engineer sounds these warnings by merely pressing a little lever with his finger; and roller bearings cushion everything throughout the engine.

ROCHESTER, NEW YORK RAILROAD DEPOTS



NEW YORK CENTRAL



BUFFALO ROCHESTER AND PITTSBURGH
BALTIMORE AN OHIO



ERIE



AMTRAK

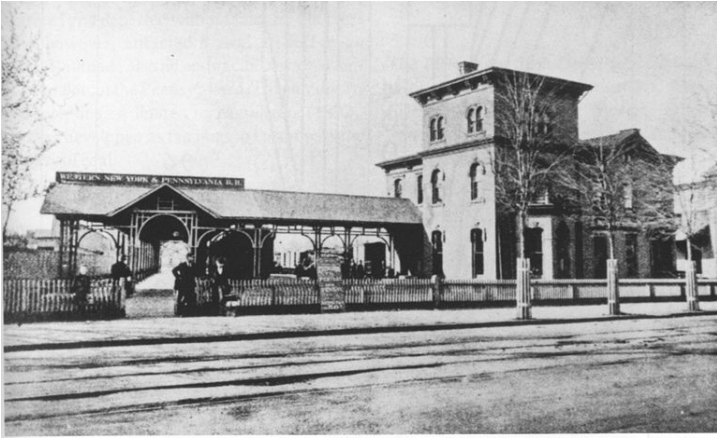


LEHIGH VALLEY



INTERMODAL TRANSPORTATION CENTER

Rochester NY Railroad Depots



WESTERN NEW YORK & PENNSYLVANIA STATION



EARLY PHOTO OF ROCHESTER'S 1ST DEPOT



CSX DOUBLE STACK CROSSING HIGH FALLS WEST OF THE AMTRAK STATION

**New York Central Station
at Rochester, N. Y.**

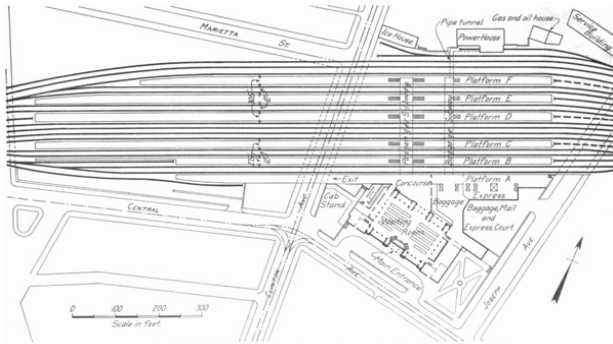
**Construction of New Building and Improved Passenger
Facilities for a City of 240,000 Population**

The new station of the New York Central & Hudson River, at Rochester, N. Y., which was opened January 19, as mentioned in the news columns of the Railway Age Gazette, adjoins and replaces the old station which had been in service about 31 1/3 years. This station is used by all through trains on the New York Central main line as well as branch line trains on the Auburn road, the Rochester & Charlotte branch, the Rochester & Niagara Falls Branch, and the Ontario & St. Lawrence division, and the importance of this business warrants the large investment that has been made. The station is of the through type with 11 station tracks served by 6 platforms in, addition to 2 through passenger and 2 freight tracks not adjacent to platforms. Each station track has a capacity of 14 cars. Stub tracks are provided at the ends of each platform for storage. The station platforms are reached from subways under the tracks. In addition to the station building, train platforms, and track changes, the work has involved the construction of two new street bridges and the reconstruction of two old ones, the building of a power house, ice house, gas and oil house and service building.



Exterior View of the New York Central Station at Rochester

The new building is located on a triangular piece of ground between Central Avenue, Joseph avenue and the tracks. In order to utilize this property to the best advantage, the main station building, a rectangular structure about 260 ft. by 134 ft. was placed parallel to the street and the express building parallel to the tracks with its east end reaching to Joseph avenue. The entire space between these buildings and the tracks is enclosed and used in the main for the baggage room and passenger concourse.

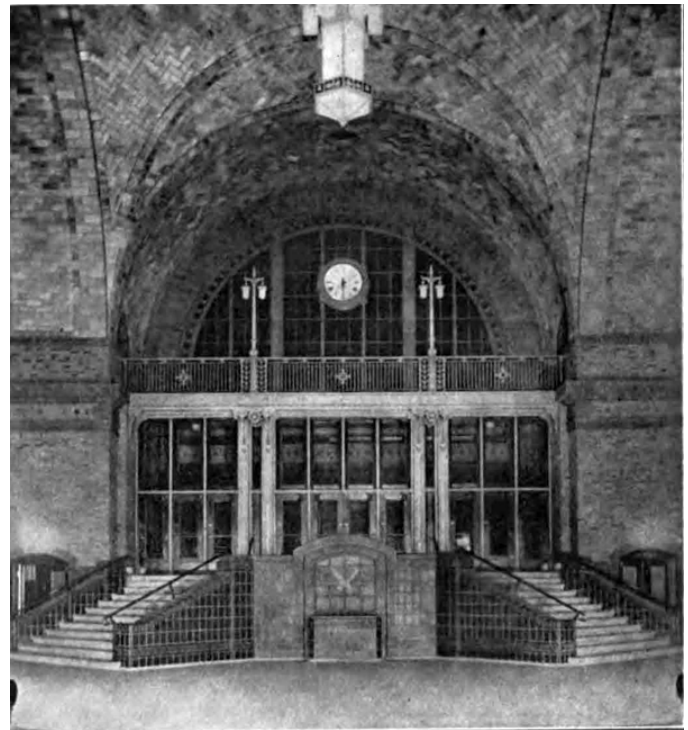


Track Layout and General Arrangement of

New Station Building at Rochester, N. Y.

The main entrance of the station is in the middle of the Central avenue side which is passed by a street car line and can be approached by carriages over a wide driveway. The main exit is at the west end of the concourse connecting to Clinton Street, along which a cab stand is provided. Baggage, mail, and express will be received, and delivered in a large court at the east end between Joseph avenue and the station building.

The building is a steel frame structure carried on concrete piers with spread footings on hard pan that showed a supporting power of 15 tons per sq. ft. under test. The walls are of Medina sandstone up to the second floor level and of a reddish purple brick for the remaining height with Long Meadow sandstone trim. The roof over the waiting room is supported by four pairs of three-hinged steel arch trusses with a span of 90 ft. 8 in. The four-story portions of the structure at each end containing the office floors are severely plain in external treatment, but the waiting room portion which occupies the center of the building relieves this effect by the emphasis of the arch outline in the large windows and the roof. The entire length of this central portion of the building is covered by a heavy marquee above which is set a large clock.

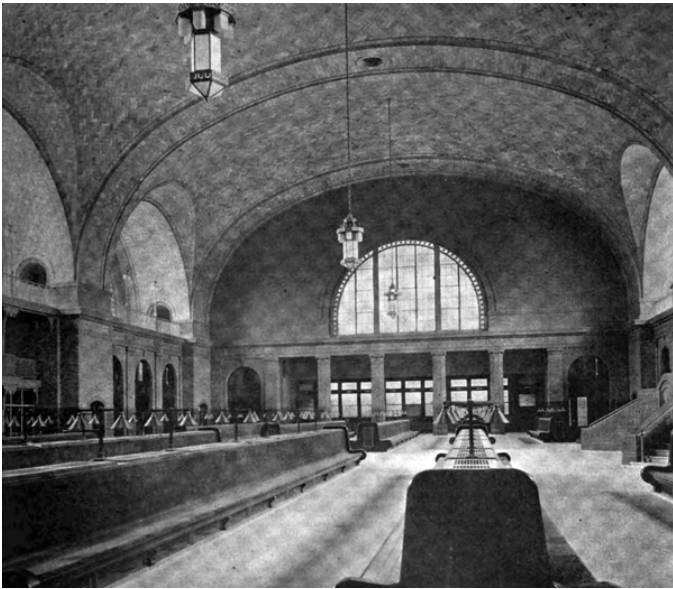


An Interior Detail of the Main Entrance

The main waiting room is an unusually large and artistically finished room for a station of this size. It is about 90 ft. by 155 ft. and 54 ft. high, which is larger than the waiting room of the union station in St. Louis and about 70 per cent. as large as that in the new North Western station at Chicago. A broad stairway leads down from the main entrance to the waiting room floor which is 6 ft. below the level of the street in front of the building and about 9 1/2 ft. below the base of rail on the station tracks. The room seats 440 people, the benches being double and enclosing the radiating surface of the heating system. They are surmounted by

double bracketed electric reading lamps. The floor is terrazzo, the wainscoting Grueby tile, the walls tapestry brick and the arched ceiling Gustavino tile. By a skillful use of materials harmonizing in colors the room is given a warm, rich, appearance without any suggestion of the ornate. The wainscoting is a deep brown with a border of green, blue and yellow. The walls are buff and the ceiling yellow, with traces of pink. Abundant light is secured through three large arched windows on each side and one at each end. In addition to the reading lights, three large bronze electroliers furnish artificial light.

Along the street side of the waiting room on either side of the main entrance are located the information and parcel rooms and the men's pay toilets. Directly across the room from the main entrance is the vestibuled entrance to the concourse. To the east of this entrance is the baggage checking counter which adjoins the baggage room on the rear. On the other side of the concourse entrance are the news stand, telegraph booth and a passageway from the concourse for the use of passengers coming from trains who want to enter the waiting rooms. At the west end of the waiting room are located the lunch room and dining room with the smoking room and men's free toilet in the corner next to the street. A row of telephone booths is placed along the wall between the entrances to the lunch room and dining room. At the opposite end of the waiting room is the ticket office and in the front corner on that end are the women's rooms and toilets. Quarters for a barber shop, the station master, the station police and a branch station of the post office are provided on a mezzanine floor around the waiting room.



**A General View of the Waiting Room,
Which is the Principal Feature of the New Building**

Trains will be announced in the waiting room and passengers held at the entrance to the concourse until the arrival of their trains. Passing through this entrance, they reach the concourse, a triangular room with a flat ceiling of beam and slab construction with skylights in the panels. The walls are faced with cream colored pressed brick, the ceiling is plastered and the cement floor is laid on a slight ramp to connect with the passenger subway under the tracks.

This subway is about 30 ft. wide and 8 ft. high with a row of columns down the center. It is of reinforced concrete construction lead up in both directions to the five island platforms. These platforms have a maximum length of 1,200 ft. and a maximum width of 20 ft. They are each covered for a portion of their length by steel frame canopies. A special hospital room is provided in the express building which can be reached from the first platform.

This room is fitted with hot and cold water and all necessary first aid supplies.

The baggage, mail and express matter is trucked between the respective quarters in the east end of the station and the express building and the three platforms serving westbound trains through a baggage subway under the tracks with elevators to each of these platforms. The three eastbound platforms are reached by trucking across the tracks at grade from the second floor of the express building. The baggage subway is 20 ft. wide and 9 ft. high, of concrete construction throughout.

There are three office floors in each end of the main building providing accommodations for all of the company's local offices. These floors can be reached either directly from the street or from either end of the waiting room. The offices are located along the outer face of the building with a corridor through the middle and file rooms adjacent to the light court which separates the upper floors from the ends of the main waiting room. All offices are finished in oak with plaster walls and ceilings.

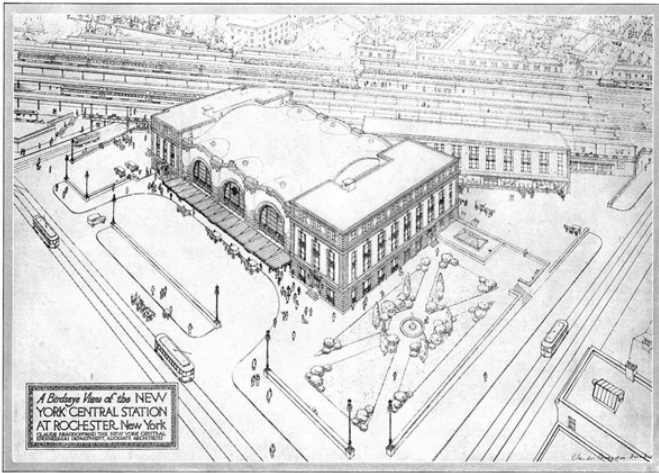
The power house is located across the track, directly north of the station. It is a brick building about 40 ft. by 110 ft. in size with steel trusses supporting a concrete slab roof. Coal is dumped from an elevated track into storage bins in front of the three 200 h. p. boilers. The ashes are dumped into hoppers under the front of the boilers and then into skips which elevate them to bins over the coal tracks. Provision has been made in the design of the bunkers for the installation of another battery of boilers. The engine room equipment includes two steam turbines to circulate the hot water for the heating system, two pumps for supplying the hydraulic elevators, one pump for domestic water and two for boiler feed water, a six-sweeper steam driven vacuum cleaning plant, a fire pump and a 15-ton Whiting crane.

All pipes are carried from the power house to the station building in a pipe tunnel 7 ft. 6 in. by 8 ft., located under the baggage tunnel, with branches extending under the main building and under the express building. Drinking water which is taken from the city mains is cooled in an icing tank in this tunnel and circulated to fountains in the station. Electric power for lighting and operating the electric elevators and other motor driven apparatus is bought from the local public service company and is distributed from a terminal board in the tunnel. A separate emergency electricity supply is brought in at the west end of the building and a separate conduit carries the telephone and telegraph wires. The clock system of the entire terminal is controlled from a master' clock in the dispatcher's office. Ventilating fans with a suction system for all toilets are located in the pipe galleries under the station. All sewage is collected to a 4-ft. stone arch sewer carried under the tracks to a connection with the city system.

The design and construction of this new station was handled under the direction of the engineering department of the New York Central, of which G. W. Kittredge is chief engineer; C. J. Parker, principal assistant engineer; J. W. Pfau, engineer of construction; D. R. Collin, architect; F. E. Paradi, district engineer, and J. B. Reinhardt, resident engineer. The company's architect

Rochester NY Railroad Depots

was assisted by Claude F. Bragdon, Rochester. The general contract was let to Gorsline & Swan Construction Co., Rochester, and work was begun on August 30, 1910



Birdseye view of Third New York Central Station at Rochester, NY, designed by architect Claude Bragdon.



High Water Surrounds the Depot



View of the Second NYC Depot in Rochester

Postcard Views of the New York Central Station at Rochester, N. Y.





Original NYC&H Trainshed



1940'S Postcard View of the NYC Depot

The Erie Railroad Depot

Passenger Depot at Rochester, N. Y., New York, Lake Erie & Western Railroad

The passenger depot of the New York, Lake Erie & Western Railroad at Rochester, N. Y. is a terminal head station, plans for which were published in the issue of the Railway Review of August 27, 1887; in the issue of the Scientific American (Architects and Builders' Edition) of November, 1886; and in the issue of the Railroad Gazette of March 20, 1885. The description of the building in the Scientific American is as follows:

The new depot is located on the south side of Court Street, near the river. The style of the architecture is based on the modern Renaissance, being treated in a free and unconventional manner suitable for this class of building. On the first story there is a general waiting-room. 38 ft. x 35 ft., with a gentlemen's toilet-room opening from it. Also a ladies' waiting-room opening from it, with a ladies' toilet-room attached. There is also a baggage-room, 39 ft. x 15 ft. ; all agent's room, with ticket-office; a news-stand; and a telegraph-office. On the second story there area superintendent's office. conductors' room, division freight agent's office, hall, lobby, and toilet-room. The main building is 76 ft. x 60 ft. A tower on the northeast corner rises to the height of 110 ft. above the pavement. Brick and stone have been used for the walls, with Medina stone laid up in regular courses of ashlar, with quarry faces and chiseled draught below the first-floor sills. Above this point the exterior courses of walls are laid up with dressed brick in black mortar. Window-sills, bracket corbels, key-stones, and first-story sill-course are of Ohio sandstone. Trimmings of terra-cotta and molded brick are freely used in belt and string courses and in the arches. The roofs of main building and awnings are covered with slate and copper. and the roofs of wings with tin. The interior of the building will be finished in white ash and cherry, the floors of waiting-rooms and vestibules laid with black and white marble tiles, and the floors of the toilet-room with slate tiles. An open staircase in oak, ash, and cherry is located in the tower. Steam will be used to heat the building. and electricity for lighting. The tower clock has four soft. glass dials, and will be lighted automatically by electricity. A train-shed 270 ft. long and 72 ft. wide, of ornamental design, in iron, is to be erected adjoining. The cost of passenger station and train-shed will be upward of \$50,000. The work is being executed under the direction of C. W. Buchholz, engineer, from drawings and designs of George E. Archer, architect to the company.

[BUILDINGS AND STRUCTURES OF AMERICAN RAILROADS.](#); Walter G. Berg; 1893; ages 389-390

Perspective View of Passenger Station on the New York, Lake Erie & Western Railroad Co. at Rochester, NY.



Perspective View of Erie Railroad Station, Rochester, NY. Looking Southeast from Court Street.

Postcard Views of the Erie Railroad Station at Rochester, N. Y.



Looking Southwest from Court Street.

Rochester NY Railroad Depots



Looking Southeast from Court Street.

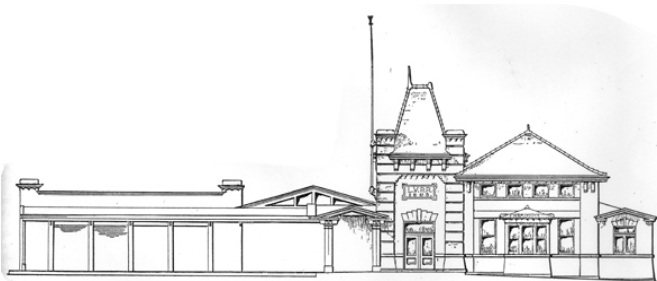


Looking Southwest across Genesee River

The Lehigh Valley Station

New Passenger Station of the Lehigh Valley at Rochester, N. Y.

The Lehigh Valley is building a new passenger station at Rochester, N. Y. The station and approach is an elevated structure built over the Genesee river and the raceway, adjoining the Erie canal, on the south side of Court street bridge. The entrance to the station will be from Court street bridge. It will be a one story brick building; 51 ft. x 61 ft. outside, with a clerestory over the general waiting-room, with windows on all sides and a vestibule and porte cochere entrance leading from the sidewalk of the Court street bridge. The building will be carried on steel girders resting on masonry piers.



Front Elevation of Lehigh Valley Passenger Station at Rochester, N. Y.

The interior is divided into a general waiting room 29 ft. x 48 ft.; ticket and telegraph office, 16 ft. 6 in. x 9 ft. 6 in.; baggage room, 16 ft. 6 in. x 25 ft. 2 in.; men's toilet room, 11 ft. 10 in. x 16 ft.; women's toilet room, 11 ft. 10 in. x 12 ft.; women's rest room, 11 ft. 10 in. x 19 ft. 8 in.; vestibule, 11 ft. 10 in. x 9 ft. 6 in., and newsstand, 6 ft. x 9 ft. The boiler room is in the basement and the coal bins are hung from girders under the building. The clear height of the general waiting room is 21 ft. 4 in. and of all other rooms about 11 ft.

All platforms around the station will be of concrete and covered, except the extension of the Court street bridge concrete sidewalks in front of the building. The platform along the east side of the building will be 16 ft. wide, and on the south side or rear of building 18 ft. 6 in. wide. There will be a neat pipe railing around all platforms.

The viaduct track approach and train shed will be carried on a steel bridge construction resting on stone walls and piers built along the river and in the raceway. The train shed platform will be of wood, 365 ft. long, with a wooden umbrella canopy roof 305 ft. long. The canopy will be 13 ft. wide. The viaduct approach will be 566 ft. long. There will be a driveway or court-yard about 60 ft. x 70 ft., leading in from Court street bridge. The driveway will have asphalt finish on a concrete bed supported by steel girders resting on masonry piers.

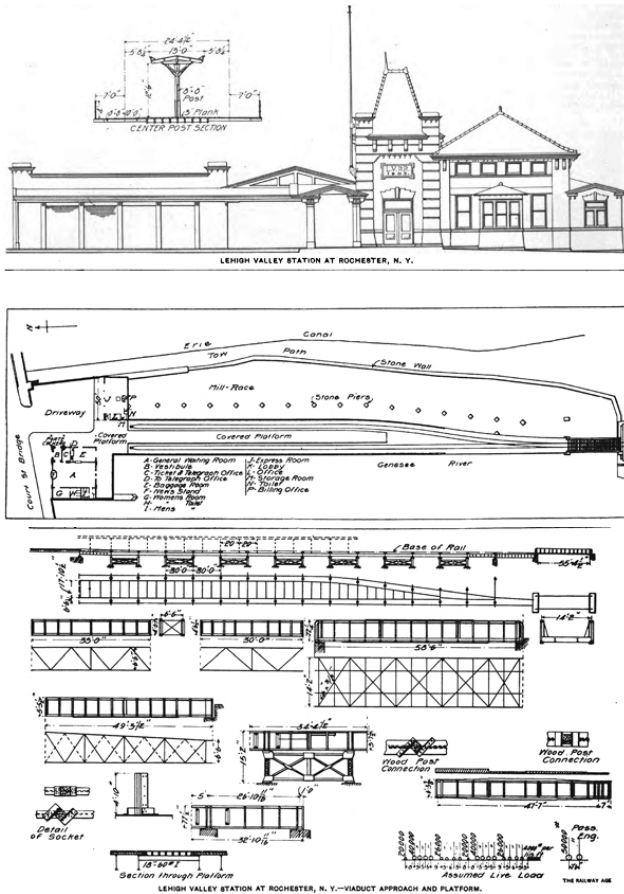
The express building will be a one-story brick building, 28 ft. x 50 ft., with a concrete platform 11 ft. wide in front of it. The exterior of the passenger station will be built of dark mottled buff pressed brick, with a battered base of rock faced dark red vitrified paving blocks, with blue stone water table and sill course. Keystones of arches, lintels and sills will be dressed blue stone. The tower finials and trim will be terra cotta. The roof of the main building will be slate, with copper flashing, and the exterior finish of the express building will be similar to that of the main building.

The interior finish of the passenger station will be plastered walls with quarter-sawed oak wainscoting and trim. The ceiling of the general waiting-room will be a beamed ceiling with ornamental composition consoles. Floors will generally be maple except in the vestibule and toilet rooms, where there will be a concrete marble chip terrazzo floor. The interior of the building will be well lighted by windows at each end of the general waiting room and upper lights in the clerestory. The lighting at night will be by electric fixtures. The building will be heated by steam from a boiler in the basement under the east side of the main building.

Mr. F. D. Hyde, 7 East 42d street, New York City, designed the station, has the contract for its construction, and also the approach. It is expected that the new station will be placed in use by next December.

The Railroad Gazette, August 25, 1905

LEHIGH VALLEY PASSENGER STATION AT ROCHESTER, N. Y



north end, to the east of which is an express room and to the northwest of which is the passenger station proper. The latter rests upon girders and is a brick structure throughout.

One of the peculiarities is the arrangement for heating, and this consists in a suspended basement which carries the boilers and coal bin on girders hung from the main building. The passenger station fronts upon Court street bridge, with which it is connected by a port cochere and an enclosed vestibule opening from the main waiting room, which latter has an area of 29 by 48 feet and a height of 21 feet, while the other rooms are approximately 11 feet high. The driveways and platforms are of generous proportions, the latter on a concrete bed supported by steel girders and with an asphalt finish, while the former, although supported in the same way, will be entirely of concrete. The express building will have general dimensions of 28 by 50 feet, with a dark red, plain, vitrified paving block for exterior brick work and bluestone exterior trimmings.



Although the passenger station of the Lehigh Valley Railroad, which is now under construction at Rochester, N. Y., is not of great size, nevertheless it is of much interest for many reasons. Principal among these is the peculiar location where, by referring to our engravings, it will be seen that the approach tracks, the train shed tracks and the station itself lie directly above running water. Not only this, but the station abuts upon Court street bridge, which crosses the Genesee River, is bounded on one side by the Genesee River and on the other side by the Erie Canal. It would be difficult to find a place offering less obvious advantages for the terminal of a great railway in a great city, yet it is in a very convenient location for passengers and the difficulties have been overcome by the exercise of the same ingenuity which has given birth to a reputation for unusual engineering accomplishments on this line.

A millrace which must be kept open bounds the Lehigh Valley property on the east side and from a point 650 feet south of Court street bridge, all of the structures rest upon masonry piers, including even the passenger station itself. Beginning at the south end, a 55-foot through girder serves to accommodate the above mentioned millrace, and following this comes a series of fourteen 30-foot deck girders ending in a girder 35 feet long. Most of the distance is double track, spaced 24 feet 4 inches center to center and is surmounted by a canopy roof. The tracks end with bumping posts and communicate with a covered platform at the

The passenger station will have the same exterior finish as the express building, but with a battered base extending 4 inches beyond the building lines on all sides. A fine axed or planed bluestone water table will be placed at the inside grade line and follow the grade at the front of the building in steps. From the top of the water table to the underside of the sill course the battered portion will be of pitched or rock face, dark red, vitrified paving blocks, while the sill course will be of bluestone similar to that of the water table. All brick work above the sill course will be of dark mottled buff pressed brick. Keystones will be of chiseled bluestone as well as the lintels over the windows in the front wall and clerestory. Cornice moldings of the clerestory, tower, and lookouts, with those under the cornices of the tower, are to be of soft rolled copper. As an interior finish the vestibule will have grained plaster ceilings, with heavy plaster cornice, plaster walls, quartered oak wainscoting, and slate base, while the general waiting room will have the same decoration except that the ceiling will be beamed. In general the interior finish is much the same, except in the toilet rooms, where concrete, marble chip and tarrazo floors take the place of wood as in the rest of the buildings. Both the main building and express building will be wired for gas as well as for electricity, and complete electric lighting fixtures with all necessary switches will be installed at once. For heating direct steam will be used and the boiler will have a capacity for

Rochester NY Railroad Depots

the main building, the express building and 10 cars standing in the train shed. All platform and canopy roofs will be of yellow pine clear for varnishing with white pine cornices painted, while the roofing of the buildings will be of trusses and purlins of yellow pine with spruce rafters and the tower of spruce rafters thoroughly braced.

Another somewhat unusual feature is the fact that the architect of the building, Mr. F. D. Hyde, is the contractor for its erection as well. The design was prepared and the execution of the work is under the general direction of Mr. Walter G. Berg, chief engineer, assisted by Mr. F. E. Schall, bridge engineer of the Lehigh Valley Railroad.

The Railroad Gazette, October 13, 1905

Postcard Views of the Lehigh Valley Station at Rochester, N. Y.



Looking Southeast from Court Street.



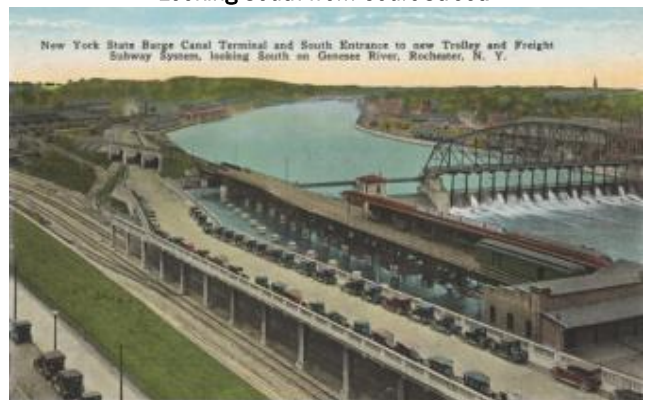
Looking South from Court Street.



Looking South from Court Street.



Looking East across Genesee River.



Looking South showing station and barge canal terminal.



Looking Northeast across Genesee River.



Lehigh Valley Station circa 1940-40

Buffalo Rochester & Pittsburgh Station

The Buffalo Rochester & Pittsburgh Railroad Station – Rochester NY



Postcard view of BR&P/B&O Depot

Frontier Field were built. The track behind the station, however, survives as part of the Rochester and Southern, whose parent company, the Genesee and Wyoming, purchased the Rochester to Ashford Junction portion of the former BR&P in 1986.



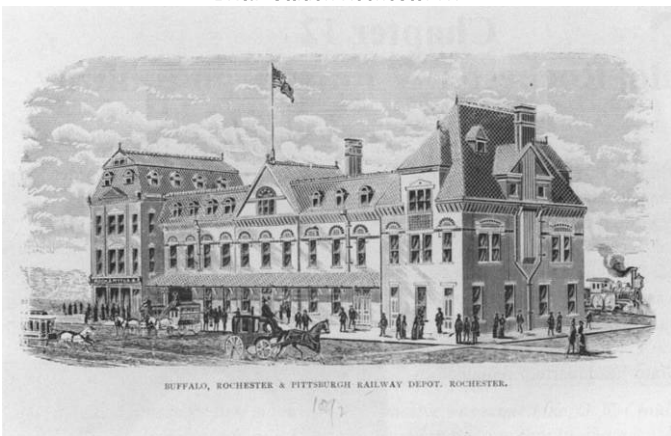
From the Platform side of the BR&P/B&O Depot



BR&P Station Rochester NY



Contemporary View Now Home of Nick Tahou's Restaurant



ARTIST SKETCH OF BR&P/B&O DEPOT

The Rochester terminal of the Buffalo, Rochester and Pittsburgh Railway was located on Main Street West at Oak Street.

The Rochester station at 320 Main Street West survives today...as Nick Tahou's. That part of Oak Street which ended at the station on Main Street disappeared when the I-490 expressway and



Amtrak Station Rochester, NY



Entrance to the Station Building in 2005

The Amtrak Station is on the *Empire Service* Amtrak line which serves Rochester, New York. The station was originally built in 1979 and stands on the site of the 1914 New York Central station designed by Claude Fayette Bragdon.



Amtrak Train #63 arriving at Rochester on May 20th, 1999 with F40PH #414

Service

The following trains stop at Rochester multiple times each day, for a total of eight daily departures:

- **Empire Service** – service between Buffalo and NYC
- **Lake Shore Limited** - Service between Chicago and Boston/NYC
- **Maple Leaf** – Service between NYC and Toronto



The Station Building as viewed from the street entrance.

All trains use the platform adjacent to the station building, meaning both eastbound and westbound trains must switch to the southern track. This can cause conflicts with other passenger and freight trains and lead to delays. The station does not have high-level platforms, meaning passengers must climb several steps to board trains.



Amtrak Station Platform - September 2009



An eastbound *Empire Service* pulling into Rochester

The City of Rochester and Amtrak plan to construct a new multimodal transit center on the site by 2012. According to the



Platform Side in 2005

Rochester NY Railroad Depots



Passengers Boarding Train in Rochester NY



Ticket Counter and Waiting Area in 2005



Platform in 2005

Intermodal Transportation Center Rochester NY



"This regionally significant project will improve the experience of travelers by providing them with a safe, accessible, and up to date facility. The station serves as an important gateway to downtown Rochester, Monroe County, and the Finger Lakes. Neighbors, business owners, and community groups welcome the Rochester Intermodal Transportation Center as an economic development driver for the northeastern quadrant of Rochester."
-Mayor Thomas S. Richards

Looking ahead: The Intermodal Transportation Center (ITC)

The City of Rochester has partnered with the New York State Department of Transportation (NYSDOT) and the Federal Railroad Administration (FRA) for the design and construction of a combined Intermodal Transportation Center in downtown Rochester.

Inside the ITC

The Intermodal Transportation Center's design will showcase the building as a community landmark and a gateway to Rochester's Center City. Keeping Rochester's rich architectural and transportation history in mind, the transportation center will complement the neighborhood, foster adjacent development, and serve the operational needs of the various entities occupying the building.



Artist Concept Drawing of Proposed Station

Rochester NY Railroad Depots

The hope is that the Intermodal Transportation Center will be utilized by not only by Amtrak, but also by Greyhound, Trailways, local taxis, Rochester Genesee Regional Transit Authority bus and shuttle service, hotel shuttles, car rental agencies, pedestrians, and bicyclists. Various agencies will be able to set up space in the building for information kiosks or staffed booths.

Depending on market demand and operational aspects, additional space in the building could be reserved for restaurants, newsstands, cafes, vending services, wireless work stations, baggage, mailing services, bicycling services, and gift shops.

Rochester's Intermodal Transportation Center will be the end result of community outreach and planning recommendations put forth by professional and experts involved in the following fields: railroad operation (Amtrak, CSX), urban planning, retail operators, development, bus and transit operations, public space, bicycling, parking, heritage, economic development, transportation, and tourism.



Looking Back:

The first train-shed of the Auburn Railroad at Mill Street in Rochester, New York, built in 1840, was a rough wooden structure entered only from the east. When Dean Richmond became the first President of the original New York Central Railroad, among other rapid improvements, he built a new depot at Rochester, on the site of the Auburn shed. It was opened just prior to 1853, and

stood for thirty years. The picture above, taken about 1865, shows the west end of the station, and a corner of the old Waverly House at State Street. From a lower balcony shown, it was planned to have Abraham Lincoln address the citizens of Rochester on a cold, Monday morning, February, 18, 1861, when on the way to his first inaugural; but plans were changed, and he spoke from the platform of the rear car at the west end of the station, shown in the picture. (Photo a gift from George T. Frank. Original in possession of George King).



The first New York Central Station at Rochester, NY

The Bragdon Station

In 1914, New York Central built what came to be referred to as the Bragdon Station; a grand station designed by famed New York City architect Claude Bragdon. Its elaborate curved brick exterior made a prominent mark on downtown. Besides the railroad-themed geometrical designs and ornamental details, Claude Bragdon also infused his study of music into the design. He was guided by musical ratios, which he actually used to determine the size and scale of the entire building.



The Bragdon Station



Rochester NY Railroad Depots

Unfortunately, this grand station, busy for four decades, lost most of its passengers to the emerging airline and automobile industry. By the late 1950's, after years of declining use, Bragdon Station began to show its age. Passenger service to Rochester ended in 1959. Six years later in 1965, Bragdon Station was demolished to make room for a parking lot.



Demolition of the Bragdon Station



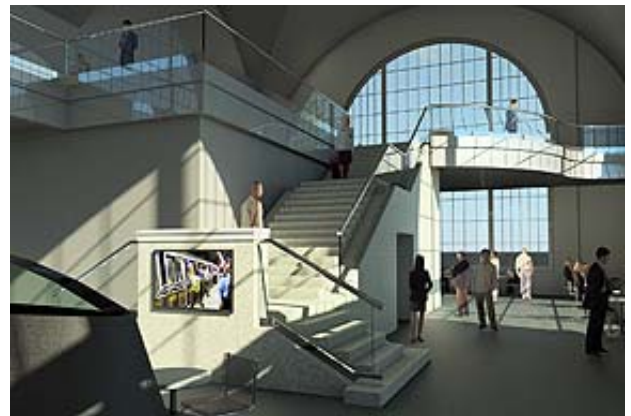
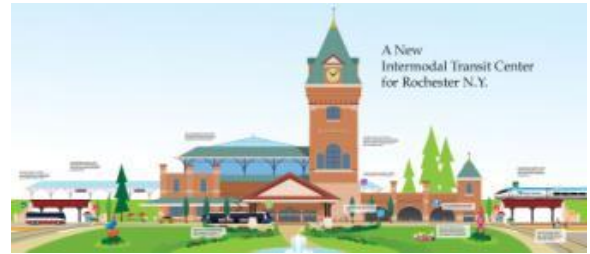
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It took another 11 years for passenger rail service to reestablish itself in Rochester. The Rail Passenger Service Act of 1970 created Amtrak to operate and revitalize the nation's inter-city passenger rail service. Most of Amtrak's resources were needed for updating trains, with little funding available to upgrade the stations. The last remaining section of the building was demolished in 1978 to make way for the current Rochester Amtrak Station. This station was constructed for pure utilitarian function and reflected the limited scope, financing and vision of railroads in the late 1970's.

Images



Funding and Project Schedule



Station and site costs total approximately \$27.3 million, and track and signal costs total approximately \$10.4 million, bringing the estimated project cost to \$37.7 million. New York State Department of Transportation submitted a federal grant application to offset costs. Should funding materialize, the tentative timeline would be:

Phase	Start	End
Scoping Report	August 2011	August 2012
Environmental Assessment	April 2012	December 2012
Preliminary Design	January 2013	November 2013
Final Design	December 2013	August 2014
Bid and Award	September 2014	November 2014
Construction	December 2014	August 2016