

Future Use Study

Historic Tamaqua Train Station

Tamaqua, Pennsylvania



Prepared by Groenendaal & Jones

For Tamaqua Save Our Station 1998

Cover Background Illustration: Architectural Drawing of Tamaqua Train Station, northeast elevation.

This study has been funded in part by funds from the following:

*Pennsylvania Heritage Parks Program Fund
Administered and granted by the Schuylkill River Heritage Corridor*

with matching funds by —

Tamaqua Save Our Station

*Additional support and in-kind assistance has been rendered by the following
individuals:*

The Board and Members of Tamaqua Save Our Station

State Rep. David Argall

Micha Gursky of Tamaqua Area 2004 Partnership

**Dixie F. Swenson, Executive Director ,
Schuylkill River Greenaway Association**

Tamaqua Historical Society

The Citizens of the Tamaqua Area

and their

Tamaqua Main Street Program

TABLE OF CONTENTS

INTRODUCTION

PURPOSES OF THE FUTURE USE STUDY OF THE HISTORIC TAMAQUA TRAIN STATION, TAMAQUA, PENNSYLVANIA.....	1
HISTORICAL BACKGROUND: THE SITE AND ITS BUILDINGS.....	3
FUNDING HISTORY OF THE TAMAQUA RAILROAD STATION	22
REGIONAL CONTEXT.....	24
OVERVIEW — POPULATION SCALE	24
REGIONAL TRANSPORTATION NETWORK.....	26
<i>Cultural Attractions</i>	32
<i>Recreational Attractions</i>	32
FUTURE USE(S) ANALYSIS	41
<i>General Factors: Tamaqua Train Station</i>	
PROPOSED ALTERNATIVE FUTURE USE SCHEMATICS FOR THE TAMAQUA TRAIN STATION	45
FUTURE USE(S) —TAMAQUA TRAIN STATION.....	47
<u>ALTERNATIVE #1</u>	47
RESTAURANT USE	
<i>General Description of Use Scenario</i>	
<i>Rental Requirement</i>	49
ADDITIONAL RESTAURANT DEVELOPMENT COSTS.....	50
<i>Potential Kitchen Addition Structure Costs</i>	
<i>Revenue Capacity for Restaurant Operation as per Alternative #1</i>	52
TRAIN TRACK CROSSING FACTOR.....	53
VISITOR CENTER USE & AREA — ALTERNATIVE #1.....	53
FUNDING.....	54
<u>ALTERNATIVE #2</u>	56
GENERAL DESCRIPTION OF USE SCENARIO	56
VISITOR CENTER —RECEPTION POINT	56
YOUTH HOSTEL AND SUPPORT AREAS.....	56
<i>Projected Cost of Renovations for Hostel Areas</i>	57
<i>Rental /Lease Fees to Building Owner</i>	
FREIGHT ROOM - COMMERCIAL TENANT ROOM.....	58

<i>Restored Restaurant Room Development Costs</i>	62
<i>Potential Cash Flow and Operations — Historic Restaurant</i>	65
<i>Potential Tenant / Lease Agreement</i>	65
FREIGHT ROOM - COMMERCIAL LEASE	65
PROPOSED USE(S) FOR ON SITE CABOUSES. <i>Alternative # 2 Against Overhead</i>	65
 RECOMMENDATION OF PREFERRED ALTERNATIVE FOR THE FUTURE USE OF THE HISTORIC TAMAQUA TRAIN STATION	
CONCLUDING RECOMMENDATIONS.....	69

Introduction

Purposes of the Future Use Study of the Historic Tamaqua Train Station, Tamaqua, Pennsylvania

The purposes of the Future Use Study of the Tamaqua Train Station are the following:

The development of (3) alternative patterns of use for the Tamaqua Train Station. These alternatives include, but are not limited to, the study and definition of the following:

- ⇒ Estimated cost establishing the facility, and operating and maintaining it on an annual basis; estimated lease price range that may be charged to tenants.
- ⇒ Determination of food, retail, public space areas at facility, its organization, projected cash revenue and maintenance and operation costs.
- ⇒ Income potential for prospective developers-investors in the lease and renovation of the train station.
- ⇒ Organizational structure(s) and policies that will establish and maintain quality standards in selection of tenants and businesses that will ensure competent management and optimum startup and long range funding / financing potential.

Each alternative defines, in addition:

- ⇒ Proposed amenities and necessary support space
- ⇒ Proposed layout area of the Schuylkill River Heritage Corridor Visitor Center
- ⇒ Proposed General Site Plan for Tamaqua Save Our Station property surrounding building

(*Note*— these site plan(s) are not final landscape and architectural drawings, but schematics serving the purposes of analysis for development.)

- ⇒ Proposed uses for two cabooses on site.

All of these above activities lead to the following concluding activity:

- ⇒ The recommendation of a preferred development alternative.
- ⇒ Assignments of responsibility for action steps; outline of the decision-making structure and process.
- ⇒ The budget of the projected income and expenses for each phase of the project.

All work activity is constructed to be sensitive to and take into careful consideration—

- ⇒ The goals of Tamaqua Save Our Station.
- ⇒ The historical value of the station.
- ⇒ The Management Action Plan of the Schuylkill River Heritage Corridor.
- ⇒ The role of the station in the linkage of the Schuylkill River Heritage Corridor. and the Delaware & Lehigh National Heritage Corridor.
- ⇒ Tamaqua's other Historic Preservation, Tourism, Downtown Revitalization and Recreation efforts.
- ⇒ The building's community benefit.

Historical Background: The Site and Its Buildings

The Tamaqua Train Station is located in an upland valley alluvial plain along the Little Schuylkill River, a tributary of the Schuylkill River. Set within the first ranges of the Appalachian Mountains, the station and the town it was built to serve, Tamaqua, are surrounded by adjacent ridges of high elevation, set within a sequence of river gaps and valley floor formations. The physical setting is striking and scenic. These gaps and valley floors created conditions which have always caused the use of the locale as an important place of movement and transportation. From its inception, Tamaqua, originally pronounced "tah-Nah-Mochk-Hanne", meaning in the Iroquois language "land wherein dwells the animal who lives in the water" (the beaver), was a place of crossing and movement of people and trade. First settled historically in 1799 by Burkhardt Moser, the future town of Tamaqua became the location of an infant lumbering and agricultural settlement, typical for many such locales in Pennsylvania's interior.

This settlement's direction changed greatly with the discovery of anthracite coal deposits between 1815-1817 by the Moser family in the Tamaqua area. This event would cause the future town to be swept into the international and national events of the expanding Industrial Revolution, and involve specifically the construction of the Tamaqua Train Station.

On August 3, 1815, the State Legislature granted the charter to form the Schuylkill Navigation (Canal) Company to haul timber, agricultural products, and to transport stone (anthracite) coal to Philadelphia. The company's organizers were keenly interested in accessing the southern anthracite field deposits in Schuylkill County to ensure the industrial expansion of southeastern Pennsylvania's metals industry and domestic fuel supply. The Schuylkill Canal reached Pottsville, the County seat, in May 1825.

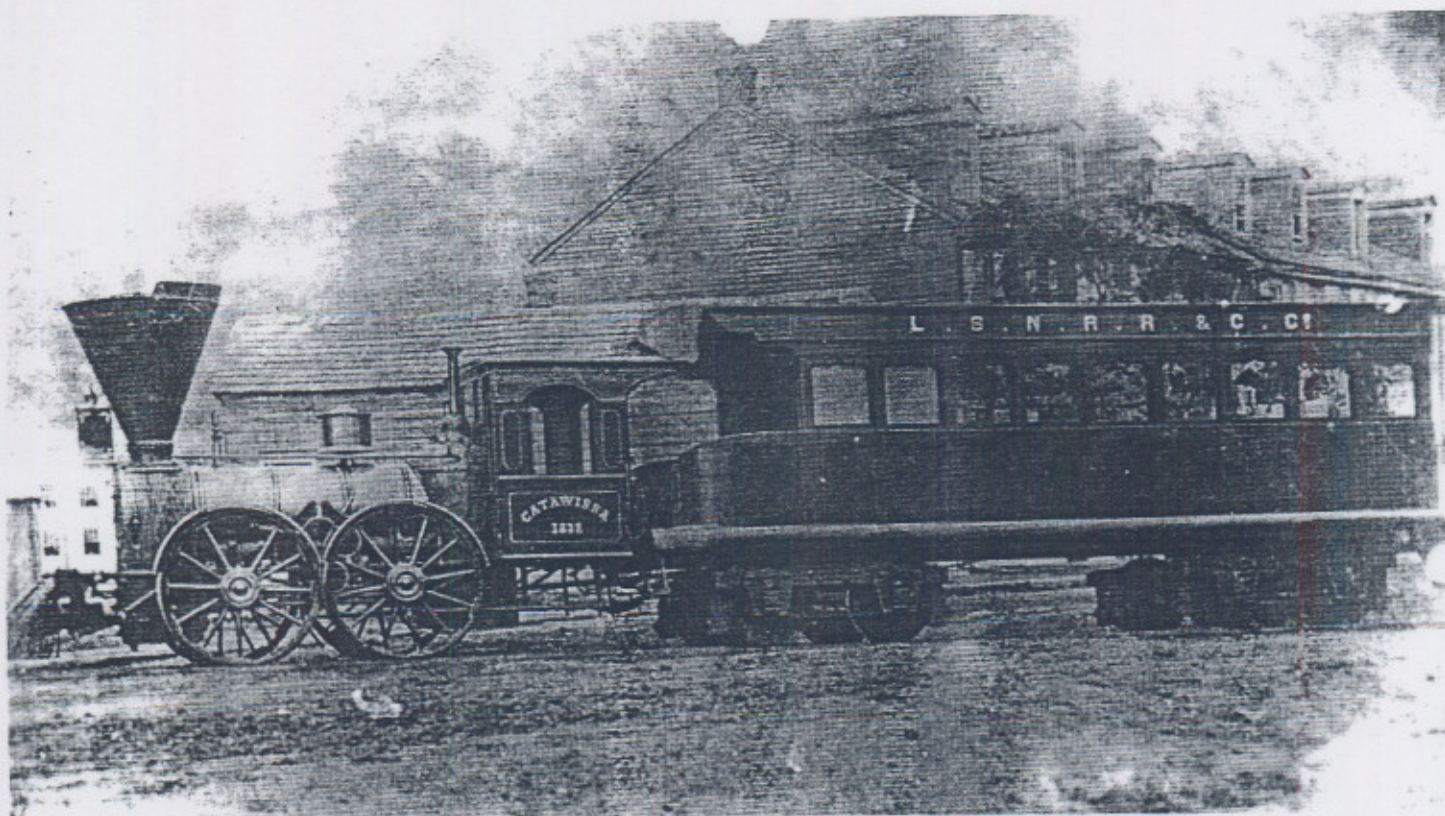
However, efforts beginning in 1826 to connect the canal to Tamaqua from Port Clinton proved very difficult, due to the rough terrain. The Little Schuylkill Navigation Railroad was then formed by supplemental charter on April 23, 1829. The activities of this railroad would quickly transform the Moser family holdings into, at its

time, one of the most technologically sophisticated industrial settlements in America, literally overnight.

Stephen Girard of Philadelphia, a holder of vast coal bearing lands in the area, financed the railroad's construction. Girard himself hired two important railroad builders of the era, George Frederick List and Moncure Robinson (1802-1891), to survey and build the Little Schuylkill Navigation Railroad. List, a native German, would return to Germany and become known as the "Father of Rail Transportation" in Germany. Robinson eventually was involved in building the first railroads in Virginia and later, overseas, in Russia and Germany.

From 1830 to 1831, the railroad line was cut and graded and its full trackage laid. On November 18, 1831, the first train arrived passing gaily decorated coal cars, surrounded by cheering miners. On November 23, the first coal was transported on the line, making this the first commercially successful railroad to begin operations in the United States. This rail line today, which still passes in front of the Tamaqua Train Station, may be one of the oldest continually operating commercial rail lines in the United States and the Western Hemisphere.

The future borough of Tamaqua grew rapidly as an industrial and transportation settlement. The Little Schuylkill Navigation Railroad, from its start, regarded Tamaqua as a important locale for railroad facilities, and attracted additional metal working facilities to the town. From the 1830's well into the early 20th century, the Railroad hired and/or attracted the talents of that era's best engineers, architects and many industrial worker-technicians. Tamaqua became one of the places of settlement of these then highly educated and/or skilled workers. Together, they created a very modern and advanced socio-economic complex for the time.



Historic Photo view of the steam locomotive "Catawissa", one of the earliest steam engines to serve on the rail line to Tamaqua. (Collections - Tamaqua Save Our Station.)



Historic photo view of the first train station at Tamaqua, at center (right of railroad tracks) with white paint and cupola on roof, stood until 1873. (Collection: Tamaqua Historical Society)

Within this matrix of events the practical need for a passenger and freight train depot was obvious from the first day of the rail line's operation. The first train station at Tamaqua was built by the early 1840's and stood for a number of years until it burned down in 1873. This event created the opportunity to erect another significant depot transportation building.

Designed and built by 1874, the present Historic Tamaqua Train Station was conceived as an important "Local Passenger Depot." Its construction was noted at the time, nationally, by Civil Engineer Walter C. Berg, in his published survey of "Buildings and Structures of American Railroads" (pub. 1892), excerpted as follows:

Passenger Depot at Tamaqua, Pa., Central Railroad of New Jersey.—The passenger depot of the Central Railroad of New Jersey at Tamaqua, Pa., on the Lehigh & Susquehanna Division of the road is a very neat and good design for a local passenger depot at stations where trains stop to allow passengers to take meals. The building is a single-story brick structure, with brown-stone trimmings and tin roof, excepting the central vestibule portion, which is two-story. The building is built T-shaped, as shown in Fig. 537. At the centre of the building, facing the track, there is a central hall or

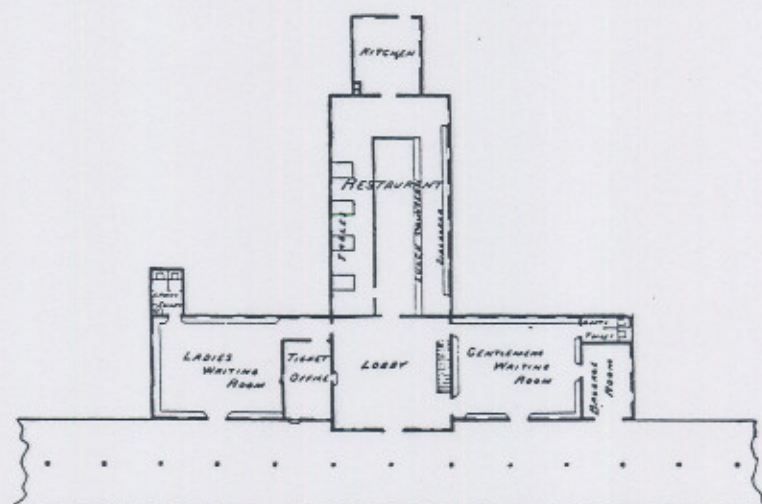


FIG. 537.—GROUND-PLAN.

lobby, 26 ft. \times 26 ft. On one side of this hall is a gentlemen's waiting-room, 30 ft. \times 24 ft., with a toilet-room attached, and a baggage-room. On the other side of the vestibule there is a ticket-office, and a passage-way leading to a ladies' waiting-room, 24 ft. \times 30 ft., with a ladies' toilet room attached. At the rear of the vestibule there are large doors leading to the dining-room, 50 ft. \times 26 ft., and at the end of the dining-room there is a kitchen, 18 ft. \times 26 ft.

The functional significance, careful planning, arrangement and architectural detailing which generated the Tamaqua Train Station is further clearly reported by Walter Berg. Many of the elements of Berg's analysis are features which are incorporated into the Tamaqua Train Station's design and construction.

CHAPTER XXI.

LOCAL PASSENGER DEPOTS.

PASSENGER depots solely for the accommodation of the passenger business of a railroad are used at all local stations of railroads where the passenger business is of sufficient importance to warrant a separate building, or where the freight business is handled in a separate building. The size, design, and class of structure used in each case will vary materially, according to the local conditions and the importance of the station. As indicated above in the remarks on flag-depots, it can be said that flag-depots are simply small local passenger depots, the distinction between the two being very hard to maintain, as the change from one group to the other in practice is frequently imperceptible, and not clearly defined. Railroads adopting standard sets of depot plans usually divide the designs into classes, flag-depots being the smallest and cheapest class of structures. The requirements for and the division of the interior of local passenger depots vary considerably, starting with a small building containing waiting-rooms, a ticket-office and a baggage-room, and ending with large two-story structures with capacious waiting-rooms, toilet-rooms, smoking-room, dining-room and appurtenances, baggage-room, express-room, mail-room, telegraph-office, parcel-room, news-stand, supply-rooms, rooms for conductors and trainmen, and offices. Structures of the latter class approach in character terminal side-stations, the distinction between the two, however, consisting in the feature, that in a terminal side-station the tracks, or a number of them at least, terminate at the station, while in a large first-class local passenger depot the tracks pass by the building. At terminal stations on pioneer railroads and in small towns the terminal passenger depot is built practically the same as a large local passenger depot. It will, therefore, be readily seen, that in the discussion of local passenger depots the remarks are necessarily general, and no special rules can be established, as the range of buildings embraced under the term of local passenger depots is very extensive.

The general style and size of a depot building will depend to a large extent on the proposed location with reference to the topographical features of the site, the amount of land available, the facilities required, and the importance of the locality. The size and ground-plan layout should correspond to the actual requirements of the business to be expected in the near future, considering also the possible growth of the town or settlement, so that subsequent enlargements of the structure can either be carried out easily or else the building made large enough at the start to exclude the possibility of having to make alterations for a great many years. The style of the building should correspond to the surroundings, with due regard, however, to the practical uses to which the structure is to be devoted. The class of building materials and the general finish of the building will depend on the amount of the

Berg goes on to state;

The platforms at passenger depots are always low platforms, from 2 in. to 16 in. above the top of rail. According to the design adopted, they surround the building on all sides or only on certain sides. The platform along the track is usually extended each way from the building for some distance, so as to give a longer platform frontage for trains. The width of platforms varies in different designs according to the platform space required to handle the travel. Platforms should be never less than 12 ft. wide, and preferably not less than 24 ft. The conditions governing the selection of the height, length, and width of platforms at passenger depots, as also the proper materials to use, according to the circumstances presented in each particular case, are discussed at length in the chapter on Platforms, Platform-sheds, and Shelters. It should be mentioned, however, that platform roof projections along a carriage-road on the back of a platform, or a well-designed *porte cochère*, are a source of great convenience to travellers arriving or leaving in carriages during stormy weather.

As stated above, the division of the interior of a local passenger depot varies greatly, according to the requirements in each case. For the larger class of local depots the rules established below as a general basis for terminal side depots will apply, excepting that considerable liberty could be taken in following such general rules. The following general remarks will apply more particularly to the average-size local passenger depot.

The ticket-office, if used also as a telegraph-office, should be situated at the front of the building, facing the track, with a bay-window projection, so that the movement of trains on the track can be readily seen from the interior of the office. There should be, if feasible, separate ticket-windows for each waiting-room, and the windows should be far enough apart to allow space for a ticket case and shelf between them, without requiring the ticket-seller to

move far in passing from window to window. Good light should be provided at day and night on both sides of the ticket-window. Selling tickets to a lobby or a large general waiting-room has some good and some objectionable features. If tickets are sold to a lobby or a general waiting-room, a large number of passengers after purchasing their tickets will pass immediately to the trains or platforms, and thus tend to make the special waiting-rooms more private. On the other hand, unless special windows are provided for ladies, the latter will be seriously inconvenienced when large crowds are at the depot. If the ticket-office is not used as a telegraph-office, it need not be located on the track side of the house; but it is more advantageous to locate it thus in all cases, if possible, as the ticket-seller can keep better advised of the movement of trains. Finally, attention should be called to the desirability of making the offices large enough to be comfortable and convenient for the employes, and also to allow for the accommodation of extra help, if the business at the station should increase and require it.

Relative to waiting-rooms, it can be said, that separate waiting-rooms for gentlemen and for ladies are most desirable. But where there is only one general waiting-room, it is very important to provide, if possible, at least a small ladies' parlor with toilet-room attached. Where there is a special ladies' waiting-room, the parlor or dressing-room can be dispensed with, and the toilet-room open immediately from the ladies' waiting-room. It is very bad practice, however, to allow the door to the ladies' toilet-room to lead directly from a general waiting-room. Where the ladies' waiting-room is not completely closed off from the gentlemen's waiting-room or from the general waiting-room or corridor, it is desirable, where feasible, to place the door from the ladies' waiting-room to the toilet-room on a side of the room hidden from view from the corridor or the other waiting-room. If this is not feasible, it is customary to put up a screen or light partition, so as to partially mask the entrance to the toilet-room. The toilet-room for gentlemen should never have a direct entrance from the general waiting-room. There is no objection, however, to having the toilet-room for gentlemen lead from a smoking-room or from a separate waiting-room for gentlemen. But the best plan to pursue, when the toilet-room cannot be placed in the main building as an extension to a smoking-room or a gentlemen's waiting-room, is to place it in a separate building or else in the main building with an outside entrance from the rear or end of the building. In fact, the general rule should prevail, that the toilet-room for gentlemen should be accessible from the outside of the building. Attention should also be called to the advantages to be derived from introducing a generously proportioned and comfortably fitted-up smoking-room. It will not only accommodate smokers, but it will draw off from the waiting-rooms quite an undesirable element, as emigrants, laborers, hackmen, and loungers around the depot.

Relative to the location of the doors in the waiting-rooms, they should be so disposed that the passengers entering from the rear of the building can pass to the ticket-window and then out to the train on as direct a route as possible. Where large crowds are expected at times, and the doors leading to the train side of the house are kept closed till trains arrive or are ready to start, it is desirable to have the doors open with the crowd and not against it. At such depots, a large lobby or a general waiting-room is a good feature, as it allows large

crowds and parties to pass directly to the train without tramping through or blocking the special waiting-rooms.

In connection with the handling of crowds going to trains, a word should be said about providing exits for the crowds from arriving trains. At small depots, passengers pass along the platform and around the building to the street. At large depots, where the building has considerable front along the track, special passage-ways are frequently provided near the centre of the main building to allow passengers to pass quickly from the arriving platform to the street at the rear of the building. The advantage gained is that arriving crowds leave the platform sooner, and do not conflict with the throng of people passing from the waiting-rooms to the train. The passage of arriving passengers through a general waiting-room, lobby, or corridor, which is used for outgoing passengers to pass through in going to trains, is very bad practice, as the outgoing passengers will be interfered with and delayed in buying their tickets, checking their baggage, etc. A separate passage-way is therefore more desirable, in case the incoming travel and the length of the building demand a short cut to the street. Excepting in very long depot buildings, the advantages of separate exits through the building for incoming passengers should not be overestimated, especially if the convenient and practical layout of the ground-plan with reference to outgoing passengers is thereby seriously disturbed. In this connection, the design of depots with a main building and an auxiliary building at one end or at both ends, separated from the main building, but connected with it by covered platforms, as shown in Figs. 564 to 566, is very customary. This style of design offers many advantages, one of the most important of which is the speedy manner in which arriving passengers can leave the depot without interfering with departing passengers.

The baggage-room at small local passenger depots, excepting in some cases at junction points where passengers change trains, need not be very large, as the baggage business is handled mainly on the platform next to the baggage-room, and the baggage-room proper serves more particularly as the baggage-master's office and for the storing of baggage over night. The same remarks hold good at large local passenger depots, especially for the incoming baggage; but the outgoing baggage is more liable to pass through the baggage-room, as it is received on the street side from wagons and passes through the baggage-room to the trains. The location of the baggage-room should be such that baggage can be easily received from the street side and also delivered to the street side of the depot. There should be considerable platform space available for the storing of baggage under cover, and the baggage-room should be located in such a way that passengers passing along the platforms are not blocked by the baggage and baggage-trucks, that will necessarily accumulate at times on the platform around the baggage-room. At the same time, however, it is desirable to locate it so that passengers can reach the baggage-room in passing to and from trains, without seriously going out of their way. Where there is a general waiting-room or a large lobby provided, it is good practice, if feasible, to have an opening or window leading from the general waiting-room or lobby into the baggage-room, so that passengers can leave hand baggage, arrange about checking baggage, make inquiries, etc., on their way to trains after purchasing their tickets without having to go outside of the building around to the entrance to the baggage-room. In small depots, as outlined above, this feature is not essential, as the checking of baggage is usually done on the platform in front of the baggage room; and, in any event, the distance the passengers would

have to go from the waiting-room to the baggage-room is insignificant. Where the help at the depot is limited, and the agent or ticket-seller has to attend to the checking of baggage, the location of the baggage-room near the office is necessary. Where the volume of business warrants maintaining a separate baggage-master, the location of the baggage-room in an auxiliary building has advantages. The platforms around the main building can be kept clear of baggage, and the express-wagons and baggage-wagons will line up on the street near the baggage-room away from the passenger building proper, leaving the rear of the main building free for foot-passengers and carriages. The remarks in reference to the baggage business apply also to express-offices, to a more or less extent.

At dining-stations, according to the local requirements, small lunch-counters or large extensive dining-rooms, with all the necessary appurtenances, are provided. Where the building is two-story, the location of the kitchen and serving-rooms, etc., on the second floor is a good feature. Relative to the location of the dining-rooms, it will depend to a certain extent on whether provision is to be mainly made for through passengers, simply stopping at the depot for their meals, or whether the dining-rooms are for the accommodation of incoming and outgoing local passengers. In the first case, the main feature is to provide easy ingress and egress to and from the dining-room on the train side of the depot, without disturbing passengers in the waiting-rooms or passengers passing to trains. In the other case mentioned, the dining-rooms and refreshment-counters are part of the general layout in connection with the waiting-rooms and other facilities for the accommodation of incoming and outgoing local passengers, and the design should be made accordingly.

At small depots one office suffices for telegraph-office, ticket-office, and station-agent's office. At larger depots separate offices for the station-agent, telegraph-operator, train-despatcher, and other officials have to be provided. Also, supply-rooms for stores, fuel, lamps, oil, etc. Where two-story buildings are used, the upper floor is generally utilized for offices for the telegraph department, train-despatcher, clerks, and others connected with the road; also for trainmen's room, conductors' room, etc., where space for such purposes is desired. The style of depot with a main building and two auxiliary buildings or pavilions, situated some distance from each end of the main building, as shown in Figs. 564 to 566, offers advantages where space has to be provided for the various purposes just mentioned. The main building is usually devoted to the regulation accommodations for passengers, one auxiliary building is used for the baggage and express business, store-rooms, and gentlemen's toilet-room, while the other auxiliary building is used for offices for officials and rooms for men connected with the road.

Living-rooms for some of the help employed at depots are frequently provided. In some cases, regular dwelling-houses are attached to the depot building or dwelling-rooms provided for in an upper story.

The general remarks made above about waiting-rooms, toilet-rooms, baggage-rooms, and offices will hold good for junction stations, with the additional feature that in depots at junction points baggage-rooms and ticket-offices have to frequently be provided in duplicate, one for each railroad.

The heating, ventilating, plumbing, and lighting of a depot should be the very best obtainable, consistent with the general style of structure adopted. Large fire-places of quaint

and artistic design in the waiting-rooms add not only to the general artistic effect and finish of the interior, but afford a good chance to warm the rooms and brighten them up in damp weather. They also give an opportunity to secure good ventilation. Where the size of the building warrants it, the heating of the building by steam or by a furnace located in a cellar under the building will prove the best method to adopt. Water-closets supplied with running water and waste drains should naturally be adopted, where feasible. Where water is not at hand, the next best possible system applicable to the case should be employed.

In the chapter on Platforms, Platform-sheds, and Shelters reference was made to the value of having ample and conveniently located covered platforms around a depot building, so that crowds could be accommodated on the platforms to a large extent, thereby allowing the waiting-rooms to be made proportionately much smaller. In addition it can be said, that, if convenient benches are provided on the platforms, a large number of travellers, and especially depot loungers, will congregate on the platforms in place of in the waiting-rooms. A drinking-fountain with running water located on the platform or near the depot will prove a great boon to passengers.

Relative to the style of structure to be adopted for a local passenger depot, it is very difficult to make any general recommendations. The importance of the station, the surroundings, the desires of the railroad management, and sometimes the wishes of the community, the prevailing class of architecture and building materials in each particular section of the country, will all influence the final choice. In a general way, however, it can be said that frame buildings are not as objectionable for small passenger depots as for freight-houses and other railroad structures, because in case of a fire the loss is practically limited to the value of the building, and the business of the road will not be blocked, although individuals will be personally seriously inconvenienced. In cities and at important stations a more substantial building is desirable, and it is usually required by existing building laws.

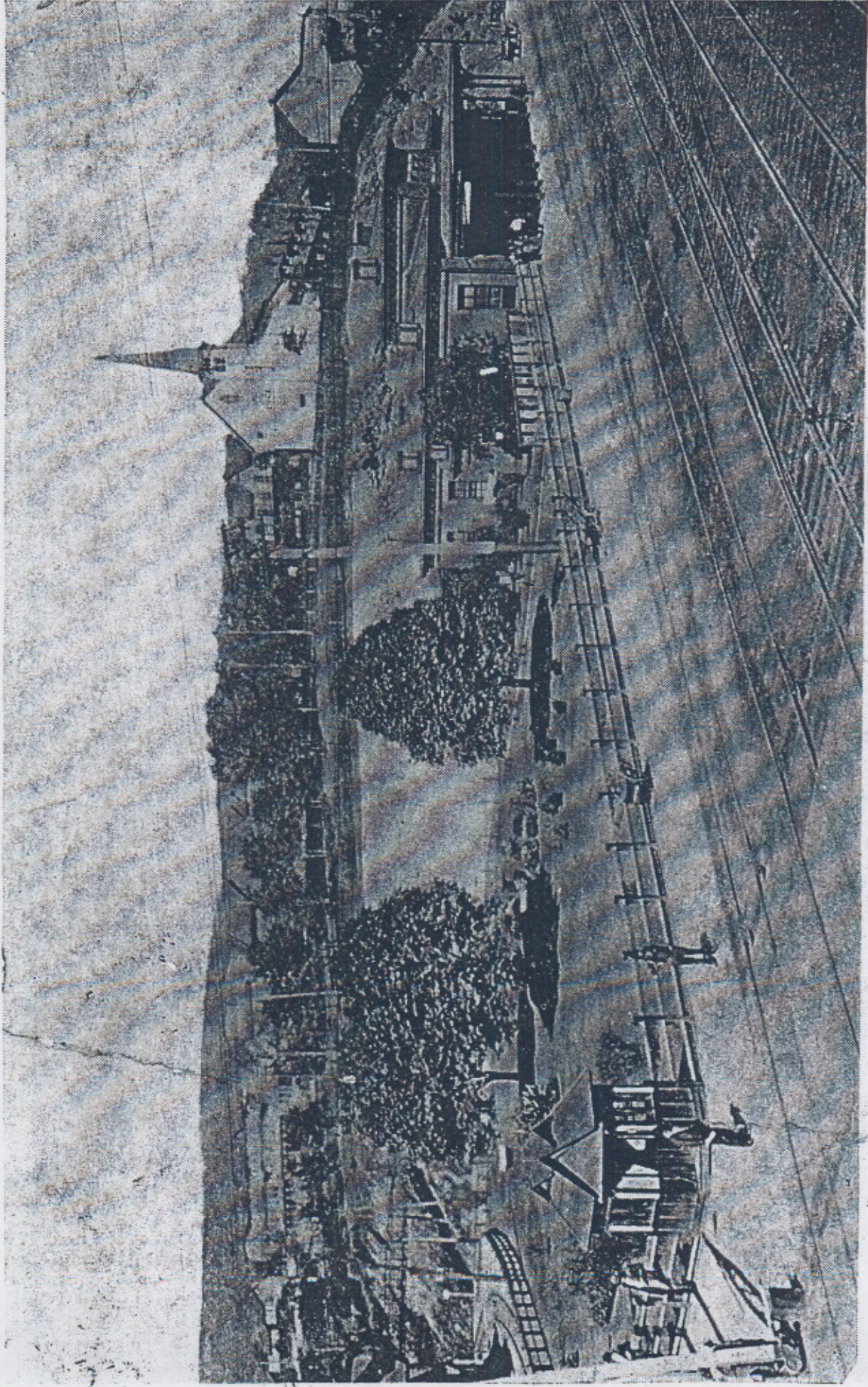
Relative to the design for the exterior of depots, much stress has been laid within recent years on providing artistic and picturesque structures for local passenger depots, especially at suburban points where the travel consists largely of wealthy patrons of the road. The artistic depot designs prepared by the late Mr. H. H. Richardson, the well known architect, of Boston, Mass., and a gradually increasing demand for artistic structures at passenger stations have given an impetus to the designing of more artistic buildings, with the result that architects of established reputation have been called on by railroad managers for designs. The architectural effect should be obtained by bold and original but graceful treatment, based on constructional outlines suitable to the materials used and adapted to the surroundings. In order, however, to produce quaint and artistic features in the exterior of a railroad structure, the practical requirements for the ground-plan layout should not be sacrificed. At smaller suburban depots defects of the ground-plan, caused by a desire to produce an architecturally picturesque building, are not so serious a matter. In large depots, however, any defects of the ground-plan layout are far more serious, and will entail for years constant trouble and extra expense. As above stated, picturesqueness of design in a small suburban depot is an important consideration; but in large depots the style of architecture adopted should be more indicative of the purposes to which the building is devoted. In other words, following the architectural maxim, that the style of the building should correspond to the use it is put to,

it can hardly be considered good practice to design a large depot on the same outlines as a church or an old-fashioned country tavern, especially when very serious defects of the ground-plan layout are created by giving too much attention to the architectural effect of the building.

Where standard designs or "class-depots" are adopted, stress should be laid on having the designs modified in minor details, so as to avoid a monotonous sameness of similar structures along the road. This can be easily accomplished by making modifications in the details of the exterior finish, gables, dormer-windows, ridge-cresting, finials, roof-brackets, chimneys, etc., without in reality changing the ground-plan or the frame or the walls of the building.

The employment of a landscape architect in connection with the artistic design of rural stations has in a great many cases produced most picturesque and artistic depot surroundings. The planting of the ground around depot buildings and the maintenance of flower-beds and shrubberies at stations, together with the use of neat railings, gravelled walks and roads, have been introduced with good results by a large number of railroads in this country. The extent to which this can be carried is well shown in Fig. 585, representing the Ardmore Station of the Pennsylvania Railroad; as also in Figs. 594 to 596, illustrating the Auburndale Station of the Boston & Albany Railroad, where the drive-ways, in connection with the *porte cochère*, the foot-walks, and the masking of the fence lines by shrubbery, are admirably laid out.

James State of Ohio



14190 David Rosenberg D-11:1.

Post card view of Tamaqua Train Station and grounds, c. 1900.
(Collection: Tamaqua Save Our Station)

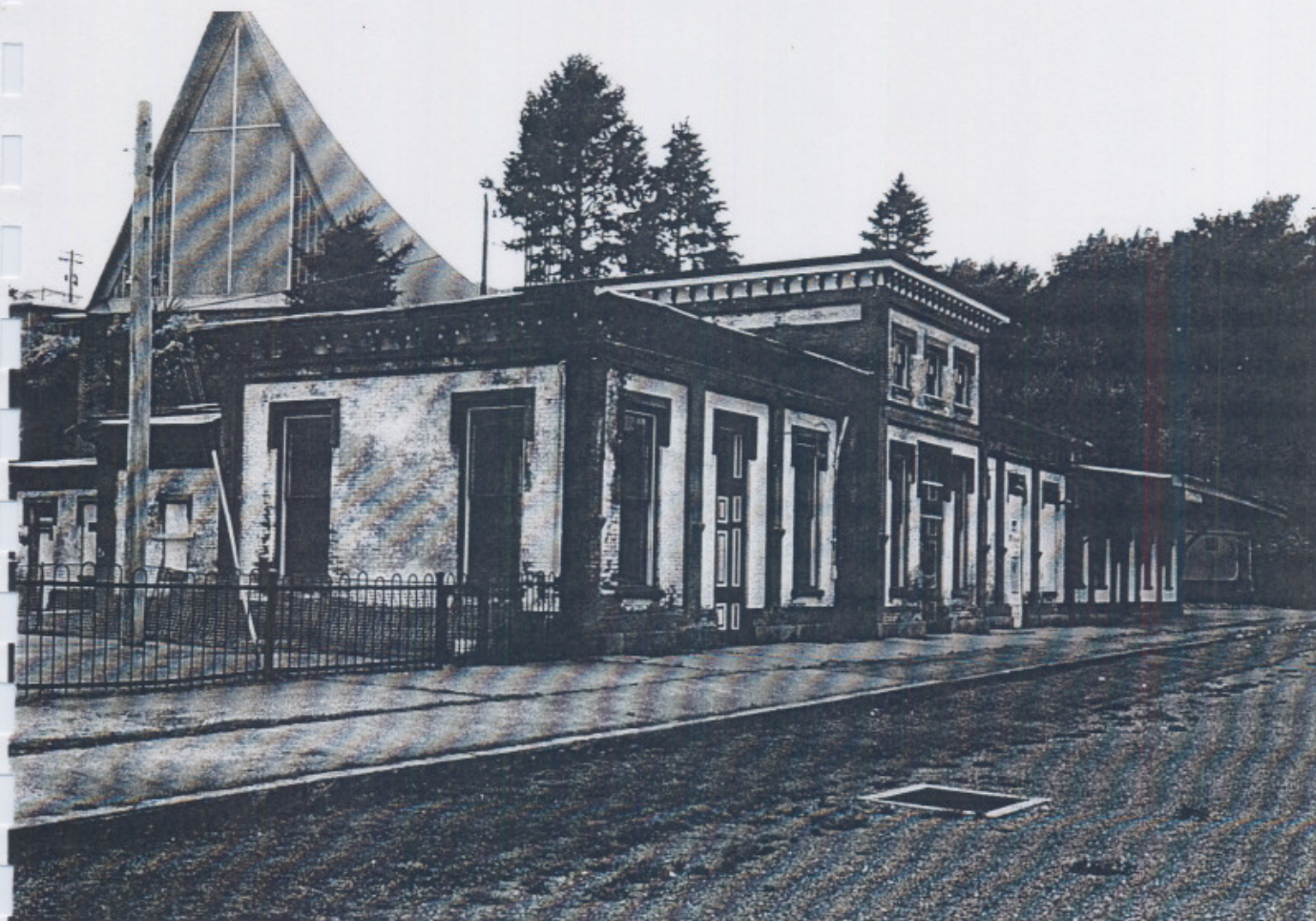


Tamaqua Depot Restaurant in 1910. (Courtesy Tamaqua
[Historical Society](#))



P. R.R. PARK & STATION, TAMAQUA, PA.

Post card view of Tamaqua Train Station landscaped park
immediately due south of station building, c. 1900. (Collection:
Tamaqua Save Our Station)



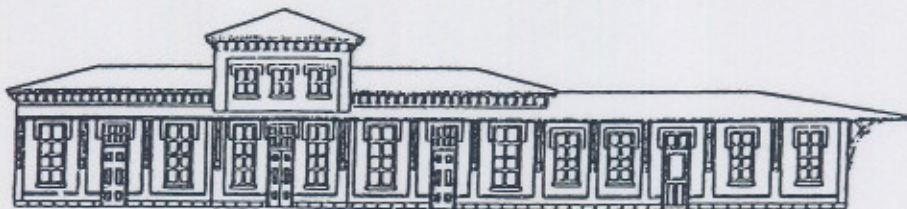
Tamaqua Train Station - exterior photograph by Denson
Groenendaal 1988

was typical for railroads of the era. From its inception, countless meaningful comings and goings of business and trade, social and family matters of the area focused at the station. From 1874 to the 1950's the Tamaqua Train Station was the center of the community. Over time an enlarged baggage room addition was added to the north (1910-1915). By 1881, the previous railroad station lot due south was landscaped and beautified. Shade trees were planted. A manicured lawn was laid down, shrubs and ribbon beds composed of flowers and shrubs were planted. This landscaping was one of the most beautiful in this portion of Pennsylvania. Finally, by 1915, a frame, detached newsstand was erected just south of the station, completing the immediate complex of the train station and its lot.

The national decline of railroads in the post World War II period led to the cessation of the passenger service at the Tamaqua Train Station in 1961. Underutilized and unmaintained, the years of exposure took a heavy toll on the station. Public concerns to preserve the station were expressed as early as 1961.

In 1961, fire by vandalism caused significant damage to the train station, and threatened its ensuing demolition. Through efforts spearhead by the Tamaqua community, with grassroots support from the Tamaqua area, sealed up the station and removed over 40 tons of debris from its fire damaged interior. The property was cleaned up and the exterior painted. These critical efforts bought precious time for the survival of the historic Tamaqua Train Station. Out of this initial concern evolved the determined efforts of the Tamaqua "Save Our Station", a not for profit 501-c3 organization which formed in 1991. The success of its efforts to date are outlined as follows.

Funding History of the Tamaqua Railroad Station



1991 The Tamaqua "Save Our Station" was formed to save the historic Philadelphia & Reading Railroad Station, which was built in 1874.

1992 Received the following grants:

\$28,000 Department of Community Affairs Grant/Rep. Argall

\$ 5,000 Department of Community Affairs Grant/Sen. Rhoades

This money was used to purchase the station from the developer so that it would not be demolished.

1993 Received the following grant:

\$26,000 Department of Community Affairs Grant/Rep. Argall

This money was used to rebuild the freight house roof and structure and to install a hand formed standing seam metal roof.

1994 Received the following grants:

\$27,500 Department of Community Affairs Grant

\$28,000 Pa. Historical Museum Commission Grant

This money was used as 20% matching funds to apply for the ISTEA grant.

\$200,000 Awarded the ISTEA grant.

1995 Received the following grants:

\$ 23,000 Pa. Historical Museum Commission Grant/Rep. Argall

\$2,000 Pa. Historical Museum Commission Grant/Sen. Rhoades

\$100,000 State Keystone Grant

This money was used to restore and replace the 8 windows and 3 doors in the freight house section. The area under the wooden floor was archaeologically excavated for artifacts then filled, cemented and a new wooden floor installed along with framing and rough plumbing for new bathrooms that will eventually serve the whole building.

At present, Tamaqua Save Our Station has placed out to bid the detailed plans and specifications for the rebuilding and restoration of the building's deteriorated historic masonry walls, and additional roof and exterior architectural trim and window repairs. The results of these efforts (funded by the 1994 ISTEA Grant) will physically restore the exterior masonry structure and its openings of the station. Significantly reversing years of neglect, and fires by acts of vandalism, the Tamaqua Train Station will be restored to a point of physical stabilization and restoration where the actual uses for the station can be contemplated and seriously explored. In response to these factors, it is the purpose of this Future Use Study to evaluate, formulate, assess and recommend what that use and/or uses could be.

**Table 1: Employment by Major Industry Segment
Schuylkill County, 1990**

<u>Category</u>	<u>Employment</u>	<u>Percentage of Total</u>
Manufacturing	17,483	35.8%
Retail Trade	8,725	17.9
Services	7,988	16.4
Government (State/Local)	6,060	12.4
Wholesale Trade	1,925	4.0
Construction	1,825	3.8
Finance, Insurance, Real Estate	1,618	3.3
Transportation	1,529	3.1
Mining	1,129	2.3
Agriculture	449	1.0
Total	48,731	100%

Source: Pennsylvania Department of Labor and Industry

Specific to the Tamaqua area the following industries are significant employers:

Table 2: Major Employers in the Tamaqua Area

<u>Employer</u>	<u>Product</u>	<u>Employment %</u>
J.E. Morgan Knitting Mills	Thermal Underwear	35.8
Air Products	Specialty Glass	16.4
Lehigh Coal and Navigation	Coal Processing	12.4
Silberline Mfg.	Aluminum Pigments	4.0
Kennedy Nylon Films	Nylon Bags and Film	3.8
Red Bird Farms	Egg Packaging	3.3
Leiby's Dairy	Dairy Products/Restaurant	3.1
Hart Metals	Magnesium Powder	2.3
Tamac Mfg. Corporation	Womens Sportswear	1.0

Source: Tamaqua Area Chamber of Commerce

Regional Transportation Network

The Tamaqua area is regionally accessed by a perimeter set of major Federal and State highways, leading to designated US Highway and State Routes. Interstate 81 is a major North-South road artery in the United States. The nearest exit (Exit 39) to I-81 is 5.2 miles due north of Tamaqua, just off Route 309. Interstate 81, since built, has become increasingly an artery by which many tourist travelers moving along the east coast choose access to destinations and tourist attractions.

Interstate 78, another major road artery in the United States, runs East-West, and lies approximately 20 miles south of Tamaqua, by access of Rt. 309 to Rt. 443 to Rt. 895, then finally Rt. 61. Much of this is well built and quite often scenic countryside driving. The Northeast Extension of the PA Turnpike is accessed by an exit due east of Lehighton over approximately 20 miles by way of United States Route 209. This exit is a main point of entry by tourist traffic from Philadelphia, and southeastern Pennsylvania as access to the scenic mountain regions surrounding Jim Thorpe, the Pocono Region and increasingly the Tamaqua area.

Directly into Tamaqua are two major regional roadways Route 309 and Rt. 209. These two well maintained roads carry significant volumes of traffic and meet at the town's center immediately due southeast of the Tamaqua Train Station.

Air travel is serviced by two regional airports. Lehigh Valley International Airport, the state's third largest airport, is located approximately 40 miles to the southeast. Hazelton Airport is 11 miles due north, providing light plane activity. The Scranton-Wilkes Barre Airport, northeast Pennsylvania's largest airport after the Lehigh Valley's, is due north approximately 30 miles.

Rail transportation exists directly in front of the Tamaqua Train Station via the Reading, Blue Mountain & Northern Railroad. A privately owned railroad, this line is now carrying approximately three to four freight train crossings per day. The owner is currently planning to initiate a well planned scenic excursion train ride in 1999 with Tamaqua as its central focus point. For a three month period, August-September-October, fall foliage season, every weekend a full day, nine to ten coach train ride will

be conducted. Each coach will hold up to 70 passengers which will create a locked in maximum visitation population of up to 700 riders per day. Each weekend could bring a maximum 1400 riders, with a maximum visitor season of 9,800 riders over 14 weekends.

These scenic train rides will run alternately to and from Port Clinton, Pottsville, Ashland, Reading, Jim Thorpe and White Haven. Again the focal point will be Tamaqua, and its Tamaqua Train Station.

Also in the last several years, a concentrated effort has begun to initiate assessment and planning to create a network of hiking and biking trails to and from Tamaqua. Actual physical planning has begun on the Tamaqua Trail from the town south to Sanders Creek along the Little Schuylkill River.

It is envisioned that a network of trails will lead eastward to Jim Thorpe connecting with the hiking tow-path of the Lehigh Canal. To the west, a network of trails would lead to Pottsville and connect with an evolving trail system along the Schuylkill River. This trail will eventually stretch to Reading and Valley Forge.

In its infancy, this sequence of "linkage trails" will tie in to significant and growing visitor populations of mountain bikers and hiker/walkers. Already, a density of such users has evolved in the Jim Thorpe area. The creation of these trails will only attract higher levels of traffic, and visitor populations of 1-4 day stays. As currently being planned, these trails will converge to Tamaqua, and its centrally located Historic Tamaqua Train Station. These activities will make the train station a prime potential location to provide visitor services, orientation and information for hikers and bikers, scenic train ride passengers and visitors traveling by car.

Population: 152,000

County Seat: Pottsville

Points of interest:

1 Anthracite Miners' Memorial

4 Greenwood Breaker

5 Hawk Mountain Sanctuary

7 Jerry's Classic Cars & Collectibles

7 Historical Society of Schuylkill County

7 Schuylkill County Council for the Arts

8 Yuengling Brewery

8 Lakeside Ballroom

9 M.T. Nest Ostrich Ranch

11 Pioneer Tunnel Coal Mine

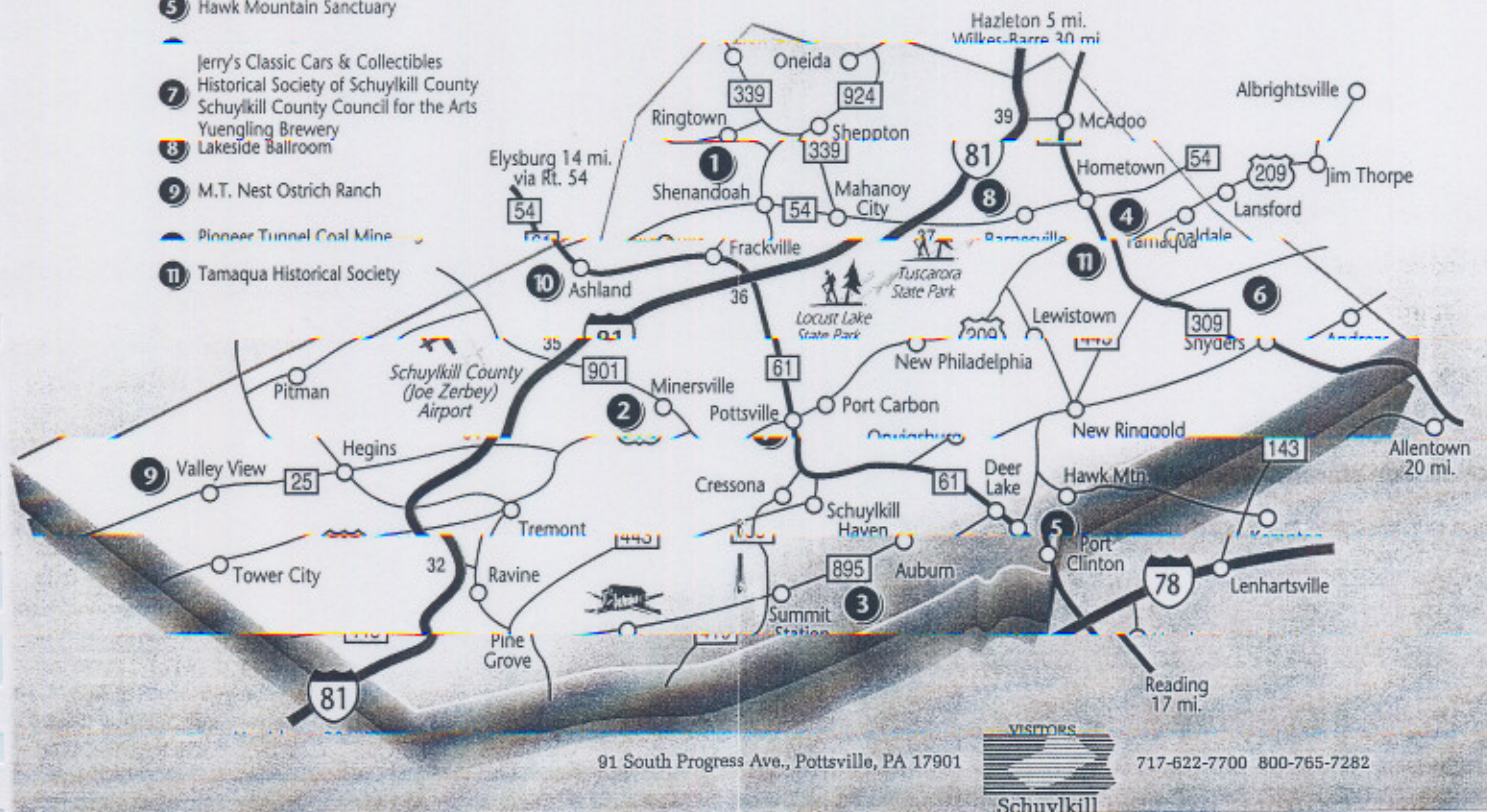
11 Tamaqua Historical Society

Philadelphia 95

New York City 155

Washington, DC 160

Pittsburgh 250



Viable tourism activity for the Tamaqua area will involve people traveling to destination areas that contain enough attractions to cause and permit a two to four day visit. With its own distinct set of natural, recreational and cultural resources, this is now evolving in the Schuylkill, Carbon and Luzerne County areas, in which Tamaqua is at the generalized center. Among these attractions are:

• Cultural Attractions/Resources

- | | |
|--|---------------------------|
| • "Exploring Audubon's Lehigh" Auto Tour | Carbon and Luzerne County |
| • Anthracite Miner's Memorial | Shenandoah |
| • Eckley Miner's Village | Eckley |
| • Historic Yuengling Brewery | Pottsville |
| • JEM Classic Car Museum | Off Rt. 443 |
| • Jim Thorpe - Mauch Chunk Historic District | |
| • John O'Hara Heritage | Pottsville area |
| • Mauch Chunk Museum & Cultural Center | Jim Thorpe |
| • No.9 Mine "Wash Shanty" Anthracite Coal Mining Museum | Lansford |
| • Pioneer Tunnel Coal Mine and Museum of Anthracite Mining | Ashland |
| • Port Clinton Historic Area | |
| • Pottsville Downtown Historic District | Pottsville |
| • Schuylkill County Council for the Arts | Pottsville |
| • Reading Company Technical & Historical Society | Schuylkill Haven |
| • Schuylkill County Historical Society | Pottsville |
| • Switch Back Railroad | Jim Thorpe |

Many of these attractions involve the area's distinct anthracite, canal and railroad industrial heritage.

AN **AUTO TOUR** IN
NORTHEAST PENNSYLVANIA'S
POCONO MOUNTAINS.

EXPLORING
AUDUBON'S



LEHIGH

John James Audubon's life revolved around capturing nature's bounty in paintings and prose and sharing what he saw with others.

Now, by following the route, you can retrace Audubon's 1829 journey into the forests of the Lehigh River Valley. Along the way, you will hear Audubon's own descriptions, as well as those of American Indians, European settlers, canal builders, tourists, and residents. Discover for yourself how much, and how little, the river valley has changed.

There are 12 stops on the primary tour route and 6 suggestions for side trips, including a mining village, lake resort, and sea of boulders.

The Auto Tour is 53 miles long through valley towns and natural landscapes and takes between 3 and 6 hours to complete.

You may start in Jim Thorpe or White Haven

**Biking
Day Treks**

with family and friends
thru the scenic Lehigh River Gorge



Pocono Whitewater Biking

at the Pocono Whitewater Adventure Center
HC-2 • Box 2245 • Jim Thorpe, PA 18229

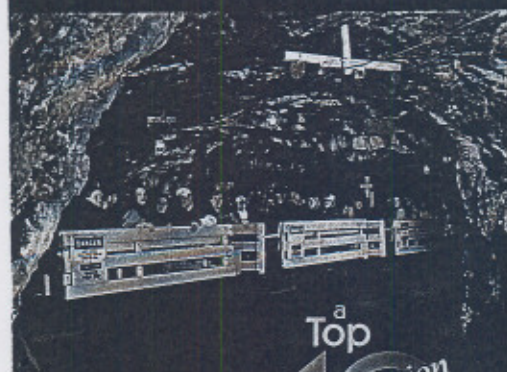
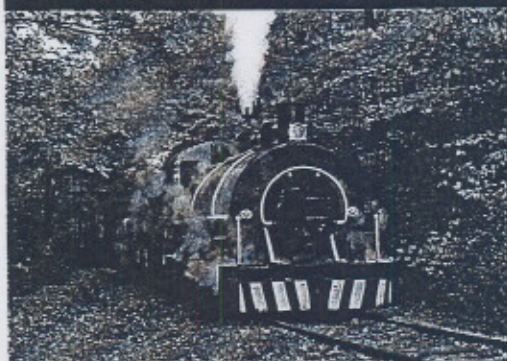
(717)325-8430

Discover

Pioneer Tunnel Coal Mine

Tour a real
Underground
Mine and ride
an Old-Time

Steam Train



Just off
Route 61 in
Ashland, Pennsylvania

ECKLEY MINERS' VILLAGE
LUZERNE COUNTY ♦ PA

Eckley



Eckley Miners' Village
is a living history site
dedicated to the lives
of the immigrants who toiled
in the coal fields
at the height
of the anthracite boom.



ADMINISTERED BY THE PENNSYLVANIA HISTORICAL
AND MUSEUM COMMISSION

Recreational Resources

Appalachian Trail	Multi-County
Beltzville State Park	Carbon County
Broad Mountain Trail	Carbon County
Hawk Mountain Bird and Wildlife Sanctuary	BerksCounty
Hickory Run State Park	Carbon County
Knobel's Family Amusement Park	Elysburg
Lehigh Gorge Rail Trail	Carbon County
Lehigh Gorge State Park	Carbon County
Locust Lake State Park	Schuylkill County
Mauch Chunk Lakes/Campground	Carbon County
Nescopek State Park	Luzerne County
Switchback Railway Trail	Carbon County
Tuscarora State Park	Schuylkill County
Whitewater Rafting Activities, Lehigh Gorge Area	Carbon County

Attractions Specific to Tamaqua and its Immediate Area

Cultural Attractions

- Tamaqua Historical Society
- Hegarty Blacksmith Shop
- Tamaqua Potential Historic District & its current Walking Tour
- Burkhardt Moser circa 1801 Log House
- Molly Maguire Heritage
- Historic Tamaqua Train Station *
- Lehigh Coal & Navigation Company Active Mining Tours

Recreational Attractions

- Future evolving Hiking and Biking Trail Network
- Blue Mountain & Reading Railroad Scenic Rail Line Excursions

A view of unaltered Victorian splendor

ASA PACKER MANSION



JIM THORPE, PA.

Visit
Jim Thorpe
Old Mauch Chunk
Historic Area



Jim Thorpe, Pa.

Two significant Regional Planning and Economic Development initiatives which are ongoing and will cause greater positive impact on Tamaqua and specifically the Historic Tamaqua Train Station are the efforts of—

- Schuylkill Heritage Corridor and State Heritage Park
- and the Delaware and Lehigh Navigational Canal National Heritage Corridor and State Heritage Park

Relative to the Schuylkill Heritage Corridor's Management Action Plan, Tamaqua and the Historic Tamaqua Train Station has been identified for incorporation into its planning/tourism construct entitled the "Anthracite Reach Stories."

Located approximately 3 miles from the county line with Carbon County, Tamaqua lies adjacent to the Delaware and Lehigh Navigational Canal National Heritage Corridor's "Jim Thorpe and Panther Valley Reach" and near to the "Audubon's Lehigh Reach" and the "Anthracite Fields Reach," as delineated in its Management Action Plan.

These two Heritage Park Plans have come to view and value Tamaqua and, specifically, the Historic Tamaqua Train Station, as an area of —

- "Linkage" between the two Heritage Parks
- Visitor Reception Point for the Schuylkill Heritage Corridor
- Transitional Linkage Visitor's Center, to aid and orient the visitor to both the Schuylkill Heritage Corridor and the adjacent Delaware and Lehigh Navigational Canal National Heritage Corridor and State Heritage Park

Specific to Tamaqua and its area, as per the Schuylkill Heritage Corridor's Management Action Plan under its section on the "Anthracite Reach Stories," (highlighted in yellow) the following statements relate directly to Tamaqua, in relation to the "reach's" overall plan.

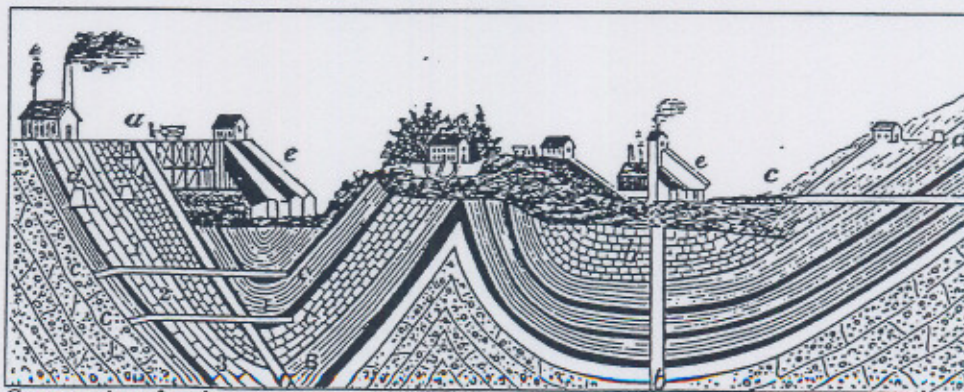
ANTHRACITE REACH STORIES

From Ashland south to Port Clinton on the west side of the river, then north to Pottsville on the east side.

The Anthracite Reach tours focus on a "loop route" that affords access to the most highly evocative landscapes, sites, and vistas. The tours illustrate the linked stories of anthracite extraction, processing, and transportation that shaped and peopled this reach of the corridor from the mid-19th through the early 20th century. The tours clarify the anthracite and transportation stories and connect them to the overall development of the river system. Anthracite justified building the dams and canals of the Schuylkill Navigation; spawned the golden age of the Reading Railroad; fueled miles of mills along the river; helped to create some of the great fortunes of Philadelphia financiers such as Stephen Girard; and enabled Philadelphia to become an industrial colossus in the late 19th and early 20th centuries.

The technology of anthracite extraction and processing can be seen at the Museum of Anthracite Mining in Ashland, one of the state's complex of three northeastern Pennsylvania anthracite museums. Complementing the Anthracite Museum and also located in Ashland, is the Pioneer Tunnel Coal Mine, a horizontal drift mine in operation from 1911 through 1931, which has been open for tours since 1962. A steam train ride at the same site shows the more recent technology of strip mining and touches on the topic of rail transportation. The region's anthracite transportation systems are the subject of programs and restoration efforts at the Northern Berks/Southern Schuylkill Historical Association Transportation Museum at Port Clinton. Although a small, volunteer-operated organization, this museum tells a story that is essential to understanding the Schuylkill Corridor. The story of the peopling of the Anthracite Reach is told well by the Schuylkill County Council for the Arts through its Ethnic Heritage Tour. A similarly styled tour brings John O'Hara's Schuylkill landscapes to life. A new museum being planned for Mahanoy City complements the area's other attractions with a focus on the people of the region, the migrations that brought them, the work that sustained them, and the lives they created there.

The challenge for telling stories in this northernmost reach is to connect the dramatic anthracite story to that of the corridor as a whole. The stories will show people how this particular section of northeastern Pennsylvania's hard coal region was developed and exploited — showing the connection of this region with the markets along the Schuylkill and in New York and Philadelphia.



Visitor Reception Points

Ashland

As the northwestern anchor of the corridor on the Schuylkill Route, Ashland houses a state anthracite museum and a coal mine tour. The recommendation for one of the corridor's four visitor centers here allows Ashland to establish background for the Anthracite Reach and its routes and resources. Key partner: Pennsylvania Historical and Museum Commission (PHMC). Phase: 3.

Mahanoy City

Mahanoy City is the keystone for a private-sector heritage tour program centered on the Mahanoy Valley. It is also a corridor gateway at I-81. Key partner: Northern Coalition. Phase: 1.

Port Clinton

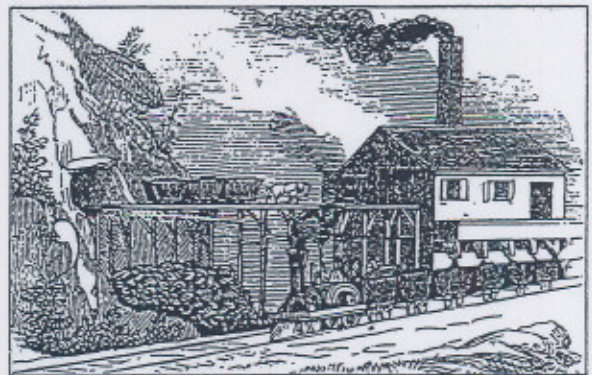
At the river's gap in the Blue Mountain range, on the Schuylkill Route, Port Clinton is the sole point of entry from the south to the northern part of the corridor. It is a picturesque and accessible town with access both to recreational and cultural resources. Key partner: Northern Berks/Southern Schuylkill Historical Association. Phase: 2.

Pottsville

As Schuylkill County's seat, Pottsville was the historic financial center of the anthracite region centered on the Schuylkill transportation system. Situated on the Schuylkill Route, the city is midway between I-81 and I-78. Potential partners: Schuylkill County Council for the Arts, Schuylkill County Visitors Bureau, Yuengling Brewery. Phase: 3.

Tamaqua

Tamaqua almost bridges the boundary between the Schuylkill River Heritage Corridor and the Delaware & Lehigh Navigation Canal National Heritage Corridor. It is also at a junction point along the Anthracite Reach loop. Key partner: Tamaqua Historical Society, Tamaqua Save Our Station, Tamaqua 2004. Phase: 2.



Coal breaker in 1852

Shaped by the Movement of Coal

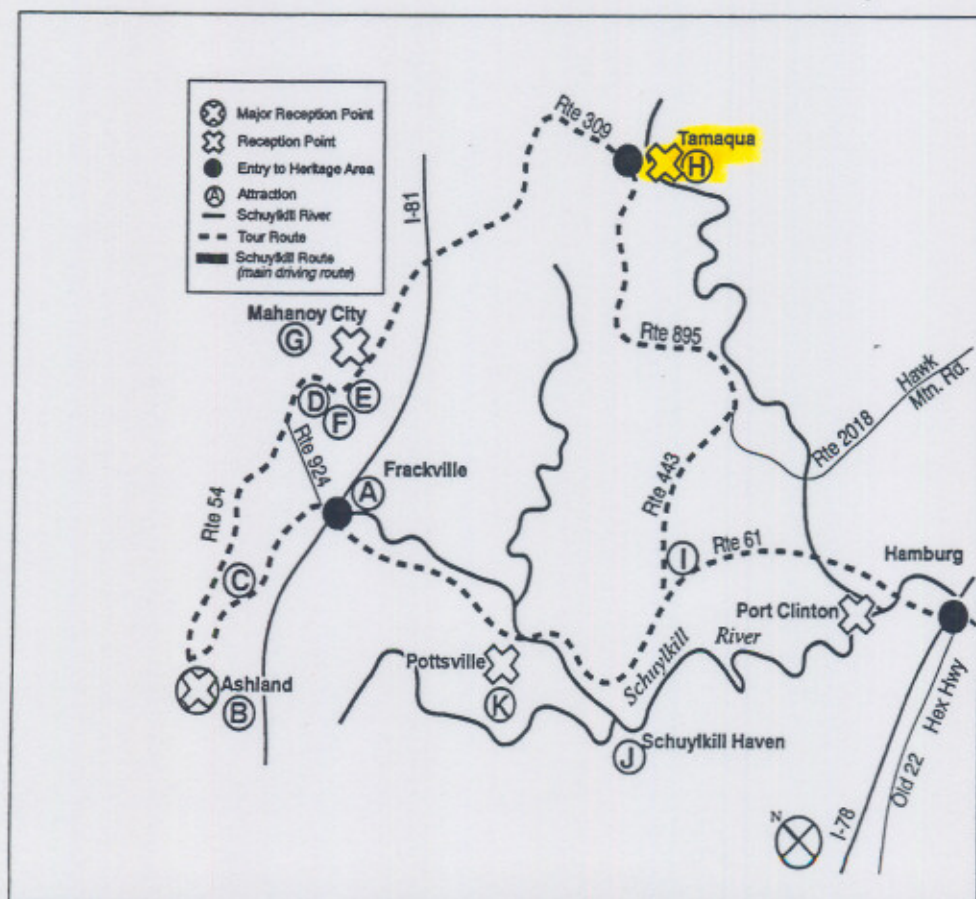
Implementation: Phase 1

The Anthracite Loop

This dramatic and memorable program introduces visitors to one of the most distinctive anthracite landscapes in Pennsylvania. It includes, as an option, a descent into an actual coal mine. It also features a drive designed to reveal the ambience and the operations of the world of anthracite mining and to convey insights about its people.

The tour can be designed for individual cars and for school and group-tour buses. Visitors find background for this program at Mahanoy City, Ashland, and Pottsville. Ready for the road, visitors may take the tour along with them in one of several forms. The most effective might combine an audio cassette (which allows the use of period quotes and character voices, songs, and other audio effects) with a brochure that provides a detailed map, historic images, sketches (for comparison with today's scene and for filling in the gaps where a crucial landscape element has disappeared), and sidebars offering visitor service information (such as the best place to eat pierogies or kielbasa or a "review" of coal sculptures and other regional specialties).

The tour route itself can be enriched with "wayside exhibit stations," offering in-depth information about an important vista or recreating a suggestion of a historic element that helped to shape the town or landscape in which it is installed.



Suggested Route

The loop program enters the Anthracite Reach on Route 61 (the Schuylkill Route), proceeding north through Port Clinton, Pottsville, and Frackville to Ashland via Route 61; Ashland to Girardville to Shenandoah via Route 54; Shenandoah to Turkey Run and Gilberton via Route 924; back to Route 54 at St. Nicholas; St. Nicholas to Mahanoy City via Route 54; Route 54 to Route 309 outside Tamaqua; Route 309 to Tamaqua; S.R. 1025 to Lewistown; S.R. 1013 to Route 443 at New Ringgold; Route 443 to Orwigsburg to Schuylkill Haven on Route 61.

Tour Attractions

A. Frackville

The rail transportation story is illustrated here by the remnant of the Mahanoy Plane, which brought Mahanoy Valley coal out of the valley so it could be shipped via the Schuylkill navigation system. A place-marker (based on an initiative developed locally) will feature an authentic coal car set on a section of track near the plane's trestle.

B. Ashland

The Museum of Anthracite Mining hosts a corridor orientation and a program that sets the scene for the Route 54 corridor section of the loop tour. After visiting the museum, tour-takers can descend into the Pioneer Coal Mine to experience a real mine and to imagine life below the surface.

C. Girardville

This town, named for Philadelphia anthracite entrepreneur Stephen Girard, houses the Girard Mansion. Girardville was the home of organized labor in this part of the Anthracite Reach, and the town retains several sites, including a jail cell related to the Molly Maguires' labor revolt of the 1870s.

D. Shenandoah and Shenandoah Heights

Here the tour winds through the town of Shenandoah itself, slowing for a walking tour. Shenandoah is a brilliant-looking, treeless place (aluminum-sided against the sooty grime of coal dust), with its low skyline punctuated by the spires and domes of churches, including the first Ukrainian Greek Church in the United States and bronze relief sculptures dedicated to anthracite miners in Girard Park.

E. Boston Run and Wiggins Patch

Less than half a mile from the St. Nicholas breaker, the remnants of a patch town nestle precariously at the edge of coal waste, near the side of the road. The town, of the type built and owned by a mining company, includes several frame houses. This tiny enclave

Potential Partners:

**Schuylkill County
Visitors Bureau**

**Historical Society of
Schuylkill County**

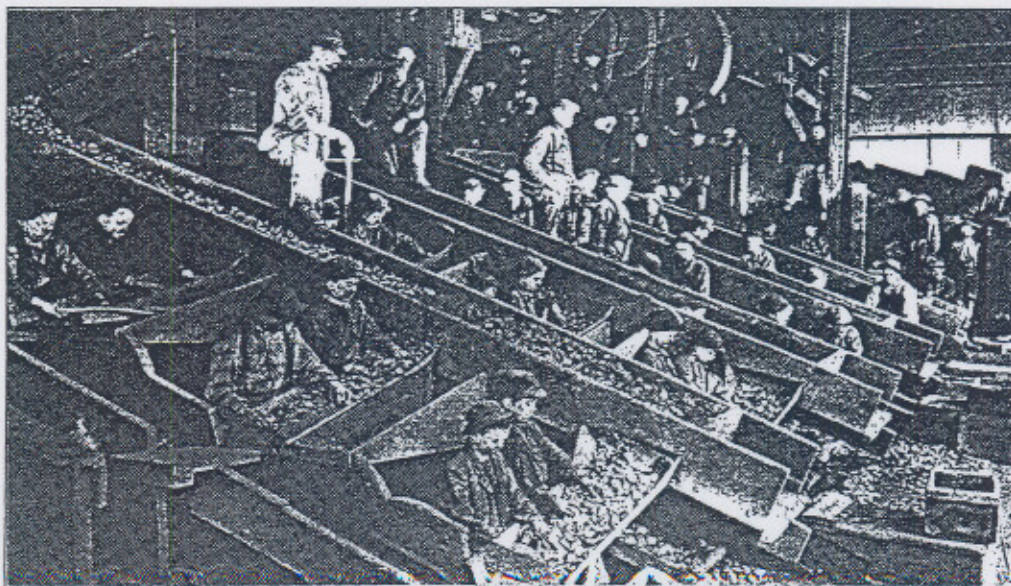
**Museum of Anthracite
Mining**

**Schuylkill County
Council for the Arts**

**Tamaqua Historical
Society**

Northern Coalition

**Other private-sector
groups**



Breaker boys picking slate, 1855, Eagle Hill Colliery, New Philadelphia

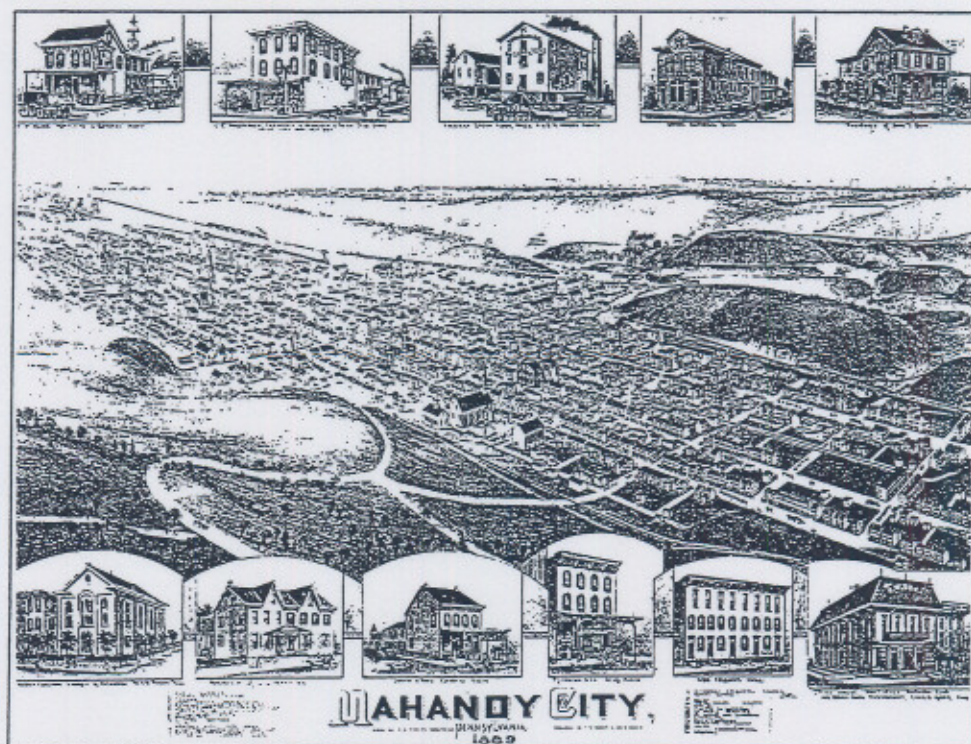
has a historical connection to the Molly Maguires' labor revolt of the 1870s.

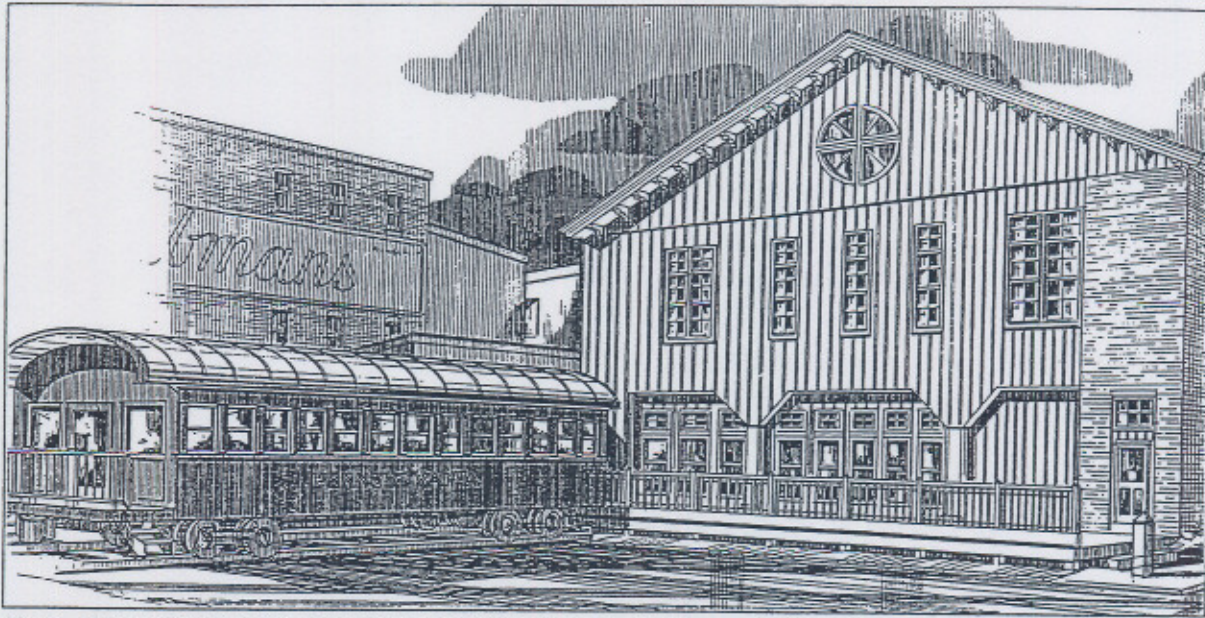
F. Gilberton

When Gilberton's modern coal regeneration plant is in operation, observers hear its noise, smell the pungent, greasy scent of coal, and see black mist in the air before they see the plant itself. Tour drivers can tuck their cars safely into a pullout beside the road opposite the plant while they listen to the audio program and watch the coal trucks rumble in and out of the vast, black-piled yard. In the last century, Gilberton was involved in a notorious episode of the Molly Maguires.

G. Mahanoy City

The Northern Coalition's cultural tourism efforts are focused in Mahanoy City, and a number of interpretive elements, attractions, and visitor services will soon be in place here. The keystone of these heritage developments is a museum, its mission complementary to that of the Anthracite Museum in Ashland. The Mahanoy City museum will focus on the people of the region, aspects of their work and domestic lives, and the cultural heritage they created. In addition to the museum, Mahanoy City will include a replica of a 19th-century station where the Blue Mountain and Reading Railroad from Hamburg will terminate.





Sketch, 1994, by Jean Painter of the proposed addition to Pottsville's former train station

H. Tamaqua

Sited at tributaries to both the Schuylkill and Lehigh river transportation systems, Tamaqua is a link between two heritage corridors. The railroad, built in the 1830s to exploit the anthracite found at Tamaqua, connects the town to Port Clinton via the Little Schuylkill Valley. The 1874 passenger train station, currently under restoration, was actively used until the 1960s. Now listed on the National Register of Historic Places, the station's restoration fits Phase 2 as a location for a reception center.

I. Orwigsburg

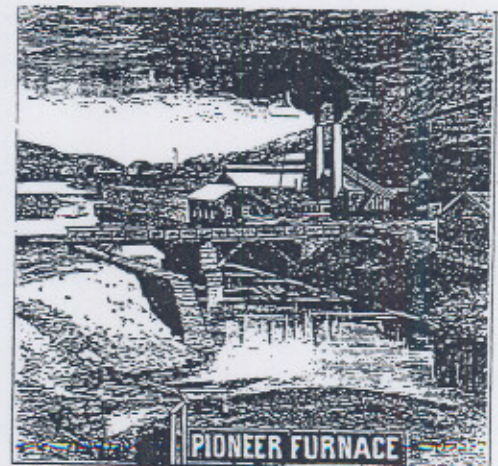
This agricultural service town gives viewers an entirely different sense of place than the anthracite towns encountered previously on the loop. Organized around a trim central square, which could be the site of a wayside interpretive station, Orwigsburg is easily understood as a center for the surrounding farmland through which the visitor has passed. Not everything north of Blue Mountain is related to anthracite. Orwigsburg serves a fertile region that has been agricultural since settlement in the early-19th century.

J. Schuylkill Haven

Two railroads and the canal's loading docks made this town a mecca for anthracite transportation in the early days of anthracite in Schuylkill County. In the last decade of the 19th century, industry was attracted to the large towns of the anthracite region by the cheap labor provided by wives and families. A tour circuit in Schuylkill Haven would reveal the restored railroad station, several factories, and a landscaped strip down the center of Canal Street (route 443) where the navigation canal once ran.

K. Pottsville

As county seat and capital of the Anthracite Reach during its heyday, Pottsville has much to see: a classic "Main Street," the jail where Molly Maguires were hanged, grand and not-so-grand houses, and a number of fine churches with Tiffany windows.



A furnace at Pottsville, 1866

Future Use(s) Analysis

General Factors: Tamaqua Train Station

Age: Built 1874 with addition circa 1910-1915

Original Use: Local Passenger Rail Depot

Composition: One story, masonry "T"-shaped building comprised of lobby; ticket room; separate male and female waiting rooms; restaurant/lunchroom; baggage room; toilets.

Overall Condition: Fair to poor; in process of overall restoration.

Ownership: Owned by *Tamaqua Save Our Station*, P.O. Box 203, 330 S. Center St., Tamaqua, PA. 18252

Phone: 717-668-4054

Contact: Mr. Ken Smulligan, President

Public Legal Status: Listed on the National Register of Historic Places

Legal Constrictions: Prior use of public funds has put in place covenants which require that the building be restored and/or historically rehabilitated in accordance with Dept. of Interior Standards for Historic Rehabilitation. Additionally, those uses of public funds require that a reasonable portion of the train station be used for a "public purpose." This is viewed as a room or rooms dedicated as a museum/exhibition area and/or visitor center, most likely tied to the Schuylkill Heritage Corridor's overall program activity.

Land & Parcel Factors: Parcel is a cleared, level asymmetrical lot of 0.64 acres. In physical fact, this land lot and building is land locked. Access to public right-of-ways is provided by a long established concrete platform and pavement in front of the station which heads due south to Broad Street. Vehicular access is provided by a deeded easement from Berwick Street due east, mutually shared by the Bell Telephone Co., continuing to the rear western portion of the lot. The Blue Mountain Reading & Northern Railroad line and active trackage lies immediately due east of the station. Recently, negotiations with its owner are underway to permit the construction of an access way across the rail track to the more than 40 car capacity municipal parking lot, due east of the station. Limited open land is available due north of the station, for use and programming. In this area, two historic railroad cabooses are located for historic setting enhancement. The building and parcel are located in the zoned

STATE GAME LAND

CHUYLKILL
TAMAQUA BORO

TAMAQUA

TAMAQUA ELEMENTARY
SCHOOL

BOYLE AVE.

ST. JEROME'S
CEMETERY

Passenger Depot at Tamaqua, Pa., Central Railroad of New Jersey

FELLOWS
CEMETERY

U.S. 209

TAMAQUA AREA HIGH SCHOOL

SOUTH WARD PLAYGROUND

TAMAQUA
WALKER

BORO
TOWNSHIP

TAMAQUA

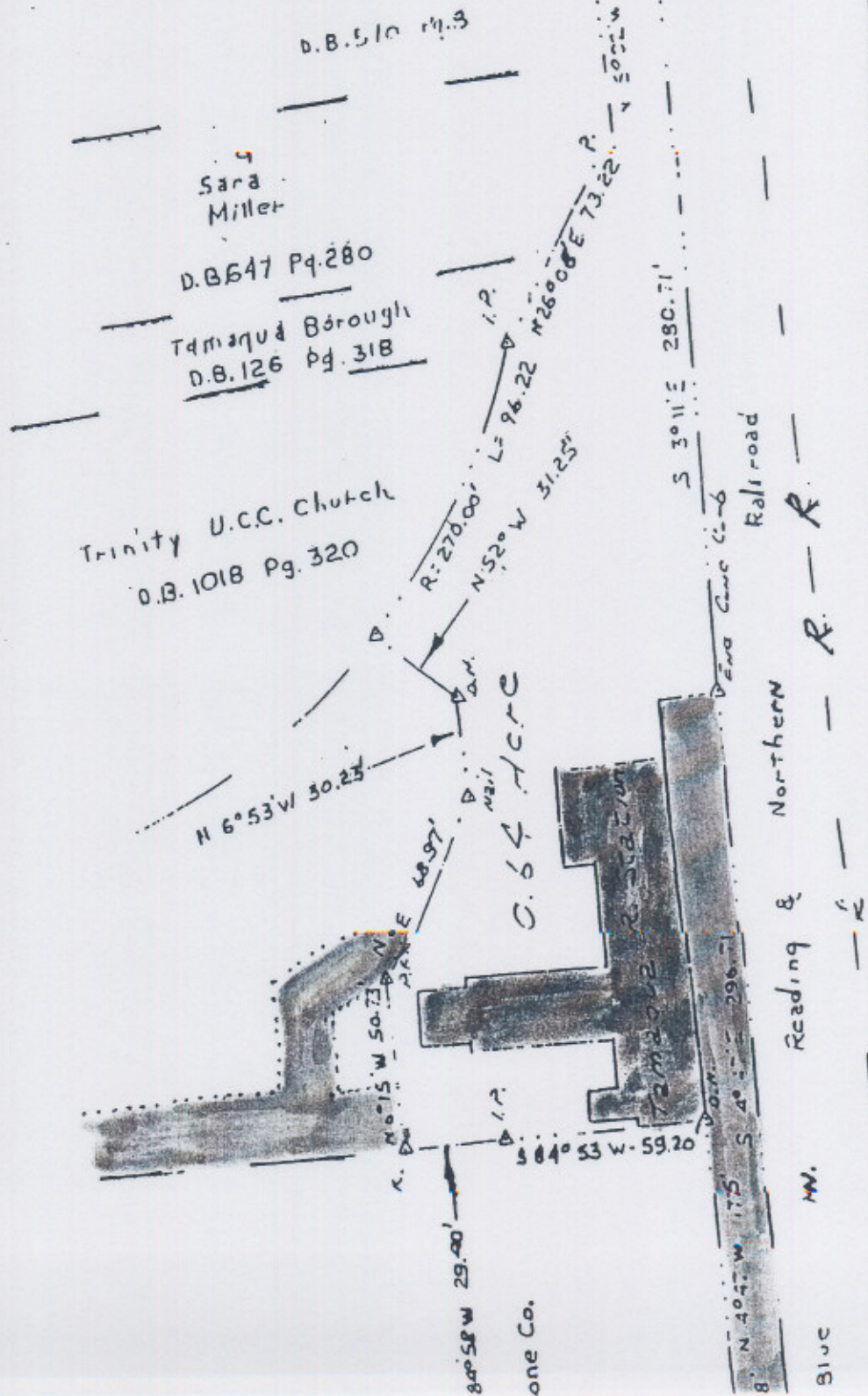
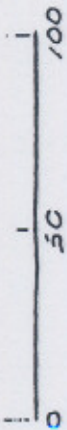
WILLING MEMORIAL PARK
TAMAQUA COMMUNITY CENTER

U.S. 309
Little Schuylkill

T 503

OWL CREEK

North

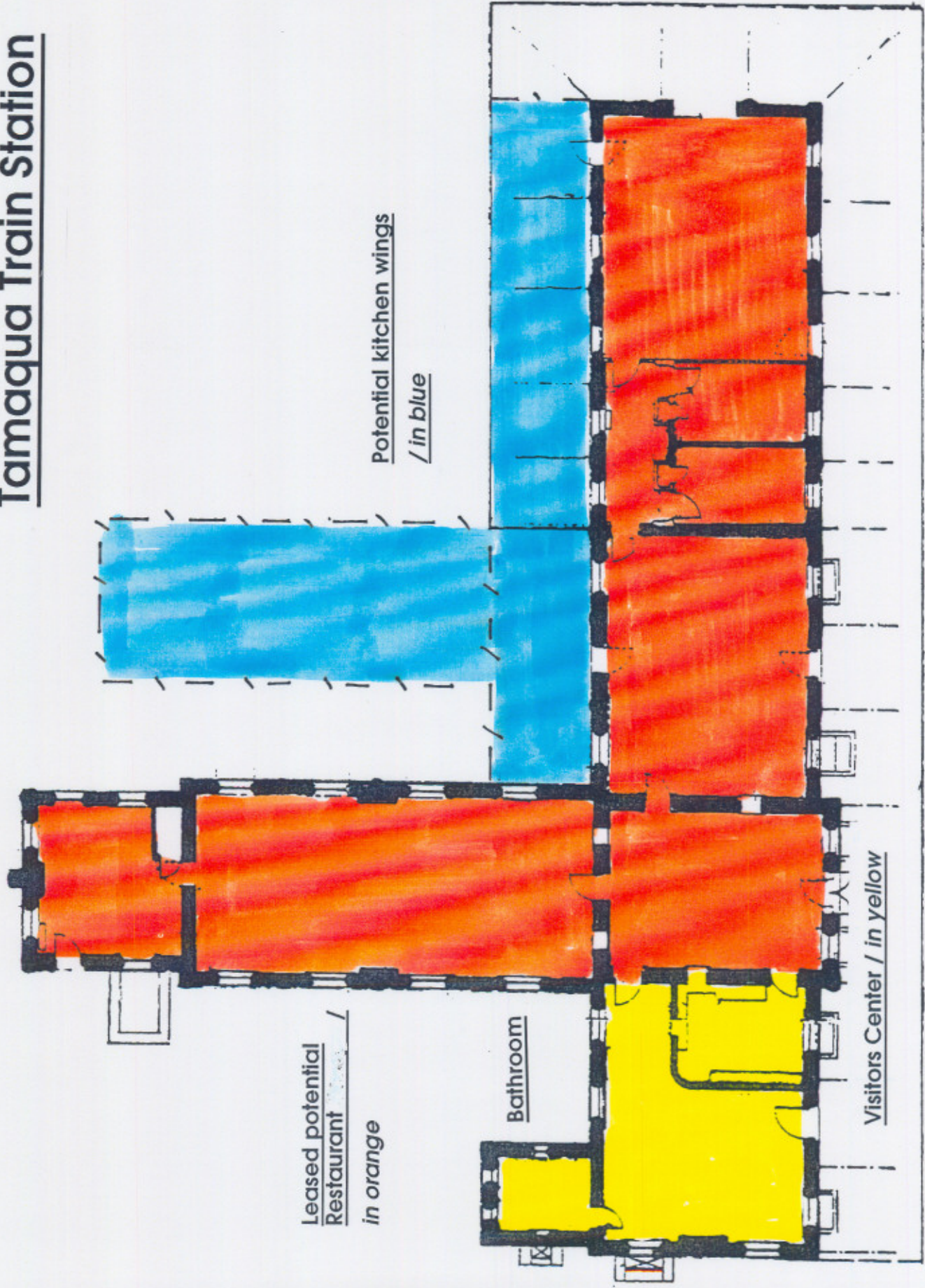


Proposed Alternative Future Use Schematics for the Tamaqua Train Station

As per our charge, we the consultants, Groenendaal & Jones, have critically studied the properties and area to become familiar with all the factors and opportunities present to form a set of three (3) alternative Future Use schematics for the Tamaqua Train Station. The following three use schematics were formed in response to the study activity and three meetings with representatives of Tamaqua Save Our Station, the community at large, and civic leaders. These following use schematics, we feel, are, are well grounded, in view of the factors and opportunities that potentially exist in the area. However, only one use scenario prevails and is recommended as a course of action for the development of the Tamaqua Train Station. The recommendation is based on our clear understanding of feasibility and the capacity, desire and will of the parties involved. Most importantly, the final recommended use scenario is designated as offering broader public benefit which this historic property should generate to the Area of Tamaqua and its future patterns of beneficial economic and community development.

Alternative Use #1

Tamaqua Train Station



Future Use — Tamaqua Train Station

Alternative #1

Restaurant Use

General Description of Use Scenario

From the inception of this study, the client has expressed an interest to explore the question of developing an upper scale restaurant operation with area reserved for Visitor's Center as a use. Not knowing the proposed menu (or theme) of such a restaurant, we have attempted to develop a restaurant analysis given the factors of the building, site and market area.

Under a negotiated tenant lease, a restaurant operator and/or corporation would be offered over three-quarters (3/4) of the building area in which they would develop a commercial business operation. This area would include the historic men's waiting room, lobby (for reception area), kitchen and restaurant rooms, and baggage room addition. The building owner would be responsible for:

- the restoration of the train station structure; this includes walls, roofs, internal features such as floors, restored vertical wall surfaces, ceilings and basic utilities schedules to the building and lot. These being adequate, water and sewer, electric, heating and cooling plant to heat and air condition the full station.

Restoration plans for the full train station have yet to be completed along with final cost estimates. However, we feel that the above activities, in view of the actual condition of the station as of 8/1/98, may require a construction budget consideration of eventually up to \$750,000. (This figure takes into consideration possible federal wage determination schedules.)

occurs, traditional forms of commercial bank financing may be required to complete the project, adding whole new cost factors to the building's development schedule.

The building owner, once the property is completed, must assume normal cyclical maintenance responsibilities to the structure, grounds and unleased areas of the building and property. Fluctuating weather conditions will affect cost yearly, but a general cyclical maintenance budget of the following, per year, should be planned for—

• Yearly maintenance of grounds and property (contracted labor and materials.)	\$7,000. ⁰⁰
• Electric, heating and cooling of unleased areas, maintenance of HVAC system	\$7,000. ⁰⁰
• Total Project Annual Operating Costs for Building Owner under <u>Alternative #1</u>	\$19,000. ⁰⁰
• Projected monthly average cost	\$1,583.88

These figures do not include insurance liability payments

Rental Requirement

At a minimum, the building owner should consider requiring the rent of \$1,583.88+, per month, to break even. Nothing below this cost should be considered, as it may prove difficult to raise continued public donations for a building overwhelmingly dedicated to commercial use. The building owner, at most, may consider lowering it's monthly rental of the commercial tenant if they offer to assume the cost of:

- forms of cyclical maintenance of the buildings and grounds
- liability insurance for the building's commercial use areas in full

Any of these details will require detailed confirmation in the lease.

The restaurant tenant, under this Alternative #1 scenario, using estimates (not knowing the actual menu), will require a "capitalization" on their part of the following:

General Restaurant Fitting Up and Equipage

Cooking equipment	\$18,600
Kitchen prep work equipment	22,000
Refrigeration equipment	26,400
Bar Room Fit Up	4,300
Dining Room Fit Up	35,150
Reception Area Fit Up	19,000
Total Equipage Cost	\$155,450

Additional Restaurant Development Costs

Potential Kitchen Addition Structure Costs

Under this Alternative #1, the restaurant use, taking into account the character of the Train Station's layout and capacity, will require the addition of a separate but attached kitchen room wings. The building as it stands cannot provide adequate space for kitchen functions to accomodate the essential number of tables for service to ensure cash flow potential to carry costs and provide profit. Kitchen wings will need to be built, ideally at the northwestern portion of the depot.

Dealing with the theoretical need of a kitchen wing(s) we have provided in the Alternative #1 sketch plan indications as to the shape and orientation of kitchen areas. These general forms are indicated in light blue. The kitchen area proposed under the western overhang has, in major part, an historic addition precedent. This precedent involves the prior construction of an enclosed frame baggage room area. The other remaining areas in blue have no precedent, and will present challenging, sensitive architectural design problems. These additions will require Pennsylvania Historical and Museum Commission (PHMC) review, in view of the legal covenants attached to

Tamaqua Save Our Station's use of state and federal moneys. It is likely that the PHMC's review of this design will add significant design and construction costs for these necessary kitchen wings. As to what these costs may be, we are not at a point to predict as of yet.

Questions have been raised to explore the use of the existing cellar areas of the station for kitchen use. We view this, respectfully, as not physically and/or cost feasible. The trains station is built on cleared bedrock. The costs of further excavation for required access and egress, lifts for food and food supplies, etc., is not insignificant. At best, these areas should be used for utilities and light storage, along with possible wine cellar reserve storage.

The contract of this study does not permit detailed architectural planning by which precise construction numbers could be achieved for these new kitchen areas. At best, we can provide round estimates for equivalent new construction. Depending on final exterior finish to satisfy historic sympathetic design concerns, a kitchen area equivalent to 1,280 sq. ft. could begin at an additional development cost of \$90,000 and easily move up to \$120,000. These additional construction costs, along with start-up restaurant equipage, accrue for the restaurant tenant's initial fit up costs, up to \$275,450, plus the following:

+ Design and Engineering @ 10%	\$27,545 ⁰⁰
Installation of equipage @ 10%	\$27,545 ⁰⁰
+ 15% contingency for add-ons and reserve	\$41,331 ⁰⁰
<hr/>	
Total restaurant fit up & installation est. for upper scale restaurant operation	\$371,966.⁰⁰

These costs do not include start-up and training, or necessary capital and credit reserve for operation cost fluctuation, including marketing for opening and atual first essential operations quarter.

Revenue Capacity for Restaurant Operation as per Alternative #1

The world of restaurant development is a highly volatile risk investment. Many factors and incidents can lay waste to even the best planned restaurant. Assuming that all these factors are met head-on, what we offer is the following ideal scenario for profit.

Based upon the available square footage, a restaurant and barroom area could provide enough comfortable capacity for —

- 130 customers per use cycle x \$12 (on average) per customer
- This produces a gross ideal profit of \$1,560 per cycle x 2 cycles per good evening (weekends)
- \$3,120 per evening x 3 good evenings
- \$9,360 ideal gross profit over weekend cycles

Additional sources of income would be generated by lunch crowds, catered events, and reserved receptions.

In ideal conditions, not affected by inclement weather, and assuming a favorable customer response to the food and service, a potential gross income range per year could be \$300,000.⁰⁰ to \$500,000.⁰⁰, and if successful, up to \$900,000.⁰⁰.

Out of this income the following costs would have to be covered and taken into consideration: These costs can highly fluctuate, and require strict forms of planning, management and operational capital reserve.

- Staff salaries and fringe benefits, health care
- Bar License (if available), generally starting at \$120,000⁰⁰ purchase price
- Liability Insurance (this is getting increasingly difficult to procure for restaurants, esp. with bar operation)
- Maintenance, cleaning, laundry
- Debt service, if and when required
- Sales Tax, Federal, State and local tax, based on profit and sales
- Advertising and marketing
- Food inventory purchase and handling and storage
- Liquor supply costs, handling and storage
- Minimum operation cash reserve for business start-up years
- Potential losses due to theft by staff of restaurant items, cash transaction pilfering
- Tableware breakage replacement costs
- Utility Consumption
- Trash handling and removal

Train Track Crossing Factor

The reality of requiring restaurant customers to cross an active rail line track could cause significant problems for a restaurant operation. Although there are old railroad stations that have now become successful renovated restaurants, we know of none that require the clientele to cross an active rail line track. Land locked, the Tamaqua Train Station's nearest parking is immediately east across the railroad tracks, a good exposed walk in winter weather. Although locals are used to the tracks, not only local but out of town trade must carry the profit for the restaurant. Many out of town potential customers may hesitate, or not like the tracks. In this market area, restaurants do rely importantly on elderly customers, many of whom may not wish to cross the tracks, especially in winter weather. The presence of the tracks may also create caution by insurers in issuing a liability policy to a restaurant, especially with a bar operation.

Visitor Center Use & Area — Alternative #1

The use of public funds to restore the Tamaqua Train Station requires that an area be used for public use in the building. Additionally, it is the expressed desire of the owner and community to develop a visitor center in the building. This visitor center would tie into the facilities, programming and marketing of the Schuylkill Heritage Corridor State Heritage Park initiative and also provide "linkage" to the adjacent Delaware and Lehigh Navigational Canal National Heritage Corridor and State Heritage Park. Designated under the Management Action Plan of the Schuylkill Heritage Corridor, the Historic Tamaqua Train Station is regarded as a "Reception Point." Additionally, the visitor center in the trains station would provide the point of reception for all visitors to Tamaqua to become oriented and motivated to pause and visit the historic resources and downtown commercial district.

Under Alternative #1 we project and advise that the current Ladies Waiting Room and ticket booth area be developed and utilized as the Visitor Center-Reception Point within the train station. Although lacking at present any actual design requirements, the Schuylkill Heritage Corridor has indicated that it will be following

similar standards which have evolved in such facilities for the Delaware and Lehigh Navigational Canal National Heritage Corridor.

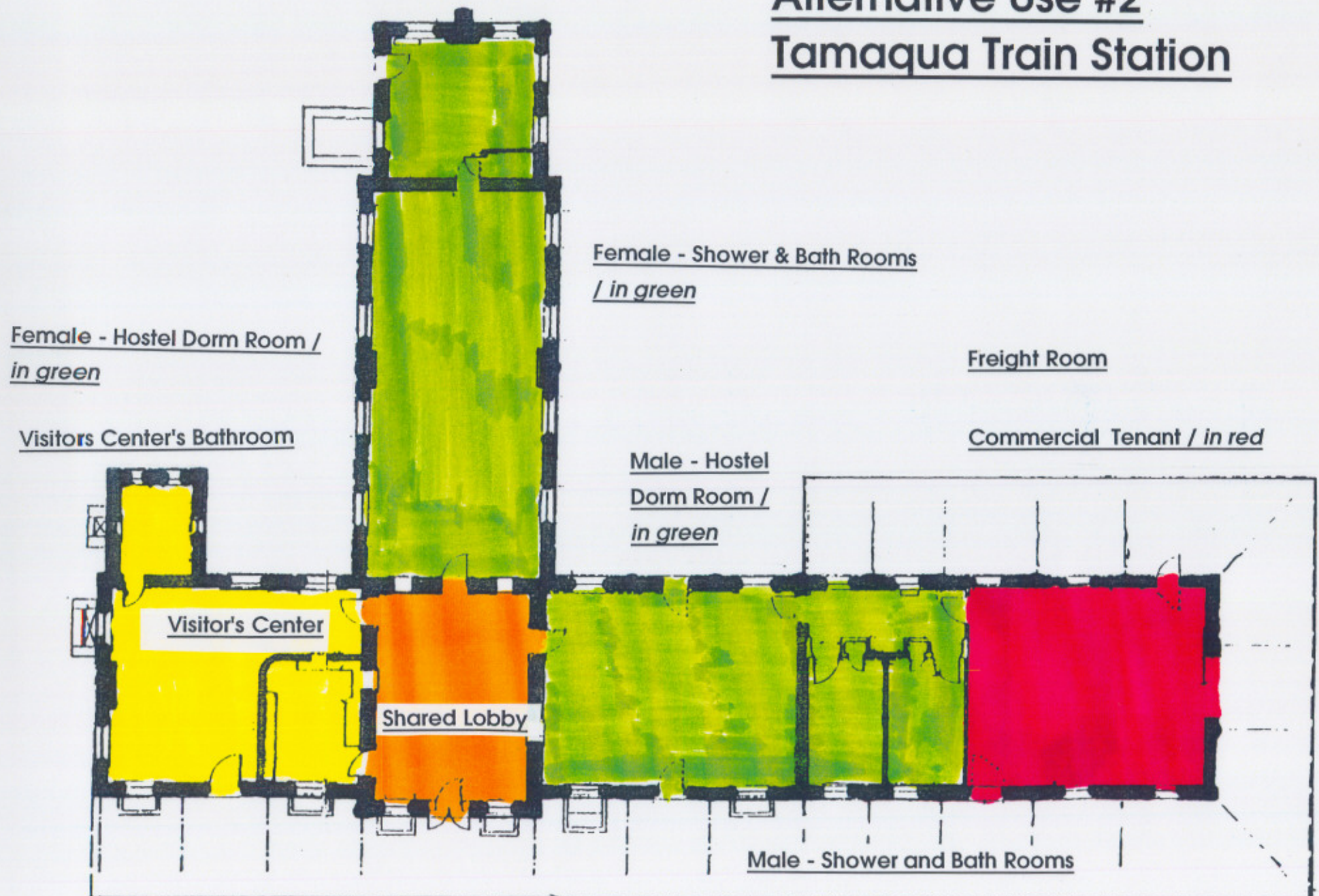
The visitor center at the historic train station of Jim Thorpe gives a clear representation of such a facility. Although no planning of exhibitions has been presented to date, we will attempt the following initial analysis of development and operation costs for this visitor center as follows:

- General room area(s) restoration (covered by overall building restoration ascribed previously)
- Uni-sex public rest room construction \$10,000
- Exhibition design, construction, installation \$60,000-\$80,000
- Operation Annually \$10,000
 - Staffing: trained and coordinated volunteers & interns
 - Annual Overhead (heat, phone, electric, etc.).

Funding

Because of the public use and benefit of the visitor center at minimum 50% of the up-front construction costs should be covered by grants. This translates to \$30,000-\$40,000. The remainder costs will have to be raised or assumed by the local community and building owner.

Alternative Use #2 Tamaqua Train Station



Alternative #2

General Description of Use Scenario

Alternative #2's pattern of use encompasses three basic activities:

- Youth Hostel lodging rooms and lavatories / public function
- Hiking and Biking Retail and repair / Commercial lease
- Visitor Center - Reception Point

Visitor Center —Reception Point

The Visitor Center-Reception Point would be organized and have the same overall requirements and costs as described initially in Alternative #1. The other use areas for Alternative #2 are described as follows.

Youth Hostel and Support Areas

In view of the growing and potential hiking and biking activity within the region, the creation of a youth hostel deserves evaluation. The Tamaqua Train Station is well situated in a proposed, but still to be established, regional network of hiking and biking trails. The creation of these trails will attract a density of young adult hikers and cyclists, either individually or by organized group. Under this alternative, the owner could seek the formal involvement of "American Youth Hostels", a national, non-profit organization. This organization has a long and well established record of creating and managing such hostel facilities. A hostel facility at the Tamaqua Train Station would address and attract youthful users of these recreation trails.

A "Youth Hostel" is a long and well-established tourist stay-over facility for young adults, which has existed for decades in Western Europe, and to a more limited extent in the United States. Run under high sanitation and behavior standards, Youth Hostels are designed to be relatively cheap, clean alternatives for young adults, in groups or as individuals, to stay over in their cross country hiking, biking and, in Europe, rail oriented tourist travel.

Under this proposed use, the men's waiting room would become a male hostel/dormitory room with the adjacent bathroom adapted and converted into a male

shower room and toilet area. The restaurant room would become a female hostel/dormitory room, with the kitchen room converted to a female shower room and toilet area. The lobby would remain a common reception area. In this area, youth hostel stay-overs would be greeted and received by staff located at the historic ticket booth. The ticket booth staff would serve several functions —

- reception of youth/hostel visitors
- facilitate orientation and guidance for guests
- monitor guest behavior for security, safety and hostel privacy, and separation of sexes.

The walls of the lobby area could be programmed on a limited basis to hang pictures and information on the area and its history, or local selected artworks on a rotation basis.

Projected Cost of Renovations for Hostel Areas

• Bathroom conversions	\$20,000 ^{.00}
• Hostel rooms fit-up	\$60,000 ^{.00}
Total	\$80,000^{.00}

Annual Operation and Total Maintenance

• Coordinated volunteer and/or part-time staff (\$30,000 ^{.00}
• Annual Operating Overhead (phone, bathrooms, laundry, etc.)	\$45,000 ^{.00} to \$75,000 ^{.00}
• Income/Fee	
per guest fee, per night	\$10 ^{.00}
maximum # of guests per night — 20	
Total per night Gross Income	\$200^{.00}

Ideally, break-even points would require between 4,500 up to 7,500 overnight hostel guests per year. This would be the equivalent of between 375 up to 625 guests per month. This monthly spread will never occur in winter conditions. Peak seasons, spring, summer and fall, would have to generate higher rates of use. Ideally, in those months the facility has to attract no less than 500 guests per month. This translates to 111 guests per week, or 37 guests, staying three nights, over a 3-day weekend. This level of use may prove difficult, and would require careful planning and support marketing.

Rental/Lease Fees to Building Owner

Under this scenario, the Hostel operation would be run as a public recreation service activity. All costs should be planned to cover operations, with the development of a maintenance reserve of 10%. This translates that for every visitor \$1.00 of their \$10.00 fee goes into a cash reserve for repairs, maintenance overhead, etc. At an ideal 4,500 guests, this would create a reserve of \$4,500 per year. At 7,500 guests, this would create a reserve of \$7,500 per year. All funds accrued should go into an interest bearing or better managed moderate risk investments. The interest payments from those accounts, which are non-taxable due to the owner's non-profit status, should yield 10-15% per annum.

Baggage Room - Commercial Tenant Room

Under Alternative #2, the baggage room of the station would be offered up for commercial lease, ideally to a biking and hiking retail and repair shop. The lease negotiated would require the tenant to fit out the room in accordance with design and maintenance standards which complement the historic environs of the station. All utilities would be paid by the tenant.

The concept of this shop exploits in positive terms the potential service needs of the region's growing recreation market. As well, it would reinforce the locale as a place of service for 1-4 day stay recreation trail users, as well as for the hostel guests.

Starter/Rental Income

- Per month \$250 - \$300
- Per year \$3,000 - \$6,000

**note:* — The starter lease should be made attractive, as indicated by the above rates. If the location proves profitable, the lease should be written that after 3 years the owner may be permitted to renegotiate and request a 10-20% raise of rate for the next lease cycle.

Rental/Lease Fees to Building Owner

Under this scenario, the Hostel operation would be run as a public recreation service activity. All costs should be planned to cover operations, with the development of a maintenance reserve of 10%. This translates that for every visitor \$1.00 of their \$10.00 fee goes into a cash reserve for repairs, maintenance overhead, etc. At an ideal 4,500 guests, this would create a reserve of \$4,500 per year. At 7,500 guests, this would create a reserve of \$7,500 per year. All funds accrued should go into an interest bearing or better managed moderate risk investments. The interest payments from those accounts, which are non-taxable due to the owner's non-profit status, should yield 10-15% per annum.

Baggage Room - Commercial Tenant Room

Under Alternative #2, the baggage room of the station would be offered up for commercial lease, ideally to a biking and hiking retail and repair shop. The lease negotiated would require the tenant to fit out the room in accordance with design and maintenance standards which complement the historic environs of the station. All utilities would be paid by the tenant.

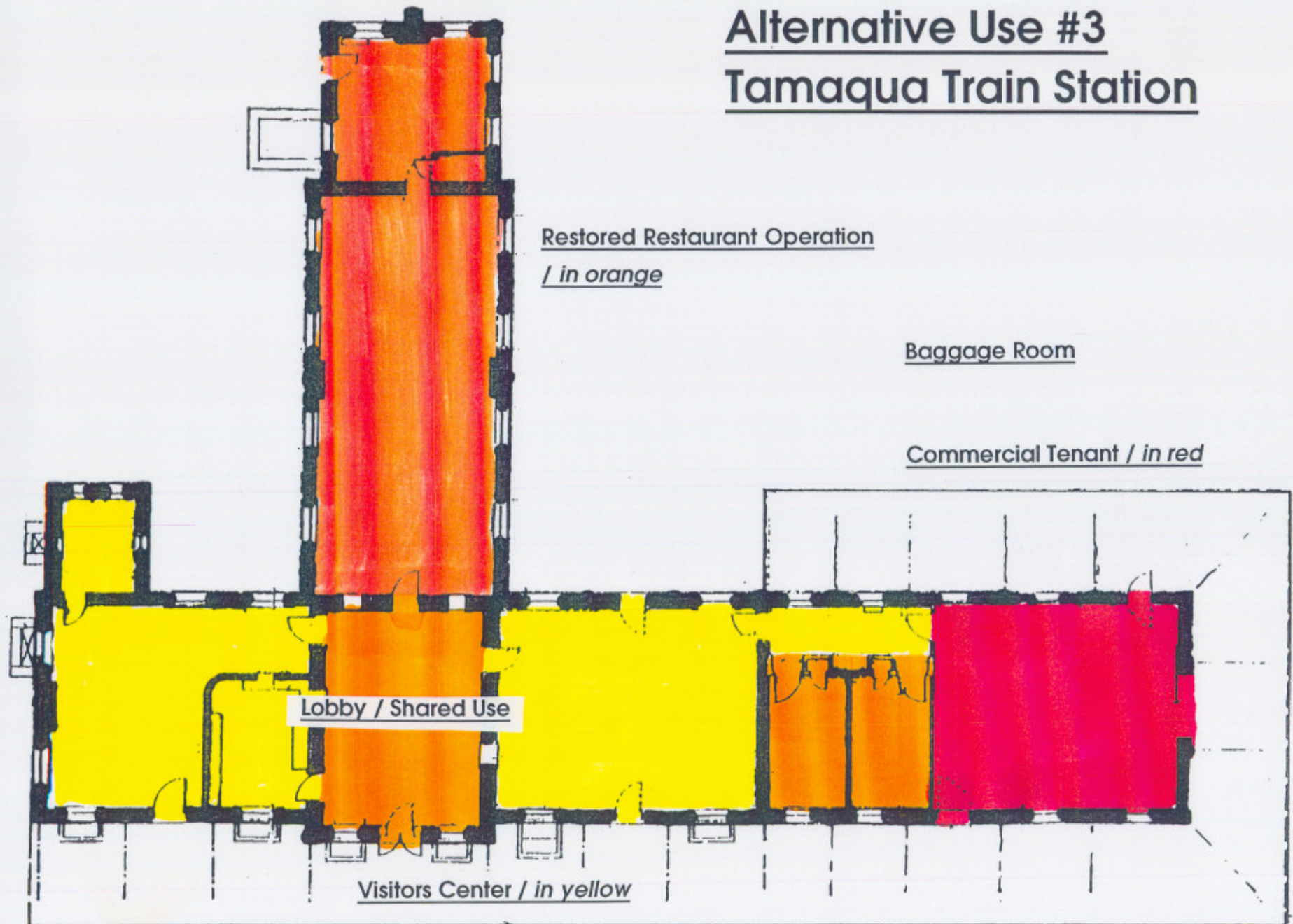
The concept of this shop exploits in positive terms the potential service needs of the region's growing recreation market. As well, it would reinforce the locale as a place of service for 1-4 day stay recreation trail users, as well as for the hostel guests.

Starter/Rental Income

- Per month \$250 - \$300
- Per year \$3,000 - \$6,000

**note:* — The starter lease should be made attractive, as indicated by the above rates. If the location proves profitable, the lease should be written that after 3 years the owner may be permitted to renegotiate and request a 10-20% raise of rate for the next lease cycle.

Alternative Use #3 Tamaqua Train Station



Alternative #3

General Description of Use Scenario

Alternative #3's pattern of use encompasses the following:

- 50% use of floor plan as visitor center-reception point
- Restoration of historic restaurant wing and use under lease/concession as a light meal food operation/counter and table
- Lease of Freight Room for commercial tenant, ideally hiking and biking shop, and/or
- regional craft store
- extended area for visitor center-reception point exhibitry, nad/or possible goft shop area

Visitor Center—Reception Point

Under this alternative the —

- men's and women's waiting rooms would be developed and used solely for public exhibitry and reception.
- lobby would function, in part, as an entry leading to the restored restaurant room; lobby would also be the main entry in the public visitor center/exhibitry area, with lobbywalls and specific floor areas designated for
 - interpretive exhibits,
 - rotated regional artwork,
 - access to ticket information booth.
- the attached rest room in the women's waiting room would be converted into locked and organized storage for the visitor's center.
- proposed male/female bathrooms with diaper change areas would be built, for use by the whole facility (occupants, tenants and visitors.)

Visitors Center — Potential Projected Costs

Again, lacking an actual specific visitor center plan, at best we can only roughly estimate the cost of design, manufacture and installation of exhibitry for the visitor center. However, we suggest that one of the room/areas be conceived as an exhibit area in which local companies, recreation facilities, and attractions could present themselves by quality exhibits. These exhibits would adhere to, at a minimum, the adopted visitor center exhibiting design standards of the Schuylkill Heritage Corridor. This activity could attract and interest potential corporate and private sector donors and/or sponsorship, for the train station as well as for placing their own exhibits. This approach has worked well at the two Rivers Landing Visitor Center for the Delaware and Lehigh Navigational Canal National Heritage Corridor in downtown Easton. With effort, it could work here. This point brings up an overriding aspect of Alternative #3; it is a "very public" facility, causing common public benefit. This fact, if managed well, should encourage not only an initial phase of public and private sector grants and donations, but long term contributions as well.

Cost Parameters

• Heritage Corridor Visitor Center -Reception Point Room	\$60 - \$80,000.
• Lobby Area Fit up	\$10 - \$20,000
• Additional Business & Private Sector Attraction/Facility Exhibitry Room	<i>cost by sponsors</i>
• Ticket Booth Fit up	\$10,000
• Annual Operation & Maintenance of Visitor Center & Grounds	\$15,000
• Staffing by volunteer & intern	—
• Overhead Costs (phone, janitorial, heat, cooling, etc.)	\$20,000
•	

Restoration of Historic Restaurant Area into Light Food Facility

Under Alternative #3, we recommend that the historic restaurant room and its attached kitchen be considered for restoration and active light meal use. The 1910 historic photograph of this room's interior is of high quality and permits, with the

- Professionally research and identify the variety of food served to station guests from 1874-1950's. Select items and incorporate into a menu and food presentation theme based on this historical research.

It is impossible at this point to accurately estimate the true restoration costs of the historic restaurant room and its original fittings as per the 1910 photograph. Much of the millwork and fittings will require detailed research and rendering along with custom millwork and metal, glass and tile custom fabrication. To accurately architecturally plan and render this restoration, a budget for research and architectural fees needs to be secured by the owner directly, or by grant or donation. This professional cost could range from \$15,000 to \$18,000. Based upon our familiarity with historic restoration, the full restoration of the restaurant could range from between \$75,000 to \$125,000. This cost does not include kitchen and food preparation fittings or dining area tableware and furnishings. These additional costs could range, depending upon final design and menu determination, from between \$30,000 to \$65,000.

Potential Cook Plan and Operations - Historic Restaurant

The historic photograph of the restaurant room indicates that there was a seating capacity of up to five 4-person tables, along with up to 12 counter stools. This creates a customer capacity of up to 28 customers per cycle. With careful planning and management we feel this restaurant could itself become an "attraction" and a unique

dining experience because of the historical authenticity and ambiance of the train station/facility. If marketed well, and especially if it develops a distinct, local, ethnic/historic menu, the restaurant could become a sought-after experience. The possibility exists with this for developing a strong base of repeat customers.

Rough analysis indicates the following potential cash flow for such an operation:

• 32 customers per cycle, x \$6 (Ave. fee per customer)	=	\$192
• \$192 x 2 cycles per eating set-up	=	\$384
• \$384 x 3 (breakfast/lunch/dinner)	=	\$1,152
Total Cash Flow per ideal day		\$1,152
Gross Annual Projection @ 365 days, before expenses		\$420,480⁰⁰

The facility could operate theoretically 365 days of the year. This could produce, \$1,152 gross per day. Not considering expected fluctuations, \$420,480 gross per year could be ideally generated, before expenses. With sustained marketing, the prime location of this facility could attract the level of local and out of area trade to sustain these projected figures. None of this gross/profit range will occur, however, unless the facility is run to the highest snaitary and culinary standards and remains unique and distinct. The actual operating expenses and overhead costs for this operation are dependent on the actual menu, staff and typical operational costs, and marketing

Potential Tenant/Lease Agreement

We advise that the owner develop either a highly delineated lease and/or concession to offer for proposals from qualified operators. It is advised that all the restoration costs of the room be undertaken by the owner, possibly via grants and/or donations, and typical fund raising methods. The actual fit up of kitchen and food preparation could be negotiated as part of the tenant/concession lease/contract or undertaken by the owner.

We advise, in any case, that an attractive, reasonable rent be required for at least the start up cycle of 3-5 years. This reasonable lease is advised to be between — \$500 to \$700 per month — which will generate an income stream annually between \$6,000 to \$8,400 to the building owner. All utilities would be the responsibility and cost of the tenant/concessionaire.

Baggage Room - Commercial Lease

Under Alternative # 3 we project that the single baggage room be considered a commercial lease area. Our primary suggestion is that it be developed and offered as an area for a hiking and bicycling retail accessory and light repair shop. This use, which is delineated and detailed in Alternative #2, would be proposed the same in this Alternative #3. As per that scenario, the rental income would range from between \$200-\$300 monthly, accruing to \$3,000-\$3,6000 annually.

Potential Rental Income Stream under Alternative # 3, Against Overhead

<u>Use</u>	<u>Annual Rental Income</u>
Restored Restaurant	\$6,000 to \$8,4000
Freight Room-Lease	\$3,000-\$3,600
Total Range	\$9,000 - \$11,000

This projected rental income stream would be used to cover the projected annual overhead costs for running the Visitor Center, Ticket Booth, public bathrooms, and general facility maintenance, which are projected to range from \$15,000 - \$20,000

per year. As per this scenario, this would cause an annual operations deficit of — \$4,000 possibly up to —\$11,000. To offset these potential annual deficits, the building owner should consider the following:

- highly define the efficiency of any potential heating and cooling and electric utility schedule for cost effectiveness with its designers, to lower annual operating costs.
- seek and procure the most advantageous insurance liability policy: one solution may be to explore having the Borough of Tamaqua's annual contribution be the attachment of the station's insurance requirements onto the overall liability policy of the Borough.
- seek annual grants to support the facility's ticket booth service via State Tourism support grants and/or seek the County's tourism bureau's involvement and support for operation.
- seek the development of an endowment fund, of between \$100,000 and \$200,000, for the property from which the calculated annual yield produces no less the \$10,000 and ideally \$20,000 per year.

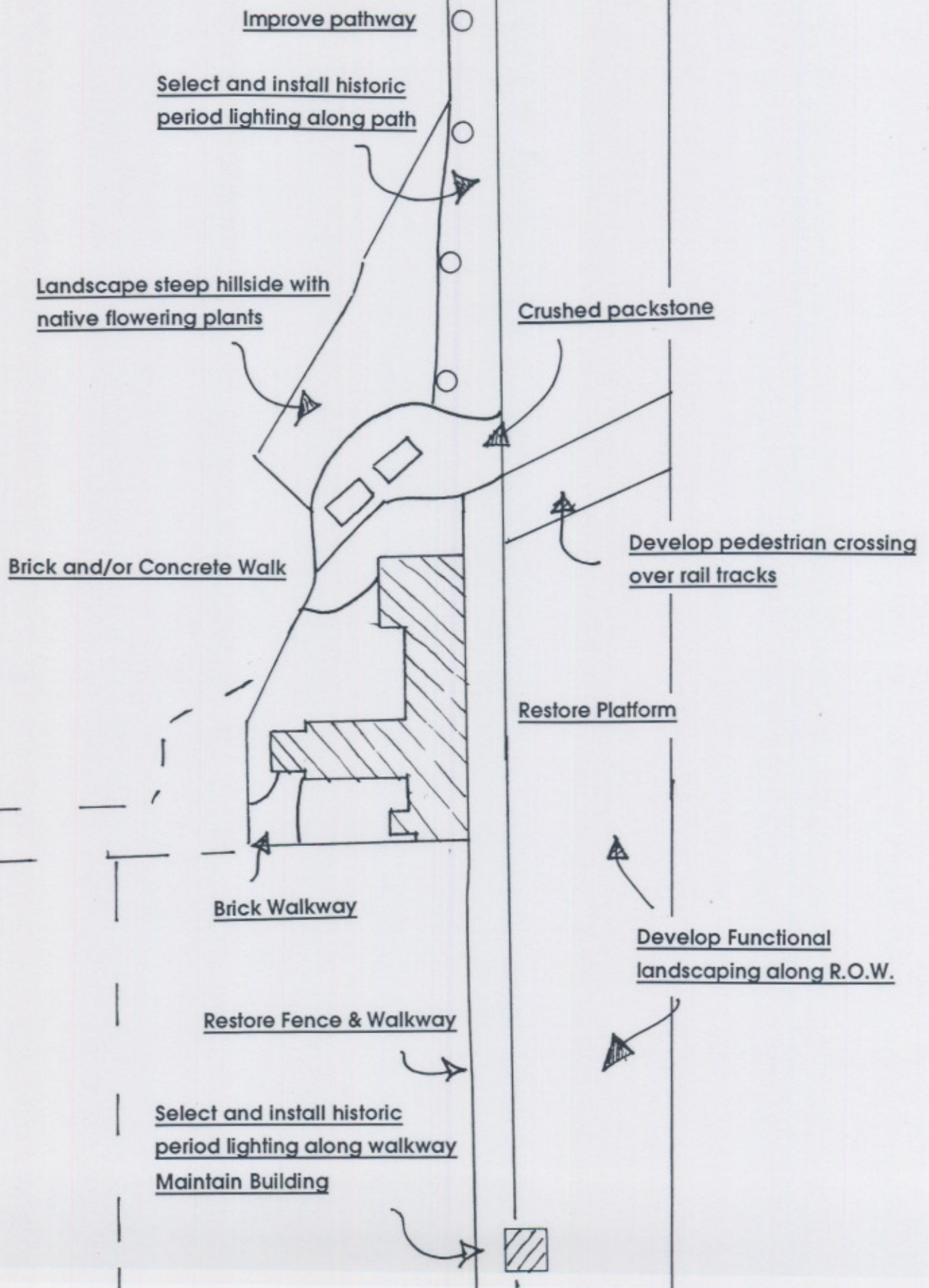
Proposed Use(s) for On Site Cabooses

The two mid-20th century Railroad Cabooses, by their physical nature, offer very limited, if any, code compliant public uses. For all above Alternatives we recommend that the cabooses be rehabilitated for the following —

- Dry and secure storage for Tamaqua Save Our Station
- Restored on their exteriors to remain in service as historic transportation artifacts to enhance the setting of the station.
- "Quality" interpretive signs conveying the cabooses' history and design should be considered, to be erected either onto or placed in front of the cabooses, after project is completed.

This project would be best undertaken as a volunteer effort by donation by Tamaqua Save Our Station and identified local sponsors.

Rough Site Plan



Recommendation of Preferred Alternative for the Future Use of the Historic Tamaqua Train Station

It is the informed critical opinion of the consultant that the most viable and appropriate pattern of use for the Historic Tamaqua Train Station is the above stated Alternative #3. Alternative #3 is preferred in that it involves the least amount of risk, while achieving the highest amount of —

- ⇒ Public use and visitation
- ⇒ Public benefit in creating an attractive tourist service facility, which will aid in generating overall interest and visitation to the Tamaqua area, its area and relation to the Schuylkill Heritage Corridor, and "linkage" with the Delaware and Lehigh Navigational Canal National Heritage Corridor
- ⇒ Restoration and pattern of use that respects and evokes the historical significance and value of the structure, to not only the Tamaqua area, but its region and Schuylkill Heritage Corridor as well.

We also sincerely feel that the pattern of use of Alternative #3 will, over time, be a vehicle for a meaningful, broader popular understanding for the citizenry of Tamaqua of the town's future importance as a valuable tourism locale. Over time the open forms of participation of Alternative #3's pattern of use will generate increased positive forms of interface and experiences, on a personal level, with tourism management and economic development. These personal experiences will translate, over time, into informed understanding and generate greater popular support for the necessary and continued steps the community will have to undertake to improve their town for tourism activity.

Concluding Recommendations

A. For the overall Management Structure with one or any of the above Alternatives #1, #2, #3, we advise that the owner and Tamaqua Save Our Station organize a Property & Grounds Committee to oversee and conduct the continued maintenance and uses of the Tamaqua Train Station. Ideally, the members of this committee should be composed of members of the following professions and trades:

- Architect or experienced Construction Manager
- Experienced Professional Property Manager
- General Business Professional
- Certified Public Accountant
- Parks & Recreation Professionals
- Realtor
- Borough of Tamaqua Govt. liaison

B. For Alternative #3, the Property and Grounds Committee should adhere to the following process, standards and policies in any of its relation to solicitation, identification, negotiation, selection and interaction with any potential commercial tenants for use(s) in the facility. The Grounds and Property Committee should require for any and all potential tenants the following, before engaging in any lease:

- Detailed Business Plan of projected business
- Business activity and credit references from three business entities, plus letter of reference from banking institution

The Committee shall then review the above submitted documents over a period of no more than 30-45 days and provide a critical review and recommendation to the general Board of Directors of Tamaqua Save Our Station for final Vote

C. The Tamaqua Train Station does not sit in isolation, it is part of an urban setting, with highly visible urban blight and visual aesthetic problems which impugn the character and setting of the station. Briefly, we advise the following activities to address those issues, that —

- Tamaqua Save Our Station, in cooperation with the private rail line owner, meet, discuss and seek to develop, then effect,
 - ⇒ a functional landscape enhancement of the railroad track right-of-way area along the property and platform sidewalk to Broad Street.

- Tamaqua Save Our Station, in cooperation with the Borough of Tamaqua and its neighbors, encourage the discussion and development of
 - ⇒ an overall "Five Points Area" (Intersection of Rts. 209 & 309) Urban Improvement Plan.

This plan will identify the blighting conditions and develop physical design(s) to address the correction of these conditions with cost projections and detailed plans and specifications.

- D. That, as efforts proceed to develop Alternative #3, the Tamaqua Save Our Station seek the definition and effect and complete a Business Plan for—

- ⇒ functioning aspects of Alternative #3, with a special focus on a detailed analysis of the restored restaurant operation.