From the Elmira Star-Gazette, Elmira, NY
April 26, 1950, p8.

Corning Project:

8 New Railroad Bridges, 8 Streets, 2 Stations in 2½-Mile Stretch

Albany—Work on eight new railroad bridges, eight city streets, one viaduct, and two railway stations will be compressed in a distance of two and one-half miles that makes up the second lap of our imaginary tour of the Corning project.

The first travel talk of the sidewalk superintendents covered from the east end of the job to the mouth of Post Creek. Starting where it left off, we will proceed in this article westerly to Hammel St. in the village of Riverside.

Major improvements on Post Creek will be part of this $10 million panorama. A new low-water stage channel will straighten out its present winding course.

The new channel, designed to facilitate normal flow, will run from the mouth of the creek to the Lackawanna Railroad bridge. Old channels will be filled in.

Third of A Series

Continuing our armchair engineering, we will follow the Erie embankment from the mouth of Post Creek to a point approximately on line with Marne St.

Here, a single track spur will curve away from the main line, crossing Post Creek to enter an interchange yard between the Erie and the New York Central Railroads.

3-TRACK INTERCHANGE

The new bridge over which it will pass will have a central span of 70 feet, flanked by 50 foot spans on each end. They will be of the plate girder type construction, with a sidewalk provided on the south side of the bridge. Concrete piers and abutments will rest on steel H-piles, the driving of which will provide some lively music in the neighborhood. Piles are necessary because the natural foundations of the creek bed are not adequate to carry a structure of this weight, department engineers have explained.

Room for the three-track railroad interchange yard will be made by widening the present dike which extends from the east end of E. Pulteney St. westerly to the New York Central tracks.

A single spur will be the westerly exit from the yard, and will curve to a northerly direction to join the existing New York Central Railroad at a point over which the new Erie tracks will pass on a new structure to be built adjacent to the present DL&W overpass.

The biggest of the 22 new bridges on the Corning job we encounter next. This is the nine-span viaduct, 685 feet long, which will carry High St. and its sidewalks over the Erie tracks.

Starting near Lackawanna St., the new viaduct will connect High St. with the north end of Townley Ave. It will be of I-beam deck construction with a 24-foot roadway and sidewalks on each side. Five 85-foot spans will cross the Post Creek flood channel, and another 85-foot span at the southerly end will pass over the spur leading out of the interchange yard. Shorter spans at the north end will cross over the Erie and DL&W tracks.

Intersections of High St. with Lackawanna St., Townley Ave., and Locust St. will be repaved with concrete at the time the viaduct is built.

SPRUCE ST. EXTENSION

Just west of this structure, a new 53-foot span arch bridge of concrete will be built to carry the new Erie tracks over Post Creek. It will be a few feet downstream from the present DL&W structure.

Our tour, still following the new Erie embankment next to the DL&W tracks, now enters the "built up" section of Corning. Here a 61-foot span, plate girder structure will take the Erie over the New York Central line at the point where it is joined by the interchange spur.

At Baker St., the relocated railway will run over a concrete arch bridge having a normal span of 50 feet but set at an angle of some 20 degrees to the street.

Proceeding westward, we should find that, by this time, Spruce St. has been extended, pedestrian subways completed at Bridge St. and Sly Ave., and work well advanced on the new Erie Railroad station.

To be located on the south side of the new tracks, between Bridge and Sly, the new station will be a one story brick structure with a flat roof, and modern and functional in design.

A 16-foot subway will lead from the waiting room under the eastbound track, up a stairway, to emerge on a platform between the two tracks. The platform will be 1,000 feet long, with a 320-foot canopy over the section near the station. Track level will be about 13 feet above the street. A plaza, parking lot and access drives will complete the lay-out.

Street work will come next on our trip as we approach Dodge Ave. where the new Erie underpass should by now be completed.

The avenue, to curve northward on a new location, will join Princeton Ave. just north of Wardell St. This new section of Dodge, to boast 40-foot concrete pavement, curbs, and sidewalks, will be somewhat below the existing ground level.

TO RELOCATE STATION

The westerly end of the Spruce St. extension will be similarly sunk, requiring that parts of Flint Ave. and Wardell St. be closed off where they intersect the two lowered streets.

In this section of the city, between Hornby Road and Princeton Ave., will stand the relocated DL&W station.

Just west of the DL&W station the new line of the Erie will start gradually to swing away from the DL&W tracks. By the time we reach Reynolds Ave., the distance between the two will be approximately 130 feet.

Two new structures will be built to carry the two railroads over Reynolds Ave. They will be similar, through plate girder bridges of 60 foot span and about 30 feet wide, with concrete abutments and wings.

The avenue, to be lowered, will be reconstructed from a point 150 feet south of Buffalo St. northward to Franklin St. Because of its lower grade, one block of Wardell St. between Reynolds and Pritchard Aves. will also be re-built.

Westward from Reynolds Ave., Buffalo St. will be relocated to parallel the new Erie line. This extension will reach to Centerville Road and will act as a terminal for Dwight, Fuller, Cutler, Townsend and Balcom Aves. south of the tracks.

NEW STREET PLANNED

A new street with 24-foot concrete pavement will be built between Reynolds and Townsend Aves. north of the Erie tracks to provide a similar terminal for Dwight, Fuller and Cutler Aves.

As the Erie Railroad embankment continues into the village of Riverside, it will still be about 15 feet higher than the existing ground. The new tracks will cross Cutler Creek at a 52 degree angle just north of the present end of Centerville Road. Constructed of two rows of plate girders on five equal spans of 73 feet, the bridge will stretch out 365 feet.

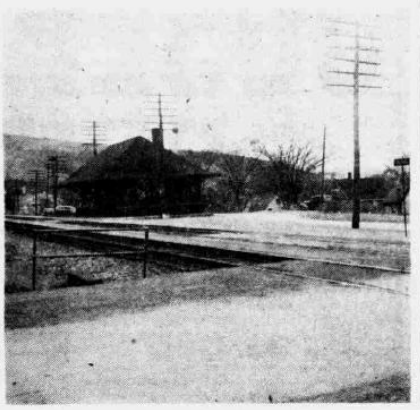
The new tracks will pass over Bill Smith Creek on a 16-foot span concrete culvert.

Farther west, the Erie will pass over E. High St. in Riverside on a three-span structure which will make a sharp angle with the street. It will be approximately 30 feet wide, with a central span of 81 feet flanked by two spans about 40 feet long.

Short sections of E. High and Hammel Sts. will be rebuilt near the structure. In addition, a new street will lead westward from Hammel St. toward the railroad where it will bend to parallel the tracks as far as Hart St.

About 100 feet west of Hart St. a temporary timber trestle will be built at the point where the relocated tracks cross the existing Erie line. This trestle will make possible operation of both new and old Erie lines previous to opening the entire Erie relocation to rail traffic.

After the new railway is open, portions of the existing route will be used from Hammel St. easterly to give access to the roundhouse and a new freight house to be located at the west end of W. William St. in Corning.



THE DELAWARE, Lackawanna and Western Railroad station (above) will be moved as a part of the Corning crossing elimination project. The station now stands directly in the path of the future road bed of the Erie Railroad. The Lackawanna station will be moved to the north side of the tracks, about three blocks to the west.

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From the Elmira Star-Gazette, Elmira, NY, April 28, 1950, p15

Corning Project:

City Appearance to Be Changed Considerably by 3-Year Program

Albany — A three-year field day for sidewalk superintendents will open shortly in Corning, as construction crews start moving in equipment for the vast grade crossing elimination project there.

Hundreds of residents will have ringside seats at this $10 million job which passes through the heart of Corning, Riverside, Painted Post, and Gang Mills.

When workers finish the task, no railroad crossings at grade will remain in the Corning urban area, except for a few spurs serving local industries.

Gone, also, will be puffing and chugging steam locomotives on the Erie Railroad, which recently announced its decision to convert to diesel operation.

The Corning job, aimed primarily to re-route the Erie, also involves work on bridges, streets, undercrossings, railroad stations, utilities, and rivers and streams.

The public generally is urged to cooperate with the contractor's forces and others engaged in the work. Few realize how much public cooperation can facilitate the early completion of such an involved project. Every effort will be made to conduct the work in a safe and efficient manner.

Last of A Series

As the work advances, direction and warning signs will be posted at appropriate points to guide traffic. The New York State Department of Public Works urges all persons to heed these signs not only for their own protection but for that of the many workmen who will be involved in various phases of the job.

Parents in particular are cautioned to instruct their children in safe practices near the construction areas.

As the work progresses, traffic flow will be changed in various locations. The accompanying table summarizes these detours.

* * *

THE LANE Construction Corp. Meriden, Conn., will do most of the work, although crews from the three railroads, the City of Corning, and utility companies will also be cooperating.

Construction of a freight house and tracks leading to it is one of the jobs assigned the DL&W Railroad.

The railroads will also make necessary track changes, lay new tracks, and restore their signal and communication systems.

The City of Corning will be responsible for replacing water lines and sewers between the street or property lines and various buildings on streets to be restored after the present tracks are removed. A separate contract will cover moving the city pumping station near Denison Park.

Utility companies will take care of the moving of telephone, electric service and other lines wherever necessary.

One precaution being taken is to replace the pipe under the new Erie Railroad embankment with cast iron pipe. Similarly, existing cast iron water mains under the embankment will be recaulked and inspected before being subjected to the additional weight of the new fill.

* * *

CORNING'S appearance will change considerably, once rail traffic has been diverted to the new Erie line.

Structures to be removed include: the two temporary trestles across the Chemung River east of the city; the Erie Railroad bridge near the city park in the vicinity of W. William St., and underpasses at Caton Rd. and E. First St.

Erie Ave. will be cleared of railroad tracks and the pavement restored at street intersections. After the tracks are removed at E. Second and E. Third Sts. and Watauga Ave., the grade will be lowered and repaved to eliminate existing humps at the crossings.

Short sections of Columbia St. on each side of E. First St. will be restored to normal grade and paved to eliminate sags in the vicinity of the old underpass. Approximately one [illegible] of Pearl St. will also be repaved and the grade lowered.

The grade of the street in the block between River Rd. and Railroad Ave. will be raised approximately six feet. Paving of this block will include intersections at each end.

* * *

STREETS to be permanently closed are:

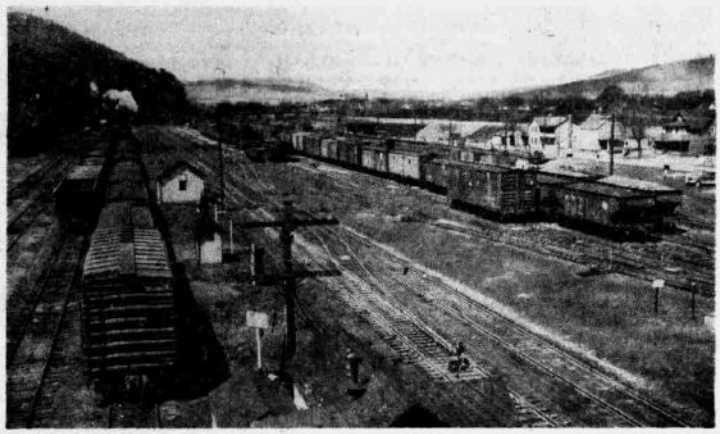
Within the limits of rights-of-way of the DL&W Railroad and the relocated Erie Railroad: Hart and Bridge Sts., Sly Ave., Flint Ave., and Hornby Rd. in Corning.

Within the limits of the relocated line of the Erie: Dwight, Fuller, and Cutler Aves. in the City of Corning; and Townsend Ave. in Corning and Riverside.

Within the limits of the existing right-of-way of the Erie: Balcom and Hart Aves. in Riverside, Bronson St. in Painted Post, Mill St. and Gang Mills Rd. in the town of Erwin.

Construction of Corning's urban arterial route has of necessity been deferred until after the railroad is relocated. The major east-west arterial route will follow Erie Ave. and the present line of the Erie.

The fine new bridge which has been constructed to carry Route 17 over the Chemung River into Denison Park is an example of the modern facilities to be included in the arterial system for Corning. It is expected that construction of other arterial routes can be advanced after the present project is completed.



VIEW of Erie Railroad yards in Corning which will be completely relocated in one phase of $10 million project.

