

SOUTHAMPTON RAILROAD STATION

RESTORATION AND SITE IMPROVEMENT PROPOSAL
Upper Southampton Township - Bucks County, Pennsylvania

Prepared by:
**SOUTHAMPTON
RAILROAD
STATION
SOCIETY**



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Mission Statement

The Southampton Railroad Station Society's (SRRSS) mission is to restore and preserve the Southampton Railroad Station. The restored station will serve as a regional railroad heritage center. The center will function as a meeting space for Upper Southampton Township civic organizations and the Delaware Valley Chapter of the National Railway Historical Society (NRHS). Educational programs will be available for local schools. Exhibits will include artifacts from the railroad, books and a functioning semaphore mast located on the station platform. The Southampton Station Railroad Heritage Center will be staffed by SRRSS and NRHS volunteers.

The Southampton Station Railroad Heritage Center will be dedicated to the memory of those who lost their lives in the Bryn Athyn wreck of 1921 which occurred several miles south of Southampton station and adversely impacted many local families.



Southampton Station circa 1915

Background

The inauguration of the railroad between Philadelphia and Newtown in 1878 was a decisive moment in the development of the Upper Southampton Township. Local farmers abandoned traditional crops for dairy farming now that they had quick access to markets in the city. The village of Southampton, previously little more than a crossroads with a store and post office, developed rapidly. Local residents began to commute to jobs in the city: city dwellers came to the "country" to stay in a nearby hotel ("The White Hotel") or board with local families. Not surprisingly, the passenger station, constructed in 1892 was a focal point in this community. The first floor consisted of a waiting room with benches and a ticket office. The second floor, also two rooms, provided living quarters for the station-master.

Long after the Reading Railroad had completed their electrification project in the early 1930's, the Newtown Branch remained as the only steam operated commuter line in the Philadelphia area. It was one of the last rail lines built in the 19th Century and retained its rural character until rail service ended altogether in January 1983.

2013 Board of Directors

The SRRSS is governed by eight board members, each serving two year terms. The current board members and their profiles are as follows:

James Day, Board President – Mr. Day is a founding member of the SRRSS and currently serves as board president. A graduate of Dartmouth College and the State University of New York at Stony Brook, he is an educator and musician who has performed with orchestras, chamber ensembles and as a soloist in North America, Europe and Central America. A native of Southampton with a strong interest in local history, Mr. Day is the chairman of the Upper Southampton Township Historical Advisory Board. He has also served on the boards and participated in fund-raising efforts for varied non-profit organizations in the Philadelphia area.

James Rose, Vice President – Mr. Rose is serving as Vice President on the board of the Southampton Railroad Station Society. Mr. Rose is a licensed architect in the State of Pennsylvania. His role is the documentation of the stations existing condition and design and creation of drawings and specifications for the restoration of the building. Mr. Rose currently is a project manager for Drexel University's Facilities Design and Construction Department.

Paul Iverson, Board Secretary – Mr. Iverson was appointed as the secretary to the board in 2013. Mr. Iverson is an avid supporter of railroad preservation and is a member of the National Railway Historical Society.

Regina Frey, Treasurer - Regina Frey, Treasurer - A lifetime resident of Upper Southampton Township, Ms. Frey has been a member of the Society since 2009, volunteering in various fundraising efforts to support the project. Her interest in the preservation of the rare historic structure and participation in the township's community affairs led to her election as the Society's board treasurer in October 2010. As treasurer, she digitally organized the Society's finances. She maintains the Society's membership records. Ms. Frey currently serves as the Interlibrary Loan Assistant for the Biddle Law Library at the University of Pennsylvania; she is also studying for her Master's degree in Library and Information Science at Drexel University.

Leon Duminiak, Board Member – Mr. Duminiak is a founding member of the SRRSS and is a member of the Delaware Valley chapter of the National Railway Historical Society.

Charlie Liberto, Board Member – Mr. Liberto, a founding member of the SRRSS and former Reading Company employee, has been instrumental in many railroad preservation related projects. Mr. Liberto was president of the East Stoudsburg Railroad Tower Society for 5 years, and helped obtain \$35,000 to restore the structure. Mr. Liberto is currently involved in the creation of a documentary film of the Bryn Athyn train wreck on December 5, 1921 in which 27 people died. Mr. Liberto also was involved with the restoration of the Tobyhanna railroad station in the Pocono region, and has progressed significantly. Mr. Liberto is chief coordinator for the annual Steamtown Railfest. In its 6th year, Mr. Liberto coordinates this event with the National Park Service, Amtrak and other railroads. The event draws close to 10,000 visitors.

Frank Baldwin, Board Member – Mr. Baldwin is a former employee of the Reading Company, and worked various positions including stationmaster of Reading Terminal in its final years under Conrail operation. Mr. Baldwin is a founding member of the SRRSS. Mr. Baldwin works closely with Charlie Liberto on the various railroad related preservation projects and annual events such as the Steamtown Railfest.

Jon Frey, Board Member – Mr. Frey, a 1996 graduate of LaSalle University, is a former resident of Upper Southampton Township and is an avid supporter of preserving historical railroad assets. He serves as the Society's webmaster and technology consultant, and assists with maintaining the station grounds, event organization and grant writing. Mr. Frey has been a board member since 2011.

Don Reese, Board Member – Mr. Reese has been an active member of the Society since 2010 and was elected to the board of directors in 2012. A local resident of the Southampton area, Mr. Reese provides coordination and support for onsite activities and planning of special events.

Why the Historic Preservation of Southampton Station?

Historic preservation has a demonstrated positive impact on economic development efforts at the state and local levels. It is not simply a matter of aesthetics or quality of life, but also a tool for neighborhood stabilization and community revitalization that is connected to broader strategies of land use, smart growth and job creation. Reinvestment in traditional central business districts and neighborhoods; and coordinated support of heritage tourism. The restoration of the Southampton Railroad station will provide benefits to the Southampton Community in line with The Pennsylvania Historical and Museum Commission's (PHMC) 2012 study titled "Economic Benefits of Historic Preservation Activities in Pennsylvania." The rehabilitation and re-use of Southampton Station as a railroad heritage center will meet the criteria of the PHMC's study in the areas of stabilizing and increasing property values in the surrounding area and generating Heritage Tourism in Upper Southampton Township.

Historic preservation projects within Pennsylvania have leveraged federal resources through the Historic Rehabilitation Tax Credit program to stimulate considerable private investment statewide, resulting in \$7 billion in project expenditures from 1978 to 2010. Those expenditures have led to \$17.1 billion in total economic impact in the state, supporting 148,000 jobs and generating \$380 million in state tax revenues. The Southampton Station project will equally act as a catalyst for positive economic development in the Upper Southampton central shopping district. Aesthetic and education, environmental sustainability and revitalization and stabilization are in line with the kinds of objectives being pursued by governments at all levels. As a result, historic preservation is increasingly understood in these terms, and there are many opportunities for collaboration, with historic preservation playing its role in stimulating economic development.



The restoration of this historic structure represents a unique opportunity to preserve a rare surviving piece of the 19th century legacy of the Reading Railroad in Bucks County. The restored station will be a focal point in the community and will house a railroad heritage center displaying artifacts and exhibits highlighting Bucks County railroad history. Space on the second floor will house the archives and book collection of the Delaware Valley Chapter, NRHS whose members will operate the museum. The track adjacent to the station will also be restored and will be used to exhibit a static display of historic Reading Railroad rolling stock and equipment. The semaphore mast will be restored to operating condition. The museum will be dedicated to the memory of those who lost their lives in the Bryn Athyn wreck of 1921 which occurred several miles south of the station and adversely impacted many local families.

Funding obtained through grants and donations will be used solely for the purpose of repairing, renovating and restoring the station building. Operating expenses are funded by several events hosted by the society each year. The completed Southampton Station Railroad Heritage Center will be funded through membership dues, annual events, and private donations.

This project includes restoration of the Southampton Station structure, designed by the noteworthy Philadelphia architect Theophilus Parsons Chandler, Jr. and constructed by the Philadelphia & Reading Railroad in 1892 on the railroad's Newtown Branch. The building served as a railroad station until it was closed by SEPTA in 1983 in conjunction with suspension of rail service. Over time, the building has been subject to few and minor modifications and is remarkably intact and in sound structural condition for its age. The scope of restoration is extensive and will require the replacement of the slate roof and exterior wood shingles. Other work includes chimney reconstruction and repair and replacement of wood windows and doors. Upgrades required for modern use and code compliance include the installation of a new heating and air conditioning system and electrical systems. Exterior site work includes drainage improvements to the area immediately adjacent to the structure, reconstruction of the platform, installation of historic lighting and restoration of the semaphore mast located adjacent to the station. The project is

divided into several parts: stabilization, building restoration and grounds beautification. These phases will allow the SRRSS to obtain funding from a variety of sources in smaller quantities.

About the Southampton Railroad Station Society

The Southampton Railroad Station Society was incorporated in the Commonwealth of Pennsylvania on August 8, 2007 and received federal non-profit 501(c)(3) status on August 20, 2007. The Society leases Southampton station from Upper Southampton Township, who in turn leases the property from the building's owner, the Southeastern Pennsylvania Transportation Authority (SEPTA).

The Society's board meets every third Thursday of each month to review progress, plan events, and perform standard administrative duties associated with operating and maintaining the organization. Committee meetings are held for planning special events and coordinating activities in promoting the project or events hosted by the organization.

The SRRSS presently has 27 members of which 12 are active in the various events and activities performed by the organization. The Society holds a number of annual and special events geared towards fundraising and commemorating historical events of the Newtown Branch.



Founding members of the SRRSS in 2007

Notable Achievements

Holiday Railfest 2010 – The SRRSS held its first annual holiday railfest in December 2010, which is primarily a fundraising event that highlights the hobby of model railroading. Railfest is held in Upper Southampton Township at the Northampton and Southampton reformed Church. The Church donates the use of its auditorium and meeting rooms, leaving all proceeds raised as profit for the organization. The second annual railfest almost doubled the amount of revenue for the Society, created a significant amount of publicity for the organization, and is a popular event for area residents. As a popular social event focused on railroad history and model railroading, the Society has made Holiday Railfest an annual staple for the local railfan community.

Village Market at Southampton Station – In the spring of 2011, a group of local residents organized a local artisans market and approached the Society to have the event hosted at the train station. The market operated from May 2011 until October 2011 and donated a percentage of their proceeds to the Society.

The market is continuing to look for ways to expand and has pledged to continue to make donations to the SRRSS in future seasons.



Village Market at Southampton Station

Bryn Athyn Wreck 90th Anniversary Commemoration – On December 5, 2011, the SRRSS sponsored a commemorative event to recall the historical significance of a train wreck on the Newtown Branch on December 5, 1921 which claimed the lives of several Southampton and Newtown residents who are survived by descendants that continue to live in the area.

The SRRSS was presented with an official proclamation from the Borough of Bryn Athyn for obtaining rare documents and photographs of the disaster, and for assembling a significant number of descendants of those involved in the accident. The event was covered by **numerous** media outlets such as the Bucks County Courier Times and WPVI-TV (ABC affiliate).

The Society is continuing to record, collect and document information on this event for the purpose of creating a film documentary in the future.



Commemoration of the 1921 train wreck at the Bryn Athyn railroad station

Electric Utility Service Restoration – The SRRSS prioritized the installation of electric service in early 2011 to facilitate future repair work and activity at the station site. Upper Southampton Township donated the digging of the service trench that contains the newly laid electric and communications lines. The installation of service is donated by a master electrician who is also a member of the SRRSS.

Restoration of Building Foundation – In 2012, the Society was awarded a \$500 grant from the National Railway Historical Society (NRHS) and a 50% match from the Delaware Valley chapter of the NRHS for a total of \$1,000.00, which was applied to the restoration of the building's stone foundation. The project involved the resetting of the original stone blocks and repointing of the mortar on the entire foundation. The work was completed by a masonry contractor local to Upper Southampton Township.



Restored building foundation, fall 2012

Programs, Activities and Fundraising

2013

Programs:

1. Evening social and photoshoot at Southampton Station featuring music, food, antique cars and night time illumination of the station building.
2. Second Saturday volunteer days at Southampton Station May through October. Volunteers are free to sign up for a number of projects including groundskeeping, restoration and documentation of artifacts, and building restoration planning.
3. Upper Southampton Township's annual "Southampton Days" 4th of July Celebration – Society volunteers conducted a membership drive to patrons of the township's annual parade.
4. 4th Annual Holiday railfest: December 7, 2013 - This annual fundraiser features model train layouts, vendors of railroadiana, entertainment, as well as food.



June 22, 2013 Evening Photo Shoot

Grounds work and maintenance

1. The Society initiated a "Second Saturday at Southampton Station" program running from May thru October for volunteers to spend time maintaining peripheral gardens, removal of litter from the station grounds, building inspection, and general cleanup.

Capital improvement planning:

2. The Society solicited bids for reconstruction of the brick chimney, restoration of the upper roof, and reconstruction of the lower roof
3. The Society solicited bids for replacement of the cedar siding
4. The Society met with the Upper Southampton Municipal Authority for planning the installation of water and sewer service to the building.

2012

The Society's goals for 2012 includes the completion of the installation of electrical service to the station building, temporary repair to a damaged exterior wall and roof on the north section of the building, and the coordination of several fundraising events.

Programs:

1. Upper Southampton Township's annual "Southampton Days" 4th of July Celebration featuring a steam engine parade float, and an information table and staffing of the station throughout the day.
2. 3rd Annual Holiday railfest: December 8, 2012 - This annual fundraiser features model train layouts, vendors of railroadiana, entertainment, as well as food. Revenue from the 2011 railfest increased 40% from the previous year.

Sitework:

1. SRRSS members painted silhouettes on the plywood window covers to dress up the exterior appearance of the building.
2. Repair to north outer wall in ticket agent's office – This section of the building has been most affected by weather and years of neglect. The Society has stabilized this section of the building in early 2012.
3. Repair of the stone foundation – parts of the original stone foundation have deteriorated over time. The SRRSS has preserved all of the original stonework and plans to have the foundation repaired and repointed as one of its first capital improvements.
4. Refurbishment of the platform lights – SRRSS members stripped and repainted the light fixtures on the passenger platform in preparation for the restoration of electric service. While these fixtures were installed by SEPTA in 1981, the Society plans to maintain these fixtures in working order until older fixtures from the early 20th century are acquired. The SRRSS currently has (3) fixtures in storage awaiting restoration.
5. Restoration of electrical power was completed on May 4, 2012.

Grounds:

1. SRRSS members conducted cleanup of the railroad right of way in front of the station building, painted the lower half of the semaphore tower, and the island track circuit on the passing siding. Cleanup of the railroad right of way included extensive removal of brush and vegetation which has accumulated since the early 1990's when SEPTA ceased maintenance of the railroad.
2. Following the digging of a new utility trench for electrical service and communications, Upper Southampton Township Public Works Department laid down fresh asphalt over the new trench. The Society plans to seal the fresh asphalt and apply sealant to cracks in the parking lot to eliminate weeds from growing through broken sections of asphalt. Long range plans call for total replacement of the existing parking lot.

2011

Programs:

May 21 - The Southampton Railroad Station Society hosted a themed “Armed Forces Railfest” at Klinger Middle School in Upper Southampton Township held on May 21st to recognize the servicemen of the United States Military, and promote the hobby of model railroading. The event drew several hundred guests, despite it being a first of a kind event in the township. This event raised \$939.26 for the SRRSS.

The SRRSS welcomed the Byrn Gwylled residents to the grounds of Southampton Station, which hosted a bi-weekly farmers and artisans market called the “Village Market at Southampton Station”. The market seeks to bring township residents together through this local venue, featuring hand crafted goods, food, produce and live music. The SRRSS receives donations through table fees from the Village Market, which contribute to the self-sustainability of the organization, and the future operation and maintenance of the station building and grounds. In 2011, the SRRSS received \$200.00 in donations from the Village Market.

December 5 - The SRRSS held a memorial event commemorating the 90th anniversary of a train wreck in Bryn Athyn, which is (3) miles south of Southampton Station. Various community, elected officials and representatives from SEPTA (the owner of the station) will attend this event. In preparation for this event, the SRRSS helped coordinate the re-painting of the historic Bryn Athyn railroad station by SEPTA. This building is leased from SEPTA by the United States Postal Service.



2011 SRRSS Board of Directors and honored guests

Sitework:

1. The SRRSS initiated the restoration of electrical power to the station building. Installation of electrical service within the building was completed as an in-kind donation by a master electrician and resident of Upper Southampton Township, with materials purchased by the SRRSS, and a cooperative effort with Upper Southampton Township’s Public Works department.

2010

Programs:

RAILFEST 2010 - On December 8, 2010, the SRRSS hosted a “holiday railfest” at the North and Southampton reformed church in Upper Southampton Township. This event featured a mixture of model railroading vendors, local artists and holiday themed entertainment. The event raised \$1,379.00 for the SRRSS and drew approximately 500 guests.



The Southampton Railroad Station Society’s 2010 holiday train show delighted children and adults.

SOUTHAMPTON DAYS 2010 - On July 5, 2010, the SRRSS participated in Upper Southampton Township’s annual “Southampton Days” parade. The Society utilized a replica Camelback locomotive from the Reading Company Technical Historical Society in Hamburg PA, and distributed information to parade goers.

The Society’s float came in first place in the parade, and was awarded \$100 by the Southampton Days Committee. The Society in turn made a \$50 donation to the Reading Company Technical Historical Society for their support of the SRRSS at Southampton Days.



2010 Southampton Days Parade – Replica steam engine on loan from the Reading Company Technical Historical Society – 1st Place

The Southampton Railroad Station and Surrounding Area

Background Summary

The 1892 Southampton Station is an unmodified example of a 19th century railroad station. The building sits on its original foundation on the north side of the tracks east of 2nd Street Pike at the center of Southampton. Although the freight station and outhouse which once formed part the same complex no longer exist, the Southampton Station remains essentially intact, retaining such features such as the ticket window and benches in the waiting room and decorative shingles on the exterior. It closely resembles an I-House, the single pile two story rural vernacular home of the period. The Architect, Theophilus Chandler varied from this form by placing two distinctive rectangular bays on a 45 degree at the track side corners. The building is a reminder of the roots of Upper Southampton Township and its early growth stimulated by the railroad.

The station is located adjacent to the historic heart of the village of Southampton. From the station north along Second Street Pike are the older buildings that made up Southampton Village (1). Directly across Second Street Pike is an old mill building converted into a multi tenant commercial structure.



Former mill across from Southampton Station

The rise of the automobile and the post war building boom is what shaped most of Upper Southampton Township. The historic core was enveloped by car oriented housing developments and both Second Street Pike and Street road are lined with strip shopping centers. The historic core is somewhat tattered and some hope a revitalization of the station will attract investment to the core and expand the pedestrian oriented development out into the strip areas.

SEPTA in 1980. The station site features a passing track which is the reason for the large 2- arm signal mast structure adjacent to the station (3). The siding begins with a turnout at Second Street pike and ends prior to the Street Road overpass. A cinder platform runs from just east of the station to nearly Second Street Pike. From the timber curbs of this platform is an asphalt parking lot (4).

The station grounds resemble the conditions found in the 1940s, the one exception being the modern gooseneck platform lights installed by

Building Architecture

The depot building is a 30'- 6" by 16'-7" rectangular balloon frame building with a shingle skin. The building features a gable roof that springs from 3' high knee walls on the second floor. This allows most of the second floor space to be usable. The gable projects beyond the plane of the façade. The outer rafters are carried on brackets at the corners. The area under the gable to the second floor features scalloped shingles. Both east and west facades have a triple double hung window lighting the second floor. The upper sashes of these windows have a diamond pattern of leaded glass. The similarity of the east and west end continue down to grade. At the second floor, the scalloped shingles end with a flare and a wood molding. Below this molding the surface texture is rectangular shingles. One difference is the west elevation waiting room window is located to the north of the façade while the east end has the first floor window in the center.



The track side of the building features a prominent cross gable with a pair of double-hung windows. Below the main roof is a lower roof, that shelters the entrance and covers two projecting rectangular bays set at 45 degrees to the main structure. The 6'-8" X 4'-0" bays feature single double-hung windows on the short sides and a pair of double-hung windows framing views up and down the tracks. Both bays are symmetrical around the door with a single double hung window to either side. The trackside windows feature a beautiful leaded glass pattern with triangles, top and bottom, with long comes stretching from the top to bottom apexes of the triangles.



The rear of the building is plain with just one waiting room window at the west end. The flared shingle detail continues at the second floor level. The roof on this elevation has two hip roofed dormers that flanked a brick chimney. This area had severe leaks and the chimney was removed to secure the roof. The similar building at Churchville has a square red brick chimney with a step pyramid crown. The stone foundation is very apparent on this elevation and it contains openings for two basement windows. The well for the basement stairs is present but now roofed with plywood. The basement windows were wood awning sashes in wood frames. To protect these openings an iron bar grate was secured outboard of the sash.

Station Interior

The interior of the building is very simple. The first floor has two rooms: a waiting room and a ticket office. The waiting room, 20'-4" X 15'-4" contains the original benches and finishes (9). The walls are finished with tongue and groove vertical sheathing. This woodwork is painted but there is evidence that it was originally stained and varnished. The brick chimney is furred and sheathed with the same sheathing (10). The 9'-10" high ceiling is plaster on lath and separated from the walls by a crown molding. The ceiling even has the hook for the kerosene lantern prior to the building receiving electric service. The benches are a wood veneer with an interesting pattern drilled into the surface. The benches are cantilevered from the walls on cast iron brackets. The wall separating the agent's office from the waiting room has three doors. The doors are rail and stile with six raised panels. The north door leads to steps up to the second floor. The middle door once opened to a baggage room but now is acts as a ticket window being fitted with a transaction counter supported by two brackets. The south door still functions as the door to the agent's office. The agent's office, 8'-5" X 11'-8" was once divided into two spaces. The ghosts of the partition are still apparent on the walls floor and ceiling. The finishes are similar to those founding the waiting room (12). The floor of the agent's bay has a hole where the control levers for the train order semaphore was attached to rods linked it to the signal mast outside. The rods are still in the soil below the floor of the bay. The north wall contains a door to the wood open riser stairs that lead down to the basement.

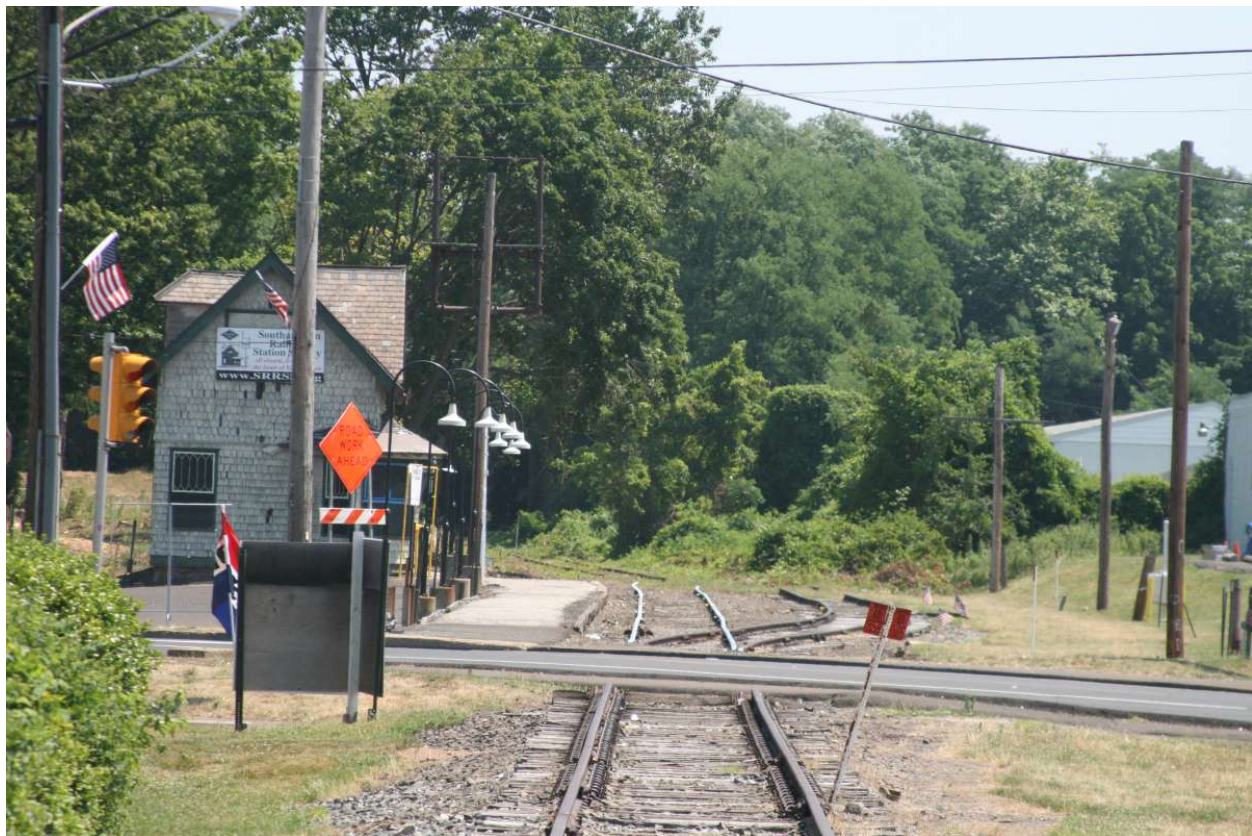
The basement is a 27' by 13' rectangular space with rubble stone walls. Its primary function was to house a coal furnace to heat the building. The coal bin is still standing in the northwest corner. Adjacent to the bin is an opening in the wall for the cellar stairs to the outside. The chimney is supported by stone corbels in the basement wall. The south wall of the basement contains two openings. One under the agent's bay allowed for access to the links of the train order semaphore control rods in the crawl space. A second opening toward the west end has a door that opened to a well in the platform. The ceiling is without finish with the exposed joists and sub-floor readily visible. The floor is mostly dirt but a crumbling concrete area with steel embeds mark the location of the missing furnace.

The second floor is accessed by stairs from the waiting room. These stairs turn 90 degrees with winders and end under the triple window in the east gable. The stair opening is protected by a wood rail with turned balusters with a substantial newel post at the top riser. The second floor features 3- rooms that housed the station agent. The finish is

painted plaster over wood lath. The 3-spaces are tucked under the gables and feature three foot high knee walls, an inclined area on the rafters and a flat ceiling that is 8'-5" off the floor. There is not much evidence of function remaining in the spaces. The 8'-6" wide by 12' long east space is dominated by the stair. There is a cased opening to the middle space offset from the center to the north. The 10'-8" wide by 15'-4" long middle space features the cross gable with the paired window to the south and the two dormers flanking the chimney on the north side. This room has a dynamic ceiling with all the gable and dormer intersections in the gable roof. There is a door with a corner into the gable that leads to a tiny closet that projects over the stair (15). The final 9'-3" by 15'-4" space is at the west end with a triple window in the west gable (16). The wall to this room was probably not original as it uses different studs and uses painted drywall in lieu of lath and plaster.

Condition Assessment

The Southampton station, although weather beaten, retains the much of the character from its original construction. As noted in the narrative above, the major spaces still exist and substantial portions of windows, doors, finishes, trim and detail remain for an exacting restoration. The most severe damage is around the chimney where the flashing failed. The damage extends through the second floor and has affected the casing around the chimney. The south side has considerable damage to surfaces from exposure to sun. Failure of paint and shingles has affected the sub roof of the canopy particularly over the agent's bay. The ornamental ends of the rafters were cut away many years ago. The exact details exist at Churchville which will aid in restoration. Also of interest are the remains of the manual signal control system under the floor in the station and in a trench down the platform. The signal mast from the 1920's is still in place. Although the control rods have been removed the location of the clamps can be seen on the mast. A number of these masts still exist along the branch so it will be possible to harvest parts to restore this particular unit.



Looking north on the Philadelphia & Reading Railroad's Newtown Branch at Southampton Station

Project Budget

Funding of the complete project can be broken down into several stages within each phase to allow various portions of the project to be completed based on grants that are made available to the Station Society. A breakdown of costs is provided below.

1. Separate cost of materials, cost of paid labor and hours of volunteer labor.
2. Indicate **specific use** of grant funds.
3. If this project is part of a larger project, show detailed cost and budget for this project as well as a general budget for the larger project.

Phase -1 (estimated costs of material and hours of volunteer labor)

1. Utility Trench to 2 nd Street Pike	Donated by Upper Southampton Twp.	20-hours	COMPLETE
2. Power and communication	\$3,000 Materials Only (Installation donated)	24-hours	IN PROGRESS
3. Utility Engineering	DONATED		
4. Sewer and Potable Water	\$7,500 Materials Only (Installation donated)	48-hours	
5. Re-energize 1980s platform lights	\$400 Materials Only (Labor donated)		COMPLETE
6. Repair of stone foundation	\$1,000 Labor & Materials		COMPLETE
7. Stabilization of subroof	*****		\$16,000

Total Phase 1: \$26,900

Phase -2 Restoration Budget (Preliminary)

1. Slate Roof Replacement:		\$150,000
2. Brick Chimney Restoration:		\$8,000
2. Window Restoration and/or Replacement:		\$46,000
3. Door Restoration and/or Replacement:		\$11,000
4. Exterior Shingles and Trim Restoration and/or Replacement:		\$18,000
5. Interior Restoration (plaster walls, woodwork, etc):		\$50,000
6. HVAC: Install forced air system with humidity control		\$19,000
7. Plumbing: Install potable water and drainage for bathroom, water cooler and HVAC.		\$3,000
8. Electrical: Mount new 200 amp panel and install new wiring per code		\$5,100
9. Site Improvements: site lighting, platform reconstruction		\$45,000

Total Phase 2: \$356,100

Project Schedule and Status

Phase-1 Step (1), (5) and (6) are complete. For step (4), the Society has obtained drawings from the township's municipal authority and is in the process of developing bid requests for grant budgeting purposes.

Phase-2 Phase Two will involve extensive fundraising and the development of a comprehensive capital campaign to raise money from local sources, and historic preservation grantees. It is not expected that a significant portion of this funding will come from public sources. Complete restoration of the building is projected to take 5-years once funding is in place. Future work on the station building will be performed by members of the station society as volunteers. Specialty crafts and environmentally sensitive work (i.e. asbestos and lead paint removal and abatement) will be performed by qualified licensed professionals. Work will be performed as funding permits.