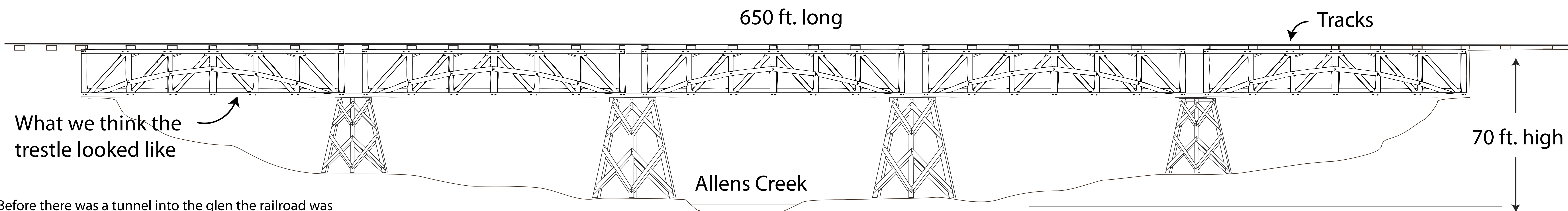


# Trestle & Tunnel

Before there was a tunnel there was a trestle!



What we think the trestle looked like

Before there was a tunnel into the glen the railroad was carried over Allens Creek by a 1/8 mile long, 70 ft. high wooden trestle. The trestle was built in 1853 as part of a "Direct Line" from Syracuse to Rochester, parallel to the Erie Canal. Actually the trestle is still there – buried in the sand of the embankment.

Frequent floods of the creek made maintenance of the trestle a constant burden so in 1879 sand from the Sand Cut just to the east was used to begin a "Great Embankment" with a tunnel made from dry fitted limestone blocks, quarried from a nearby outcropping, to carry the creek and Glen Road under it.

The timing of this project may be related to the large project, which began in the same year, of elevating the train tracks in the city to avoid the frequent accidents which occurred at the grade level street crossings.

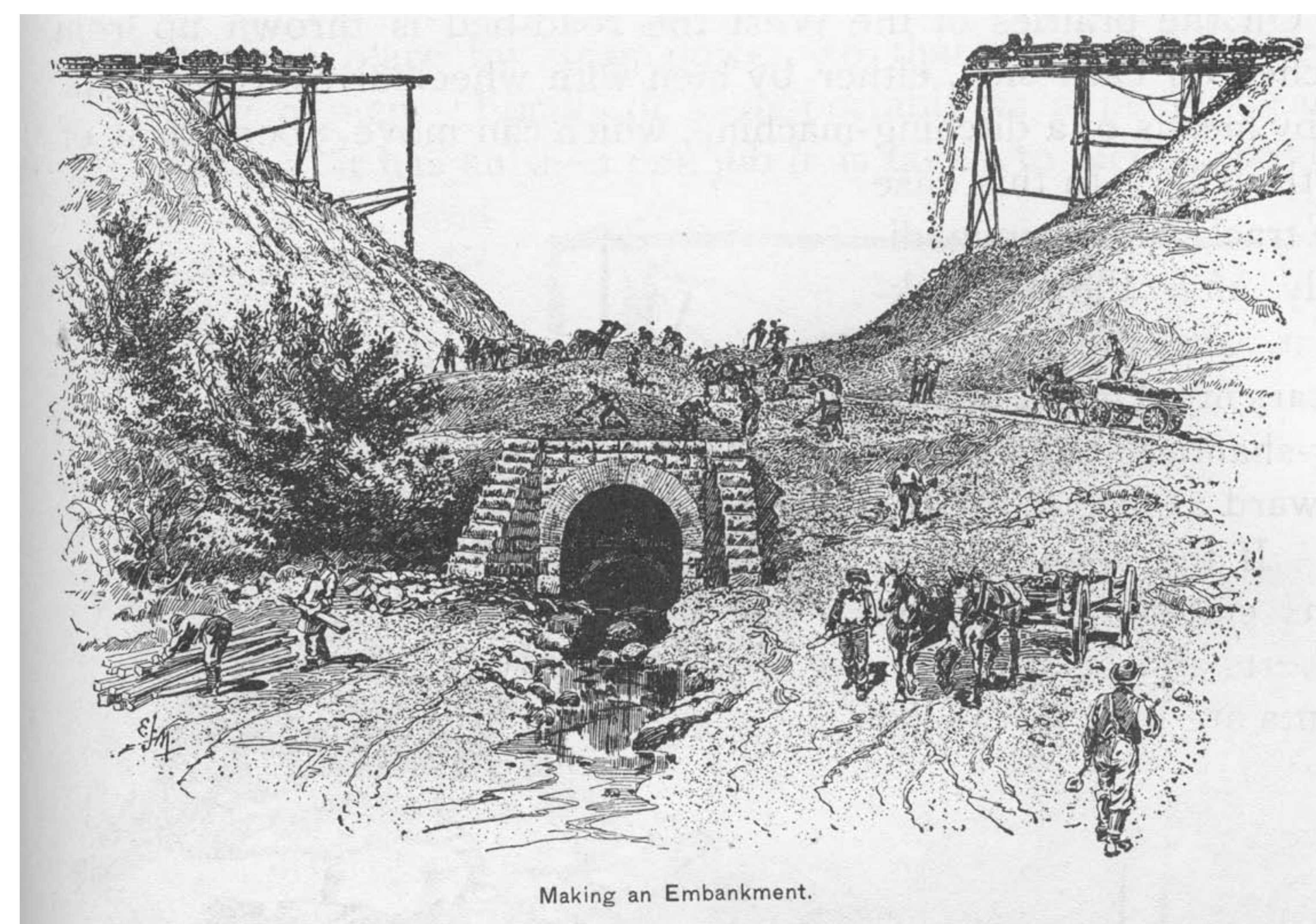


Beam from the trestle re-used as a structural timber in the Corbett house built in 1896. Some of the wooden timbers of the central span were removed to make room for the tunnel when the trestle was buried.

No photo or drawing of the trestle has been found. A description of the structure has survived however in the 1856 Annual Report of the New York Central Railroad Company. That report tells us that the bridge over Allens Creek consisted of; **five spans, each of 110 ft. clear, supporting two tracks of 14 ft. width and employing Burr trusses with the track bearing on the upper chords.** Using this information, the above drawing was made of what the Allens creek crossing may have looked like.



Photo of a "Burr truss" commonly used in the period for both railroads and covered bridges.



A drawing – not of the Glen – but showing the construction of an embankment and culvert.



1940 air view of the Great Embankment looking north.



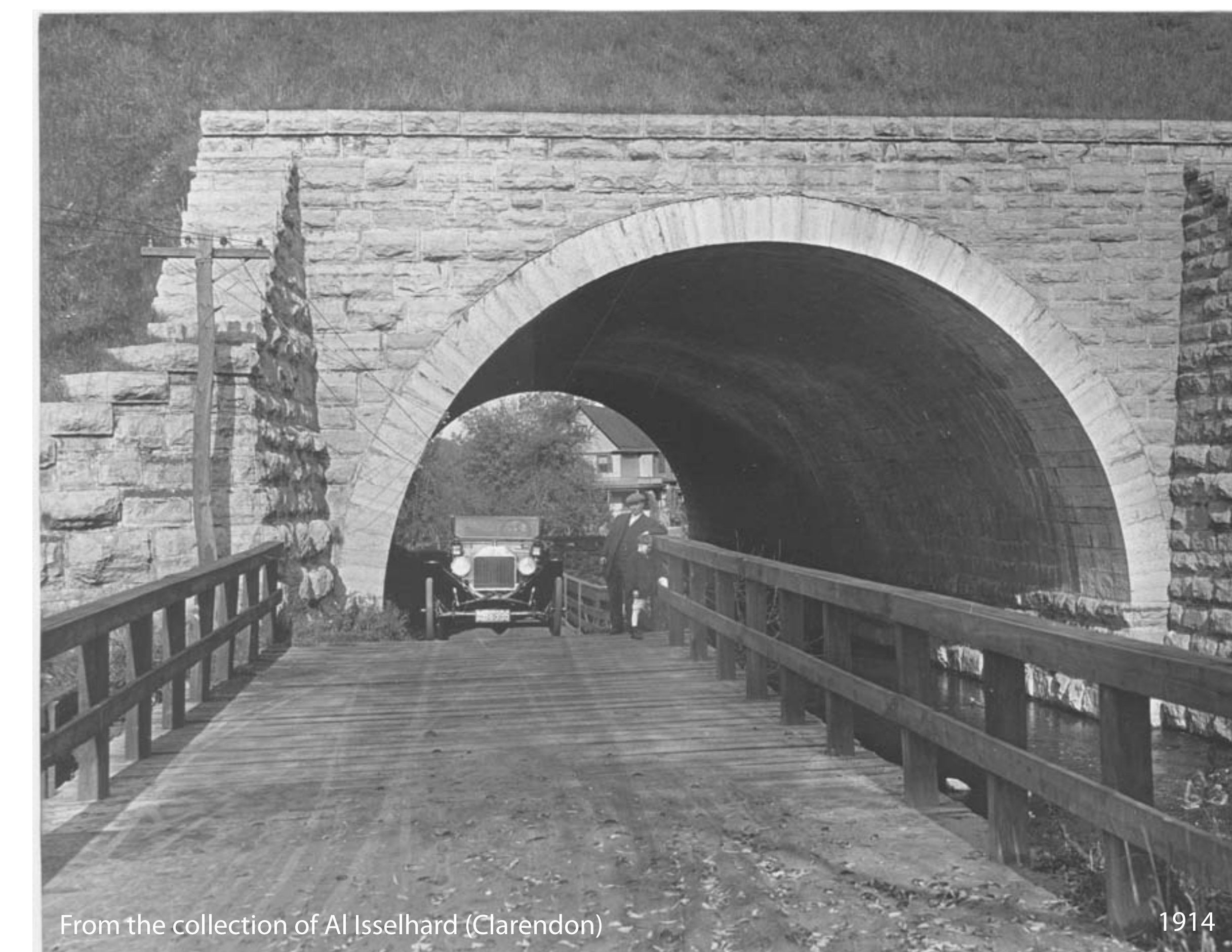
~1940 photo taken by LeRoy Beers of train passing by Hagen/Beers house on Glen Road.



Frame from 1928 16mm film taken in the north meadow looking west showing freight train.



Carol (Huscher) Caley and her father in the tunnel. Her grandfather Caley was chief architect and stonemason for the construction of the tunnel.



From the collection of Al Iselhard (Clarendon)

1914