

PHOTOS OF PRESENT-DAY ROCK POINT PARK



Entrance to the park area from Wampum Road. The gate is open daily during the warm months, then open weekends in late fall and early spring. During the winter it is kept closed, but you can park outside the gate and walk in at any time (daylight hours).



Rock features in the area where the Roller Coaster was situated.



Remains of a large cut-stone drinking fountain. This is one of several located around the park, and is situated near the "Women's Cottage" site.



Another view of the drinking fountain stone. This stone measures 3 feet by 3 feet. The bowl opening is a half-sphere measuring 2 feet across (making it 1 foot deep).



Location of the wooden footbridge connecting the "Women's Cottage" area (on the right), and the previously pictured stone drinking fountain is just to the right of that. To the left of this photo (up the small hill), is where the Rock Point Inn was located.

[\[how it looked then\]](#)



Rock features, looking toward the Roller Coaster area. Mechanical Swings were situated to the right of this photo, and the Miniature Train traversed the small valley directly behind this rise.



The famed "Rock Point" - the uppermost rock feature high on the bluff overlooking the confluence of the Connoquenessing Creek and the Beaver River. My friend Brian peers into the valley below. It appears to me to be about a 100 foot drop to the bottom.



Looking south toward the Rock Point, from above. This is the photo that was used for the top banner of this website.



Trail from the Beaver River train stop area. Passengers would depart the train below and walk up this pathway to the park. During the period, it had a wooden rail on the outer edge to protect the visitors' safety.



Looking up at the Rock Point bluff from the Connoquenessing Creek.



Cut-stone steps on the pathway leading up the front face (Connoquenessing side) of the Rock Point bluff.



Another section of the stone steps climbing the front face of Rock Point.



The PY&ARR bridge over the Connoquenessing. The Beaver River is on the other side of the bridge. This structure was built around 1874.



A view of the bridge from the Rock Point side, looking south.



Looking up the Connoquenessing Creek from the railroad bridge. The old Iron Footbridge would have stood just around the creek-bend to the left.



Remains from the Shoot-the-Chutes lagoon structure. This is the point where the passengers would disembark the boats after completing the ride. The boats would splash down into the left edge of this picture.

[\[how it looked then\]](#)



The back-most part of the lagoon structure, closest to the Connoquenessing Creek. Most of the postcard scenes of this ride were taken from the right of this photo, looking toward the left. The Rock Point Boat Club building is now located inside the lagoon pond (seen in the left of this photo).



Part of the lagoon structure where the empty boats would be led to the ramp to be lifted to the top of the hill. The "Chutes" ramp came down on the left edge of this photo. The open area on the left is where extra boats were stored, waiting their turn to travel up the ramp.



The lagoon structure looking up at the area where the slide-ramp sloped down into the pond. The empty boat storage area is to the left.

[\[how it looked then\]](#)



Another view of the unloading area of the Shoot-the-Chutes ride. The boats splashed down into the upper center of this picture.



A close-up of the railing mounts on the lagoon structure. The railings can be seen in some of the postcards of the Chutes ride.



A mineral-water spring located near the Chutes lagoon. The crumbling walls surrounding the cave opening suggest that it might have had a wooden structure covering it. Possibly a cool place to rest for a moment?



The cistern is located on the high point between the Rock Point Inn and the Peristyle building. It is approximately 25 feet in diameter, and at present, about 10 feet deep (it was probably deeper originally, but now filled with debris). It is thought to have had a wooden roof structure covering the top.



Another view of the cistern.



Brick structural remains thought to be from the Peristyle building.



A closer look at some of the remains thought to be from the Peristyle.



Another close-up of the remains in the Peristyle area.



The Mechanical Circle Swings ride was located in the depression to the left in this photo. The Miniature Train ride traveled the perimeter (the roadbed can be seen starting in the front-center of this photo where the stone block lies. It rounded the Swings arcing to the upper left of this picture).



Another view of the Mechanical Swings area. The ride was centered in this area, and the train ride encircled the opening in the center of the picture. The Peristyle building stood proudly in the background 100 years ago.

[\[how it looked then\]](#)



This slight depression, and scattered brick remains, are all that is left of the Rock Point Inn.



The site of the Rock Pond, located near the Rock Point Inn. My friend Brian, explores the now dry round-rock bottom.



Stone pylons thought to be part of the Roller Coaster structure. This area is on top of the rocky highpoint behind the Peristyle area.



Brian standing on top of one of the Roller Coaster pylons to give perspective.



Looking up the Connoquenessing Creek to the point where the old Lower Footbridge crossed. It would have been seen in the left center of this picture as the creek turns out of sight.

[\[how it looked then\]](#)

(Photo by Bob Barr)



Site of the lower footbridge over the Connoquenessing Creek. Photo is looking toward the north shore (Rock Point side) of the creek.



A view of the remnants of the upper bridge taken in 1994. The bridge had no floor decking at this point and was impossible to cross. A large tree fell onto the weakened steel structure, and collapsed it into the creek several years after this picture was taken.

[\[how it looked then\]](#)

(Photo by Bob Barr)



A recent photo of the twisted remains of the upper footbridge.

(Photo by Bob Barr)



Another view of the wreckage of the upper bridge.

(Photo by Bob Barr)



A carving in the rock base of the upper bridge (Limestone Springs Bridge) showing its year of construction - 1887.
(Photo by Bob Barr)



Looking down the hill at the stone steps leading down to the lower bridge from the Park Gate side (south shore) of the Connoquenessing Creek.



A view of the old Beaver & Ellwood Railroad (Pittsburgh & Lake Erie Railroad) roadbed on the way to Park Gate, another arrival point for visitors to the park. Park Gate is located on the opposite side of Connoquenessing Creek (on the right) from the park. View is looking west.



Another view of the P&LERR roadbed heading toward Park Gate. The Connoquenessing Creek is on the left. View is looking east.



View along the trail up the park side of the Connoquenessing Creek.

[\[how it looked then\]](#)

(Photo by Bob Barr)

Visit RockPointPark.com