

Spanning the Gap

Itinerary by Milepost Pocono Mainline Rail Excursion Southern Division

Delaware, Lackawanna and Western Railroad



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(Left) Engine 2317 on
Excursion Day near
Analomink PA. (Photo
courtesy of Andy Milazzo.)

Itinerary by Milepost

Features of the route are listed below by approximate milepost, measured from Hoboken, New Jersey, where the 1907 terminal served as milepost 1, with as many as four ferry terminals in Manhattan, New York City, identified as milepost 0. The starting point of the excursion is the boarding platform, built in 1955, at Steamtown National Historic Site.

Milepost 133.51 The bridge crossing South Washington Avenue replaced the 1906 steel and concrete deck girder bridge in 1993. The original bridge decoration has been placed on the new bridge.

Milepost 133.35 Mattes Street tower, roof replacement, and stabilization began in 2003.

Milepost 133.27 The Cedar Avenue bridge was originally two

About the DL&W



(Above) The excursion train,
departing Point of Gap, shows
the first steam of a passenger
train in the Water Gap for
more 30 years.

concrete and steel deck plate girder bridges built in 1907; they were replaced in 1993 with a single track.

Milepost 133.26 Remnants from the foundation and flooring of the **Lackawanna & Wyoming Valley Railroad** (L&WV) passenger station (known as the **Laurel Line**) remain. This electric interurban railroad joined Scranton with Wilkes-Barre. The L&WV freight house still stands adjacent to the existing rail line, which is currently used by the Electric City Trolley Station and Museum.

Milepost 133.12 The DL&W Scranton passenger station once housed the corporate offices of the DL&W Railroad. It was refurbished in 1983 as a luxury hotel and was acquired by Radisson Hotels in 1995. The interior of this structure is laden with several types of Italian marble and an atrium graced with faience tiles depicting 36 scenes of the route from New York City to Niagara Falls NY. This station features a Bush-style train shed where passengers boarded.

Milepost 133.09 The Spruce Street bridge is a deck plate girder bridge constructed in 1970 to connect Scranton with Interstate 81.

Milepost 132.90 A steel frame block signal bridge built in 1910.

Milepost 131.80 This deck plate girder bridge was redone in 1992. It replaced a bridge built in 1955 of concrete and steel constructed to replace the original bridge, which was destroyed by flooding from Hurricane Daine in August of 1955.

Milepost 131.76 The **Nay Aug Tunnel** bore, constructed in 1856, is 755 feet long. A parallel tunnel bore, built in 1905 as part of the modernization of the DL&W Railroad, has not been used since sustaining hurricane damage in 1955.

Milepost 131.40 A steel frame block signal bridge built in 1910 stands just before the Myrtle Street crossing, where the single track begins,

Milepost 131.20 A 41-foot long concrete slab bridge built in 1912.

Milepost 130.87 59-foot Bridge 64, a concrete and steel deck plate girder bridge constructed in 1912.

Milepost 130.60 In 1901 the Erie Railroad purchased the **Erie and Wyoming Valley Railroad** and constructed the large orange building on the north side of the tracks. This was first used as repair shop for locomotives and later as a car shop in the Erie Dunmore yard. The railroad closed the shops in 1960;

The former **Delaware Lackawanna and Western Railroad** right-of-way from Scranton to Slateford Junction, Pennsylvania (two miles past Point of Gap overlook in Delaware Water Gap National Recreation Area), follows the 1850 path of the unconstructed **Delaware and Cobb's Railroad** charter. The entire right-of-way, except the changes made in 1942, has retained its historical integrity, and is in line to be nominated for the National Register of Historic Places. The period of significance will date from 1899 to 1939.

Route Modernization

The route now reflects modernization from the period 1899 to 1939, when the right-of-way was raised and widened. Approximately eight miles of the line sustained alignment changes in the 20th century to reduce curves and grades.

Some parts of the route between mileposts 91.00 and 85.90 (southeast of Analomink to northwest of Henryville) were changed in 1911 and also in 1936. In 1942, a new path was developed around the old Paradise Tunnel section between mileposts 99.05 and 98.70.

Ownership

Currently the railroad in Scranton from Bridge 60 (*milepost 133.70*) to North Webster Avenue (*milepost*

the building is now used by an auto parts firm.

Milepost 130.59 Also on the north side of the tracks is a bluestone building that was the office of the Pennsylvania Coal Company. This company transported goods via a gravity railroad between Pittston and Hawley PA, linking the Susquehanna River anthracite mines with the Delaware and Hudson (D&H) Canal, in order to reach New York City and New England. A nursing home now occupies the building.

Milepost 129.31 Reservoir Number 7, which serves Scranton's water supply system. lies on the south side of the tracks. As early as 1854, George and Selden Scranton began developing this water system, eventually forming the Scranton Gas and Water Company, and utilizing water supply reservoirs in the hills around what is now the City of Scranton. In 1884, they acquired the site of the old gravity plane #7 and created the reservoir by constructing a dam across Roaring Brook.

The Scranton Family sold its water works in 1926 to the Scranton-Springbrook Water Service Company, which became the Pennsylvania Gas and Water in 1960. This utility is now managed by the Pennsylvania American Water Company.

Milepost 128.88 Just beyond Reservoir Number 7, the DL&W **Winton Branch** parallels on the north side of the tracks. At this same location, the Erie Railroad **Jessup Branch** also parallels. slightly higher in elevation. The Erie line follows the gravity light railroad track, which once carried empty coal cars, and crosses the DL&W on a high steel viaduct to join the coal branch with the mainline.

Milepost 127.73 On the south side of the tracks, the 130-car Nay Aug Yard began. It was here that the Winton Branch terminated.

Milepost 124.66 Most slow freight trains stopped her to take on water at *Throop's Tank*. This water station was removed in the 1950s when diesel locomotives replaced steam on the mainline. Dr. Benjamin H. Throop. after whom the site was named, operated saw mills and timber-cutting operations along the entire route until the mid-1880s, when the mountains were finally depleted of woodland.

Milepost 123.80 Elmhurst Station (known as *Dunnings* prior to the 1890s) was the site of a wood passenger station, a team track, and a passing siding. A third track was added to connect with Moscow in 1902.

Milepost 123.21 On the north side of the tracks is the Elmhurst Reservoir. Constructed in 1889, it currently serves the Scranton public water supply system. A dam and spillway

132.50) is owned by the National Park Service. The line from North Webster Avenue to Mt. Pocono (*milepost 101.40*), including all existing train stations, is owned by the Lackawanna County Railroad Authority. From Mt. Pocono to Analomink (*milepost 86.80*), the line is owned by the Monroe County Railroad Authority. Other portions are owned by the **Norfolk Southern Corporation**. The DL&W hauls freight over all of today's trackage.

(Below) Train crew for the excursion.



Tracks and rails

Throughout most of the first half of the 20th century, the line contained three tracks over most of its distance. However, approximately 10 miles with four tracks and 8 miles with 2 tracks also existed. The rail sections remaining along most of the line today are 39 feet long, as adopted in the mid 1920s. Most of the rails are 131 pounds per yard. Some of the portions consist of welded rail.

cover the site of 19th century Elmhurst industries such as a shingle factory, a chair factory, and a tannery. By the 1880s, the depletion of the surrounding woodlands had brought an end to this industrial base, and much of the land was purchased to establish a residential community. By 1900, Elmhurst, like Moscow, Gouldsboro, and Tobyhanna, had developed into a bedroom community, and this occasioned the development of the DL&W "Accommodation" train to transport commuters between these areas and Scranton.

Milepost 120.55 On the north side of the tracks is the Moscow Freight Depot. This one-story, wood frame Victorian railroad depot was built by the DL&W in 1904 and is presently owned by the Lackawanna County Railroad Authority. The exterior walls consist of vertical wainscoting on the lower part, clapboard siding in the middle section, and vertical boards with scallop nosing on the upper portion. Curved brackets support the overhang of the gable roof. The asphalt shingles of the hip roof were removed prior to restoration in 1993.

Milepost 120.47 Also on the north side of the tracks, the Moscow passenger station, constructed in 1904, is a one-story Victorian redbrick structure with a hip roof that extends over the platform a shelter platform on the south end. Curved brackets support the overhang and square brick columns support the shelter platform's roof.

Milepost 120.47 The 48-foot concrete Market Street Bridge was built in 1911 and refurbished in 1993.

Milepost 118.93 A concrete and steel deck plate bridge built in 1908.

Milepost 118.67 A steel frame block signal bridge built circa 1907.

Milepost 117.80 A 29.2-foot concrete and steel deck plate bridge built in 1908.

Milepost 117.76 16-foot Bridge 71 was constructed of concrete in 1908.

Milepost 116.76 A steel frame block signal bridge built circa 1907.

Milepost 114.75 This area, once known as *Summit* was the site of the *Lehigh wye* where most pusher and helper locomotives dropped off and returned to Scranton. The tower closed on March 12, 1954.

Milepost 113.75 Around 1900 these two lakes were added by the Scranton family to their Scranton Gas and Water company.

While most of the rails date back to the 1930s, the cross ties are from 1947 or later. Many ties have been replaced in the last 10 years to maintain track condition at the class two standard.

(Below) Ranger crew for the excursion.



Structures and Signals

Along the right-of-way are: passenger stations, freight depots, interlocking towers, block signal bridges, numerous culverts and bridges, and drainage pipes ranging in size from 8 to 36 inches in diameter.

All of the buildings and structures were used by the railroad at some time. The stations were used for passenger and freight operations. The interlocking towers and block signal bridges promoted safety and efficient train movements through the control of

The lakes also served as a source of ice for the ice business that had developed in this region in the late 1880s. The core of the ice harvest industry was located between these lakes and the area around milepost 103.00, north of Pocono Summit. Large ice storage buildings once dotted the mainline here were all removed by the 1960s.

Milepost 113.50 26-foot Bridge 77 is a concrete and deck plate girder bridge built in 1907.

Milepost 112.89 The one-story wood frame, hip-roofed, and gabled Gouldsboro Station was built in 1907. Restored by the Gouldsboro Area Foundation, it is currently owned by the Lackawanna County Railroad Authority.

Milepost 112.69 The Gouldsboro Railroad Yard served as a set-off location for "crippled" car repair. Here a small force of men performed minor repair work that mostly involved wheel problems such as "hot boxes". Gouldsboro's Yard included a wye, two track scales, a water tank, an icehouse, and tracks for freight classification. Gouldsboro (originally known as *Sand Cut*) was named after railroad magnate Jay Gould, who once had operated a tannery in this area.

Milepost 112.19 This concrete 2-story interlocking tower was built in 1912 and is currently owned by the Lackawanna County Railroad Authority. The design is similar to towers at Mattes Street (*milepost 133.35*) and Tobyhanna. (*milepost 107.60*) These interlocking towers housed a series of levers that connected to switches by cables. The levers could only be operated in proper sequence so as to prevent two trains from occupying the same track or siding at the same time. This method of switching was also used to establish the particular route set for each passing train. The tower closed in 1938 and the agent was discontinued in October 1958.

Milepost 108.56 A concrete signal shack built in 1965 by the Erie Lackawanna Railroad.

Milepost 108.37 Tobyhanna Army Depot was designated in 1913 as a training camp and has since served several functions, including an artillery training site for West Point and a camp for prisoners during World War II. The U.S. Army Signal Corps currently uses the depot to maintain communication and satellite equipment. With about 3,000 workers, it is the area's largest employer.

Bridge 73, a concrete and steel deck plate girder bridge, was built in 1963. Here the former DL&W track meets the main entrance to the army depot.

switches and signals. Line-side "home signals" on posts, rather than on signal bridges, were added by the **Erie-Lackawanna Railroad** in the early 1970s. All signals are "dark" and in compliance with Northeast Operating Rules Advisory Committee. (NORAC) The Delaware Lackawanna Railroad dispatcher provides train orders in the "Form D" format.

The culverts and bridges constructed by the railroad allowed the roadbed to cross rivers, streams, and other bodies of water. Finally, the cast-iron pipes promoted rail bed drainage.

Milepost 107.62 Tobyhanna Station, constructed in 1908, is owned by the Lackawanna County Railroad Authority and is the home of the Pocono Mountain Chapter of the **National Railway Historical Society**. This Victorian railroad station has exterior wainscoting on the lower section, clapboard siding in the middle wall section, and vertical boards with scallop nosing on the upper portion. Tobyhanna's railroad assets included track scales and a water tank. A two-mile branch, running both to the ice ponds (*milepost 113.75*) closed in the early 1940s.



The engine at Tobyhanna Station. (NPS photo K. Ganz)



(Above) Tobyhanna station.
(Below) The engine at Tobyhanna.



Milepost 107.60 This two-story interlocking tower, nearly identical to the one at Gouldsboro (*milepost 112.19*) was constructed in 1910.

Milepost 107.44 18-foot Bridge 74 is a concrete and steel I-beam bridge.

Milepost 107.39 47-foot Bridge 75 is a concrete arch bridge built in 1909.

Milepost 107.05 This 24-foot concrete slab bridge was built in 1924.

Milepost 104.45 Haughey's Pond.

Milepost 103.40 The Pocono Summit wye was located here for pusher and helper locomotives to turn around after helping the DL&W's heavier trains over the Pocono Mountains.

(Below) Three views of engine 2317 leaving East Stroudsburg PA.

This area of the Pocono "Mountains" (actually an eroded plateau) is home to the largest number of Pocono resorts, from Pocono Summit to Cresco which provide summer, and more recently winter, recreation activities.

Milepost 17-foot Bridge 70 was constructed in 1928.

Milepost 102.52 Pocono Summit station was built in 1911 and acquired by Lackawanna County Railroad Authority from Conrail in 1993. This unusual station is built of concrete and has a shelter platform on the south end, covered by an extension of the hip roof. It was renovated in 1987 for use by rail excursions under management of the Steamtown Foundation. The original station had an icehouse, a wye, a water tank, and, until 1941 or 1942, an interlocking tower. A third track, added in 1909, ran to Mount Pocono to connect with the *Wilkes-Barre and Eastern Railroad* for ice shipments.

Milepost 101.90 A steel frame block signal bridge built in 1910.

Milepost 101.40 Until a fire in 1900, Mount Pocono had a wooden passenger station. The agent for a replacement station was discontinued in March of 1956. In 1999, the Lackawanna Heritage Valley Authority, in cooperation with the Borough of Mount Pocono, constructed a wooden excursion platform here. A pedestal-style watchman's shanty stood at the intersection with Pocono Boulevard until a 77-foot plate girder bridge was built in 1936. The Monroe County Railroad Authority currently owns the trackage and adjacent land from Mount Pocono to Analomink.

Milepost 97.00 Cresco was known as *Oakland* until the 1880s.

Milepost 94.55 The one-story wood frame Cresco passenger station was built in 1888. A "Pagoda" frame structure, it had vertical board wainscoting on the lower part with tongue-in-groove siding on the upper portion. The gable roof has finials at each end and Victorian gable decoration. The roof overhang has curved brackets. Once an outlet for a brush company, it is now the home of the Barrett Township Historical Society.

Cresco also had a water tank and a freight house, built in 1902.

Milepost 94.00 This new track was installed in 2001 as an industrial branch to the Bestway Lumber Company.

Milepost 90.20 Henryville once had a wood station built before 1900.



Milepost 87.42 This is the site of the Analomink station. The Analomink High Bridge, a stone-pillar steel span supporting two tracks, was replaced by fill and a double-arched concrete when a third track was constructed in 1910. This fill is now overgrown, obscuring the view of Route 191 and Paradise Creek below.

Milepost 86.06 The bridge crosses Broadhead Creek.

Milepost 82.83 An 18-foot concrete arch culvert dates to 1910.

Milepost 82.62 The East Stroudsburg Interlocking tower and station is a wooden tower built in 1908, the only wood tower on this part of the DL&W line. Conrail discontinued staffing of this tower in 1977, as traffic decreased, and restructured the tracks in 1992, cutting out the intricate Armstrong-style levers and rods. However, the 37 levers remain in the structure, and workers who used the tower are still alive today.

The passenger station in East Stroudsburg (originally called *Dansbury*) was constructed in 1853, and now operates as a restaurant, the *Dansbury Depot*. The long train shed is now enclosed.

Milepost 81.50 a 45-foot "Santa Fe" style water tower, 16-feet in diameter, was built in 1914. There were two similar tanks in the Scranton Yard, but this is the sole survivor of this type.

Milepost 78.26 78.26 a 120-foot concrete and steel riveted truss bridge, built in 1932, crosses Broadhead Creek for the last time to enter the Borough of Delaware Water Gap.

Milepost 77.21 Water Gap Station is a brick station built in 1941 to replace an earlier station which burned just after the turn of the century. This station was a gateway to city dwellers as they arrived in town to stay at the many Victorian-era resorts at the scenic Water Gap.



(Above) Waiting at the water stop.

Milepost 75.52 Point of Gap overlook, the destination for the excursion, is one of the most visited points in Delaware Water Gap National Recreation Area. The parking area lies at the foot of 1413-ft. Mt. Minsi in Pennsylvania, and across the Delaware River from 1527-ft. Mt. Tammany in New Jersey. "*Indian Head*", the eastward projection of Mt. Tammany seen from this point, has long been thought to resemble the Indian chieftain's profile. A few hundred yards south on Route 611, *Cold Air Cave* was a popular local attraction with a stand right on the roadway.

South of Point of Gap, the DL&W tracks continue to Slateford Junction, where the roadbed splits with the former DL&W mainline, heading across the river to Hoboken NJ via the New Jersey "cut-off". Though the tracks were lifted from the cut-off in 1982, the route has been targeted as a connecting route for proposed passenger rail service between New York (Hoboken) and Scranton via the Water Gap and the Pocono Mainline.



The scene at the excursion's destination, Point of Gap overlook PA.