

# Spanning the Gap

## Railway Avenue and the Delaware Valley Railroad



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*Spanning the Gap*  
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In 1856, the Delaware, Lackawanna and Western Railroad completed a passenger line through the Pennsylvania side of the Water Gap, thereby connecting the area to New York City and facilitating the growth of summer tourism in the middle Delaware Valley.

Bushkill was part of the boom. In 1901, a small company, the Delaware Valley Railroad, began operation from the DL&W depot in East Stroudsburg northward to the village of Bushkill.

To its Bushkill terminus behind the Turn Store (which still stands today), the rail line brought in summer guests from the cities. New hotels and guest houses sprang up in the village of Bushkill (north of the Creek, in Pike County) and in the now-vanished community of Maple Grove (south of the Creek along Route 209, in Monroe County.)

The station also shipped out livestock, mine props, and railroad ties from the Bushkill area. *Railway Avenue* in Bushkill reputedly got its name from being the path along which livestock were driven to be boarded onto rail cars and shipped southward to market.

Yet the tourist boom was not long-lived. The rail line carried passengers until 1929 and freight until 1938. By the 1960s, Railway Avenue had become a quiet paved street of 10 homes, and only a few hotels remained. All were demolished for the Tocks Island Dam project.



A Delaware Valley Railroad passenger train leaves East Stroudsburg station. The line use Delaware, Lackawanna and Western tracks for a distance, and then its own tracks to Bushkill. (There was no turntable at Bushkill PA; locomotives had to back up in one direction or the other between East Stroudsburg and Bushkill.)



The final turn into Bushkill. This section of railbed may now be part of the Railway Avenue Trail. (Photograph: Pike County Historical Society.)

