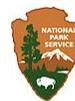


Spanning the Gap

Photo Gallery: Railroad structures in the Stroudsburgs



U.S. Dept. of the Interior
National Park Service

Spanning the Gap
The newsletter of
Delaware Water Gap National
Recreation Area
Vol. 25 No. 2 Summer 2003

The landscape along Crystal Street in East Stroudsburg still offers a glimpse of what DL&W passengers saw in the days when the Delaware, Lackawanna & Western Railroad linked the Stroudsburgs with Scranton to the northwest and Philadelphia and Trenton to the south. Until the 1940s daily trains still ran from Trenton to East Stroudsburg, where passengers could change to the *Lackawanna Limited* to Scranton; the station where passengers waited is still standing in East Stroudsburg, converted to a successful restaurant. In time, the railroad scene in East Stroudsburg changed from the *Lackawanna Limited* to the gleaming *Phoebe Snow*, then, in the final years of passenger service, to a gas/electric car.



(Above) The landscape comes alive again as an excursion train from Steamtown National Historic Site stops at the DL&W station in East Stroudsburg.

East Stroudsburg PA

(Below, left: Mile 81.65) East Stroudsburg Railroad Tower, north side facing Analomink Street. A switching station of 37 levers, it is the only wood switching tower to survive the DL&W era, and retains original levers, rods, and cable. It has clapboard and "fish scale" wood shingle siding and a second-floor overhang supported by wood brackets on the track side.

(Below, right) View from the water tower (tank) north, past the former station on the left, to the rail tower (switching station) in the distance. Built to service steam engines, the steel "Santa Fe" style water tower, at 45 feet in height and 16 feet in diameter, was smaller than other DL&W water towers, but it is the only water tower left on the line. It was built in 1914 and may have replaced a cypress wood tank.





(Above) East Stroudsburg Railroad Tower, south side. Analomink Street is on the far side of the station.

(Left) Looking north from the railroad tower window.
(Right) Looking south from the railroad tower window.



The Rail Tower decked out for Excursion Day.

(Below, left) The levers and the switching board.
(Below, right) A closer look at the board. The street shown on the board is Analomink Street.
(Right) The levers.



(Below, left) Work to be done: Number plates from the levers.
(Below, right) Beneath the levers: this is the view from the doorway of the lower (ground) floor of the railroad tower.
(Right) The levers on the second floor of the tower.



Historic Images of the Rail Tower courtesy of East Stroudsburg Railroad Tower Society.

(Left) The Liberty Bell (*circled*) passes through East Stroudsburg in 1914. The railroad tower is at the right; the DL&W Railroad Station is at the left.
(Right) Engine 699 at East Stroudsburg in 1916. Note the tended lawn in the foreground.



A night view. (Photo courtesy of East Stroudsburg Railroad Tower Society.)

(Left) Looking southeast and across the tracks toward the Railroad Tower in 1937. Note the number of tracks at that time.
(Right) Looking east up Analomink Street around 1950. The Railroad Tower, painted darker colors, is at the left.



An Excursion Day in 2003. (National Park Service Photo)



(Left: Mile 81.56) Platform-side view of the former East Stroudsburg **Delaware, Lackawanna & Western** station, now a restaurant. Built in 1883, This Victorian-style station was embellished with colored glass in 1915, but overall retains its 1883 appearance. It was listed on the National Register of Historic Places in 1980. (Right) Street-side view of the restaurant (station).



For further information on restoration efforts for the East Stroudsburg Railroad Tower, please contact:
East Stroudsburg Railroad Tower Society,
P.O.Box 1431
East Stroudsburg PA 18301



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(Left) Driebe Freight Station, formerly a freight station of the **New York, Susquehanna & Western Railroad** and now a facility of Monroe County Historical Association, and relocated to Ann Street in

Stroudsburg.