11.0 POCONO MOUNTAIN STATION

11.1 PROJECT DESCRIPTION
The proposed Pocono Mountain Station site is located in Coolbaugh Township, Monroe County, along a tangent section of track bed within the former 607-acre Camp Tegawitha. The site is northwest of the western terminus of Pocono Airport Runway #13, west of Lynchwood Lake, and north of Hawkeye Pond; both water bodies are located in the former camp.

The site is about 4,800 ft. due west of the State Rt. 611/Hemlock Drive intersection and will be served via a new roadway constructed from Rt. 611. The site, formerly used as a camp, is being converted by Monroe County into an industrial park complex. The complex is proposed to be developed in phases; the portion to be used for the station site is known as “Phase F.” The existing topography of the proposed parking area slopes southeasterly away from the track bed, and is heavily wooded with a few isolated dirt roads running through the camp.

The proposed station design provides for an 880-foot long side platform, flanked by a rectangular-shaped parking area, providing easy pedestrian access to the station. Water quality/storage basins are provided on the opposite (east) side of the parking area, away from the platform. According to a schematic design for the redevelopment of the camp, a “greenway open space” area surrounding Lynchwood Lake is to be located on the opposite side of the industrial park roadway, which will provide three points of access to the station area. There appears to be no development currently along the west side of the track bed.

11.2 AREA OF POTENTIAL EFFECT
The APE for the Pocono Mountain Station includes the property formerly owned by Camp Tegawitha (Figure 40). This land was recently purchased by Pocono Mountain Industries for redevelopment as an industrial park.

11.3 HISTORY OF THE POCONOS
Much of the land in what is now the Pocono region was acquired from Native American Indians in the Walking Purchase of 1737. William Penn signed a treaty with the Minisink Indians to acquire all the land from the Delaware River in the Lehigh Valley, to as far north as a man could walk in three days. Following Penn’s death, his sons arranged for the agreement to be completed. Their representative covered 86 miles, ending where Tannersville is located today. The Minisink Indians claimed that the settlers cheated by having their representative run part of the distance, greatly increasing the amount of land they received. In retaliation, several massacres of settlers took place in the 1750’s, prompting Benjamin Franklin to order the building of several forts along the frontier; in Bushkill, Shawnee, Stroudsburg and Kregsville.
General John Sullivan’s expedition through the Iroquois Indian’s territory of the Poconos established the Sullivan Trail in 1779. Brinker’s Mill in Sciota was the storehouse and advance post for Sullivan’s troops. On the second day of the march, they camped near Tannersville, named after the early local industry of tanning hides at Leonard’s Tavern, the last house on the frontier. The expedition’s path roughly followed what is today, Pennsylvania Highway’s 940, and 611, the Sullivan Trail.

Of the four counties that make up the Poconos, Wayne was the first to be formed. Wayne County was founded on March 21, 1798, utilizing land from adjacent Northampton County, and was named in honor of Gen. Anthony Wayne. Pike County was established on March 26, 1814, using land that was originally part of Wayne County. The county was named after Col. Zebulon Pike, a hero of the War of 1812. Originally part of Pike and Northampton counties, Monroe County was founded on April 1, 1836, and was named after President James Monroe. In 1799, Colonel Jacob Stroud founded the town of Stroudsburg, in Monroe County. A home that he built for his son, located at what is now the intersection of Ninth and Main streets, has been restored and is operated as a museum by the Monroe County Historical Association. On March 13, 1843, Carbon County was founded by utilizing land from both Northampton and Monroe Counties. The name originates from the areas abundant anthracite coal deposits. Carbon County also incorporates the town of Jim Thorpe, which is named in the honor of the famed athlete who is buried there.

The major industries in the area all catered to the city populations. Lumbering, farming and ice harvesting all thrived because of rail service to large markets. The farmers grew produce and the locals picked huckleberries and wintergreen to be shipped to New York and Philadelphia. During the winter, ice harvesting became a source of income for the farmers in the region. The multitude of lakes, streams and rivers in the area produced a bounty of ice that was stored in enormous, insulated storage houses, before being transported on rail lines originally built for the coal industry. Lynchwood Lake, in the APE for the Pocono Mountain station site, was one of the lakes used to harvest ice. One of the original boarding houses that was used to house and feed the people who harvested ice is extant on the shores of the lake.

The industry peaked in the early 20th century when more than a million tons of ice were harvested annually. During a typical summer, more than 100 insulated railroad cars, filled with ice, left the Poconos each day. As refrigeration in private homes became more common in the 1930’s, the ice industry declined. Even today, the foundations of some of the ice storage houses are still visible near most of the lakes throughout the mountains.

11.4 Historic Resources in the Area of Potential Effect

National Historic Site/State and National Register Listed Resources

None.

Resources with Determinations of Eligibility

None.
Resources with SHPO Opinions of Eligibility
DL&W Railroad Route from Scranton to Slateford Junction, PA
See Section 7.4 for description, history and eligibility.

Resources Potentially Eligible for National Register Listing
Camp Tegawitha Field Hockey Camp for Girls Boat House
Description
The only extant building on the former Camp Tegawitha site is a boat house on Lynchwood Lake (Photo 26). The two-story wood frame building is three bays wide by five bays long. The building has a gable roof, overhanging eaves, and wide board siding. The wood windows are two-over-two double-hung windows, and are now missing all of the glazing. The building is constructed on a concrete slab.

Each floor has an open floor plan with the exception of a small enclosed area at the end of the first floor. The interior walls and ceilings are unfinished with the studs and joists exposed. A garage-type door is located in the center of the wall facing the lake on the first floor. Tension cables span the width of the building on the first floor. The second floor has a fireplace constructed of local fieldstone and a yellow pine floor (Photo 27). The ceiling, open to the roof rafters, has exposed tie beams and queen-posts (Photo 28).

Photo 26: Camp Tegawitha Boat House
Facing Northeast
Photo 27: Camp Tegawitha Boat House, Second Floor Fireplace

Photo 28: Camp Tegawitha Boat House, Second Floor
The Camp Tegawitha Field Hockey Camp for Girls was located on a 607-acre property bordering man-made Lynchwood Lake. The former camp site includes mowed fields, trees, and a stream. With the exception of the Boat House, all of the camp facilities have been demolished and only remnants are extant (Photo 29). On the grounds of the former camp is a light pole, a wooden bridge over a stream (Photo 30), a wooden gazebo (Photo 31), several foundations (Photo 32), and the remains of bleachers (Photo 33). The small bridge has stone piers on the four corners with wood planks over steel supports. The polygonal wood gazebo with open cross-railings and an asphalt roof is located at the southeast end of the lake. Along the lakeshore is the stone foundation of another multi-sided structure. Portions of a stone retaining wall also are extant along the lakeshore.

Photo 29: Camp Tegawitha, Field Hockey Camp for Girls
Facing Northeast
Photo 30: Camp Tegawitha, Field Hockey Camp for Girls, Bridge Facing South

Photo 31: Camp Tegawitha, Field Hockey Camp for Girls, Gazebo Facing East
Photo 32: Camp Tegawitha, Field Hockey Camp for Girls, Foundation Facing East

Photo 33: Camp Tegawitha, Field Hockey Camp for Girls, Bleachers Facing East
History
The proposed station site is located on the grounds of the former Camp Tegawitha Field Hockey Camp for Girls. The Boat House is located approximately 750 feet northeast of the proposed station site. The camp was founded in 1923 by Constance M. K. Applebee (1873-1981) who introduced the sport of field hockey to the United States during a physical education seminar at Harvard. The camp purportedly was also co-founded by a daughter of John M. Lynch, who had built an ice plant here and formed the Lynchwood Lake Ice Company in 1902.

One of the oldest of competitive pastimes, the sport of field hockey dates back before the Ancient Olympic Games. Although the exact origin of the game remains unknown, 4,000-year-old drawings found in the tomb at Beni-Hasen in the Nile Valley of Egypt depicted men playing the sport. Throughout the following centuries, variations of the game were played by a spectrum of cultures ranging from Greeks and Romans to Ethiopians and Aztecs.

The modern game of field hockey evolved in England in the mid-19th century. The first men’s hockey club, Blackheath, was formed in 1849, and led to the establishment of the Hockey Association in London in 1886. The British army introduced the game to India and throughout the British colonies, leading to the first international competition in 1895.

Hockey first appeared on the Olympic program at the 1908 London Games and again in 1920 at Antwerp. The sport was again featured on the program at Amsterdam in 1928 and has been an Olympic sport ever since. Women’s hockey became a fixture on the Olympic program in Moscow in 1980.

Originally considered far too dangerous for female participation, field hockey quickly became popular with women whose previous introduction to sports included the “socially acceptable” outdoor activities of croquet and lawn tennis. With more and more women becoming active in the sport, the liberating game of field hockey earned the dubious title as the only team sport considered proper for women.

By 1887, the first women’s hockey club appeared in East Mosley, England, and was quickly followed by the creation of the All England Women’s Hockey Association in 1889. The sport spread across the Atlantic in 1901 when English physical education instructor Constance Applebee introduced the sport to the U.S. while attending a seminar at Harvard.

Appalled at the parlor games passing for exercise among young American women, Applebee borrowed some sticks and a ball and staged the first hockey exhibition in the United States behind the Harvard gymnasium. The game received an enthusiastic response, and Applebee quickly spread the sport to some of the region’s most prestigious women’s schools. In 1923, Applebee founded Camp Tegawitha Field Hockey Camp for Girls in Pocono Mountain, PA.

Applebee, who was born in England, had a long and distinguished career in the sport of field hockey. Applebee served as Director of Outdoor Sports at Bryn Mawr College in Pennsylvania from 1904-1929. In 1922 she helped found the United States Field Hockey Association. During World War II, she raised funds for ambulances; four ambulances
shipped to England bore the inscription "Donated by the Woman Hockey Players of the USA" on the doors.

By the early 1920's, several colleges and clubs sponsored field hockey teams for women. The U.S. women’s touring field hockey team participated in its first international competition in 1920, and two years later, the United States Field Hockey Association was founded for the purpose of promoting and generating enthusiasm for the sport.

With the increasing popularity of the sport, and through the pioneering efforts of the Association’s early touring teams, the U.S. continued its rise to international prominence. In 1975, the U.S. appeared in the first International Federation of Women’s Hockey Associations World Championship in Edinburgh, Scotland, and five years later earned an invitation to the first women’s Olympic Games tournament in Moscow. The U.S. boycott of the 1980 Games prevented the team from competing in Moscow. Four years later, the U.S. captured the bronze medal at the 1984 Los Angeles Olympic Games. The team would continue its Olympic tradition with appearances in Seoul in 1988 and Atlanta in 1996. After the first women’s World Cup in 1975, the U.S. team began an impressive string of successive trips to the prestigious tournament in 1983. The U.S. would qualify for each of the ensuing World Cup tournaments including a bronze medal finish in Dublin in 1994.

With similar humble beginnings, men’s field hockey began in the United States with the first official match between the Westchester Field Hockey Club (Rye, NY) and the Germantown Cricket Club (near Philadelphia) in 1928. That same year, the Field Hockey Association of America (FHAA) was formed, and in 1930, the FHAA became the 14th member of hockey’s international federation, the Federation International de Hockey (FIH). Today, the FIH features over 100 member nations. Henry Greer, considered the founder of men’s hockey in the United States, served as president of the FHAA from 1930 to 1959 and served as player-coach on the 1932 U.S. Olympic team.

In April of 1993, the FHAA and the United States Field Hockey Association (USFHA), at the urging of the United States Olympic Committee, merged to form one national governing body for both women’s and men’s field hockey. The USFHA currently seeks to foster and develop the amateur sport of field hockey by providing participation opportunities for players, coaches, officials, and administrators and preparing teams to represent the United States in international competitions.

Today, nearly 14,000 players, coaches, officials and fans enjoy the benefits of U.S. Field Hockey Association membership. Today’s U.S. Field Hockey Association continues to raise public awareness and promote the sport as a lifetime activity. The U.S. Field Hockey Association provides players, coaches, officials and administrators, educational and participation opportunities while supplying support and resources essential to the development and enjoyment of the game.

Camp Tegawitha was purchased by Pocono Mountains Industries in 1999 which plans to turn the land into an industrial park. The Camp Tegawitha Boat House is the only extant structure from the former Camp. The Boat House is an excellent example of a circa 1940 summer camp building (date as relayed by personal communication with Francis Regan,
Coolbaugh Township Historian). The Camp Tegawitha Boat House, with its unfinished walls and ceilings with studs and joists exposed, and with the second floor fieldstone fireplace and the wood tongue and groove floor, is typical of a summer camp building that was constructed during this period. The ceiling, open to the roof rafters, with exposed tie beams and queen-posts, is also typical of a summer camp building that was constructed during this period.

**Eligibility**
Camp Tegawitha Field Hockey Camp for Girls Boat House is potentially eligible for listing on the National Register of Historic Places. It is the only remaining structure from the former Camp; all of the other structures have been demolished; only remnants such as a light pole, a wooden bridge, a wooden gazebo, several foundations, and the ruins of bleachers, remain. The Boat House is significant under Criterion A and B as the only remnant of Camp Tegawitha. The Camp is significant under National Register Criterion A as the first field hockey camp for girls in the United States and under Criterion B for associations with its founder, Constance Applebee, who introduced the sport of field hockey to the United States. The Boat House is an excellent and intact representative of the former character of the Pocono Mountains tradition as a vacation and summer camp area.

The Camp Tegawitha Boat House is also significant under Criterion C as an excellent and intact example of a summer camp boat house, a threatened building type in this region. The Pocono Mountain area is rapidly being transformed into a series of subdivisions and industrial parks. The Camp Tegawitha Boat House is an intact representative of this area’s former recreational use.

**Resources Evaluated and Not Considered Eligible for National Register Listing**
None.
12.0 ANALOMINK STATION

12.1 PROJECT DESCRIPTION
The site for the Analomink Station is at Gravel Place located off PA Route 191. This site is owned by PennDOT. Access to this site would be from PA Routes 191/447. The estimated parking requirement is 125 spaces. The station area would be located on a parcel of land that is currently a gravel parking lot, next to the Pennsylvania Department of Transportation Highway Maintenance Facility (salt and sand storage) on State Route 191 in Stroud Township, Analomink, and Monroe County, PA. The rail line is adjacent to Brodhead Creek. The surrounding area is characterized by low density single family residences, farmland, and vacant parcels of land.

12.2 AREA OF POTENTIAL EFFECT
The APE for Analomink Station is situated between State Route 447 and the railroad right-of-way, starting at the junction of State Route 447 and State Route 191, and extending 1,450 feet northwest along Route 447 (Figure 41).

12.3 HISTORY OF ANALOMINK
A station and a yard were formerly located at Analomink at MP 86.8. Originally known as Spragueville, the name of this town was changed to Analomink in November 1905. A new freight house was built at this location in 1912. A third track was laid on the section of the DL&W from Analomink to Henryville in 1910-1912 and a fourth track was laid 1913-1914. An interlocking tower was constructed in 1909 to control the switches into the yard at Gravel Place; this tower was closed in 1936. The station agent was discontinued in 1930-1934.

12.4 HISTORIC RESOURCES IN THE AREA OF POTENTIAL EFFECT

*National Historic Sites/State and National Register Listed Resources*
None.

*Resources with Determinations of Eligibility*
None.

*Resources with SHPO Opinions of Eligibility*

*DL&W Railroad Route from Scranton to Slateford Junction, PA*
See Section 7.4 for description, history and eligibility.

*Resources Potentially Eligible for National Register Listing*
None.

*Resources Evaluated and Not Considered Eligible for National Register Listing*
None.
13.0 EAST STROUDSBURG STATION

13.1 PROJECT DESCRIPTION
The proposed location of this station is south of the historic East Stroudsburg Railroad Station that has been restored and is currently being reused as the Dansbury Depot restaurant. The site is located on the southwest side of the right-of-way, bordered on the west by Crystal Street. The parking areas would continue beneath Bridge Street. Access to this site would be from Crystal Street and Bridge Street. The estimated parking requirement is 350 spaces which includes 125 spaces in the municipal lot.

13.2 AREA OF POTENTIAL EFFECT
The APE for East Stroudsburg includes the railroad right-of-way from Analomink Street to Ridgeway Street (Figure 42). The APE also includes Dansbury Depot, the properties on the east side of the railroad right-of-way between Analomink Street and Ridgeway Street, and the properties on the west side of the railroad right-of-way between Federal Street and No. 75 Crystal Street. Also included are the properties in the block bounded by Federal Street, Crystal Street, Brown Street and South Courtland Street; and the property south of Brown Street between Crystal Street and South Courtland Street.

13.3 HISTORY OF EAST STROUDSBURG
Daniel Broadhead of Kingston, Ulster County, New York was the first permanent settler in the East Stroudsburg area. Broadhead received a warrant of 600 acres in Bucks County (now Monroe) along Analomink or Smithfield Creek (now Broadhead's Creek) on April 5, 1737. Col. Daniel Broadhead sold his land to his brother Garret. This became the site of the Flory Home at 170 North Courtland Street, the oldest home in East Stroudsburg.

The advent of the DL&W in 1856 changed the local economy from agriculture to industrial. Although the DL&W built a combination passenger and freight depot here in 1856, the population and business grew so quickly that a new depot with a separate freight house was constructed eight years later.

By 1870, the town had seven merchants, two hotels, a drugstore, a livery service, a brewery and a doctor. The street railway, which began operation in 1870, also contributed to the rapid growth of the town. Originally trolley passenger cars were pulled by mules; between 1892 and 1902 the mules were replaced with vehicles with steam engines. Later, electric trolleys traveled through Stroudsburg, East Stroudsburg and the Delaware Water Gap.

By 1880, East Stroudsburg had a population of 1100 with 203 dwellings and 212 families along with numerous businesses and industries. These included a woolen mill, a glass works, a brewery, and the Tanite Company that used waste leather scraps from tanneries to make emery wheels. The International Boiler Works, originally Weiser, Seiders and Company, established a factory here in 1886 and became the largest individual employer in East Stroudsburg.
A number of silk mills located there in the 1880s, followed by a hosiery maker, and in the
early twentieth century, publishers, a liquid soap producer, several bathroom fixture
makers, a hot water heater fabricator, and a plant for producing telephone and electric
lines. The 1930s depression had its effect on the borough, but some plants, such as the
International Boiler Works, still functioned. At nearby Gravel Place, the DL&W
installed a yard that served for fueling and minor repairs, as well as a pusher station. It
closed after World War II.

The DL&W built the Dansbury Depot Railroad Station and freight house in 1864; East
Stroudsburg was originally known as the town of Dansbury. The station was beautifully
landscaped with a fountain and flower beds located on the east side of the station. By
1900, the DL&W President, William Truesdale, began to actively support the
development of business along the route. In that year, the railroad established a knitting
mill at East Stroudsburg that employed 300 people. The following year, the DL&W
issued a 300-page book entitled *Industrial Opportunities*. In its effort to attract business,
the railroad book contained information on every town along its entire route. It listed the
distance of each community from New York City and Buffalo, as well as railroad
facilities, leading industries, taxation, labor costs, land values, vacant factories, source of
power, and house rents.

Train service peaked in 1900 with the arrival of the legendary Phoebe Snow, “…the
finest passenger transportation vehicle in the world”, according to service advertising. Its
comfortable sleeping cars and lavish dining and lounge cars were well publicized.
DL&W advertising even pictured a woman dressed in white to show how clean anthracite
coal burned in the locomotives. One of the original businesses that thrived from the rail
station, the Lackawanna Hotel, still operates in East Stroudsburg as a bar and coffee shop
with small apartments on the upper floors.

The local railroad with the most colorful history was the Delaware Valley Railroad,
known as the “D.V.” It traveled from the East Stroudsburg station to Bushkill, roughly
following the course of the present day U.S. Highway 209. Due to the lack of a turntable,
the train, known locally as “The Dink,” ran backward to Bushkill and forward to East
Stroudsburg. From 1901 to 1938, the D.V. carried everything from tourists and school
children to such staples as coal, ice, grain and produce. Without the D.V., many children
in rural areas would not have had the opportunity for an education beyond grade school
because there was no bus transportation provided to the high school in town. In addition,
the availability of a train helped develop more of the river region for tourists and summer
camps. Vacationers could now arrive at the station in East Stroudsburg and board the
D.V. to take them to resorts along the river, so they were no longer required to stay close
to East Stroudsburg and the Delaware Water Gap. Ironically, one of the D.V.’s last
missions was hauling the concrete needed to build U.S. 209, the highway that would
eventually make The Dink obsolete.

During World War II, the Depot was used as a canteen for servicemen while the troop
trains stopped for water. The Ladies Auxiliary from the local V.F.W. served sandwiches,
cake, cookies, and coffee to more than 10,000 servicemen. During the heydey of the
DL&W passenger service, crowds were at the East Stroudsburg Station as people came to the Poconos to frequent summer camps, resorts, and hotels. In 1949, a new diesel passenger train was introduced and renamed the "Phoebe Snow." With its diesel and new cars, the train represented the tradition of cleanliness and modernity for which the original Phoebe Snow was known for.

The Delaware, Lackawanna and Western Rail Company merged with the Erie Railroad in 1960 and became known as the Erie-Lackawanna Railroad. Passenger rail service continued until it was finally shut down on January 5, 1970. The DL&W Dansbury Depot now operates as a restaurant.

13.4 HISTORIC RESOURCES IN THE AREA OF POTENTIAL EFFECT

National Historic Sites/State and National Register Listed Resources

Dansbury Depot (East Stroudsburg Railroad Station)

Description
Dansbury Depot, located at 50 Crystal Street, East Stroudsburg, Monroe County, is a one and one-half story frame structure with a gabled roof and gabled dormers (Photo 34). A shed roof canopy projects over the sidewalk. The exterior facades are covered with clapboard and vertical siding. Doors are paneled double doors with ten-light transoms above. Windows are generally one-over-one double-hung sash with a single-light transom. Gable heads have small one-over-one windows.

Photo 34: Dansbury Depot
Facing West
History
The DL&W built a combination passenger and freight depot here in 1856. The population and business grew so quickly, that a new depot with a separate freight house was constructed eight years later.

The DL&W built the Dansbury Depot and freight house in 1864; East Stroudsburg was originally known as the town of Dansbury. The station was beautifully landscaped with a fountain and flower beds located on the east side of the station. Train service peaked in 1900 with the arrival of the legendary Phoebe Snow, "...the finest passenger transportation vehicle in the world", according to service advertising. Its comfortable sleeping cars and lavish dining and lounge cars were well publicized. DL&W advertising even pictured a woman dressed in white to show how clean anthracite coal burned in the locomotives. One of the original businesses that thrived from the railroad station, the Lackawanna Hotel, still operates in East Stroudsburg as a bar and coffee shop with small apartments on the upper floors.

During World War II, the Depot was used as a canteen for servicemen while the troop trains stopped for water. The Ladies Auxiliary from the local V.F.W. served sandwiches, cake, cookies and coffee to more than 10,000 servicemen. During the heyday of the DL&W passenger service, crowds were at the East Stroudsburg Station as people came to the Poconos to frequent summer camps, resorts, and hotels.

The Delaware, Lackawanna and Western Rail Company merged with the Erie Railroad in 1960 and became known as the Erie-Lackawanna Railroad. Passenger rail service continued until it was finally shut down on January 5, 1970. The DL&W Dansbury Depot now operates as a restaurant.

Eligibility
Dansbury Depot is listed on the State and National Registers as an excellent and relatively intact example of a late nineteenth century rail station which influenced the economic growth of East Stroudsburg. Dansbury Depot also contributes to the eligible DL&W Railroad Route from Scranton to Slateford Junction, PA.

Resources with Determinations of Eligibility
None.

Resources with SHPO Opinions of Eligibility

DL&W Railroad Route from Scranton to Slateford Junction, PA
See description, history and eligibility in Section 7.4.
Resources Potentially Eligible for National Register Listing

East Stroudsburg Interlocking Tower

Description
The DL&W East Stroudsburg Interlocking Tower is a two-story wood frame structure with a pyramidal roof with copper coping along the ridges (Photo 35). The first story is covered with horizontal wood siding and the second story with shingles. The first story has triplet windows (now covered) that face the track; the second story is cantilevered over the first story at the trackside and has brackets at the overhang. A band of windows extends across the structure, typical of interlocking towers.

Photo 35. East Stroudsburg Interlocking Tower
Facing Northeast

History
The East Stroudsburg Interlocking Tower was constructed in 1908 to control passing sidings and crossovers. The tower, originally with mechanical interlocking switches and automatic block electric signals, was built by DL&W President Truesdale during his massive rebuilding campaign of the early twentieth century. The East Stroudsburg Interlocking Tower is the last wooden tower to remain on the DL&W Railroad Route between Scranton and Slateford Junction. It was manned until 1986 and was capable of performing its functions until August 1993 when Conrail removed the excess trackage and single tracked the line.
Interlocking switches were operated by a series of levers which were located in a control tower. They could only be operated in proper sequences so as to prevent two trains from occupying the same track and to establish the particular route set for a train to take. They also protected points of danger such as at switches and controlled yard movements. Eighty-seven interlocking plants formerly operated on the DL&W. Most of the two-story interlocking towers were constructed of concrete; a few were wood frame buildings.

The East Stroudsburg Interlocking Tower is one of five interlocking towers that remain intact between Scranton and Slateford Junction. There were originally 11 towers between these two points. These interlocking towers were located at the East End, just southeast of the Scranton yard, Nay Aug, Lehigh, Gouldsboro, Tobyhanna, Pocono Summit, Henryville, Analomink, Gravel Place, East Stroudsburg, and Slateford Junction. All of these interlocking towers, with mechanical interlocking switches and automatic block electric signals, were built by DL&W President Truesdale during his massive rebuilding campaign of the early twentieth century.

Interlocking switches were operated by a series of levers, which were located in a control tower. They could only be operated in proper sequences to prevent two trains from occupying the same track and to establish the particular route set for a train to take. They also protected points of danger such as at switches and controlled yard movements. Of the eighty-seven interlocking plants that formerly operated on the DL&W, 11 were located between Scranton and Slateford Junction. Nine of the two-story interlocking towers were constructed of concrete, while only two towers (Lehigh and East Stroudsburg) were wood frame buildings.

The East Stroudsburg Railroad Tower Society has recently been formed to restore and refurbish the interior and exterior of the tower.

**Eligibility**

The East Stroudsburg Interlocking Tower is potentially eligible for listing on the State and National Registers of Historic Places as an excellent and intact example of the DL&W interlocking tower. The Tower is also potentially eligible as an excellent and relatively intact example of a railroad interlocking tower, a threatened building type. The East Stroudsburg Interlocking Tower is also eligible as one of the last remaining frame interlocking towers on the eligible DL&W Railroad Route from Scranton to Slateford Junction.

To support the statement that interlocking towers are significant as an increasingly endangered historic property type, the following assessment of extant DL&W interlocking towers was conducted:

**MORRISTOWN LINE**

**West End Interlocking Tower (Jersey City, NJ).**

This tower was built in 1909 to control the junction between the DL&W Main Line (Boonton Line) and the Morris & Essex Lines. The tower has no current interlocking
function and is currently used as an office and shops for rail maintenance workers. This tower is scheduled to be vacated and demolished in the near future.

Newark Interlocking Tower
This tower was built in 1953 in Newark, NJ to replace former interlocking towers at Harrison, and Kearny Junction, NJ. No current interlocking function. Currently utilized as workshops, storage space and offices for NJ TRANSIT Track and Signal Departments.

Orange Interlocking Tower
This tower was built in 1918 to control the third track movements into the Orange, NJ, Freight Yard which no longer exists. This tower is currently vacant and deteriorated.

Summit Interlocking Tower
This tower was built in 1905 in Summit, NJ to control train movements on the Passaic & Delaware Branch (Gladstone Branch) and cross-overs into the adjacent yard. Currently vacant, the tower is used by the railroad for office and to store communications equipment. The interior is significantly deteriorated.

Denville Interlocking Tower
This tower was built in 1928 in Denville, NJ to replace an earlier wood frame tower that was located west of the Denville Station at the junction of the Morristown and Boonton Lines. The tower is now being used as offices for the NJ TRANSIT Communications Department.

LACKAWANNA CUT-OFF

Greendell Interlocking Tower
This tower was built in 1912 in Greendell, NJ as part of the DL&W Railroad Lackawanna Cut-Off to control passing sidings and crossovers. The tower was closed in 1938. The tower is currently vacant and deteriorated with doors, windows, and all of the interior fabric missing; most of the original green ceramic roof tiles are missing.

Port Morris Yard Interlocking Tower
This tower was built in Port Morris, Roxbury Township, NJ in 1910 to control passing sidings and crossovers in the yard. The tower was closed in the 1980s. The tower is currently vacant and deteriorated with doors and windows boarded up. Most of the original green ceramic roof tiles are missing.

KNOWN DL&W TOWERS IN PENNSYLVANIA:

East Stroudsburg Interlocking Tower
This tower was built in 1908 in East Stroudsburg, PA to control passing sidings and crossovers. This tower is the last wooden tower to remain intact on the DL&W Railroad Route between Scranton and Slateford Junction. The East Stroudsburg Interlocking
Tower is one of the five interlocking towers that remain intact along the route; originally there were 11 towers between these two points. It was manned until 1986 and was capable of performing its functions until August 1993, when Conrail removed the excess trackage and single tracked the line. The East Stroudsburg Railroad Society restored and refurbished the tower with private funds in 1989.

**Tobyhanna Interlocking Tower**
This tower was built in 1910 in Tobyhanna, PA to control passing sidings and crossovers. The tower is currently owned by the Lackawanna County Railroad Authority. It is currently vacant but in good condition.

**Bridge 60 Interlocking Tower**
This tower was built in 1953 in Scranton, PA to replace three former interlocking towers that controlled the DL&W Scranton Freight Yards. The Bridge 60 Interlocking Tower controlled the interlocking at the DL&W Railroad Bridge 60 over the Lackawanna River. It is currently used by the Steamtown Police Department.

**Slateford Junction Interlocking Tower**
This tower was built in 1911 in Slateford Junction, PA, where the existing rail line from Portland, PA, met the Lackawanna Cut Off in the town of Delaware Water Gap. The tower, currently owned by Norfolk Southern, was decommissioned in the 1980s and is vacant and deteriorated.

The following towers are also extant in PA, according to the *DL&W Railroad Line Scranton to Slateford Junction Historic Resource Study* prepared by A. Berle Clemenson, August 1991:

**Gouldsboro Interlocking Tower**
Built in 1912.

**Gravel Place Interlocking Tower**
Built in 1911.

**DL&W East Stroudsburg Water Station**
*Description*
The water tank at East Stroudsburg is located north of the DL&W Railroad tracks, several feet east of Washington Street (Photo 36). The tank is a circular “Santa Fe” type tank constructed of riveted steel on a concrete foundation. The tank, built in 1914, has a diameter of 16-feet and is 45-feet high. The tank has a steel ladder that ascends to the top; historic photographs indicate that a guardrail on the roof of the tank has been removed.
History
The East Stroudsburg Water Station is the only remaining water tank on the DL&W between Scranton and Slateford Junction. The tank is one of the few remaining structures of the former East Stroudsburg Freight Station complex which included an ice house, stock yard, yard crane and engine house. The Santa Fe type tank at East Stroudsburg, erected in 1914, is the only remaining water tank on the DL&W between Scranton and Slateford Junction. The tank at East Stroudsburg was one of 12 water tanks that were erected between Scranton and Slateford Junction just after the turn of the twentieth century during DL&W’s President True’sdale’s administration known as “The Golden Years.”

Two types of water tanks were built along the Scranton to Slateford Junction route: a circular cypress wood tank constructed atop 12-14 foot high timbers, or a circular steel tank on a concrete foundation. Most wood tanks were 24 feet in diameter and 16 feet high. The steel tanks were 20 feet in diameter and 60 feet high except for the one in East Stroudsburg which had a diameter of 16 feet and was 45 feet high. All of the tanks, with the exception of this one at East Stroudsburg, were removed at the end of the steam era in 1953.

Eligibility
The East Stroudsburg Water Station is potentially eligible for listing on the National Register of Historic Places as a contributing resource to the eligible DL&W Railroad Route between Scranton and Slateford Junction. The East Stroudsburg Water Station is
significant as the only remaining water tank on the DL&W between Scranton and Slateford Junction and as one of the few remaining structures of the former East Stroudsburg Freight Station complex.

**DL&W East Stroudsburg Freight Station Bumper Block**

*Description*

The DL&W East Stroudsburg Freight Station Bumper Block is a concrete bumper block with a date of 1913 cast in concrete (Photo 37). The Bumper Block is located east of Crystal Street at Washington Street, at the location of the former East Stroudsburg Freight Station.

*History*

The block is one of the few remaining structures of the former East Stroudsburg Freight Station complex which included an ice house, stock yard, yard crane and engine house.

*Eligibility*

The East Stroudsburg Freight Station Bumper Block is eligible for listing on the National Register of Historic Places as a contributing resource to the eligible DL&W Railroad Route from Scranton to Slateford Junction.

![Photo 37: DL&W East Stroudsburg Freight Station Bumper Block Facing West]
Ridgeway Street Pony Truss Bridge over the DL&W

Description
The Ridgeway Street Pony Truss Bridge carries two lanes of Ridgeway Street over the DL&W Railroad (Photos 38 and 39). This bridge, at the southern foot of Crystal Street, is a single span, 138-foot long riveted Warren pony truss. The bridge has a polygonal top chord. The floor system and bottom chords are encased in concrete. The diagonals are rolled sections. The bridge is finished with lattice railings.

History
The Ridgeway Street Pony Truss Bridge, built in 1932 by the American Bridge Company, was built jointly by the state and the railroad for increased highway capacity. The DL&W Railroad Main Line, spanned by the bridge, has historical significance as a major coal hauling railroad and a variety of resources have been evaluated as significant because of their association with the railroad.

Eligibility
The period of significance for the DL&W Railroad Route from Scranton to Slateford Junction dates from 1899 to 1939. Although the Ridgeway Street Pony Truss Bridge is a late example of this type and design, it is unaltered and is potentially eligible for National Register listing and is also eligible as a contributing resource to the DL&W Railroad Route from Scranton to Slateford Junction. See the PennDOT Historic Bridge Inventory Form following the photographs for additional information.

Photo 38: Ridgeway Street Pony Truss Bridge over the DL&W Facing Southeast
Photo 39: Ridgeway Street Pony Truss Bridge over the DL&W Facing West
BMS #: 45202400100455  DIST: 5  UTM:
OLD BMS #:  CTY: LACKAWANNA OWNER: CITY OF SCRANTON
MUNICIPALITY: EAST STRoudsburg LOCATION: WEST OF EAST STRoudsburg
UNIVERSITY
FACILITY CARRIED: SR 2024/LR 166 (RIDGEWAY STREET)
NAME/FEATURE INTERSECTED: SR 2024 OVER CONRAIL (DL&W RR)
TYPE: PONY TRUSS  DESIGN: WARREN
MATERIAL: STEEL
#SPANS: 1  LENGTH: 138 (42.1m)  WIDTH: 26.2 (8.0m)
YR BUILT: 1932  ALTERATION:
DESIGNER/BUILDER: AMERICAN BRIDGE COMPANY

SETTING/CONTEXT:
The bridge carries a 2 lane street with one sidewalk over 1 railroad track and abandoned sidings of
the former Delaware Lackawanna, and Western RR main line, between an area of modern
commercial development and an early 20th century housing development. The area surrounding
the bridge does not have historic district potential.

CURRENT NATIONAL REGISTER STATUS: Previously Not Evaluated

SURVEY NR RECOMMENDATION: Not Eligible

SUMMARY:
The single span, 138'-long, rivet-connected Warren pony truss, built in 1932, has a polygonal top
chord. The floor system and bottom chords are encased in concrete. The diagonals are rolled
sections. The bridge is finished with lattice railings. Although unaltered, the bridge is a late example
of its type and design, and it is not historically or technologically significant. The DL&W main line
spanned by the bridge has historical significance as a major coal hauling railroad and a variety of
resources have been evaluated as significant because of that association. The DL&W was
established in the 1850s and reached the height of its development of the main line from
1905-1915. This bridge is not evaluated as significant because of its late date of construction and its
lack of association with a major improvement project or realignment. It is not the first bridge at this
location, but a later replacement bridge built jointly by the state and the railroad for increased
highway capacity.

PHOTO INDEX (DATE): 423: 1-4 (9/97)  REVIEWED BY/ DATE: JPH (12/98)
**Delaware, Lackawanna and Western Railroad Company Houses**

**Description**

**343-345 Crystal Street** - The structure at 343-345 Crystal Street is a two and one-half story frame duplex with a gabled roof (Photo 40, left side). Windows are one-over-one double-hung sash; a small rectangular window with a pointed arch louver is at the attic story. A pent roof covers an open front porch. The house has two short brick chimneys located in the center of the two duplex houses.

**331-333 Crystal Street** - The structure at 331-333 Crystal Street is a two and one-half story frame duplex with a gabled roof (Photo 40, right side). Windows are one-over-one double-hung sash with wood surrounds; a small rectangular window is at the attic story. A pent roof covers an open front porch which has a balustrade. The chimneys are located along the back and exterior of the duplex dwellings.

![Photo 40: DL&W Railroad Company Houses](image)

**Facing Northwest**

**History**

At least one of the two dwellings known as 331-333 Crystal Street and 343-345 Crystal Street may have been built as early as 1875. These two buildings were formerly located on the property of the Delaware, Lackawanna and Western Railroad (DL&W), purchased from Robert Brown in 1866. An 1875 Map of East Stroudsburg shows five buildings within the general vicinity of the two Crystal Street dwellings. The buildings are labeled
“D.L. & W.R.R. Co.” The property that the DL&W purchased from Brown also included the site of the St. Matthew’s Roman Catholic Church, built on land donated by the DL&W to the church in 1868.

Between 1884 and 1895, the DL&W constructed a bridge over the railroad to the east of the DL&W’s five buildings. Access was gained to the bridge by the newly constructed Bridge Street which traveled through the southern third of the DL&W’s property containing the five buildings. It is speculated that, due to the roadway improvements at this location, the DL&W may have had to demolish or move the southernmost of the five buildings. It is also believed that shortly thereafter, the DL&W constructed the second of the two Crystal Street dwellings. Both of the buildings were certainly in existence by 1923 as shown by the Sanborn Map of East Stroudsburg published in that year.

In 1928, the DL&W sold the property containing the Crystal Street dwellings to St. Matthew’s Roman Catholic Church. A map, prepared by the DL&W just prior to the sale, labels the two Crystal Street dwellings as “Company Houses.” No other buildings are shown on the property. St. Matthews Roman Catholic Church retained ownership of the Crystal Street dwellings until 1948. In that year they sold the property containing the houses to Nathan Abeloff. Abeloff subdivided the property between the two houses and sold the tracts separately in 1948 and 1950. The Crystal Street dwellings have remained residential since that time.

Eligibility
The Delaware, Lackawanna and Western Railroad Company Houses are eligible for listing on the National Register of Historic Places as contributing resources to the DL&W Railroad Route from Scranton to Slateford Junction, PA. These houses, built by the railroad in ca. 1875 and ca. 1890, are the only two remaining houses of the five houses that the railroad constructed to house their employees who worked at the freight yard and the railroad station across Crystal Street.

The Henry Building, One Washington Street, East Stroudsburg

Description
The Henry Building at One Washington Street is a three-story brick building built in 1909 (Photos 41 and 42). The structure has a rubblestone foundation with a bluestone and limestone base course. The quoins, arched window surrounds, and lintels are of limestone. The window openings are arched and arranged singularly on the front façade and west façade; second story windows are arranged in pairs on the east façade. The front façade has a projecting cornice with a datestone parapet that reads “1909.” The first floor storefront facade windows are full height windows with multiple light fixed transoms. The front entrance consists of a paneled wood door with an awning. An historic photograph from 1915 indicates that the building has remained architecturally intact (see Figure 43). The Henry Building has been converted for use as professional offices.
Photo 41: The Henry Building
Facing Northwest

Photo 42: The Henry Building
Facing South
Figure 43: Historic Image of the Henry Building, Circa 1915

History
The Henry Building was built in 1909 by Dr. John Henry. Henry purchased the 140' x 30' lot at the southwest corner of Washington and Crystal Streets from the Green family in 1891. Prior to settling in East Stroudsburg, John Henry was schooled as a physician at Jefferson Medical College during the 1880s. Following his graduation, he spent his first year practicing medicine in Philadelphia, and then moved his practice to East Stroudsburg in 1891. In the following year, Henry is listed within the 1892 and 1895 directories of East Stroudsburg as practicing and residing at the corner of Washington Street and Crystal Street, this being the property he bought from the Greens.

After 17 years of a successful practice, Dr. John Henry is believed to have built a new house and office, fronting on Crystal Street, within the southern portion of the Green lot. The directory for East Stroudsburg in 1897, 1901 and 1907-1908 no longer lists Henry at the corner of Washington and Crystal Streets. Instead, it indicates that he was now practicing and residing on Crystal Street.
In 1909, John Henry had the three-story brick building built on the corner of Washington and Crystal Streets. He named the building the “Henry Building.” It was constructed to house a store on the first floor and offices on the second and third floors. However, Henry does not appear to have moved his practice into the Henry Building. The directory of East Stroudsburg in 1913 indicates that he was still practicing and residing on Crystal Street. The directory lists the Daylight Store, Weiss Dry Goods Co. operating out of the Henry Building, listed at 1, 3 and 5 Washington Street. A.E. Weiss and Joseph Weiss leased the building from Henry shortly after its construction was completed. The Daylight Store, a ready-to-wear garment store, which as a 1915 trade journal highlighting Monroe County stated, is “most thoroughly lighted by electricity.” The Daylight Store was one of three similar businesses owned by brothers Jacob, Joseph and B.H Weiss in Newton, New Jersey and Middletown, New York. Later, in the 1940s, the big band musician Fred Waring established his recording studio in the building.

Dr. John Henry died on December 20, 1921 at the age of 73. His obituary published in *The Morning Press*, the newspaper for East Stroudsburg, describes Henry as:

... one of the most influential and best known men of East Stroudsburg ... It was while here [East Stroudsburg] that he acquired many properties, and took much interest in the development of the towns and country. He erected probably the first modern business building, the Henry building that was constructed in the county ... He was a liberal contributor to the General Hospital, the Armory Fund and all things for the betterment of East Stroudsburg. (*The Morning Press*, December 21, 1921).

**Eligibility**

The Henry Building is potentially eligible for listing on the National Register as an excellent and intact example of a commercial structure built around the turn of the century by Dr. John Henry, a prominent local physician and businessman. It is also significant for its role in the historical development of East Stroudsburg as one of the few remaining architecturally intact structures in the commercial area that developed in the immediate vicinity of the East Stroudsburg railroad station.

**Resources Evaluated and Not Considered Eligible for National Register Listing**

**The Lackawanna House, 87 Crystal Street, East Stroudsburg**

**Description**

The Lackawanna House is a three-story gabled-roofed structure faced with applied faux stone. The first story has four storefront facades with large plate glass windows and a metal frieze (Photo 43). Canopied fabric awnings cover each of the three first story entrances at the front façade. The front façade is distinguished by three projecting bays that extend from the second to the third stories. Each projecting bay has a band of triplet windows. Between the bays are one-over-one windows. The roof line is distinguished by a parapet with a heavy bracketed cornice.
Windows on the side and rear elevations are arranged singularly and are one-over-one double-hung sash. Several one and two-story additions to the hotel and several garages are located in the rear. One of the two-story sections to the rear of the hotel has a pyramidal roof with a cupola and appears to be a former barn (Photo 44). A large garage door with a shed roof overdoor has been added to the street front façade of this structure.

Historic photographs indicate that the Lackawanna House, a frame building, was covered with horizontal wood siding on the front façade (see Figure 44). The first story storefront façade was recessed beneath an open second story porch with a wood railing that extended the width of the building. The storefronts consisted of large single pane glass windows with transoms and large one-over-one rectangular windows. Smooth shafted columns resting on stone piers supported the porch above. The second story originally had doors that provided access to the second story porch. Third story windows were two-over-two double-hung wood sash with louvered wood shutters. Both second and third stories had a projecting bay with triplet windows. A large sign at the bracketed frieze read "LACKAWANNA HOUSE."

The Lackawanna House has been altered extensively. The entire front façade has been covered with artificial stone facing. The original storefronts have been removed and altered, and the second story porch and its supporting tapered columns have been removed. All of the original windows have been removed and two additional projecting triplet bays have been added at the front façade. Some of the original windows have been infilled and all of the shutters have been removed. The only recognizable feature that remains from the original hotel is the bracketed cornice.

Photo 43: Lackawanna House
Facing West
Photo 44: Lackawanna House, Building in Rear
Facing Southeast
History
87 Crystal Street, historically known as the Lackawanna House, dates back to the early 1870s. Benjamin J. VanCott is credited with being the first proprietor of the Lackawanna House, acquiring the property in 1871. Alfred Mathew’s *History of Wayne, Pike and Monroe Counties, Pennsylvania*, published in 1886, indicates that the House previously occupied “ground where stood a dwelling-house … VanCott [sic] bought the property and built an addition and opened it as a hotel.” Documentary evidence suggests that the earlier dwelling may have been built while the property was under the ownership of Isaac T. Puterbaugh, who was a conductor, dispatcher and general businessman for the Delaware Lackawanna & Western Railroad. Puterbaugh may have also assisted with the financing of the Lackawanna House.
Isaac Trisbaugh Puterbaugh was a prominent citizen of East Stroudsburg. A brief biography of Puterbaugh is contained in Alfred Mathews’ History of Wayne, Pike and Monroe Counties, published in 1886:

Isaac Trisbaugh Puterbaugh was born in Nescopeck Township, Luzerne County, Pa., December 22, 1822. His early opportunities for book knowledge were very limited, and confined to the district school. At the age of ten years he went to live with his brother, Samuel H., a miller, at Pittston, Pa., and remained with him there and at Mehoopany for three years, which was followed by one year’s service on the farm of Bishop Jennings. Going to Wilkes-Barre, he apprenticed himself to Hugh Fell, a wheelwright, for three years, and upon the death of Mr. Fell, carried on the business on his own account for two years thereafter in the same shop, and for some time afterwards in a shop built by himself.

While in Wilkes-Barre he formed the acquaintance of Miss Elizabeth George, a daughter of Henry and Catherine George, of Nanticoke, Luzerne County, Pa., whom he married in 1843. The result of this union was one son, Harrison S. Puterbaugh, a conductor on the Delaware, Lackawanna and Western Railroad since 1871, and who, married May Lungar, of New Hampton, N.J., and one daughter, Alice, who died at the age of four years.

Soon after his marriage Mr. Puterbaugh removed to Scranton, then a small hamlet of a few houses, at the time of the construction of the Northern Division of the Delaware, Lackawanna and Western Railroad. There he entered the employ of the company, and at first engaged in building cars to be run on the road, and subsequently served as conductor on coal, passenger and other trains until 1865. For one year, he had taken up his residence at Great Bend, where the death of both his wife and young daughter occurred. In 1865 he removed to East Stroudsburg, then a part of Stroud Township, where he has continued his official relations with the company, and acted as dispatcher of trains, looking after wreckages and employees, and after the general business of that division of the road. His identification with the workings of the road since its construction has made his name familiar all along the line, and wherever known, his integrity of purpose, his conscientious regard for the rights of others and his sound judgment and discretion in the management of men have gained for him the confidence and favorable opinion of all.

Since his residence at East Stroudsburg he has been closely identified with the growth and prosperity of the place, and a contributor to its various interests. Upon the erection of the borough of East Stroudsburg in 1871, he was chosen its first chief burgess on the Democratic ticket, and by re-election served in that capacity for two years. He has served also as auditor and school director of the borough for several terms. Very soon after settling at East Stroudsburg, Mr. Puterbaugh bought the property where the Lackawanna House now stands, on Crystal Street, and subsequently furnished the means to build the present hotel, and built the house occupied by Dr. Lewis Bush, adjoining the
hotel. On the corner of Cortland and Starbird Streets, he erected the residence
now occupied by A.C. Loder, ticket agent at East Stroudsburg, and in 1882 he
erected the residence of his son on Cortland Street. He is one of the charter
members of the First National Bank of Stroudsburg and was for some time
one of its directors, and he is the treasurer of the fund for the erection of the
silk manufactory at East Stroudsburg, in process of construction in 1886. His
father, George Puterbaugh, was a farmer in Nescopeck Township, and died in
Dallas Township, in the same county, at the advanced age of over four-score
years. His mother, Effie Henry, was a native of New England, and removed
with her parents to Nescopeck township. She died about two years before her
husband. Both were members of the Presbyterian Church. Their children
were Andrew, George, John, Joseph, Samuel H., Isaac T. (the subject of this
sketch), Margaret and Elizabeth. Of these, only Isaac T. Puterbaugh survives
in 1886. The family is of German origin.

VanColt owned the property for three years before selling it to John Barrow and his wife,
Betsy. The Barrows managed the hotel until 1879 and then sold it to the McCarthy
family. In 1883, the property was acquired by Jerome S. Williams. In 1886, while still
under his tenure, the Lackawanna House was described as “a well-appointed hotel.” At
this time, Williams apparently had hired W.W. Hill to manage the House. Williams
owned the hotel for another seven years. The directory of East Stroudsburg in 1892
indicates that in this year, the hotel was being managed by “C. Keiser . . . with the
accommodations being first class.”

The next owner of the property was Frank A. Shaw. He bought the place from Williams
in 1893. Shaw advertised the hotel in the directory of East Stroudsburg in 1895. The
advertisement reads: “Lackawanna House, under new management, newly refitted and
furnished throughout, heated by steam, hot and cold water, electric lights and all modern
improvements [serving] choice wines, ales, beers, liquors and segars.”

The Shaw family, with the assistance of A.J. Heller in 1901, ran the hotel for nearly a
decade. In April 1904, they sold the property to George W. Fabel. The directory of 1907
indicates that sometime within the first three years of his ownership, Fabel made further
improvements to the building. An advertisement for the hotel indicates that the
Lackawanna House was recently “rebuilt and enlarged, [and] newly furnished
throughout.” A 1915 trade journal, The Bells Ringing the Message of Progress in
Monroe County and Tributary Country, The Hughes Press, Publishers, East Stroudsburg,
PA., also advertised the Lackawanna House.

“With its dining room service, popular bar and good rooming facilities, the
Lackawanna House, under the management of F.J. Crockenberg, succeeds in
holding the patronage given it, while winning new friends all the time. The
prices are popular and the management is well known throughout this section.
Transient patronage finds it conveniently located, directly opposite the
Lackawanna Station; Personal service is made a feature. The café connected
is well stocked with the best liquors, wines, cigars.”
Fabel’s tenure of the place lasted until 1922, at which time the property was purchased by Nathan Bress. Nathan Bress remained the proprietor of the property for the next 35 years, during which time the building was known as the “Lackawanna Hotel.” During the 1950s and into the 1960s, the hotel was utilized as a stop for Greyhound Bus Lines. Nathan Bress passed away in 1957 and in the following year his son, Abram, sold the place to Charles M. Kosherak and his wife, Celia. The Kosheraks owned the property for the next ten years before selling it to its present owner, Stanley J. Boorstein, in 1966. The building no longer functions as a hotel; it has apartments on the upper floors.

*Eligibility*

The Lackawanna House, constructed in the 1870s, is not considered eligible for listing on the National Register of Historic Places. Although the hotel has some historical importance for its associations with the DL&W railroad, historic photographs indicate that the building has been altered extensively and has lost its historic architectural integrity.

**The Monroe County Bank of East Stroudsburg, 93-95 Crystal Street, East Stroudsburg**

*Description*

The Monroe County Bank of Easty Stroudsburg is a three-story Neo-Classical style building with a two-story modern addition (Photo 45). The original section, constructed in 1905, is faced with limestone and has a flat roof with a parapet. The first story of the original structure has retained the original pair of fluted pilasters with Ionic order capitals, but has been modernized with unsympathetic multi-paned glass windows. The upper two stories of the 1905 building has a pair of engaged columns with Ionic Order capitals that extend the full two story height; above is a cornice with modillions and a pedimented parapet with a balustrade. The flat-roofed annex, built in 1948, is constructed of brick with a concrete foundation and extends to the rear alley. A single-story flat roof portico projects from the front façade of the annex. A pair of modern glass and metal doors, in the annex section, provide access to the bank. Triplet windows are at the second story.
Photo 45: Monroe County Bank of East Stroudsburg
Facing West

History
The three-story brick building, that presently houses Citizens Bank, was built in 1905 by
the Monroe County Bank of East Stroudsburg. The annex to the bank is believed to have
also been constructed by the same institution shortly after they acquired this portion of
present-day 93-95 Crystal Street in 1948.

The Monroe County Bank of East Stroudsburg was founded in 1900, initially having its
headquarters elsewhere in the borough. An article from a trade journal of the time (no
date, no source located) stated “With its required capital over-subscribed to the extent of
$17,000- so that the total authorized stock reached $42,000- the Monroe County National
Bank of East Stroudsburg, PA began business on October 22, 1900, under favorable
auspices.” Then the youngest of the county’s financial institutions, it quickly gained an
enviable position in its chosen field.

In 1905, after a successful five years of business, the company purchased a lot of land
fronting 22 feet on Crystal Street from the Mutcher family. Immediately thereafter, they
began construction of their new offices, the present three-story portion of Citizens Bank.
The article from the trade journal states “A few years’ activities necessitated larger and
better facilities, causing the acquisition of the property on Crystal Street opposite the
DL&W station, where a new and massive building was erected, its doors being opened to
the public on August 30, 1906. Here the entire equipment, including the vaults, were of
the latest construction, the bank's quarters being commodious and light, safe deposit boxes at a popular rental also being provided."

The doors were officially opened to the public on August 30, 1906. The 1907 Directory of East Stroudsburg indicates that the bank's first officers were T.Y. Hoffman, president, Jesse R. Smith vice president, and N.S. Brittan, serving as cashier. An advertisement for the bank indicates that their capital at this time consisted of "$50,000, Surplus and Profits $47,000, Deposits $375,000 . . ." and that they offered "3% interest on savings deposits." Apparently the company was the first banking institution within Monroe County to offer interest on savings deposits. As a result, this policy was soon adopted by all of the banks within the County.

By 1926, the bank was known as the Monroe County National Bank of East Stroudsburg Building and Loan Association. At this time, Luther S. Hoffmann served as president and J.N. Gish and H.S. Eckert were its cashiers. In addition, from at least 1935 until 1944, a portion of the building served as a Masonic Temple.

In 1948, the bank acquired the lot of land, located immediately to the south of the three-story bank building, from George W. Bushell and his wife, Ina R. Shortly thereafter, they are believed to have constructed the two-story annex building.

Around 1970, Monroe County National Bank of East Stroudsburg merged with Security Bank and Trust Company of Stroudsburg and changed its name to Monroe Security Bank and Trust. In 1973, this new entity merged with the Bank of Matamoras and changed its name to Security Bank and Trust Company. United Penn Bank acquired this later company in 1985, and in 1992, United Penn Bank, by merger, became known as Mellon Bank, N.A. In August 2003, Mellon Bank sold the property containing both buildings to the MCMV Corporation. The new corporation was named after the date stone situated within the upper portion of the three-story building that is engraved with "MCMV."

Eligibility
The Monroe County Bank of East Stroudsburg is not considered eligible for listing on the National Register of Historic Places as it does not meet the National Register criteria. The bank has been altered at the first story with the addition of a modern glass and metal storefront. The bank has also been altered with an unsympathetic addition. Despite the fact that the upper two stories of the bank remain intact, the renovated first story of the original building and the incompatible, modern annex greatly detract from the historic integrity of the structure. While the bank is associated with the development of East Stroudsburg, it does not embody the distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master. The Monroe County Bank of East Stroudsburg does not represent a significant distinguishable entity whose components may lack individual distinction.
East Stroudsburg Glassworks, 105 Crystal Street, East Stroudsburg

Description
The East Stroudsburg Glassworks is a two and one-half story Second Empire style structure with a mansard roof (Photo 46). The first story front façade at Crystal Street has a modern aluminum and glass storefront with a double glass door entryway; the storefront façade is covered by a shed roof. An offset single door entryway with a large transom provides access to the two upper floors. Windows, arranged singularly on the façade, are two-over-two double-hung sash. Three dormers with gabled roofs are located on each elevation of the mansard roof; dormer windows are one-over-one; the central dormer has paired windows. There is a shed-roofed addition on the rear of the structure (Photo 47). A large, gable roofed, stucco-sided, warehouse style structure with cross-buck doors is located behind the Glassworks building (Photo 47). The warehouse fronts on Dansbury Terrace.

History
Documentary evidence suggests that present-day 105 Crystal Street was constructed circa 1865. Godleib Auracher acquired this lot of land (measuring 40 feet along Crystal Street and 140 feet in depth) from James H. Stroud in 1863. The purchase price of $150 suggests that the property was vacant at the time of the sale. Sometime within the next three years, Auracher is believed to have constructed the three-story brick building known today as 105 Crystal Street. In 1866, he sold this same lot, described as containing a "brick storehouse" to Thomas Stemple for $4,000.

Photo 46: East Stroudsburg Glassworks
Facing Northwest
In 1869, Thomas Stemple sold the property containing the brick storehouse, as well as a lot located directly to the north (also fronting 40 feet on Crystal Street) to John B. and Milton Yetter. This second lot is also believed to have contained a building that appears to have been erected by George Mann around 1867; this building has been demolished. Mann sold this lot to Stemple in 1868. Together, the Yetter brothers owned the property containing present-day 105 Crystal Street until 1905. In that year, John B. Yetter conveyed his one-half interest in the property to Milton.

Milton Yetter established the East Stroudsburg Glassworks during the late 1870s, and by the 1880s, the plant was primarily manufacturing "bottles of different kinds." The directory of East Stroudsburg in 1892 indicates that Yetter remained affiliated with the Glassworks until the early 1890s, at which time he was residing on Analomink Street. In 1901, Milton Yetter was the president of the East Stroudsburg National Bank, and by 1907, he was the president of the Delaware Valley Railroad.

Milton Yetter passed away in 1911. His Crystal Street properties remained part of his estate until the 1940s. The directory of East Stroudsburg in 1926 indicates that present-day 105 Crystal Street was vacant at this time. However, by 1929 the building was occupied by J.E. & Son Overfield as a meat store. In 1933, the estate of Milton Yetter apparently leased the building to Clifford B. Monsell, who renovated the place as a hardware store. The Monsell family purchased the property from Yetter's estate in 1942 and by 1944, the building was known as the East Stroudsburg Hardware Store.

The Monsell family owned 105 Crystal Street until 1969, at which time they sold the place to William J. Ratoff and his wife, Thelma A. The Ratoffs owned the property for...
the next 18 years, before selling it to its present owner Rosanne Andrews. The building has continued to house a hardware store since the 1930s.

Eligibility
The East Stroudsburg Glassworks is not considered eligible for listing on the National Register of Historic Places as it does not meet the National Register criteria. Although it was constructed at the same time as the rail station, it has been altered at the first story with the addition of a modern glass and metal storefront. Also, the roof of the mansard was most likely originally slate; this has been replaced with asphalt shingles. While this building is associated with Milton Yetter, who established the East Stroudsburg Glassworks here during the late 1870s, and who later served as the president of the East Stroudsburg National Bank, and the president of the Delaware Valley Railroad, it is not associated with events that have made a significant contribution to broad patterns of our history. It does not embody the distinctive characteristics of a type, period, or method of construction, and does not represent the work of a master. The East Stroudsburg Glassworks does not represent a significant distinguishable entity whose components may lack individual distinction.

75 Crystal Street, East Stroudsburg
Description
75 Crystal Street is a single-story brick building with a flat roof (Photo 48). The front façade consists of two large plate glass windows with a centrally located glass door. Side elevations are windowless; the rear elevation has three one-over-one double-hung windows covered with iron grilles. A rear entry is accessed by a straight flight of wood stairs.

Photo 48: 75 Crystal Street
Facing Southwest
History

Documentary evidence suggests that present-day 75 Crystal Street was constructed after 1907, possibly between 1930 and 1961. A post card dating to 1907 indicates that a three-story building previously occupied the site of 75 Crystal Street. The present one-story building is depicted on the Sanborn Map of 1961 as being composed of cinder block. This map originally dated to 1930 with paste-up changes in 1961, suggests that the three-story building may have been replaced by the present one-story building between 1930 and 1961.

This property was acquired by the Smith family in 1891. Jesse R. Smith, who was the first vice president of the Monroe County National Bank of East Stroudsburg (present-day 93-95 Crystal Street) acquired the property from Abraham Rockafellow in trust for his son, Edward T. Smith. By 1955, Edward Smith’s daughter, Ruth Flory, inherited the property. Ruth Flory, followed by her daughter, Mary, and son, Jesse R.S. Flory, managed the property until 1988. In that year, the property was sold out of the family to its present owner William E. O’Brien.

Throughout the Smith’s and Flory’s ownership of the property, the place was leased to various commercial enterprises, none of which the family were connected with. It is unclear as to what types of businesses occupied the earlier three-story building shown here on the post-card of Crystal Street in 1907. However, by 1941, the present one-story building appears to have housed a billiards shop managed by Charles Zateeny. In 1947, the shop was being utilized by the Puzio Brothers (Samuel, William and Lewis) for their confectioner store. Four years later, it was the headquarters of William Freidman’s “Rex Auto Supplies and Hardware.” From 1955 until at least the early 1970s, the building was renovated as a restaurant and then a coffee shop. The building presently houses the O’Brien Clinic of Chiropractic.

Eligibility

75 Crystal Street is not considered eligible for listing on the National Register of Historic Places as it does not meet the National Register criteria. This architecturally undistinguished structure, constructed sometime between 1930 and 1961, is not associated with persons significant in our past, nor is it associated with events that have made a significant contribution to broad patterns of our history. It does not embody the distinctive characteristics of a type, period, or method of construction, and does not represent the work of a master. 75 Crystal Street does not represent a significant distinguishable entity whose components may lack individual distinction.
14.0 DELAWARE WATER GAP STATION

14.1 PROJECT DESCRIPTION
The proposed location of this station is south of the right-of-way at River Road in Delaware Water Gap, Smithfield Township, Monroe County, PA. The parking area would be located at the Delaware Water Gap Visitors Center, located south of Interstate 80. Improvements to the existing visitor’s center are currently being conducted by PennDOT. This station assumes this project would modify those plans to include a park and ride at this location for rail passengers. Pedestrian access to the station platform to the site would be along River Road. This project would include improvements along River Road to permit pedestrian access. Vehicular access to the site would be from River Road. Access from Interstate 80 would be direct via River Road. The estimated parking requirement at this station is 1200 spaces.

14.2 AREA OF POTENTIAL EFFECT
The Delaware Water Gap Station will be situated at the Visitors Information Center at Interchange 310 (formerly Interchange 53) on Interstate Route 80 in Smithfield Township, Monroe County, PA (Figure 45). The APE includes the triangular parcel bounded by Route 80, the Route 80 westbound exit ramp and the Route 80 westbound entrance ramp, which is an extension of Broad Street. The APE also includes the soccer fields to the east of Route 80, situated between Route 80 and the railroad.

14.3 HISTORY OF THE DELAWARE WATER GAP
The Delaware Water Gap, the original hub of the Poconos vacation area, was created by Antoine Dutot, who purchased the land for the town around 1793. Originally named Dutotsburg, early access to the town was provided by ferry and a wagon road along the Delaware River. The first vacationers arrived in 1820 and stayed in the private homes of area residents. By 1829, Dutot began construction on a small hotel called the Kittatinny, which opened for business in 1833. By 1884, the successful establishment was expanded to accommodate 275 guests.

These first people came by horse or stagecoach to hunt, fish, and rest. The development of tourism, however, really began after the DL&W completed its line through the area. Artists, particularly in the latter 1850s, came to the Water Gap to paint the natural beauty. Individuals in the east coast cities, who viewed their paintings, were attracted by the scenery and began to vacation there. As the number of vacationers increased, more hotels were built. In 1872, Luke Brodhead constructed the Water Gap House on the hill above Kittatinny House. Soon, four other guest accommodations were completed. By 1895, 20 hotels were located in the Water Gap. Since most businesses before 1900 did not grant vacations to employees, the populace who came to the Water Gap were individuals of families of means. By the turn of the century, approximately 500,000 people were visiting the Delaware Water Gap, Pennsylvania and the Pocono area, annually.
President Theodore Roosevelt paid a visit to the Delaware Water Gap on August 2, 1910, and stayed at The Water Gap House, a local hotel of the time. Many tour guides published at the time regarded the Water Gap as one of the country’s 15 most scenic marvels.

At the heart of the downtown area was Hauser’s, a large souvenir store; the Central House, which today is the Deer Head Inn, home to some outstanding jazz concerts; and the Castle Inn, which became the headquarters for the renowned band leader, Fred Waring, and his publishing enterprises. The Castle Inn’s finest hour occurred on August 20, 1912, when John Phillip Sousa’s band performed for a crowd of 875 people. A new open-air stage has been erected which is now the site of the town’s annual jazz festival. World famous jazz performers live in the village and enjoy playing with other local musicians and students at the early September show.

The DL&W railroad station was the point of arrival for most tourists. Built in 1853, the station was once a scene of constant activity with hundreds of visitors arriving and departing regularly. The original station was destroyed by fire shortly after the turn of the century. The current, vacant and abandoned brick station was constructed in 1941. Today, it sits unused below the Delaware Water Gap toll bridge. Today, the Kittatinny Hotel’s site is the location for the Resort Point Overlook, which provides visitors the same beautiful and panoramic view of the gap and river that first attracted guests to the hotel more than 100 years ago. The only major changes that have been made to the area are the addition of the highway and the bridge.

14.4 Historic Resources in the Area of Potential Effect

There are no historic resources in the APE for the Delaware Water Gap Station. The Delaware Water Gap Visitors Center is a circa 1960s single-story brick, cross-plan gable-roofed building with projecting eaves. The information center has an adjacent parking area.

National Historic Sites/Resources Listed on the State and National Registers
None.

Resources Determined Eligible for National Register Listing
None.

Resources with SHPO Opinions of Eligibility
None.

Resources Potentially Eligible for National Register Listing
None.

Resources Evaluated and Not Considered Eligible for National Register Listing
None.
15.0 BLAIRSTOWN STATION

15.1 PROJECT DESCRIPTION
The Blairstown station is located on Hope Road (also known as Warren County Route 521) in a rural setting in the southern portion of the Town of Blairstown. Parking would be provided on a site that is currently in private ownership. The historic station building and freight house remain intact on this site. Access to this site would be from Hope Road. The estimated parking requirement is 50 spaces.

15.2 AREA OF POTENTIAL EFFECT
The APE for Blairstown Station includes the property between the railroad right-of-way and Hope Road, from the Hope Road Bridge over the DL&W Railroad Lackawanna Cut-Off, to approximately 1,600 feet west (Figure 46). The APE includes the Hope Road Bridge, the railroad right-of-way, the Blairstown Station Complex and the property at 46 Hope Road.

15.3 HISTORY OF BLAIRSTOWN
Situated to the south and east of the village of Blairstown, Blairstown Station is in Blairstown Township, Warren County, New Jersey. Warren County was part of the northernmost reaches of the former Province of West Jersey. The area of the present-day Warren County was contained within the bounds of Hunterdon County, when this governmental entity was first incorporated in 1714. This area was transferred to Morris County when the latter was established in 1738-39, and was transferred again to Sussex County upon its creation in 1753. Ultimately, Warren County was created from parts of Sussex by an act of the state legislature dated November 17, 1824.

The initial phase of European settlement, in what would become Warren County, occurred between 1700 and 1735. Most early farmsteads and small villages were situated close to the Delaware River or along its larger tributaries like the Paulins Kill. Prior to the Revolutionary War, Benjamin Smith operated a gristmill on Blair Creek near the future center of Blairstown. The gristmill may have been constructed as early as 1768. "Smiths Mills" soon became a recognized place name in the cultural landscape.

Subsequent to the founding of the mill, large tracts of land were purchased in the surrounding area by the Pennsylvannia Land Company and similar companies. It was as part of this land division process that Michael Butts, of Forks, Pennsylvannia, gained possession of the tract of farmland on which the village of Blairstown would later be built. This land was conferred upon his death to his son, Jacob Butts, who consolidated his father’s land with a tract of his own on the opposite side of the Paulins Kill. Around 1800, Butts constructed a rudimentary bridge, perhaps the first to cross the kill in this general vicinity. Before long, a fledgling settlement, unofficially known as “Butts Bridge,” began to develop, centered on the mill and the bridge. The name remained unofficial until the establishment of a post office on June 29, 1820. By this time, the village consisted of a storehouse, a log tavern, a small frame schoolhouse, and three dwellings.
On November 17, 1824, the state legislature passed a bill separating Warren County from Sussex County and shortly thereafter, on January 1, 1825, records were commenced to change the name of the Butts Bridge post office to Gravel Hill and establish it within Knowlton Township. The name "Blairstown" was officially adopted in place of Gravel Hill on January 23, 1839 at a public meeting. Consequently, Blairstown Township was created from Knowlton Township in 1845.

Early industrial pursuits in Blairstown included the manufacture of potash from wood ash. Gristmills and sawmills also were intermittently in operation in the village during this early period. In nearby Walnut Creek, there was at one time an iron foundry and a roof-slate factory; several blacksmith shops were also in operation, as well as a stone ship, a shoemaker's shop, a harness shop, a stove and tin shop, and a cider mill and distillery.

By the mid-19th century, as evident in the McCarty map of Warren County produced in 1852, Blairstown had evolved into a minor hub in the rural landscape. The village was situated along a street running parallel to the Paulins Kill and included a mix of homes, shops and stores, the gristmill, and both Presbyterian and Methodist churches. The most prominent institution in the village, however, was the Blair (Presbyterian) Academy, formed in 1848 by John I. Blair to provide improved and more convenient educational facilities in this relatively remote area of the state. The academy was situated on the western edge of the village, close to the Presbyterian parsonage and Blair Hall which served as the residence of the principal. The academy building burned on December 29, 1867, but was rebuilt through a generous donation from Blair the following year. This new facility was situated on a more prominent piece of land overlooking the town. Throughout this period, as shown by late 19th century maps and county atlases, the hills to the south of the village remained thinly settled and highly farmed. Hope Road and the Lackawanna Cut-Off had yet to be laid out across the countryside and there is no evidence of dwellings or farms being located within the project limits at this time.

**John I. Blair and the Blairstown Railroad**

The arrival of the railroads to Blairstown in the late 1870s heralded the village's greatest period of growth, during which it became an important center of commercial activity in northern Warren County. This growth had its roots in the entrepreneurial activities of the Blair family, specifically of John Insley Blair (for whom the town is named), who embarked on a variety of business ventures beginning in the 1820s. In 1822, John I. Blair relocated to Butts Bridge from nearby Hope and entered into a partnership with his cousin, John Blair, a prominent local merchant. Two years later, he purchased his cousin's interest in the business and went on to establish commercial operations at five other locations in the region. During this time, he was also named postmaster, a position which he held until 1839, while continuing to expand his business interests from strictly local mercantile concerns to flour mills and cotton manufacturing, and eventually to mining. In 1833, Blair became involved with Colonel George Scranton and Seldon Scranton, for which the coal mining center of Scranton, Pennsylvania is named. Blair's mining operations were officially organized as the Lackawanna Coal and Iron Company on October 1, 1846, with John I. Blair as the main proprietor.
It was during this period that Blair’s interest in railroads was first sparked. He became heavily involved with the furnace and railroad mills of the Lackawanna Coal and Iron Company, which, in 1851, split off the Lackawanna & Western Railroad from the main company and consolidated it with the Delaware & Cobbs Gap Railroad. (The Lackawanna & Western Railroad was formerly Ligget’s Gap Railroad, which connected Scranton with the Erie Railway at Great Bend.) This merger of the Lackawanna & Western and the Delaware & Cobbs Gap Railroads was, at the suggestion of John I. Blair, designated as the Delaware Lackawanna & Western Railroad (DL&W). Blair was responsible for securing the right-of-ways necessary to make improvements to the existing line, which included Warren Road, and construct the new line. John I. Blair was named president of the Warren Road Line in 1853.

The Beers map of Blairstown Township, in the Atlas of Warren County published in 1874, depicts the route of the proposed South Mountain and Boston Railroad (SM&B), later to be known as the Pennsylvania, Poughkeepsie and Western (PP&W), passing just to the north of the town center (Figure 47). Cuts, embankments, and road beds had already been constructed by this time, but the construction of long bridges over the streams and valleys proved to be beyond the capability of its builders, and the project was soon abandoned. Additional information on the SM&B is on the following pages.
The South Mountain and Boston Railroad

The incorporation of this New Jersey company made it the middle link in a three-link chain of proposed trackage from Harrisburg (Rockville), Pennsylvania to a bridge over the Hudson River at Poughkeepsie, New York and ultimately on to Boston, Massachusetts. The South Mountain Railroad, legislatively incorporated in Pennsylvania on May 5, 1854, formed the Pennsylvania link in the chain, while north of New Jersey, the South Mountain and Boston Railroad of New York, chartered by the Empire State legislature during 1873, would carry the trackage through to the Poughkeepsie Bridge and beyond. The entire scheme, which originated in 1872, would provide a valuable short-cut between the Pennsylvania Railroad’s east-west mainline and New England, if and when completed. At a meeting held in Blairstown, New Jersey, on August 5, 1873, Chief Engineer R.M. Price, Jr. described the route between Columbia and Stillwater, but no concrete plans yet existed to locate a route from Slaton to Portland, Pennsylvania.

The New Jersey section of the South Mountain and Boston Railroad (SM&B) held a groundbreaking in September 1873 at Blairstown. Young ladies from Warren County shoveled the first dirt and local railroad magnate, John Isley Blair, delivered a speech to the attendees, as did other invited speakers like New Jersey Governor Rodman M. Price. However, few people actually subscribed to purchase stock. Blair likely invested in the scheme, as he sought an easy and efficient way to travel from his home in Blairstown to his lands west of the Mississippi River. But other Wall Street wizards failed to join Blair in acquiring SM&B equities for their portfolios. The largest South Mountain and Boston shareholders included J. Edgar Thomson, then president of the Pennsylvania Railroad, and A.L. Dennis, president of the SM&B, who together owned more than 50 percent of the company’s stock.

The company could not have been formed at a worse time, as its organization coincided with the Financial Panic of 1873. The national business malaise at this time precipitated many already vicarious railroads to enter bankruptcy and/or receivership. In the New York/North Jersey area, the New York & Oswego Midland went bankrupt, followed by the New Jersey Midland Railroad in 1875. SM&B directors, all based in Pennsylvania, offered to take control of the New Jersey Midland (NJM) through a stock swap, but NJM receiver Garrett A. Hobart took a dim view of the offer. The SM&B had little to offer. The company owned no right-of-way, tracks, or rolling stock and existed almost solely on paper. The SM&B scheme languished, only to be resurrected several times through name changes and new boards of directors. Some construction did occur over the years and, eventually, the Pennsylvania, Poughkeepsie and Boston Railroad Company finally completed the old SM&B scheme in 1889.
The Blairstown Railroad Station

In the 1870s, a series of citizen meetings were held to encourage the completion of a railroad from Blairstown to the Delaware River, where a connection could be made to the DL&W. A committee, led by John L. Blair, was formed to secure the 45 acres needed for the right-of-way for the 11.75 mile line. As a result, the Blairstown Railroad was officially incorporated on July 1, 1876, with a formal groundbreaking held for the project on July 4, 1876.

As chartered in July 1876, the Blairstown Railroad held a franchise "...for the purpose of constructing and operating a railroad on the south side of the Paulins Kill, opposite the Village of Blairstown, in the County of Warren, New Jersey, about 150 feet from the south bank of the said Paulins Kill..." (as quoted in Heilich 1981:8). Writing in 1881, James P. Snell confirms the location of the line when he writes: "The Blairstown Railway is constructed on the south side of the Paulinskill from Delaware Station, on the Delaware River, to Blairstown" (Snell 1881:488). The railroad retained the services of contractor Conrad Miller to build the right-of-way and trackage between Blairstown and Delaware Station on the Warren Railroad, a distance of approximately 11.5 miles, which opened for train service in June 1877. At the Blairstown terminal, across the Paulins Kill from the village, Miller installed a 60-foot wrought-iron plate turntable, constructed a two-stall stone engine house, and built a 50,000 stone reservoir and water tank. Contractors Read and Van Kirk erected a combination freight and passenger station in 1877, and a coaling area, completed the original railroad facilities at Blairstown for the Blairstown Railroad.

According to the 1877 Annual Statements of the Railroad and Canal Companies of the State of New Jersey, the Blairstown station complex comprised:

...a frame depot for passengers and freight, and residence of agent, 110 feet by 24 feet, two stories, with 12 feet projections, covering a platform 10 feet deep on all sides of the building, a frame car house 120 feet by 24 feet, a coal shed 120 feet by 24 feet, the ground story or dumps about 10 feet high, ends and back side of stone, the superstructure frame, with track laid above the dumps the entire length of the building, a scale house and a smaller coal house, a stone round house, 120 feet by 60 feet, or thereabouts, with two tanks and stalls, and a stone water tank mainly under ground, holding 40,000 to 50,000 gallons of water, which is brought in pipes a distance of about half a mile, to supply the engines as well as the depot and other buildings. All of the above buildings are substantially built and covered with slate. (Paterson 1878:18-19)

Frederick Heilich, writing in his book, The History of the Blairstown Railway Company, states that "The [station] building itself dated back to 1877 when it was smaller, and in 1878 a new and larger depot was constructed to accommodate its use by passengers, freight, mail, and the local Western Union office" (Heilich 1981:59). However, based on the information from 1877 quoted above, Heilich is obviously mistaken in stating that the original station was smaller and replaced or renovated the following year with a larger
structure. Heilich does correctly indicate that the freight section of the depot had a raised platform to facilitate shipping and handling and that the engine house featured a 20-foot long inspection pit for servicing locomotives. In June 1882, the New York, Susquehanna and Western Railroad filed incorporation papers with the New Jersey Secretary of State. The new railroad corporation resulted from the consolidation of the Midland Railroad Company of New Jersey, the Paterson Extension Railroad, the Midland Connecting Railway, the North Jersey Railroad, the Water Gap Railroad, and the Pennsylvania Midland Railway. By December, the NYS&W had acquired complete control of the Blairstown Railway and used a portion of the Blairstown Railway route as part of the parent company’s mainline. In January 1883, the NYS&W formally merged the Blairstown Railway into itself (Figure 48).

![Figure 48: Blairstown Facilities of the New York, Susquehanna & Western Railroad, Circa 1883](image)

With the NYS&W takeover of the Blairstown Railway, the local residents hoped that the new owners would look favorably on the railroad facilities in town and construct new shops there, but Blairstown lost out to Stroudsburg, Pennsylvania. In addition to the elevated coal facility, over the years, the yard trackage at Blairstown served a cattle pen, the Empire State Creamery, and the Blairstown Lumber and Coal Company, which later became the J.E. Bouton Lumber Company. In 1931, the Blairstown yard capacity totaled 69 freight cars. Seventeen years later, that capacity had dropped to 63 cars due to the increase in the size of freight cars. The two-stall engine house featured a wood structure appendage, measuring 29.5 feet by 23 feet, which contained the machine shop for the engine servicing facility. Under NYS&W control, the Blairstown station “...did a particularly heavy passenger business...because of the annual summer influx of vacationers” (Krause and Crist 1980:88) (Figure 49). However, passenger service on the New York, Susquehanna and Western Railroad through Blairstown ended in 1938, but the railroad continued using the Blairstown Station for shipping freight until the railroad retired the building in 1958. Initially, G.P. Kinney purchased the former station and used it for feed storage. When it burned down in 1973, the building housed plumbing supplies.
Figure 49: Blairstown Facilities of the New York, Susquehanna & Western Railroad, Late 1930s

The Lackawanna Cut-Off

The second rail line to service the community of Blairstown was the DL&W Railroad Lackawanna Cut-Off that was built by the Lackawanna Railroad of New Jersey, a subsidiary of the DL&W, to complete this a short cut through the rugged topography of the New Jersey highlands. The Cut-Off was needed in order to reduce the length, grades, and curvature of a portion of the main line connecting Buffalo and New York City via Hoboken. Prior to the construction of the Cut-Off, the old DL&W carried coal through Pennsylvania to the Delaware River, where it was transferred to the Warren Railroad. The Warren then carried it for 19 miles to Washington, New Jersey, where rail cars were transferred on to the main line connecting Buffalo and New York City via Hoboken. With the completion of the 28-mile-long Lackawanna Cut-Off between Slateford, Pennsylvania, on the Delaware River and Hopatcong in Morris County, New Jersey on December 24, 1911 at a cost of $11 million, the old DL&W route was shortened by more than 11 miles and the grades were sharply reduced.

Construction of the Cut-Off began on 1908 and, from the outset, it was patently clear that completion of this ambitious engineering project was going to be no easy task. Uncommon methods were used for the construction of the fill sections along the route. Over 6.5 million cubic yards of fill were necessary to produce the necessary grades along the Cut-Off alignment. In all, the new route required 73 structures, including two massive viaducts, 12 overhead highway bridges, and numerous crossings of roads and minor watercourses. Blairstown Station, with its passenger station and freight house, served as the only regular stop for passengers on the Cut-Off.
Chief Engineer George J. Ray decided that reinforced concrete should be used for all structures along the route, including stations. This was the first time such a decision was made, causing the engineering profession to refer to the Cut-Off as the “reinforced concrete railroad.” Despite the recent interior alterations, Blairstown Station and Freight House are excellent examples of the style and the materials used by the DL&W at that time. In the early 20th century, reinforced concrete was a state-of-the-art building material, but its application in major engineering works, such as railroads, was largely untried, except in shorter bridge spans. Under Ray’s direction, the length and number of spans for the Cut-Off was increased using steel reinforcement to create massive structures that dominated the landscape.

The two largest concrete structures along the Cut-Off alignment are multi-span viaducts: the Delaware River Viaduct, which straddles the boundary between New Jersey and Pennsylvania, and the Paulins Kill Viaduct, located at mile point 70.63 in Hainesburg, Warren County. Both viaducts are open spandrel arch bridges that span valleys and large water courses.

Almost all through traffic soared over the Cut-Off, while the old line declined into secondary status. The Cut-Off helped the railroad cope with the extreme demands of World War I and contributed to another decade of prosperity. In the 1930s, the Lackawanna was hard-hit by the Depression and never fully recovered. Passenger service on the railroad was discontinued in the early 1930’s. As late as 1945, an average of ten regular passenger trains and 19 freight trains passed over the Cut-Off each day. By then, Blairstown was the only one of the three stations on the Cut-Off at which most passenger trains stopped. Greendell had already been closed and Johnsonburg saw little activity. Except for leaving a two track passing siding at Greendell, the Lackawanna Cut-Off was reduced to a single track in 1958.

After years of financial struggle, the Lackawanna merged with the Erie Railroad in 1960. By 1958, when the high line was reduced to a single track; the towers at Greendell, Johnsonburg, and Slateford Junction had been out of service for several years. In the 1970s came the general collapse of the eastern railroads and their consolidation into Conrail. With declining traffic and many east-west trunk lines to choose from, Conrail did not include the Cut-Off prominently in its plans. Also, having been built in the clouds, the Cut-Off had no on-line industry or sources of revenue, which further lessened its attractiveness to Conrail. Traffic over the Cut-Off was steadily reduced and finally, in the first week of April 1979, one rail was removed from each track just west of Port Morris, and the Cut-Off was “cut off” from its connection with other railroads in New Jersey.

The tracks were completely removed by Conrail in 1984; the last train traversed the tracks of the Cut-Off on July 31, 1984; the tracks were pulled up behind it as it made its last trip. In the late 1970s or 1980s, a private party, Gerry Turco, purchased the entire Lackawanna Cut-Off right-of-way to potentially use the fill for the proposed West Side Highway in Manhattan. NJDOT purchased the Cut-Off right-of-way from Turco in the late 1990s/early 2000s. As of 2005, when NJ TRANSIT was studying the feasibility of
reinitiating service on the Cut-Off, the stone ballast for a single track was generally intact along the entire line. Blairstown Station was purchased by a private party who has converted the station into his offices and the Freight House now serves as the company’s storage area.

15.4 HISTORIC RESOURCES IN THE AREA OF POTENTIAL EFFECT

National Historic Sites/State and National Register Listed Resource
None.

Resources with Determinations of Eligibility
None.

Resources with SHPO Opinions of Eligibility

Old Main DL&W Railroad Historic District
See history, description and eligibility on page 7.4.

DL&W Railroad Lackawanna Cut-Off Historic District
See history, description and eligibility on pages 7.4.

Blairstown Railroad Station and Freight House

Description
The Blairstown Railroad Station and Freight House are located west of Hope Road in Blairstown, Warren County, New Jersey at DL&W Milepost 64.8. The station, built in 1912, is a single-story concrete building with a hipped roof covered with asphalt shingles, deep overhangs with exposed rafter ends and brackets (Photos 49 and 50). The original roof was covered with tile. The concrete, in DL&W style, is composed of a bush hammered base course and rubbed concrete finish above. The southwest roof slope has a copper clad eyebrow dormer with part of a semaphore signal mounted in front. Original wood windows are intact at some locations; these appear to be six-over-one-light. Bottom sash have been boarded with plywood. Original baggage doors are intact; pedestrian doors have been replaced with modern doors. A short, concrete chimney projects from the southwest roof slope.
The Freight House, also constructed in 1912, is a single-story concrete structure with a gable roof with deep overhangs and concrete brackets on the southwest and northeast (front and rear) elevations (Photos 51 and 52). Small square windows with concrete sills pierce the side elevations. The rear elevation has steel angles embedded in the concrete and a sliding wood crossbuck freight door with three lights. The front elevation, with embedded steel angles, also has iron door jambs; the freight door is missing. The concrete loading platform adjacent to the rail tracks remains intact as does the concrete bumper block.

Photo 51: DL&W Blairstown Station Freight House
Facing Northeast
History
The passenger station and freight house at Blairstown Station were built as part of the DL&W Railroad’s Lackawanna Cut-Off railway improvement campaign of 1908-1911. Due to a dispute over its location, the Blairstown Station and Freight House was not built until the spring of 1912; several months after service on the Cut-Off began (Figure 50). Blairstown Station was the only regular stop on the Cut-Off for most DL&W trains. The Blairstown Railroad Station and Freight House, including the concrete loading platform and bumper block, exhibit the DL&W’s classic and pioneering use of concrete for rail structures.

Eligibility
The Blairstown Station and Freight House has a SHPO Opinion of Eligibility dated 3/30/01 as a contributing resource to the DL&W Railroad Lackawanna Cut-Off Historic District. The Blairstown Railroad Station and Freight House is also individually eligible for National Register listing under Criterion A as part of the railroad’s significant engineering achievements associated with the construction of the Cut-Off and under Criterion C as an excellent and relatively intact example of a rural DL&W Railroad Station and Freight House complex that exhibits the railroad’s pioneering use of concrete as a building material.
Hope Road Bridge (CR 521 over the DL&W Railroad Lackawanna Cut-Off, 64.6)

Description
The Hope Road Bridge is located in a wooded area with scattered residences from the 19th and 20th centuries. The two-lane bridge, on a sharp curve, carries a county road over the right-of-way of the Delaware Lackawanna & Western Railroad Lackawanna Cut-Off at milepost 64.6 (Photo 53). The currently abandoned right-of-way was cut through rock at this point, one of the major landscape changes brought about by the line’s development. The construction of the Cut-Off was a major engineering accomplishment of its day, and the route provides a historic context.
Photo 53: Existing Hope Road Bridge (at right) and New Hope Road Bridge Facing South

The Hope Road Bridge is a one-span, 65-foot long 18-foot wide, reinforced concrete deck arch bridge that is skewed. The skewback foundations of the structure are set on rock, as the bridge carries a two-lane road over a cut section of the railroad right-of-way. The concrete balustrades have posts framing panels with diamond-shaped piercings. A concrete rail spans between the posts above the panels. The roadway approach has a sharp curve at the north end of the elliptical-shaped deck arch bridge.

History
The Lackawanna Cut-Off is the culmination of over 55 years of effort by the company to improve its route across New Jersey to New York City. The Delaware, Lackawanna and Western Railroad (DL&W), composed of a network of smaller railroads in Pennsylvania, New York and New Jersey, was formed in 1853 for the purpose of moving anthracite coal from the mining regions of northeastern Pennsylvania to market locations. It started from the merger of the Liggett’s Gap Railroad and the Delaware & Cobbs Gap Railroad, which had been chartered and developed around 1850 by parties interested in carrying the coal to the Erie Railroad to the west and to the Delaware River to the east.

The Lackawanna Cut-Off, of which this deck arch bridge is a part, was built in 1908-1911. The Delaware, Lackawanna & Western RR (DL&W) designed and built the line to improve the efficiency of train travel across the mountainous terrain of northwestern New Jersey in Warren, Sussex, and Morris counties. The design and construction of a railroad, that rises and falls just 11 feet over its length of 28.45 miles while crossing the mountains and valleys of northwestern New Jersey, is remarkable even today. The decision to use reinforced concrete exclusively for all structures along the route was a pioneering action that attracted the attention of the engineering profession. The railroad’s use of reinforced
concrete did much to improve the material to be as strong and durable as the engineers of the early-20th century had anticipated. The DL&W also made full use of the moldable qualities of the material, designing not just functional structures, but also aesthetically pleasing ones that enhance the beauty of the railroad.

Beginning in 1908 and under the direction of DL&W Chief Engineer George Ray, layout and design of the Cut-Off began. The line was to be 28.45 miles long, with a total rise and fall of just 11 feet and less than five miles of curved track. The new route would require 73 structures, including two massive viaducts, 12 overhead highway bridges and numerous crossings of roads and minor watercourses. Over 14 million cubic yards of both cut and fill were needed to create the relatively flat crossing of the hills and valleys of northwestern New Jersey.

Ray decided that reinforced concrete would be used for all structures along the route. This was the first time such a decision was made, causing the nickname of the “reinforced concrete railroad” to be used by the engineering profession when discussing the Cut-Off. Reinforced concrete was a state-of-the-art building material with yet unknown ultimate capabilities. It was thought to be as strong and durable as stone, and seemingly more permanent than wood or even steel.

The DL&W chose to use similar structures for similar uses along the line. Where highway bridges were needed to cross their tracks, they designed reinforced concrete deck arch bridges, a bridge type that was capable of relatively long spans while providing dynamic and graceful forms. At least 11 deck arches were built in New Jersey, all of them single span structures with one of two types of balustrades. Though design adjustments had to be made for roadway alignment and foundation conditions, the deck arch bridges are very similar structures.

Reinforced concrete arch tunnels were constructed where the Cut-Off crossed over roads or small waterways. These structures often supported high fill embankments as the Cut-Off crossed a valley. Over 35 of these structures were built along the line. Slab-roofed tunnels and box culverts were also built to carry the right-of-way over roads and streams. The largest structures along the line were the two multi-span viaducts; the Delaware River Viaduct and the Paulins Kill Viaduct. Both are open spandrel arch bridges that span valleys and larger water courses.

Around the turn of the century, reinforced concrete arches were generally limited to relatively short and often single span bridges. The dead load carried by the arches was reduced with the introduction of open spandrel arches. The lighter structures were capable of longer spans and more aesthetically pleasing large bridges. Under Ray’s direction, the length and number of spans increased to create massive structures that dominated the landscape.

The Cut-Off was divided into sections for bidding. Seven contractors were each awarded one section of the line, including contractors from as far away as Billings, Montana and Roanoke, Virginia. Each contract included all clearing, grading and masonry construction.
In summation, the viaducts, tunnels, overpasses, cuts, and fills on the Lackawanna Cut-Off (1908-1911) form part of a unified design that was, and still is, one of the most remarkable engineering achievements of the early 20th century in the region. Furthermore, the Lackawanna Cut-Off is one of the most visible remnants of the DL&W, and is illustrative of the history of one of the largest movers of coal that contributed to the transportation-driven economic growth of the northern half of the state. The Cut-Off is a significant part of the western New Jersey historic landscape and transportation systems.

As of May 2006, New Jersey Department of Transportation (NJDOT) is in the process of the rehabilitation of the Hope Road (CR521) Bridge and the construction of a new adjacent bridge in Blairstown Township, Warren County. The project was initiated by Warren County and the NJDOT to rehabilitate the deteriorated bridge and to improve the approach roadway alignments. The project will realign Hope Road to the east of the existing bridge. A new bridge over the Lackawanna Cut-Off will be constructed consisting of a single-span arched structure. This new structure will carry traffic traveling northbound on CR521. The existing bridge will be widened and will carry traffic traveling southbound on CR521. The new bridge is sensitive to the character of the Lackawanna Cut-Off Historic District. The new bridge and improved roadway alignment has also improved the sight distance at Hillview Lane and are bicycle and pedestrian compatible. Additionally, the new bridge recognizes future development plans for the Lackawanna Cut-Off.

Eligibility
The Hope Road Bridge has a SHPO Opinion of Eligibility dated 6/30/95 as a contributing element to the DL&W Railroad Lackawanna Cut-Off Historic District, an important railway-improvement campaign noted for its exclusive use of reinforced concrete. The DL&W Railroad Lackawanna Cut-Off Historic District, of which this deck arch bridge is a part, was built in 1908-1911 and is historically and technologically distinguished in the areas of engineering and transportation (National Register Criteria A and C). The Cut-Off is an important engineering accomplishment of the early 20th century. The Delaware, Lackawanna & Western Railroad (DL&W) designed and built the line to improve the efficiency of train travel across the mountainous terrain of northwestern New Jersey in Warren, Sussex, and Morris counties. The significance of the Hope Road Bridge is based, in part, on its historic association and physical connection with a right-of-way that is both historically and technologically important.

Resources Potentially Eligible for National Register Listing
See previous discussion citing the individual eligibility of the Blairstown Station and Freight House.
Resources Evaluated and Not Considered Eligible for National Register Listing

Edna and Irene Mohanan House, 46 Hope Road, Blairstown, Warren County, NJ

Description
The residence at 46 Hope Road is situated on the south side of the road close to the station complex (Photo 54). This is a northeast-facing, two-story, two-bay wide vernacular side-hall dwelling sited on a wooded hillside lot. The property is accessed from the roadway by a set of slate, paved stone steps leading to the front of the house. The driveway that leads to the station complex gives access to the rear of the property. There is a modern front-gabled, wood clapboard garage structure northwest of the main structure, adjacent to the steps.

Photo 54: Edna and Irene Mohanan House
Facing Southeast

The house has been heavily altered. The structure is fully sheathed in vinyl siding, disguising the nature of the original surface treatment. The building's side-gabled roof is sheathed with asphalt composite material and surmounted by a brick chimney centrally located on the ridge line. Any detailing of the cornice or verge board has been either removed or obscured by the application of vinyl soffit and aluminum fascia material. The southeast elevation of the main core of the building has been altered by a sizable addition. The addition is lower in height than the original block, but displays a similar side-gable orientation. All windows have been replaced with modern double-hung units and the main entrance door has been replaced with a modern steel fixture. The building is fronted by a contemporary wrap-around porch accented by simple supports and turned
balusters and rails. The porch is supported by brick piers between which prefabricated wood lattice has been installed, obscuring the underside of the porch. The house foundation is masonry, finished with smooth stucco. On the northwestern elevation of the building, a single-story bay window has been installed on the first floor.

History
Documentary research suggests that 46 Hope Road was constructed circa 1933, while under the ownership of Edna M. and Irene W. Mohanan. The Mohanans purchased the property from the Lackawanna Railroad Company in November of that year. It is believed that shortly afterward they had constructed present-day 46 Hope Road as a residential dwelling.

The one-acre lot containing the site of 46 Hope Road was part of a three-acre tract of land purchased by the Lackawanna Railroad Company 23 years earlier. On this larger tract, the railroad erected the Blairstown Station to the southeast of present-day 46 Hope Road. Also, at this time, Hope Road was laid out to connect the station with the main road to Blairstown (present-day Heller Hill Road).

Edna and Irene Mohanan owned 46 Hope Road until 1969, at which time they sold the place to Joseph Taormino. Taormino claimed the dwelling as his residence until his death, which occurred in May 1999. Two years later, the property was conveyed to its present owner, Kirk J. Stinson.

Eligibility
The Mohanan House is not considered eligible for listing on the National Register of Historic Places as it has been heavily altered and is not known to have historical significance. The house does not possess integrity of location, design, setting, materials, workmanship, or feeling, and is not associated with events that have made a significant contribution to the broad patterns of our history. It is also not associated with the lives of persons significant in our past, nor does it embody the distinctive characteristics of a type, period, or method of construction. The Mohanan House does not represent the work of a master, or possess high artistic values. The Mohanah House does not represent a significant and distinguishable entity whose components may lack individual distinction.
16.0 GREENDELL MAINTENANCE OF WAY FACILITY

16.1 PROJECT DESCRIPTION

A maintenance of way facility is included as part of the project in Greendell, New Jersey, utilizing the former Greendell station building for storage of materials.

16.2 AREA OF POTENTIAL EFFECT

The APE for the Greendell Maintenance of Way Facility includes the properties along Wolf's Corner Road, between No. 3 Wolf's Corner Road and No. 25 Wolf's Corner Road, including the DL&W Greendell Station Complex (Figure 51).

16.3 HISTORY OF GREENDELL

The founder of Greendell and the man for whom Green Township was named was Ephraim Green. Green settled in this area circa 1770, building a tannery and several other buildings; hence the village became known as Greensville. Green was a Quaker and a preacher, and it is said that he frequently preached at the Friends Meeting House in the Quaker settlement nearby. Green and many of the other early settlers of Greensville and vicinity were involved in the trade of boot and shoemaking, and it was from here that shoes were supplied for the soldiers of the Continental Army. The tanning and shoemaking industry continued to operate for many years and provided much of the economic growth of the village.

The main road through Greensville was known as the King’s Highway, one of the major routes of travel in the early years, connecting Easton, Pennsylvania, and points west with the New York area. This route is said to be the route used by General Washington and the Continental troops as they passed through Green Township on their way to Newburg.

Greensville prospered well into the nineteenth century. For a period of time, it became known as Liberty. In 1871, the village was renamed Lincoln until the Lackawanna Cut-Off provided railroad service to the area in 1913, when the present name for Greendell was established in order that the name not conflict with similarly named towns or villages within the state.

The earliest post office established in Green Township was located at Greensville in 1815. Records indicate that Ephraim Green was postmaster in 1824 and that he had probably occupied the post from its beginnings. The Greensville post office was later discontinued. But on August 1, 1870, it was reestablished and renamed Lincoln. The postmaster at the time was John B. Stinson. Greendell General Store, which served as a general store since it was established circa 1885, also served as the local post office from 1911 until the early 1980s. The building was constructed circa 1885 by Mary M. Ayers. The store, which has had several owners, continues to operate as a general store.

The Greensville Union Chapel was built in 1866 on a roughly one-half-acre tract of land sold to the Trustees of School District No. 2 of Green Township by the Shafer family. The chapel, a two-story frame building, was located at 7 Wolf's Corner Road. The deed of conveyance stipulated that "no other use is to be made of the premises than for
FIGURE 51:  
GREENDELL MAINTENANCE-OF-WAY FACILITY - AREA OF POTENTIAL EFFECT  
SCALE: 1" = 300' +/-
Academy [sic] purposes and religious worship.” During the nineteenth century, the first floor of the former two-story building, served as a chapel for members of the Methodist and Presbyterian denominations. The second floor served as the district school.

The Charles Stackhouse House at 3 Wolf’s Corner Road was built circa 1868. Delia D. Stackhouse, wife of Charles Stackhouse, acquired the property from the heirs of Warren Shiner for $250. The property contained about one-half an acre of land, which at that time is believed to have been unimproved. Shortly thereafter, the Stackhouses are believed to have constructed present-day 3 Wolf’s Corner Road. The Stackhouse family is first recorded within the population census of Green Township in 1870.

The Lackawanna Cut-Off provided railroad service to the area in 1912 and the present name of Greendell was established, in order that the name not conflict with similarly named towns or villages within the state. Greendell Station was constructed in 1912 in conjunction with the initiation of the operation of the Lackawanna Cut-Off. Greendell was located about halfway between Blairstown and Andover on the Cut-Off. The DL&W constructed a small concrete passenger station and a concrete interlocking tower for crossing freights into a passing siding when high speed trains approached. A concrete arch bridge was also constructed over the tracks for road traffic as there were no grade crossings on the Cut-Off. When constructed, the station exemplified modern styling and materials, although the absence of electricity in the rural surroundings required the use of kerosene lamps. There was also a water tank, stock yard and feed mill at this location.

The Cut-Off saved 11.2 miles from the original Warren line and substantially reduced the grades, curves and eliminated grade crossings completely. This enabled the DL&W to run longer, faster trains which made more money for the railroad. The DL&W was justifiably proud of its great achievement. Representatives from many American and foreign railroads had come to observe the construction and went away with their horizon of possibilities widened. On December 15, 1911, nine days before the inauguration of regular passenger service over the line, a special train was run for newspapermen and Lackawanna executives, to whom President Truesdale showed off his splendid achievement. Later, the DL&W (also known as the Lackawanna) published a special booklet on the Cut-Off and featured the project in souvenirs and in its timetables and promotional literature.

Almost all through traffic soared over the Cut-Off, while the old line declined into secondary status. The Cut-Off helped the railroad cope with the extreme demands of World War I and contributed to another decade of prosperity.

The house at 10 Wolfs Corner Road was built in 1913 by Charles C. Swinson, who was the DL&W station agent at Greendell for about 20 years. After attending business school, Charles C. Swinson worked as a station master for the DL&W Railroad. His first position was station master at the Greendell Station, where he remained employed until the station closed in the 1930s. At Greendell, Charles built a house adjacent to the station in 1913 and lived there with his wife, Mae Coursen.
Swinson made improvements near the station while he served as station master at Greendell. Swinson built a coal shed for local use. He also added a feed shed. Although the area farms were predominantly dairy farms and raised their own feed, Swinson's feed operation provided a convenient source of feed for livestock to supplement that grown by the farmers. There was also a creamery near the station for the collection and distribution of milk for transport to New York by rail. After the close of the Greendell Station, Charles Swinson moved to several other stations in New Jersey, where he continued to serve as a station and freight master for the DL&W. Charles Swinson vacated the house circa 1930; the house is currently owned by his son.

18 Wolf's Corner Road was constructed around 1919, while under the ownership of Chauncey W. Hendershot and his wife, Margaret E. Hendershot. The Hendershots acquired the lot for the house in October 1919 for $175. Prior to this date, the property was part of a 114-acre farmstead owned by Charles E. Drake. The original farmhouse for the property, owned during the first half of the 19th century by the Ayers family, was located further to the northeast along Wolf's Corner Road. The building, situated approximately 2,000 feet to the northeast of the former rail line, appears to have been either demolished or substantially renovated.

In 1928, the original Greensville Union Chapel was razed and a new Greensville Union Chapel was erected in its place. This new chapel continued to serve as a chapel into the 1970s. By the 1980s, the building was converted for use as a private residence.

In the 1930s, the Lackawanna was hard-hit by the Depression and never fully recovered. Passenger service on the railroad was discontinued in the early 1930's, the station agent was discontinued circa 1930, and the station was closed circa 1942. As late as 1945, an average of ten regular passenger trains and 19 freight trains passed over the Cut-Off each day. By then, Blairstown was the only one of the three stations on the Cut-Off at which most passenger trains stopped. Greendell (originally Greensville) had already been closed and Johnsonburg saw little activity. Except for leaving a two track passing siding at Greendell, the Lackawanna Cut-Off was reduced to a single track in 1958.

Even before 1960, the general decay of the Lackawanna had affected the Cut-Off. After years of financial struggle, the Lackawanna merged with the Erie Railroad in 1960. By 1958, when the high line was reduced to a single track, the towers at Greendell, Johnsonburg, and Slateford Junction had been out of service for several years.

In the 1970s came the general collapse of the eastern railroads and their consolidation into Conrail. With declining traffic and many east-west trunk lines to choose from, Conrail did not include the Cut-Off prominently in its plans. Also, having been built in the clouds, the Cut-Off had no on-line industry or sources of revenue, which further lessened its attractiveness to Conrail. Traffic over the Cut-Off was steadily reduced and finally, in the first week of April 1979, one rail was removed from each track just west of Port Morris, and the Cut-Off was "cut off" from its connection with other railroads in New Jersey.
The tracks were completely removed by Conrail in 1984; the last train traversed the tracks of the Cut-Off on July 31, 1984; the tracks were pulled up behind it as it made its last trip. In the late 1970s or 1980s, a private party, Gerry Turco, purchased the entire Lackawanna Cut-Off right-of-way to potentially use the fill for the proposed West Side Highway in Manhattan. NJDOT purchased the Cut-Off right-of-way from Turco in the past decade. In late 2001, the original 1911 bridge at Greendell was deemed unsafe and removed; the signal bridge was also destroyed during the project. The station and the interlocking tower are currently vacant and deteriorating.
16.4 Historic Resources in the Area of Potential Effect

National Historic Sites/State and National Register Listed Resources
None.

Resources with Determinations of Eligibility
None.

Resources with SHPO Opinions of Eligibility

DL&W Railroad Lackawanna Cut-Off Historic District
See Section 7.4 for history, description and eligibility.

Old Main DL&W Railroad Historic District
See Section 7.4 for history, description and eligibility.

Resources Potentially Eligible for National Register Listing

Greendell Station Complex
The Greendell Station Complex, located at DL&W MP 57.6, includes the Greendell Station and the Greendell Interlocking Tower. The complex contributes to the eligible DL&W Railroad Lackawanna Cut-Off Historic District. The Greendell Station and Greendell Interlocking Tower Complex is also eligible for National Register listing under National Register Criteria A, for their historic associations with the DL&W Railroad Lackawanna Cut-Off and under Criteria C, as outstanding and relatively intact examples of the DL&W Railroad’s outstanding and innovative use of concrete.

Greendell Station
Description
Greendell Station is a single-story concrete structure with a shallow-pitched hipped roof covered with green asphalt composition shingles (Photo 55). Large wooden brackets support the deep overhang. The station is vacant and all architectural woodwork, windows, doors, and interior partitions, are missing.
Photo 55: Greendell Station
Facing Northeast

History
Greendell was originally named Greensville. Later, it became known as Liberty. In 1871, the village was renamed Lincoln until the Lackawanna Cut-Off provided railroad service to the area in 1912, when the present name for Greendell was established, in order that the name not conflict with similarly named towns or villages within the state.

Greendell Station was constructed in 1912, in conjunction with the initiation of the operation of the Lackawanna Cut-Off. The station and the town were still called Greenville at the time. While the new station exemplified modern styling and materials, the absence of electricity in the rural surroundings required the use of kerosene lamps mounted on the station walls. There was also a water tank, stock yard and feed mill at this location.

The Cut-Off saved 11.2 miles from the original Warren line and substantially reduced the grades, curves and eliminated grade crossings completely. This enabled the Lackawanna to run longer faster trains which made more money for the Lackawanna. The Lackawanna was justifiably proud of its great achievement. Representatives from many American and foreign railroads had come to observe the construction and went away with their horizon of possibilities widened. On December 15, 1911, nine days before the inauguration of regular passenger service over the line, a special train was run for newspapermen and Lackawanna executives, to whom President Truesdale showed off his splendid achievement. Later, the Lackawanna published a special booklet on the Cut-Off and featured the project in souvenirs and in its timetables and promotional literature.
Almost all through traffic soared over the Cut-Off, while the old line declined into secondary status. The Cut-Off helped the railroad cope with the extreme demands of World War I and contributed to another decade of prosperity.

The house at 10 Wolfs Corner Road in Greendell was built in 1913 by Charles C. Swinson, who was the DL&W station agent at Greendell for about 20 years. After attending business school, Charles C. Swinson worked as a station master for the DL&W Railroad. His first position was station master at the Greendell Station, where he remained employed until the station closed in the 1930s. At Greendell, Charles built a house adjacent to the station in 1913 and lived there with his wife, Mae Coursen. Mae was from the Coursen family whose farmland was used as the location for the Coursen Fill.

Swinson made improvements near the station while he served as station master at Greendell. Swinson built a coal shed for local use. He also added a feed shed. Although the area farms were predominantly dairy farms and raised their own feed, Swinson’s feed operation provided a convenient source of feed for livestock to supplement that grown by the farmers. There was also a creamery near the station for the collection and distribution of milk for transport to New York by rail. After the close of the Greendell Station, Charles Swinson moved to several other stations in New Jersey, where he continued to serve as a station and freight master for the DL&W. Charles Swinson vacated the house circa 1930; the house is currently owned by his son.

In the 1930s, the Lackawanna was hard-hit by the Depression and never fully recovered. Passenger service on the railroad was discontinued in the early 1930’s, the station agent was discontinued circa 1930, and the station was closed circa 1942. As late as 1945, an average of ten regular passenger trains and 19 freight trains passed over the Cut-Off each day. By then, Blairstown was the only one of the three stations on the Cut-Off at which most passenger trains stopped. Greendell (originally Greensville) had already been closed and Johnsonburg saw little activity.

Even before 1960, the general decay of the Lackawanna had affected the Cut-Off. After years of financial struggle, the Lackawanna merged with the Erie Railroad in 1960. By 1958, when the high line was reduced to a single track, the towers at Greendell, Johnsonburg, and Slateford Junction had been out of service for several years. Passenger service on the railroad was discontinued in the early 1930’s. The agent was discontinued circa 1930 and the station was closed circa 1942. Except for leaving a two track passing siding at Greendell, the Lackawanna Cut-Off was reduced to a single track in 1958.

In the 1970s came the general collapse of the eastern railroads and their consolidation into Conrail. Traffic over the Cut-Off was steadily reduced and the tracks were completely removed by Conrail in 1984; the last train traversed the tracks of the Cut-Off on July 31, 1984; the tracks were pulled up behind it as it made its last trip. In the late 1970s or 1980s, a private party, Gerry Turco, purchased the entire Lackawanna Cut-Off right-of-way to potentially use the fill for the proposed West Side Highway in Manhattan. NJDOT purchased the Cut-Off right-of-way from Turco in the past decade. In late 2001,
the original 1911 bridge at Greendell was deemed unsafe and removed; the signal bridge was also destroyed during the project. The Greendell Station and the Interlocking Tower are currently vacant and deteriorated.

**Eligibility**

The Greendell Station is potentially eligible for listing on the National Register of Historic Places under Criterion A and C as an excellent and relatively intact example of a typical early twentieth century DL&W rail station executed in concrete and as a contributing resource to the DL&W Railroad Lackawanna Cut-Off Historic District. Greendell Station and the Greendell Interlocking Tower are also eligible under National Register Criterion A and C as the Greendell Station Complex.

**Greendell Interlocking Tower**

**Description**

The Greendell Interlocking Tower is a two-story concrete building with a shallow-pitched hipped roof that was formerly covered with green clay tile (Photo 56). The first story is distinguished by arched window and door openings. Due to an extended period of vacancy, most of the green ceramic roof tiles are missing and all doors and windows are missing.

![Photo 56: Greendell Interlocking Tower Facing Northeast](image)

**History**

Greendell Interlocking Tower was constructed in 1912 to control passing sidings and crossovers. Originally, with mechanical interlocking switches and automatic block electric signals; the tower was built by DL&W President Truesdale during his massive rebuilding campaign of the early twentieth century. The tower was closed in 1938.
Interlocking switches were operated by a series of levers which were located in a control tower. They could only be operated in proper sequences so as to prevent two trains from occupying the same track and to establish the particular route set for a train to take. They also protected points of danger such as at switches and controlled yard movements. Eighty-seven interlocking plants formerly operated on the DL&W. Most of the two-story interlocking towers were constructed of concrete; a few were wood frame buildings.

Eligibility
The Greendell Interlocking Tower is eligible under National Register Criteria A and C as a contributing resource to the DL&W Railroad Lackawanna Cut-Off Historic District, and also potentially eligible for individual listing on the State and National Registers of Historic Places under Criteria A, for its historic associations with the Cut-Off and Criteria C as an excellent and relatively intact example of the DL&W innovative use of concrete. The tower is also potentially eligible under National Register Criterion C as an excellent and relatively intact example of a railroad interlocking tower, a threatened building type. The Greendell Interlocking Tower and Greendell Station are also eligible under National Register Criterion A and C as the Greendell Station Complex.

To support the statement that interlocking towers are significant as an increasingly endangered historic property type, the following assessment of extant DL&W interlocking towers was conducted:

MORRISTOWN LINE
West End Interlocking Tower (Jersey City, NJ).
This tower was built in 1909 to control the junction between the DL&W Main Line (Boonton Line) and the Morris & Essex Lines. The tower has no current interlocking function and is used as an office and shops for rail maintenance workers. This tower is scheduled to be vacated and demolished in the near future.

Newark Interlocking Tower
This tower was built in 1953 in Newark, NJ to replace the former tower at Harrison, and Kearny Junction, NJ. This tower has no current interlocking function. The tower is currently utilized for workshops, storage space and offices for NJ TRANSIT Track and Signal Departments.

Orange Interlocking Tower
This tower was built in 1918 to control the third track movements into the Orange, NJ, Freight Yard which no longer exists. This tower is currently vacant and deteriorated.

Summit Interlocking Tower
This tower was built in 1905 in Summit, NJ to control train movements on the Passaic & Delaware Branch (Gladstone Branch) and cross-overs into the adjacent yard. Currently vacant, the tower is used by the railroad for office and to store communications equipment. The interior is significantly deteriorated.
Denville Interlocking Tower.
This tower was built in 1928 in Denville, NJ to replace an earlier wood frame tower that was located west of the Denville Station at the junction of the Morristown and Boonton Lines. The tower is now being used as offices for the NJ TRANSIT Communications Department.

LACKAWANNA CUT-OFF
Greendell Interlocking Tower
This tower was built in 1912 in Greendell, NJ as part of the DL&W Railroad Lackawanna Cut-Off to control passing sidings and crossovers. The tower was closed in 1938. The tower is currently vacant and deteriorated with doors, windows, and all of the interior fabric missing; most of the original green ceramic roof tiles are missing.

Port Morris Yard Interlocking Tower
This tower was built in Port Morris, Roxbury Township, NJ in 1910 to control passing sidings and crossovers in the yard. The tower was closed in the 1980s. The tower is currently vacant and deteriorated with doors and windows boarded up. Most of the original green ceramic roof tiles are missing.

KNOWN DL&W TOWERS IN PENNSYLVANIA:
East Stroudsburg Interlocking Tower
This tower was built in 1908 in East Stroudsburg, PA to control passing sidings and crossovers. This tower is the last wooden tower to remain intact on the DL&W Railroad Route between Scranton and Slateford Junction. The East Stroudsburg Interlocking Tower is one of the five interlocking towers that remain intact along the route; originally there were 11 towers between these two points. It was manned until 1986 and was capable of performing its functions until August 1993, when Conrail removed the excess trackage and single tracked the line. The East Stroudsburg Railroad Society restored and refurbished the tower with private funds in 1989.

Tobyhanna Interlocking Tower
This tower was built in 1910 in Tobyhanna, PA to control passing sidings and crossovers. The tower is currently owned by the Lackawanna County Railroad Authority. It is currently vacant but in good condition.

Bridge 60 Interlocking Tower
This tower was built in 1953 in Scranton, PA to replace three former interlocking towers that controlled the DL&W Scranton Freight Yards. The Bridge 60 Interlocking Tower controlled the interlocking at the DL&W Railroad Bridge 60 over the Lackawanna River. It is currently used by the Steamtown Police Department.

Slateford Junction Interlocking Tower
This tower was built in 1911 in Slateford Junction, PA, where the existing rail line from Portland, PA, met the Lackawanna Cut Off in the town of Delaware Water Gap. The tower, currently owned by Norfolk Southern, was decommissioned in the 1980s and is vacant and deteriorated.
The following towers are also extant in PA, according to the DL&W Railroad Line Scranton to Slateford Junction Historic Resource Study prepared by A. Berle Clemenson, August 1991:

Gouldsboro Interlocking Tower
Built in 1912.

Gravel Place Interlocking Tower
Built in 1911.

Greendell General Store, 6 Wolfs Corner Road, Greendell

Description
The Greendell General Store is a two-story frame building with a gable roof (Photo 57). At the front façade, the second-story enclosed porch (probably a later addition) cantilevers over the original first story storefront. The interior is essentially intact with horizontal bead board, original moldings and tin ceilings (Photos 58 & 59). The store has a small frame shed-roof storage shed with a carport. The storage shed has a door and a small window. An ice machine and two dumpsters were located adjacent to the structure in the winter of 2004. (Photo 60). As per SHPO request, a search was undertaken for period images of the Greendell General Store. However, no period images of the store were located therefore, the original appearance of the store and any subsequent alterations cannot be determined.

Photo 57: Greendell General Store
Facing East
Photo 60: Shed at Greendell General Store, Facing East

History
The site of 6 Wolf's Corner Road has served as a general store since it was established sometime around 1885. It also served as the local post office from around 1911 until the early 1980s. From 1868 until 1885, the site of the store, (not yet built), was on an 81-acre tract of land owned by John H. Ayers and his wife, Mary M. Ayers. Upon the death of John Ayers in 1885, the property was bequeathed to his wife, Mary. An inventory of Ayers estate, produced in August of that year, shows no evidence that a store was part of the real estate holdings of John Ayers. Instead, it appears that shortly after her husband passed away, Mary M. Ayers had present-day 6 Wolf's Corner Road constructed. Sometime between 1885 and 1900, she had remarried into the Reading family. In March 1900, Mary Reading (nee Ayers) sold the 81-acre tract, including the store to John Gibbs. The Gibbs family owned the property into the early 1950s. John Gibbs died in 1937 and his wife, Ida Alice Gibbs, continued to manage the store until her death in 1953.

Upon the death of Ida Alice Gibbs, the property was inherited by her daughter, Ruth Dyson Albert. In 1954, the executors for the estate of Ida Alice Gibbs set off a one-quarter-acre tract of land surrounding the store, and officially transferred ownership of the store to Albert. Albert owned the store for two years, during which time the place was managed by Floyd Marvin. In June 1956, Ruth Dyson Albert sold the property to Eugene P. Abel and his wife, Elizabeth. The deed of conveyance describes the property as "being known and designated as the store house lot and encompassed within the
boundaries thereof, are presently located a tool shed, an additional small building, and a store building, wherein one Floyd Marvin now conducts a general store . . ."

From 1941 until 1946, Floyd Marvin is known to have claimed 3 Wolf’s Corner Road as his residence, located directly across the street from the store. In 1946, he sold his house to Eugene and Elizabeth Abel and instead, is believed to have rented space for his residence within the store building while he served as manager. The Abel family owned the store property for the next 30 years. Eugene F. Abel died in 1976 and in March 1986, his wife, Elizabeth, sold the property to John G. Howe and his wife, Jeannette. The store is presently owned by Ralph and Ramona Werner who acquired the place from the Howes in 1992.

**Eligibility**
Greendell General Store is potentially eligible for State and National Register listing under Criterion A as one of the earliest and continuously operating commercial businesses in the town of Greendell, and also potentially eligible under Criterion C as an excellent and intact example of a rural country store, a threatened building type in the State of New Jersey. Although the exterior has been modified, the interior has remained remarkably intact and, with its vertical board, molded shelving, and tin ceilings, continues to convey the distinctive characteristics of a type, period, and method of construction.

As the metropolitan New York-New Jersey commuter shed expands due to high housing prices and improved transportation, development pressures expand into the formerly rural and agricultural regions of northwestern New Jersey. When development occurs, small scale businesses such as the Greendell General Store are replaced with strip malls or large scale, low cost consumer outlets such as Wal-Mart and Costco. If train service resumes on the Lackawanna Cut-Off, the Greendell General Store would be threatened due to rising property values and associated housing and retail development. Therefore, the Greendell General Store is considered an endangered historic resource.

6 Wolf’s Corner Road has served as a general store since it was established circa 1885. It also served as the local post office from around 1911 until the early 1980s. The building was constructed circa 1885 by Mary M. Ayers. The store, which has had several owners, continues to operate as a general store.

**Resources Evaluated and Not Considered Eligible for National Register Listing**

**Greensville Union Chapel, 7 Wolf’s Corner Road, Greendell**

**Description**
The Greensville Union Chapel is a two-story frame structure of rectangular plan. The exposed foundation is either concrete or parged masonry block (Photo 61). The building has a gabled roof and a short steeple with a pyramidal roof, each covered with asphalt composition shingles. The southeast (front) façade, located at the gable end, has a pedimented portico that is accessed by a set of straight stairs; a pair of windows are set in the gable of the southeast façade. A large quadruple window, with fixed lights above and
Operable hoppers below, is situated centrally on the southwest (side) façade. A triplet window is located near the south corner of the southwest façade. The northeast (side) façade has a single window set either end. A gable-roof porch and a modern timber deck are located on the northwest (rear) façade. A shed roof overdoor shelters an entrance to the basement level on the southwest façade. The only outbuilding consists of a gable-roofed shed.

The entire structure has been modernized. All of the original windows have been removed and replaced with modern windows. It is probable that the southwest façade quadruple window was once glazed with stained, leaded glass; this window, like all others on this structure is glazed with modern replacements. Modern vinyl siding covers the remaining structure.

Photo 61: Greensville Union Chapel
Facing North

History
Present-day 7 Wolf's Corner Road was constructed in 1928 and replaced a two-story frame building, which was built in 1866 on a roughly one-half-acre tract of land sold to the Trustees of School District No. 2 of Green Township by the Shafer family. The deed of conveyance stipulated that “no other use is to be made of the premises than for Academy [sic] purposes and religious worship.” During the nineteenth century, the first floor of the former two-story building, known as the Greensville Union Chapel, served as a chapel for members of the Methodist and Presbyterian denominations. The second floor served as the district school.

In 1928, the original Greensville Union Chapel was razed and the building known presently as 7 Wolf’s Corner Road was erected in its place. This new building appears to have continued to serve as a chapel into the 1970s. By the 1980s, the building apparently
ceased to be used for religious or educational purposes. On April 18, 1986, the Board of Education of Green Township sold the property to Michael Sinopoli. Shortly thereafter, Sinopoli renovated the place as his residence, where he is believed to have resided for the next ten years. In 1996, he sold the place to Robert Hemmer, who in turn sold it to its present owners, James P. Chirip and Heather D. Motyka in 2000.

Eligibility
The Greensville Union Chapel is not considered eligible for listing on the National Register of Historic Places because it has been altered. The house does not possess integrity of design, materials, workmanship, or feeling, and is not associated with events that have made a significant contribution to the broad patterns of our history. It is also not associated with the lives of persons significant in our past, nor does it embody the distinctive characteristics of a type, period, or method of construction. The Greensville Union Chapel does not represent the work of a master and does not represent a significant and distinguishable entity whose components may lack individual distinction.

Charles C. Swinson House, 10 Wolfs Corner Road, Greendell, Sussex County, NJ

Description
The Charles C. Swinson House is a two-story American Four-Square Style house with a hipped roof (Photo 62). The house is covered with clapboard siding and the roof is covered with asbestos shingles. There is a single-story enclosed porch at the front (southwest) façade and a gabled dormer on the southwest roof slope. There is a frame garage and a large frame shed at the rear of the house.

Photo 62: Charles C. Swinson House
Facing East
History
The house at 10 Wolfs Corner Road was built in 1913 by Charles C. Swinson, who was the DL&W station agent at Greendell for about 20 years. Charles Swinson vacated the house circa 1930; the house is currently owned by his son.

After attending business school, Charles C. Swinson worked as a station master for the DL&W Railroad. His first position was station master at the Greendell Station, where he remained employed until the station closed in the 1930s. At Greendell, Charles built a house adjacent to the station in 1913 and lived there with his wife, Mae Coursen.

Swinson made improvements near the station while he served as station master at Greendell. Swinson built a coal shed for local use. He also added a feed shed. Although the area farms were predominantly dairy farms and raised their own feed, Swinson's feed operation provided a convenient source of feed for livestock to supplement that grown by the farmers. There was also a creamery near the station for the collection and distribution of milk for transport to New York by rail.

After the close of the Greendell Station, Charles Swinson moved to several other stations in New Jersey, where he continued to serve as a station and freight master for the DL&W. Although the family no longer lived in Greendell, Charles continued to own the house on Wolfs Corner Road. The Swinsons had two sons, both of which enlisted for military service and fought in World War II. After the war, the oldest son, Wilfred, married and returned to Greendell. He purchased the house built by his father on Wolf's Corner Road. Wilfred H. Swinson continues to reside in the family house.

Eligibility
The Charles C. Swinson House is not considered eligible for listing on the National Register of Historic Places. The house does not possess integrity of design, materials, workmanship, or feeling, and although the house was built and owned by the Greendell stationmaster, is not associated with events that have made a significant contribution to the broad patterns of our history. It is also not associated with the lives of persons significant in our past, nor does it embody the distinctive characteristics of a type, period, or method of construction. The Charles C. Stinson House does not represent the work of a master and does not represent a significant and distinguishable entity whose components may lack individual distinction.

Chauncey W. Hendershot House, 18 Wolf's Corner Road, Greendell
Description
The Chauncey W. Hendershot House, located approximately 375 feet from the proposed project site, is a one and one-half story house of rectangular plan (Photo 63). The house has a gabled roof with a central shed-roofed dormer with four square windows. The first story has an open front porch in the central bay. Windows, arranged in pairs on the front façade, are primarily six-over-one double-hung sash. A pair of windows is located at each gable head.
Photo 63: Chauncey W. Hendershot House
Facing South

History
18 Wolf’s Corner Road was constructed around 1919, while under the ownership of Chauncey W. Hendershot and his wife, Margaret E. Hendershot. The Hendershots acquired the lot for the house, which had 75 feet along Wolf’s Corner Road and extended 210 feet deep, in October 1919 for $175. Shortly after they bought the property, they are believed to have had the house constructed. Prior to this date, the property was part of a 114-acre farmstead owned by Charles E. Drake. The original farmhouse for the property, owned during the first half of the 19th century by the Ayers family, was situated further to the northeast along Wolf’s Corner Road. The building, situated approximately 2,000 feet to the northeast of the former rail line, appears to have been either demolished or substantially renovated.

The Hendershot family claimed 18 Wolf’s Corner Road as their residence for four years before selling the place to Daniel H. Longcar. Longcar and his wife, Catherine, resided here until 1934. In that year, the property was acquired by Arthur Labar and his wife, Elizabeth. Throughout the remainder of the 20th century, the residential dwelling changed hands 12 times. The property’s present owners, Freas L. Hess and his wife, Patricia C., purchased the property in 2001 from the Kimble family.

Eligibility
The Chauncey W. Hendershot House is not considered eligible for listing on the National Register of Historic Places because it has been heavily altered and is not known to have historical significance. The house does not possess integrity of location, design, setting, materials, workmanship, or feeling, and is not associated with events that have made a
significant contribution to the broad patterns of our history. It is also not associated with the lives of persons significant in our past, nor does it embody the distinctive characteristics of a type, period, or method of construction. The Chauncey W. Hendershot House does not represent the work of a master, or possess high artistic values. Also, the house does not represent a significant and distinguishable entity whose components may lack individual distinction.

**Charles Stackhouse House, 3 Wolf's Corner Road, Greendell**

*Description*

The Charles Stackhouse House, located approximately 300 feet from the project site, is a two and one-half story frame house with a gabled roof (Photo 64). The front entry is offset and situated under a pedimented overdoor supported by turned posts, and accessed by a straight stair with wooden railings. Windows, arranged singularly, are six-over-one double-hung sash. A single story porch and side entrance projects from the southwest façade of the house. The foundation is random rubble masonry. The windows are modern replacements and the house is covered with vinyl siding.

![Photo 64: Charles Stackhouse House Facing South](image)

*History*

3 Wolf's Corner Road appears to have been built around 1868, while the property was under the ownership of the Stackhouse family. Delia D. Stackhouse, wife of Charles Stackhouse, acquired the property from the heirs of Warren Shiner for $250. The property contained about one-half an acre of land, which at that time is believed to have been unimproved. Shortly thereafter, the Stackhouses are believed to have constructed present-day 3 Wolf's Corner Road. The Stackhouse family is first recorded within the Population Census of Green Township in 1870. In that year, the property was occupied
by Delia D. Stackhouse [age 30], her husband, Charles Stackhouse [age 43] and their two children, Winfield S. [age 8] and Cassius C. [age 6 months]. Charles Stackhouse is listed as being a stone mason by trade (United States Department of Commerce and Labor, Bureau of the Census 1870). Snell’s History of Sussex and Warren Counties also cites Charles Stackhouse as a trustee of the Greensville School District in 1880.

Delia D. Stackhouse claimed 3 Wolf’s Corner Road as her place of residence until her death in February 1898. Following her death, the property was acquired by Harry H. Miller, who in 1903 sold it to David M. Shelly. Together, David Shelly and his wife, Amanda, claimed the house as their residence until 1929. In that year, David Shelly passed away leaving the place to Amanda. She continued to reside here until 1941, at which time she sold the property to Floyd F. Marvin. Marvin owned the property for five years before selling it to Eugene F. Abel and his wife Elizabeth. From at least 1954 until 1956, Marvin is known to have been the manager of the general store, present-day 6 Wolf’s Corner Road, located on the opposite side of the road. He is likely to have been leasing space on the second floor of the building. In 1956, the Abels also acquired the general store.

The Abel family continued to reside within 3 Wolf’s Corner Road into the late 1980s. Eugene F. Abel died in 1976 and his wife, Elizabeth, continued to reside here until 1987. In November of that year, she sold her residence to the corporation of R.Y.C.L. Mining and Consulting. In the previous year, she had also sold the general store property. 3 Wolf’s Corner Road is presently owned by David H. Miller, who acquired the property from R.Y.C.L. in 1995.

Eligibility

The Charles Stackhouse House is not considered eligible for listing on the National Register of Historic Places because it is not known to have historical significance. The house does not possess integrity of location, design, setting, materials, workmanship, or feeling, and is not associated with events that have made a significant contribution to the broad patterns of our history. It is also not associated with the lives of persons significant in our past, nor does it embody the distinctive characteristics of a type, period, or method of construction. The Charles Stackhouse House does not represent the work of a master, or possess high artistic values. Also, the house does not represent a significant and distinguishable entity whose components may lack individual distinction.
17.0 ANDOVER STATION

17.1 DESCRIPTION OF PROJECT
The potential station area is located on Roseville Road. This station site is located in Andover Township on the south side of Roseville Road in the vicinity of where the road curves to the north to intersect with Andover Mohawk Road. The undeveloped site is located off County Route 613 in a rural setting surrounded by vacant parcels of land, farm land, and single family residences. Surrounding land uses include low-density single family housing and farms. The State of New Jersey Department of Transportation owns the right-of-way that is 19.54 acres in size and it is zoned for an industrial use. Access to this site would be from Roseville Road. The estimated parking requirement is 50 spaces.

17.2 AREA OF POTENTIAL EFFECT
The APE for Andover Station includes Westby Farm, Block 5, Lot 7 at 300 Roseville Road, Andover, and the parcel on which is the proposed site for the station (Figure 52). The remainder of the surrounding lands are heavily wooded and contain no structures.

17.3 HISTORY OF ANDOVER
In March, 1864, the townships of Andover and Hampton were set off from that of Newton, by which dimensions were reduced to a very small circle covered by the town and its immediate suburbs. Andover has an area of 20 square miles; it is five miles north and south, and four east and west. It has Newton and Hampton on the north, Byram and Green on the south; the former with Sparta extending also along its eastern side, and the latter on its western. The Sussex Railroad, from its junction with the Morris and Essex at Waterloo, ran northerly through this township towards Newton and beyond. Its population, in 1870, was 1,126. Besides Andover, there were, in this township, four other smaller places—Springdale, Whitehall, Brighton, and Pinkneyville. Andover is in the lower extremity of the county, six miles south of Newton, on the route of the former Sussex Railroad.

In 1714, William Penn acquired title to a large tract of land in this county and thus, became owner of what was afterwards known as the Andover Iron Mine. Soon after this, the mine, with the lands adjoining, passed into the hands of a company from Sussex, England. This company worked the mine until the second year of the Revolutionary War. At this time, Congress, having been informed that iron and steel of the best quality were manufactured here and was being used for purposes of war by the enemy, directed the Government of New Jersey to secure the mine for the benefit of the United States. For five years, the mine furnished iron and steel for the Continental Army. This mine was situated about one and a half miles from the village. For many years after the end of the war, the mine lay deserted, but later was reopened under the direction of the Andover Iron Company. This was the first mine in the county.
In 1814, Andover contained only a mill, a blacksmith’s shop, and three or four houses. The mill was built by Joseph Northrup, who owned the entire tract of land known as “Furnace Tract,” which then included the site of the village. Little improvement was made in the village until about 1850. In 1872, the village of Andover was described as follows:

The buildings all have a fresh appearance, and indicate the thrift and enterprise of the people. It is the business place of the township. For country residences for city people, it affords excellent advantages. The scenery in the neighborhood is very fine, the air clear and healthful, and the transportation facilities excellent, as it connects daily with five trains to New York, and the depot is centrally located. The present population is estimated at three hundred. It contains a Methodist and a Presbyterian Church, several good stores, a hotel, two blacksmith shops, and a tin store. A steam saw-mill, belonging to Mr. Benjamin Totten is situated about a mile above Andover on the railroad, and there is another, driven by water-power, belonging to the Hon. Wm. M. Iliff.

17.4 HISTORIC RESOURCES IN THE AREA OF POTENTIAL EFFECT

National Historic Sites/Resources Listed on the State and National Registers
None.

Resources Determined Eligible for Listing on the State and National Registers
None.

Resources with SHPO Opinions of Eligibility
None.

DL&W Railroad Lackawanna Cut-Off Historic District
See Section 7.4 for history, description and eligibility.

Old Main DL&W Railroad Historic District
See Section 7.4 for history, description and eligibility.

Resources Potentially Eligible for National Register Listing

Westby Farm, 300 Roseville Road, Andover Township, Sussex County, New Jersey
Description
Westby Farm is located in a rural area of Andover Township. The farm is bordered by a wood split rail fence. A pair of concrete pillars and a wooden gate demarcates the entrance to the farm off of Roseville Road. Westby Farm is a 155-acre farm that supports livestock, including pigs and beef cattle. The property is contained in Block 5 and Lot 7 (Figure 53, Photos 65-69). There are six buildings on the farm: a two and one-half story historic farmhouse with an L-addition and stone foundation (Photo 65); a large, historic two-story frame livestock barn with a gabled roof and barn doors (Photo 66); a smaller, historic, two-story barn with a gable roof and two single-story shed-roofed additions and
a small, open wood-frame feed shelter that has two bays and a shed roof (Photo 67); a small, historic garage/barn with a gabled roof that is situated just inside the main entrance to the farm (Photo 68) and a large, modern metal barn with a shallow gabled roof (Photo 69). With the exception of the large, modern metal barn, all of the farm buildings appear to have been constructed in the nineteenth century.

Figure 53. Westby Farm Site Plan
Photo 65: Westby Farmhouse
Facing Northeast

Photo 66: Livestock Barn at Westby Farm
Facing North
Photo 67: Barn and Feed Shelter at Westby Farm
Facing North

Photo 68: Garage (White Building in Foreground) and Modern Barn (Background)
Facing North
The farm house (Photo 65) is an L-plan frame structure which consists of a circa 1850 block and a large addition forming the “ell.” The original one and-one-half story circa 1850 house has a rectangular plan and is supported by a random rubble foundation. A short brick chimney rises from the southwest end of the roof ridge and a tall, slender brick chimney rises from the northeast end of the ridge. The addition, (date unknown), is a two and-one-half story frame structure with a gabled roof oriented at a 90° angle to the earlier roof ridge. This part of the house is supported by a concrete or parged masonry block foundation, suggesting its construction sometime after 1900. The entire structure is covered with vinyl siding and all windows are modern replacements. The roofs are sheathed with asphalt composition shingles.

The large frame livestock barn, painted red at the second story and white at the first story, is two-stories high; the first story has two-over-two windows (Photo 66). A single story extension has a steeply gabled roof and a small vestibule-type extension with 12-over-12 windows and an entry door. The smaller frame barn is also painted red and has two partially open shed-roofed extensions; the feed bin has a shed roof and is open on one side (Photo 67). The garage/barn building, located near the front entrance to the farm off of Roseville Road, has a gable roof, nine-light windows, barn style doors and a garage door (Photo 68). The large, red modern barn is located on a hill overlooking the other
farm buildings. This barn has a steeply gabled roof, small narrow windows on the side facades and a large sliding barn door at the front elevation (Photo 69).

History
300 Roseville Road was once part of a farmstead, which appears to have been established around 1850 by the Kishpaugh family. Between 1847 and 1850, Anthony Johnson Kishpaugh purchased several tracts of adjoining land including a 155-acre tract located in Newton and Byram Townships. This tract contained the site of 300 Roseville Road (not yet built). By 1850, Kishpaugh is believed to have erected the earliest part (frame section upon stone foundation) of present-day 300 Roseville Road. Sometime between 1850 and 1860, George Ham is believed to have leased the property from Kishpaugh. By this time, George Ham had been married to a Martha D. Kishpaugh. Her relationship to Anthony J. Kishpaugh is not known. 300 Roseville Road is first depicted on Hopkins' Map of Sussex County in 1860 (Figure 54). The dwelling is shown as being situated on the south side of Roseville Road and is labeled "G. Hamm." The road was re-aligned during the 1940s and presently runs to the south of the dwelling.

![Map of Sussex County, G.M. Hopkins, 1860](source)

**Figure 54. 1860 Map Showing 300 Roseville Road**

Anthony J. Kishpaugh passed away around 1870 leaving the property to his three children, Wilson D., Mary L. and Peter M. Kishpaugh. The Kishpaughs could not agree on how their father's real estate should be divided, so, the Master of the Court of Chancery was instructed to sell the property at public sale. In May 1871, the 155-acre tract of land containing present-day 300 Roseville Road was sold to Luther Hill, Jr. and Samuel Hill.
By the early 20th century, Luther Hill, Jr. had gained full title to the property. A detailed drawing, drafted by the Lackawanna Railroad in 1911, in connection with the construction of drainage ditch through Hill's property, shows the core buildings of Hill's farmstead as they existed at this time (Figure 55). The drawing shows the farmstead complex consisting of the farmhouse, a milk house, a wagon house and a barn. Luther Hill and his wife, Melinda Stackhouse, did not occupy the farmhouse, instead they claimed the borough of Andover as their domicile. In addition to experimenting with the production of a small sweet corn, Hill held the position of Superintendent of the Sussex County Schools from 1876 until 1904.
L. E. E. of N. J.
MAP SHOWING
DRAINAGE DITCH
THROUGH PROPERTY OF
LUTHER HILL
NEAR ANDOVER, N. J.
Luther Hill retained title to the property containing 300 Roseville Road until January 1913, at which time he sold the farm to Alexander Kowalick. In May of that same year, the property was acquired by the Andover Gardens Company. Experiencing financial difficulties in 1917, they were forced to sell the property. In that year, the place was acquired by Albert W. Brown. In the following year, Brown sold the property to James G. Marcum and his wife, Maude Grace. The Marcum family claimed the place as their residence for the next 13 years before they too were faced with financial hardships. In November 1931, the farmstead property was sold by sheriff’s sale to Olaus W. Casperson.

During the early 1930s, Casperson, originally a resident of New York City, acquired several tracts of land both in Byram and Andover Townships. By 1933, he had removed from the city to live in Montclair, Essex County. Today, 300 Roseville Road is owned by the Westby Corporation, an entity established by Casperson by the 1960s. Casperson appears to have purchased land in Sussex County mainly as investment property. He was responsible for the Forest Lakes residential development, built during the 1960s, which overlooks 300 Roseville Road to the south of the former Lackawanna Railroad. He apparently also had a hand in the development of the community of Wildwood Shores, Lake Hopatcong.

At some point in time, Casperson named the farmstead (300 Roseville Road) Westby Farm. Westby may have been his middle name. During Casperson’s ownership, the farmhouse was occupied by various managers of the farm property. During this period, the farm supported mostly livestock, including pigs and beef cattle. Improvements to the outbuildings of the property were undertaken during Casperson’s ownership. The farmstead property is still owned by the Westby Corporation, who presently has their headquarters in Gladstone. David Klemm is currently the manager of the farm.

Eligibility
Westby Farm is potentially eligible for listing on the National Register of Historic Places under Criterion A, as a farm which first established in the 1850s, has been continuously used as a farm into the 21st century. The farm possesses integrity of location, design, setting, materials, workmanship, and feeling, and is associated with events that have made a significant contribution to the broad patterns of our history and persons significant to the history of the community of Andover. The farm was owned by Luther Hill, who experimented with sweet corn and served as Superintendent of the Sussex County School system and is also associated with Olaus Casperson, a Sussex County developer who was responsible for the Forest Lakes development and Wildwood Shores, Lake Hopatcong. The farm, with buildings and barns that date from the late nineteenth-early twentieth century, is also eligible under National Register Criterion C, as many of the farm buildings convey the distinctive characteristics of a type, period, or method of construction.

Resources Evaluated and Not Considered Eligible for National Register Listing
None.
18.0 PORT MORRIS YARD

18.1 PROJECT DESCRIPTION
A new switch will be installed from the yard lead to provide access from the Lackawanna Cut-Off. A new wye track will be installed from the new Cut-Off track into Port Morris Yard. Also, a cross-over will be installed in the yard to improve the operations of the Cut-Off and allow the trains to turn around. In the Yard, a storage track will be connected to the run-around track. All anticipated work is limited to track work on existing right-of-way.

18.2 AREA OF POTENTIAL EFFECT
NJ TRANSIT is proposing to make improvements to its Port Morris Yard, which is located the NJ TRANSIT Morristown Line in Roxbury Township, Morris County. The property is within Block 22, Lot 2 to the south of a residential area. The site is bordered by Canal Street to the north and Kings Highway to the south. The APE at Port Morris Yard is limited to the railroad right-of-way (Figures 56 and 57). The wye track and the Cut-Off track both cross over the former Morris Canal on an approximate 15-20 foot high embankment northeast of where Canal Street terminates. The Morris Canal, in this area, has been filled and its alignment is generally the Center Street roadway. Work associated with the Lackawanna Cut-Off project in this area will include clearing of trees, track bed grading, and re-establishing track. There will be no modifications to the embankments which carry the wye and the Cut-Off over the bed of the former Morris Canal.

18.3 HISTORY OF THE PORT MORRIS YARD
Port Morris Yard was built along the Morris Canal as a storage point for anthracite coal (Figure 58: Period Map of Port Morris Yard). When the DL&W began operations, the tracks ran within a few hundred feet of the canal. Until the demise of the Morris Canal, the Port Morris Coal Docks served as one of eight transshipment facilities along the waterway. Coal was brought in by rail and transferred to the canal for transport to eastern markets. The DL&W began to build facilities at Port Morris in 1869. Construction included a roundhouse with space for 23 engines and a coal storage facility, the trestle work for which was “½ mile in length, 30 to 40 feet in height, four rows in width, and had a 170,000-ton capacity.” That same year, the railroad built 12 houses for employee accommodations.

By 1876, Port Morris was established as a major railroad center for the DL&W. By 1882, over 200 people were employed by the railroad in Port Morris, and approximately 340 people lived in the village. In 1882, the village consisted of a church, a school, a general store, a post office, a depot and a telegraph office.

Although coal storage shifted to East Dover in the early 1900s, Port Morris remained a significant point in the rail system. Beginning in 1905, Port Morris served as the interchange point with the Lehigh and Hudson River Railroad for New England freight traveling over the New Haven Railroad. Engines and equipment were stored at Port Morris for passenger trains originating in Netcong. Built in 1911, the Cut-Off diverged from the old main line at Port Morris.
Source: Robinsons 1887 Atlas of Morris County

Figure 58: Port Morris Yard, 1887
Port Morris served as the regional transfer point for less than carload freight. Railroad historian Thomas Taber states that after the canal was gone, Port Morris “was important for processing L.C.L. (less than carload) freight from through cars to local cars going to all Lackawanna points in New Jersey and for local freights serving all points west of Paterson and Summit.” Additionally, L.C.L. freight for New York City and New England was handled at this station. Port Morris served in this role until a larger transfer station was built at Secaucus in 1912. Due to the decrease in freight business, Port Morris transfer yard was closed at the end of 1931.

In the late 1950s, a “piggy back” facility was built at Port Morris to accommodate truck trailers. The Lackawanna built flat cars with each car capable of carrying one truck trailer. The trailers could be transferred to truck cabs for off-line destinations. Without this service, the off-line industry would be required to unload a boxcar at the freight station. Railroad management failed to promote the facility and the service was rarely used. In 1972, Conrail took control of what had become the Erie-Lackawanna Railroad and Port Morris Yard was closed. The yard is now serving as a coach yard for NJ TRANSIT.

### 18.4 Historic Resources in the Area of Potential Effect

**National Historic Sites/Resources Listed on the State and National Registers**

None.

**Resources Determined Eligible for Listing on the State and National Registers**

None.

**Resources with SHPO Opinions of Eligibility**

**Old Main DL&W Railroad Historic District**

See Section 7.4 for history, description and eligibility.

**Port Morris Yard, Roxbury Township, Morris County**

**Description**

The NJ TRANSIT Port Morris Yard is located in Roxbury Township, Morris County. The yard is located adjacent to the eligible Old Main Delaware, Lackawanna & Western Railroad Historic District and the National Register listed Morris Canal. The NJ TRANSIT Port Morris Yard consists of 47 acres and is currently used for the storage of rail passenger cars and locomotives, as well as for the fabrication of rail infrastructure. There are seven buildings currently extant in the Port Morris Yard. Five buildings have recently been constructed by NJ TRANSIT, and two buildings, the former Boiler House and the Port Morris Interlocking Tower, both currently vacant, were built by the Delaware, Lackawanna and Western Railroad in conjunction with the construction of the Lackawanna Cut-Off, completed in 1911. The buildings that are currently located in the Port Morris Yard, mapped on Figures 59 and 60, are as follows:

1. New NJ TRANSIT Steel Fabrication Shop
2. NJ TRANSIT Structural Crew Quarters
3. NJ TRANSIT Steel Storage Building
4. NJ TRANSIT Mechanical Crew Quarters
5. NJ TRANSIT Train Crew Waiting Shelter
6. DL&W Boiler House (Former NJ TRANSIT Steel Fabrication Shop)
7. DL&W Port Morris (UN) Interlocking Tower

A modern electric substation is also located in the yard; it is surrounded by a chain link fence. The substation has a modern metal electric transformer and another structure that houses electrical panels (Photos 70 and 71).
Photo 70. Substation – Distribution Panel Building
Facing North

Photo 71. Substation – Transformer
Facing West
New NJ TRANSIT Steel Fabrication Shop
The New NJ TRANSIT Steel Fabrication Shop, built in 2002-2003, is a two-story high building with a flat roof (Photo 72). The building is sided with steel and has two large garage doors on the west side, one garage door on the south side, and four garage doors on the north side. There are no windows or doors on the east side. This building is devoid of windows and is similar in appearance to the Steel Storage Building.

Photo 72. New NJ TRANSIT Steel Fabrication Shop
Facing North
NJ TRANSIT Structural Crew Quarters and Steel Storage Building
The NJ TRANSIT Structural Crew Quarters Building, built in 2002-2003, is a single-story structure constructed of masonry block with the adjacent Steel Storage Building (Photos 73). The masonry block building has a recessed entrance of modern steel and glass doors that is situated under a large steel mansard or awning. The adjacent storage garage, covered with steel siding and resting on a masonry block foundation, has three garage door openings.

Photo 73. NJ TRANSIT Structural Crew Quarters Building
Facing East

NJ TRANSIT Mechanical Crew Quarters
The NJ TRANSIT Mechanical Crew Quarters (Photos 74 and 75) is a modern style structure with Mission Revival style influences. The structure is a single-story building with a gable roof. It is faced with square glazed masonry tiles of beige and red. The building, built in the mid-1990s, is distinguished by large stepped parapets on the east and west sides; the east side has a pair of quadruplet windows with transoms, and the west facade has a pedestrian door and a large overhead steel garage door surmounted by a large, two-story high awning supported by steel columns. Under the awning on each side is a single square fixed window. The low, single-story north and south sides of the building have paired single-pane windows with transoms; the entries to the building, covered by modern style semi-circular steel awnings, are located on the south (track-facing) façade.
Photo 74. NJ TRANSIT Mechanical Crew Quarters
Facing West

Photo 75. NJ TRANSIT Mechanical Crew Quarters
Facing Northeast
NJ TRANSIT Train Crew Waiting Shelter
The NJ TRANSIT Train Crew Waiting Shelter, built in 1995-1996, is a small, single-story, single-bay, wood frame structure with a gable roof (Photo 76). The building is covered with vinyl siding. A single window with shutters is on three facades; the remaining façade has only a door. The waiting room shelter, located along the yard tracks, is used by train crews that relieve other crews at this point.

Photo 76. NJ TRANSIT Train Crew Waiting Shelter
Facing East

DL&W Boiler House (Former NJ TRANSIT Steel Fabrication Shop)
The DL&W Boiler House has a SHPO Opinion of Eligibility for listing in the National Register of Historic Places as of 2/25/98 as a contributing resource to the Old Main DL&W Railroad Historic District. Although the Boiler House no longer functions as part of the yard, its continued presence enables a more complete understanding of the history, functioning, character, and operations of the DL&W Railroad, and therefore, contributes to the significance and integrity of the historic district. The Boiler House also contributes to the DL&W Railroad Lackawanna Cut-Off Historic District.

The DL&W Boiler House is a single-story, three-bay, reinforced concrete building with a flat roof (Photos 77 and 78). Former two-story high window and garage door openings have been infilled with masonry block and covered with steel doors and grates. The building is classically detailed with a molded cornice and a molded frieze. The DL&W Boiler House has two additions; a single-story, two-bay stucco-covered addition with a shed roof and a corrugated metal addition that has two garage doors. The DL&W Boiler House, used for recent years as the NJ TRANSIT Steel Fabrication Shop, was vacated when the New NJ TRANSIT Steel Fabrication Shop was constructed in 2002-2003.
Photo 77. DL&W Boiler House
Facing West

Photo 78. DL&W Boiler House
Facing Northwest
DL&W Port Morris Interlocking Tower

The DL&W Port Morris Interlocking Tower (also called UN Tower in accordance with its original telegraph code name) is located at the east end of the yard at the former Cutoff "Y" track connection (Photo 79). The DL&W Port Morris Interlocking Tower, constructed in 1910, is a two-story concrete building with a shallow-pitched broad hipped roof with deep overhangs and exposed rafters. The roof, formerly covered with green clay tile, has exposed tar paper sheeting. The first story is distinguished by arched window and door openings. The second story has flat-headed windows and a projecting window bay that faces the tracks, typical of most interlocking towers. Due to an extended period of vacancy, most of the green ceramic roof tiles are missing and all doors and windows are missing and are currently boarded. (Also, see separate evaluation of tower on the following pages).

Photo 79. DL&W Port Morris Interlocking Tower
Facing Northeast

The Port Morris Interlocking Tower has a SHPO Opinion of Eligibility for listing on the National Register of Historic Places dated 2/25/98; the tower is eligible as a contributing element to the Old Main DL&W Historic District. Although the tower no longer functions as an interlocking tower, its continued presence enables a more complete understanding of the history, functioning, character, and operations of the DL&W Railroad, and therefore, contributes to the significance and integrity of the historic district. The tower also contributes to the DL&W Railroad Lackawanna Cut-Off Historic District.
History
Port Morris Yard was established as a coal storage point with easy access to the adjacent canal. After the closing of the canal, it became the Lackawanna’s most active location for the processing of local freights. Declines in coal and freight traffic eventually led to the closing of Port Morris as a freight facility, sometime after the merger with the Erie Railroad in 1960.

Originally a coal storage yard, it functioned as a less-than-carload-lots transfer point into the Port and, as an interchange with the Lehigh and Hudson River Railroad, New England. The 11-stall engine house of the 1800’s was followed by a 23-stall engine house from 1901 to 1931. At one time, the yard boasted a huge coal trestle and coal storage docks linked to the Morris Canal. Also present were two turntables, a sand house, a tank, an office, and a coal basin.

Port Morris Yard still serves a rail function, including infrastructure fabrication and equipment storage, and has not changed significantly in size and scale. As it currently exists, Port Morris Yard is used primarily for the storage of passenger cars and locomotives, as well as fabrication for rail infrastructure requirements. There remains little architectural evidence of the yard’s coal transfer or freight functions. Port Morris never had passenger service or a station building.

Eligibility
The SHPO has found Port Morris Yard eligible as a contributing feature to the eligible Old Main DL&W Railroad Historic District. Port Morris Yard continues to convey the history, function, character, and operations of the DL&W Railroad and therefore, contributes to the significance and integrity of the historic district.

Port Morris Interlocking Tower
Description
The Port Morris Interlocking Tower is a two-story concrete building with a shallow-pitched broad hipped roof with deep overhangs and exposed rafters (Photo 80). The roof, formerly covered with green clay tile, has exposed tar paper sheathing. The first story is distinguished by arched window and door openings. The second story has flat-headed windows and a projecting window bay that faces the tracks, typical of most interlocking towers. Due to an extended period of vacancy, most of the green ceramic roof tiles are missing and all doors and windows are missing and are currently boarded. The Morris Canal Historic District is, at its closest, approximately 600 feet to the north of the Port Morris Interlocking Tower.
History

The Port Morris Interlocking Tower was constructed in 1910 to control passing sidings and crossovers. Originally, with mechanical interlocking switches and automatic block electric signals; the tower was built by DL&W President Truesdale during his massive rebuilding campaign of the early twentieth century.

Interlocking switches were operated by a series of levers which were located in a control tower. They could only be operated in proper sequences so as to prevent two trains from occupying the same track and to establish the particular route set for a train to take. They also protected points of danger such as at switches and controlled yard movements. Eighty-seven interlocking plants formerly operated on the DL&W. Most of the two-story interlocking towers were constructed of concrete; a few were wood frame buildings.

Eligibility

The Port Morris Interlocking Tower has a SHPO Opinion of Eligibility as of 2/25/98 for listing on the State and National Registers of Historic Places as a contributing element to the Old Main DL&W Historic District. The tower is significant as an excellent and relatively intact example of the DL&W innovative use of concrete. The tower is also eligible as an excellent and relatively intact example of a railroad interlocking tower, a threatened building type. To support the statement that interlocking towers are
significant as an increasingly endangered historic property type, an assessment of extant DL&W interlocking towers was conducted, as requested by the NJ SHPO. This assessment is in Section 16.4.

Resources Potentially Eligible for National Register Listing
None.

Resources Evaluated and Not Considered Eligible for National Register Listing
None.
19.0 CONCLUSION

The findings contained in this HARBS report regard the identification of National Historic Sites, State and National Register listed resources, determinations of eligibility, and eligible historic architectural resources (SHPO opinions of eligibility) that are located in the APEs for the New Jersey-Pennsylvania Lackawanna Cut-Off Passenger Rail Service Restoration Project. The HARBS report also identifies the potentially eligible resources in the APE for the project. The potentially eligible resources will be reviewed and evaluated by the Pennsylvania Historic and Museum Commission and the New Jersey Historic Preservation Office (SHPOs) for their potential eligibility for listing on the National Register of Historic Places. Copies of the HARBS document will also be forwarded to consulting parties and resource organizations for review.

Following the SHPO and consulting party and resource organization review of the findings contained in the HARBS, an Effects Assessment Report, delineating the potential effects of the project on the identified historic resources, will be submitted to the respective SHPOs and the consulting parties for review. The PA and NJ SHPOs will issue a finding of “Effect.” It is the preliminary opinion of NJ TRANSIT that the New Jersey-Pennsylvania Lackawanna Cut-Off Passenger Rail Service Restoration Project would have “No Adverse Effect” on historic resources.
20.0 BIBLIOGRAPHY

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**Directories**


Delaware, Lackawanna and Western Railroad


Directory of East Stroudsburg. Delaware, Lackawanna and Western Railroad, Washington, Scranton, Pennsylvania. 1895


**Historic Maps**

Delaware, Lackawanna and Western Railroad

Hopkins, G.M.

Lackawanna Railroad Company.

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Monroe County Historical Association
Copy on file, Map of East Stroudsburg, Stroudsburg Pennsylvania. 1875.

Sanborn Map Company.
Insurance Map of East Stroudsburg, Monroe County, Pennsylvania. 1923.

Shafer, G.G.

**Interviews**
Dobson, June. Interview with June Dobson, Board Member, Sussex County Historical Society. May 28, 2004. Ms. Dobson grew up near the Westby Farm.


Stevens, Richard M. Interview with Richard M. Stevens, Historian. May 28, 2004. Mr. Stevens has done extensive historic title research in Sussex County and has resided in Greendell for about 20 years.