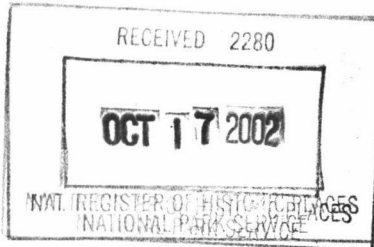


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



1/21

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Delaware, Lackawanna and Western Railroad Water Gap Station

other names/site number Delaware Water Gap Station

2. Location

street & number Waring Drive not for publication N/A

city or town Borough of Delaware Water Gap vicinity N/A

state Pennsylvania code PA county Monroe code 089 zip code 18327

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Burt D. Davis

September 20, 2002

Signature of certifying official/Title

Date

PA Historical & Museum Commission

State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register.
 See continuation sheet.

determined eligible for the National Register
 See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:)

Signature of the Keeper

Edson H. Beall

Date of Action

11/27/02

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
2		buildings
		sites
		structures
		objects
2		Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation / Rail Related

Current Functions
(Enter categories from instructions)

Vacant / Not In Use

7. Description

Architectural Classification
(Enter categories from instructions)

Late Victorian

Materials
(Enter categories from instructions)

foundation Concrete

walls Brick

roof Slate

other Sandstone

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Delaware, Lackawanna & Western
Railroad Water Gap Station
Monroe County, PASection number 7 Page 1

The Delaware Water Gap Station of the Delaware, Lackawanna & Western Railroad (DL&W) is located in the southeastern corner of the Borough of Delaware Water Gap. It is surrounded on the north, east, and south by the wooded hills and mountains of the Delaware Water Gap National Recreation Area, New Jersey's Worthington State Forest, and the Delaware River. The facade, or western side of the station, faces the embankment of the Delaware River Joint Toll Bridge Commission's I-80 toll plaza. Built in 1903, the station consists of two separate one floor buildings, a station house and a freight house, joined by a common platform and roof, and built in a style that would be considered Late Victorian. The platform is concrete, the buildings are constructed of brick and gray sandstone and the hipped roof is of slate with built-in gutters. The station has received little or no maintenance since being acquired by the Borough of Delaware Water Gap on November 28th, 1958. Vandalism of copper roof drainage systems has led to roof structural integrity problems, with interior and exterior wall damage, and the Borough has removed sections of the roof for safety reasons. Also removed is a portion of the platform. Although in poor condition the station buildings retain integrity, and they have never been altered with interior or exterior additions or renovations.

The station house is 75' in length and 33' wide, with walls constructed using two kinds of brick with gray sandstone elements. On the façade the bottom brick course sits flush to a concrete platform that surrounds the entire two buildings, at varying widths on each side. Up to the height of the windowsills the brick is rusticated, with a battered base. Above the windowsills the brick is hard fired. Both types are laid with colored mortar and tight joints. Fenestration is nearly identical on the west and east sides, and is divided into four sections by hard-fired brick pilasters extending from the platforms to the eaves. The windowsills are of smooth faced gray sandstone and are continuous between these pilasters. The doorsills are of the same material. The lintels over the doors and windows are of rough-faced gray sandstone blocks. Door and window trim is all of wood. Starting on the south side of the façade, the first section contains a 2' bay projection with a 7' wide joined set of double hung windows, one light over one. The next two sections each contain a window, door, and window arrangement. Windows are 3'-8" wide x 8' high, double hung, one over one. The doorways are 3'-6" wide x 8' high with six horizontal panel doors with transom lights. The last section has no door in the middle. On the east side the two windows in the northernmost section are only 4' high, with bricks and a flush limestone sill filling the bottom four feet above the continuous sill. Also, at the southern end, is a curved bay having three joined double hung windows with curved sash having five vertical lights over five vertical lights. Over these windows are three ornamental half-timbered panels with diamond and x-shaped timbering, and parged with rough stucco.

Continuing with the façade, the eaves are five feet wide and supported by curved brackets. These brackets sit on ornamental sandstone corbels set in the brick pilasters. The outer ends of the brackets support a beam beyond which project the rafters another five feet. The rafter ends are ornamentally cut. The roof is of slate, hipped at the ends, and has a clerestory on the façade only. It runs the full length of the building, and from the southern end has the decorative half-timbering, then two joined,

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Delaware, Lackawanna & Western
Railroad Water Gap Station
Monroe County, PASection number 7 Page 2

louvered ventilation openings, another decorative treatment, followed by four scallop pattern leaded clear glass windows spaced by more of the decorative treatments, and finally three more decorative treatments spaced by two more louvered openings. A 2' eave with decoratively cut rafters surmounts the clerestory, with the slate roof with built-in gutters above.

The north end of the station has a 22' wide by 8' deep bay window with three, curved sash five over five windows and two flanking six-panel wooden doors. This was the magazine salesroom and was not accessible from inside the station. The three windows are surmounted by the same decorative half timbered and stucco treatment. Running under the windows is a 21" deep shelf, supported by curved wooden brackets, set in the battered brick base. The concrete platform on this end extends out sixty feet and over it is a canopy, supported by four bracketed posts set on battered brick and sandstone pedestals. The posts have a curved detail cut into their edges, and the brackets sit on wooden versions of the shaped sandstone corbels used on the buildings. Decorative and functional wooden keys are used in fitting these, and all brackets around the station together. The canopy ceiling is beaded tongue and groove, as are all the eaves.

The south end of the station has three equally spaced sections following the same brickwork and sandstone pattern, with a window in each section. The end windows are the 8' high one over one double hung wooden sash units, while the middle one is the 4' high unit with the raised sill. This side faces the freight house and the two buildings are separated by 28' of concrete platform.

The freight house is 73 ½' long x 27 ½' wide, and shares the same construction techniques and materials as the station house. The difference is in the window and door openings, which have a brick arch with rough faced sandstone corners. All windows are 3'-8" wide, six over one, with heights varying. Freight doors are all 7' wide x 10' high, wooden half cross buck pattern units hinged horizontally at the top and middle, and counterweighted to fold open vertically. Starting at the northwestern corner, and going across the platform between the buildings to the east, openings include a freight door, followed by a window 6' high. The east side of the building has three doors and five windows as follows, north to south. A 3'-7" high window, followed by a freight door, then a window of 6' height. Next a six panel door with transom light 4' wide x 11' high, followed by two more 3'-7" windows, then another freight door, and lastly another 3'-7" window. The south side has two equally spaced windows at 3'-7" high. Going north along the west side is one 3'-7" high window, followed by a freight door, then four more windows at 3'-7" high. The roof has the same bracket support system, materials and details as the station, and has the only chimney, of brick construction. The platform on the west and south sides is 5' in width, while the original width on the east, or track side is unknown due to partial demolition by the railroad sometime after sale to the Borough. Presently about 5' remains in place.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Delaware, Lackawanna & Western
Railroad Water Gap Station
Monroe County, PASection number 7 Page 3

The station house interior has a main waiting room, 30' wide x 40' long. It is flanked on the north by a parcel room and ladies' lounge with a toilet room, and to the south by a mens' lounge with a toilet room and the stationmaster's office with a small storage room. The waiting room has white marble terrazzo floors set in 4' squares with 4" wide pink marble borders. The baseboards are gray slate. Dark stained oak trim and wainscoting is used throughout. A ticket window, parcel window and bulletin boards are built into the trim. Pilasters divide the room at the 20' centerline, and are also in the corners. The walls are of plaster above the wainscoting, with an architrave at 13'-10", a frieze, and then ceiling with crown at 18'. The pilasters support ornamental brackets under ceiling beams, and the center one is flanked by the clerestory windows set in the frieze on the façade side. The ladies' and mens' lounges have the terrazzo floors, but with 1" square multi-colored tile borders. The men's lounge follows the trim and plasterwork pattern of the main waiting room, and has the 2' façade side bay window. The ladies' room walls have white glazed brick, instead of wainscoting, with plaster above. Both the parcel room and office have wooden floors. The parcel room walls and ceiling are of tongue and groove paneling, while the office has wainscoting with plaster walls and ceiling, and the curved bay window. The magazine room, part of the station building, has a wood floor and tongue and groove walls and ceiling. Only the main waiting room has an 18' high ceiling, all others are at 12'.

The freight house has four rooms. The small freight room, facing the station, is 24' long, east to west, and 19' wide. It has a concrete floor, unfinished brick exterior walls, and a tongue and groove wall with a passageway door separating it from the next room. The ceiling is tongue and groove; there is a scale for weighing light cargo, and two of the large freight doors go into this room. The freight agent's room is next. Wooden floors, wainscoting, and plaster walls and ceiling are used. It is also 24' long, but only 14'-3" wide. A 6' high wooden partition at 5' in from the east wall has a service window for the public. A 10' long basement boiler room is reached by a stairway in the west corner. The large cargo freight room, at 24' x 54', follows the same floor, wall, passage door, and ceiling treatment as the small freight room. It also has two freight doors, a passageway door, and a scale. Built into the northwest corner is a tongue and groove walled records room, 7' x 7'.

The station has never been altered by additions, but it has suffered through neglect and vandalism. The copper ridge capping, valley flashing and gutters were removed, leading to severe deterioration of the canopy roof adjoining the station and the roof between the station and freight house. For liability reasons, Borough employees removed the canopy between the station and freight houses, and the part of the canopy around the entire roof which extended beyond the beam held up by the support bracketing, above which the gutters were located. Moderate interior and exterior wall damage has occurred at the south end of the station, with extensive damage to the interior wall between the ladies' room and the magazine room. The wooden floors in the stationmaster's office and magazine room were destroyed by water and rot. Despite boarded over windows and doors, vandals removed

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Delaware, Lackawanna & Western
Railroad Water Gap Station
Monroe County, PA

Section number 7 Page 4

four of the decorative ceiling brackets in the waiting room, the lighting fixtures, and attacked some wainscoting and pilasters. The freight house sustains water damage to the ceilings in the small freight room and freight agent/public room, the interior wall separating these two rooms, and the wooden floor in the agent's room. The roof over these rooms and the removed sections of canopy will have to be replaced. The station is now securely boarded up, and stabilization and weatherization have been carried out. The south and east wall of men's lounge have been covered and roofed over. The canopy roof has been supported from below, as well as the ceilings in the freight house. A self-supporting temporary roofing as been erected over the canopy and north end of the station, the south end of the station, and the north end of the freight house.

Although extensive restoration will be required to renovate the station, the majority of it remains intact and none of it has ever been altered from its original design. The importance with which the railroad regarded its tourist patrons and particularly the Delaware Water Gap tourist trade is still clearly reflected in its architecture, scale and setting.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

Architecture
Transportation

Period of Significance

1904-1953

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Nies, Frank J.

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Monroe Co. Historical Assoc., Stroudsburg, PA
Dutot Museum, Delaware Water Gap, PA

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Delaware, Lackawanna & Western
Railroad Water Gap Station
Monroe County, PASection number 8 Page 1

The Delaware, Lackawanna & Western Railroad Water Gap Station located in the Borough of Delaware Water Gap is locally significant under criterion 'A' in the area of Transportation for its role in the development of area railroad transportation and, in particular, the Pocono resort industry. Both the Water Gap Station and the resort industry it supported have made an important contribution to local and regional history. In addition, the station is significant under criterion 'C' in the area of Architecture as it is one of the finer examples of railroad station architecture along the DL&W Railroad. Its design reflects the high regard in which the DL&W held its tourist patrons, and was constructed in an era when the railroad was changing architectural styles and materials, which made it unique to the railroad. The period of significance begins on April 28, 1904, when the Water Gap Station was opened, and ends on September 27, 1953, when service to the by then renamed to Delaware Water Gap Station ended.

Construction of the Water Gap Station started on May 1, 1903 to replace the previous wooden station and separate freight house, which were destroyed by fire on October 30, 1902. In 1899 the DL&W Railroad came under new management, which started a program of massive rebuilding and aggressive business growth, one component of which was the marketing of the tourist trade to the wealthy of the metropolitan New York and Philadelphia regions. The size of this new station and the materials selected for it surpassed what would ordinarily be deemed appropriate for a small village of about 500 permanent residents. This reflected the new management's policy of building to suit the importance of the business being served. Comparison of the following figures illustrates this view. The DL&W's Annual Report from 1901 states that the Binghamton, NY, station, built to serve a small city, cost the railroad \$19,558.10. The Water Gap Station cost estimate, provided to the Stroudsburg Times by the DL&W in 1903, is nearly identical at \$20,000. The management also elected to reconfigure their property at this location to emphasize the natural beauty of the station locale. All remaining facilities were removed, and the area north and east of the station was landscaped into a park, with a view down to the banks of the Delaware River. A new siding with a freight platform was located to the south of the station. The freight transportation needs of the Water Gap village had historically been small, centered on exports of farm products and lumber. As the tourist trade flourished and new hotels were built, many nearby residents converted their farms to boarding houses and camps, and their former exports went into the building and supplying of the new tourist trade. The imports of goods and services to run this growing industry swelled, and management decided a freight house combined with a station would better serve this need.

The new station and grounds served the Pocono tourist trade during its heyday, when the small village would have as many as 3,000 visitors at a time. The years 1905-1915 represent the apex of business for the station. During times of peak travel, 2,000 or more people could arrive and depart in one day, with hotel carriages and wagons constantly surrounding the station and freight house to pick up and drop off patrons, luggage, and hotel goods. Eight DL&W express trains stopped daily, as well as four local trains. The Pennsylvania Railroad, using DL&W tracks from Manunka Chunk, NJ, to the Water Gap Station, ran six trains daily from Philadelphia. An equal number of trains served to return

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Delaware, Lackawanna & Western
Railroad Water Gap Station
Monroe County, PASection number 8 Page 2

passengers on their way home. Long distance travel at this time was exclusively the domain of the railroads, as carriages were slow and uncomfortable, automobile travel was in its infancy, unreliable, and only for the adventuresome. The people who could afford the leisure time to travel the three to four hours from Philadelphia or New York to the Water Gap were from the middle and upper classes of society. They demanded a high level of service, and did not expect to arrive at a wooden depot, no matter how small the town. The station design reflected this need, and was laid out to expedite the flow of passenger and freight traffic as smoothly as possible. It had multiple opposing doorways on the track side and the street side. There were separate offices for small, medium, and large parcels and freight. A canopy displayed signs around its perimeter informing travelers where to pick up their particular hotel's carriage, important in a village of fifty lodgings. The railroad was the conduit upon which the village and resort industry depended, and without the organized flow of traffic centered at the station, it would not have been able to sustain the growth it enjoyed at this time.

Comparisons with other stations and railroads serving the tourist industry at that time point out the commanding lead of the Water Gap Station in this business. The DL&W had other stations serving the tourist trade, and promoted them as well. East Stroudsburg, Analomink, Henryville, Cresco, and Mount Pocono all offered vacation destinations with various particular attractions, but the Water Gap could match all their combined activities, had a greater variety of accommodations, and the unique scenery available only in its beautiful riverside and mountain location. It hosted the majority of the tourists until improvements in the automobile, roads, and the advent of air conditioning made other locales more attractive. The New York, Susquehanna & Western also reached Pennsylvania by going through the Water Gap, but on the New Jersey side, and crossed the Delaware River north of the village. However, its first stop in Pennsylvania was in Stroudsburg, not known for its tourist resorts, and far from the Water Gap village tourist infrastructure. There it connected with the Wilkes-Barre & Eastern, a coal hauling road with few passenger trains serving no stations known for tourism. Unfortunately for the NYS&W, the DL&W offered a faster trip, more luxurious cars, dining car service, and reached more resorts. The NYS&W service never amounted to more than local trains. The Delaware Valley Railroad connected with the trains of the DL&W and the Pennsylvania Railroad at the East Stroudsburg depot. From there it ran these other two railroad's Pullman Palace Cars up to Bushkill, known for its falls, its tiny station, and not much else. The weekend guests used the railroad cars, parked on a siding, as their hotel. The biggest competition for the station came from the Erie Railroad's Port Jervis, New York, station. The Erie extensively promoted vacations in the Pocono region's Delaware Valley, north of the Water Gap. However, this required a road trip across the river to Matamoras, PA, then six miles onward to Milford, before reaching this river town and its few hotels, barely in the foothills of the Poconos.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Delaware, Lackawanna & Western
Railroad Water Gap Station
Monroe County, PASection number 8 Page 3

The years 1915-1930 represent a transition time in the station's transportation significance at the Water Gap. Competition in the form of the affordable and reliable family car had arrived, and Route 611 was developed from the east through the village. Although the village was as popular as ever, the DL&W responded to the competition by dropping one train daily to and from New York. It increased speeds to shorten travel times to two hours from the cities, and removed the station from the timecard of its premier train, "The Lackawanna Limited", speeding its trip to Buffalo and Chicago. The station still figured prominently in the life of the village and resort business, but things were clearly changing. Then the advent of the depression brought drastic change, with only one main line train making a stop by 1932. However, all local trains from Hoboken continued to stop, as did the trains of the Pennsylvania Railroad from Philadelphia. During World War II, despite the vast increase in rail traffic, and gasoline rationing for private use, the station saw little increase in vacationers. From 1945 to 1953, as the American public abandoned the railroad in favor of the flexibility and convenience of the automobile, train travel outside of suburban territory was rapidly becoming a thing of the past. The Pennsylvania Railroad discontinued most of its trains in 1949, and their last train to stop at the Delaware Water Gap Station was a Sunday only service in 1952. The DL&W had reduced the station to a flag stop by 1952, with only four trains providing this service. Their timetable effective September 27, 1953, shows no more service to Delaware Water Gap Station. From then on, anyone wishing to go to and from the village of Delaware Water Gap had to use the East Stroudsburg Station, and travel by road to get there. The station was sold to the Borough on November 28, 1958, which planned to use it for Borough offices. This never happened, but it did see use briefly as a meeting place for the local scout troop. Then it was taken over by the Borough's road and water works maintenance forces, which used it for a storage and staging facility. The embankment raised during the construction of I-80 visually separated the station from the rest of the village during this time, as well as removed the street and townscape the station had faced. Isolated in this manner, situated in a small village without a police force, and despite the best efforts of the Borough employees to keep it boarded up and secure, the station fell victim to vandalism. The Lackawanna Chapter, Railway & Locomotive Historical Society, Inc., leased the station in January of 1999. It is engaged in an effort to restore this historic structure for the benefit of future generations.

20th Century American history cannot be fully understood without comprehending the great influence of the railroads in the 19th Century. This is particularly true in the history of the Pocono vacation industry and its start in the Delaware Water Gap. In 1853 the newly formed Delaware, Lackawanna & Western Railroad established service between New York (Hoboken) and Scranton. The primary purpose of the DL&W was to move coal from Scranton area mines to the New York market, a heavily seasonal traffic. The railroad soon developed the potential in the opposite season's vacation and tourist trade. While the first boarding house in Delaware Water Gap was opened in 1829 to exploit the excellent hunting and fishing the area would soon become famous for, it was the railroad that started and sustained the real boom in the Pocono tourist industry. By the 20th century, this business was flourishing, with 50 hotels operating in Delaware Water Gap alone, making it the biggest vacation

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Delaware, Lackawanna & Western
Railroad Water Gap Station
Monroe County, PASection number 8 Page 4

destination in the Poconos, and the second largest resort town in the nation (next to Saratoga Springs, New York). This growth was totally due to the railroad and dependent on it and its Water Gap Station to sustain it in this age of horse drawn transportation. This reflects the broader theme of the growth of leisure time activity in a newly rich middle class America, also repeated in other locations, such as the Catskills of New York and Berkshires of Massachusetts. What made the Water Gap unique and such a success was its central location to two of the great urban centers of the East Coast, its mix of newly available activities, and its excellent railroad facility. The concept of what constituted a vacation was changing after 1900, from one of hunting, fishing, or relaxing in commune with nature at a scenic location, to one of engaging in more physical pursuits, such as hiking, swimming, golf, tennis, and boating. Quick to capitalize on this trend, the DL&W Railroad advertising of this time often focused on these activities in the scenic Water Gap. The new station was chosen in 1905 as the original setting for a series of publicity photos for one of America's first highly successful advertising campaigns, featuring Phoebe Snow. She was a modern girl for the times, shown engaged in the new leisure activities, as well as extolling the cleanliness of the "road of anthracite", her primary advertising mission. Soon scenic Water Gap Station in its manicured park entered the consciousness of America as an exemplar of what an up to date vacation destination should look and be like. So powerful was the economic draw of this campaign that the practice from those days forward has been for adjacent areas outside of the original "Gateway to the Poconos" area to co-opt the Pocono label for their own. This trend continues to this day, and despite the decline of the Catskills, Berkshires, and other vacation areas, the Pocono region has thrived. It does so by managing to reinvent new leisure activities for itself as it expands, and capitalizing on them in a similar process that originated at the Water Gap railroad station in an advertising campaign in 1905.

The Water Gap Station's significance under criterion C stems from its choice of construction materials and techniques in relation to other stations on the DL&W. It was built in a period of transition in building materials and methods. Frank J. Nies, the DL&W Railroad's company architect, designed it. Prior to 1900, all stations on the DL&W were built of wooden materials. Examples in the Pocono area are the Cresco Station, built in 1881, on a stone foundation with clapboard walls surmounted at ten feet by board and batten siding, and a shingle roof. Also the Mount Pocono Station, built as a two-story board and batten and shingle station with a shingle roof, on a stone foundation. Ornamental roof finials and decorative curved eave supports were often used. The station building philosophy of the times was to build an adequate, inexpensive structure, and replace it when the traffic dictated. When William Truesdale took over the presidency of the railroad in 1899, rebuilding and expansion became the order of the day. Station construction entered a ten-year period (1900-1910), when use of the old, less expensive methods and materials was rare, and always mixed with more durable materials. The use of these more durable materials increased, along with modern permanent materials and methods just entering the building trades. Examples of this are the Tobyhanna Station, built in 1903,

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Delaware, Lackawanna & Western
Railroad Water Gap Station
Monroe County, PASection number 8 Page 5

and the Gouldsboro Station, built in 1907. Both served small communities in the Pocono region, and were constructed in the traditional manner with stone foundations, clapboard and board and batten siding, but with a more durable slate roof and built-in gutters. Good examples of stations serving larger communities but made entirely with more durable materials would be Moscow, PA, and Newark, NJ, both built in 1903, with brick walls on a concrete foundation, and slate roofs. During this period the DL&W pioneered the use of reinforced concrete, and its 1908 Scranton Station was built of this material, poured with an ornamental exterior, and with much use of terrazzo, marble, and decorative tile murals in the interior public areas. After 1910, all new station construction was either of brick or poured concrete with tile roofing.

The 1904 Delaware Water Gap Station had elements from all three of these eras in its construction, often in an elaborate or decorative style. From the first period, the curved wooden station eave support brackets were used, but with decorative keys, deep chamfering, and uniquely carved edges on the pillars supporting the canopy. Also present were decoratively cut rafter ends. Wooden roof finials, hipknobs, and rolled ridge capping were now of copper. The 1903 Tobyhanna Station, essentially a pre 1900 design, only shared the slate roof and built-in gutters. A comparison to the 1903 Moscow Station, closest in construction to the Water Gap Station, further illustrates its unique character and attention to detail. Both shared the poured concrete foundation, rusticated and battered brick lower courses, continuous gray sandstone windowsill, and hard fired brick wall construction, with a slate roof. Although it served a rural community with a similarly sized permanent population as Delaware Water Gap, the Moscow Station did not share its economic importance to the railroad. Thus it did not have the size, facilities, or extensive design elements of the Water Gap Station. The freight house at Moscow was separate from the station and was of the pre 1900 wooden design construction. The station was small, with only a waiting room and agents office. It had wooden floors, with wainscot and plaster walls and a plaster ceiling. A short canopy was supported on posts and brackets on brick pillars. The Water Gap Station and freight house were over 240 feet in length, also built entirely of brick, but with vertical fenestration and more sandstone design elements. Bay windows with half timbering and stucco were incorporated, as was a clerestory. While wainscoting was also used in interior public areas, the ladies' lounge had unique white glazed brick instead. The Moscow Station lacked toilet facilities altogether. The waiting room's height, clerestory with leaded glass windows, and attention to ornamental detail is unmatched in all but the largest suburban stations. Wooden floors were reserved for the railroad employee areas, with terrazzo, marble, and tile in the interior public areas. These durable and elegant flooring materials were only used in the larger stations built later at Hoboken in 1907 and Scranton in 1908. They represent the trend towards the use of concrete in the post 1910 era, being laid on a reinforced concrete base poured at the same time as the foundation.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Delaware, Lackawanna & Western
Railroad Water Gap Station
Monroe County, PA

Section number 8 Page 6

The Delaware Water Gap Station reflects building trends on the DL&W Railroad at an important period in its history. Essentially a suburban station in a rural setting, elements of three different building periods of DL&W Railroad architecture are clearly evident in its Victorian style. Its functional plan, large size, mix of building materials and ornamental details, and its impressive park-like setting combine to make a unique station design, significant in DL&W Railroad history. And just as importantly, the station also reflects an era of local and regional history in which the DL&W Railroad provided a style of travel that was as important as the destination.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Delaware, Lackawanna & Western
Railroad Water Gap Station
Monroe County, PA

Section number 9 Page 1

Books and Reports:

Alfred Mathews, History of Wayne, Pike, and Monroe Counties, Pennsylvania. Philadelphia: R.T. Peck and Co., Chapter VI, pp. 1011-1034.

History of Monroe County, Pennsylvania: 1725-1976. East Stroudsburg, PA: The Pocono Hospital Auxiliary, 1976, pp. 51-55, 91-100, 164-167, and 194-197.

Monroe County Sesquicentennial: 1836-1986. Monroe County, 1986, pp. 39, 68-73.

Robert J. Casey and W.A.S. Douglas, The Lackawanna Story: The First Hundred Years of the D. L. & W. Railroad. New York, 1951. McGraw-Hill Book Company, Inc., pp. 173-183.

A Berle Clemensen, Delaware, Lackawanna and Western Railroad Line Scranton to Slateford Junction-Historic Resource Study. National Park Service, August 1991. pp. 61-72.

Sylvester K. Stevens, Ralph W. Cordier, and Florence O. Benjamin, Exploring Pennsylvania: Geography/ History/Civics. 3rd Edition. New York, 1968. Harcourt, Brace & World, Inc., pp. 215-219, and 291-293.

Lawrence Squeri, Better in the Poconos: the story of Pennsylvania's vacationland. The Pennsylvania State University Press, 2002. Pp. 1-4, 10-14, 26-31, 37-38, 46, 55-63, 100-111, 150, 166-167, 169-170, 173, 196-197, 201, and 207.

Articles

Bill Zellers, "Pocono Area Rich In History... And Water Gap Was First", The Pocono Record, (The Stroudsburgs, PA), July 3, 1971.

Mary Ellen Wright, "Railroad Station Among The Ruins", The Pocono Record (The Stroudsburgs, PA), April 22, 1981.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Delaware, Lackawanna & Western
Railroad Water Gap Station
Monroe County, PA

Section number 9 Page 2

Sonja Meyer, "The First Resort: Pocono Tourism Began In Turn-Of-The-Century Delaware Water Gap", The Pocono Record (The Stroudsburgs, PA), Sunday, July 3, 1988.

Robert M. Brooks, "In 1889, Delaware Water Gap Took A Proud Step", The Pocono Record, (The Stroudsburgs, PA), Sunday, April 16, 1989.

Fred Seitz, "Water Gap Turns 100", The Pocono Record, (The Stroudsburgs, PA), October 1, 1989.

The Life and Times of "Phoebe Snow", Public Relations Department, Erie-Lackawanna Railroad, May, 1969.

10. Geographical Data

Acreeage of Property Less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

1	1,8	4,8,8,5,0,0	4,5,3,6,5,8,0
	Zone	Easting	Northing
2			

3			
	Zone	Easting	Northing
4			

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Christopher Barbieri, Chair, Delaware Water Gap Station Restoration Project

organization Lackawanna Chapter,
The Railway & Locomotive Historical Society, Inc. date June 15, 2002

street & number P.O.Box 357 telephone (570) 595-6066

city or town Mountainhome state PA zip code 18342-0357

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Delaware, Lackawanna & Western
Railroad Water Gap Station
Monroe County, PA

Section number 10 Page 1

Verbal Boundary Description:

The boundary of the DL&W Railroad Water Gap Station is shown as the outline of the shaded area on the accompanying map entitled "Survey Map of Lands Acquired by the Delaware River Joint Toll Bridge Commission".

Boundary Justification:

The boundary reflects the legally recorded boundary lines for the single lot upon which the resource sits. This boundary contains the nominated building and all historically associated land.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Delaware, Lackawanna & Western
Railroad Water Gap Station
Monroe County, PA

Section number _____ Page _____

Photographs

All photographs were taken by Christopher Barbieri on May 15, 2002. Negatives are filed at the office of the Lackawanna Chapter, Railway & Locomotive Historical Society, Inc., P.O.Box 357, Mountainhome, PA 18342.

Exterior views:

1. Passenger station from the northwest looking southeast.
2. Façade detail, passenger station, north end, showing materials and construction.
3. Passenger station from southwest, showing removed section of canopy, stabilization work, and temporary roofing.
4. Freight house from northwest, showing removed section of canopy, temporary roofing, and chimney cover.
5. Freight house from southeast, overgrown former parkland across track, I-80 embankment to the left.
6. Freight station from southeast.
7. Freight station from northeast, I-80 embankment, and Delaware River Bridge.
8. Passenger station from southeast showing agent's office bay window.
9. Passenger station from northeast.
10. Northeast canopy support.
11. Northeast corner of station, showing magazine room.
12. View under canopy towards magazine room, with roof shoring visible.

Interior views:

13. Southeast corner of waiting room, showing vandalization of ceiling ornamentation.
14. Northeast corner of waiting room.
15. Close view of northeast corner of waiting room, showing parcel room window.
16. Men's lounge floor detail, showing tile work and terrazzo floor.
17. Waiting room ceiling, façade side, showing clerestory windows and ornamental bracket, with vandalization aimed at removing it.

APR 1966 10-000-4
C104

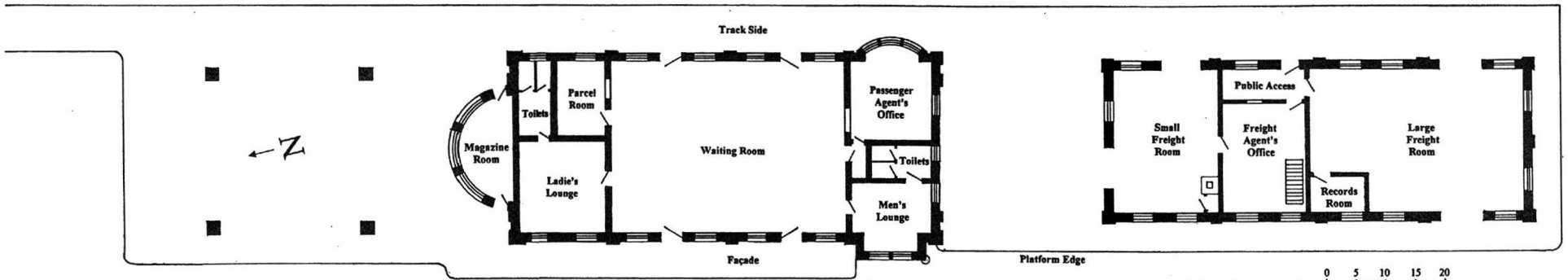
United States Department of the Interior
National Park Service
National Register of Historic Places
Continuation Sheet



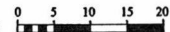
DELAWARE WATER GAP STATION

DELAWARE, LACKAWANNA & WESTERN RAILROAD

MONROE COUNTY, PENNSYLVANIA



Scale: 3/32 inch = 1 foot

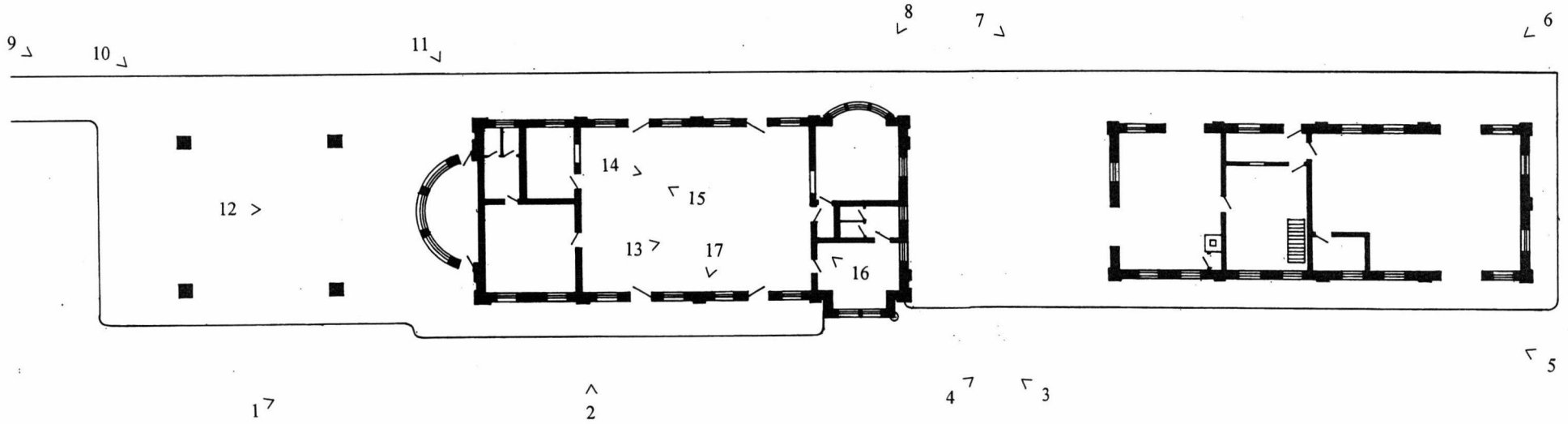


United States Department of the Interior
National Park Service
National Register of Historic Places
Continuation Sheet

Delaware Lackawanna &
Western Railroad Station
Monroe County, PA



Photographic Views – Camera facing in direction of arrow



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Delaware, Lackawanna and Western Railroad Water Gap Staion

MULTIPLE NAME:

STATE & COUNTY: PENNSYLVANIA, Monroe

DATE RECEIVED: 10/17/02 DATE OF PENDING LIST: 11/08/02
DATE OF 16TH DAY: 11/24/02 DATE OF 45TH DAY: 12/01/02
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 02001431

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 11/27/02 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in the
National Register**

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



DELAWARE WATER GAP STATION
MONROE CO, PA

NO. 1

DELAWARE WATER GAP STATION DL&W RR MONROE CO, PA # 1



2002 FRK

APR 2002 FRK

APR 2002 FRK

DL&W STATION DEL. WATER GAP, MONROE CO, PA #2



APR 2002 FRK

APR 2002 FRK

DL&W STATION DEL. WATER GAP MONROE CO., PA #3



DLW STATION DEL. WATER GAP MONROE CO, PA. #4



APR 2002 FRK

APR 2002 FRK

APR 2002 FRK

DL&W STATION DEL. WATER GAP, PA MONROE CO. # 5



D.L. & W STATION DEL. WATER GAP, MONROE CO., PA. # 6



DLR & W STATION DEL. WATER GAP, MONROE CO, PA. #7



DL&W STATION DEL WATER GAP, MONROE CO, PA. #8



D.L.&W. STATION DEL. WATER GAP, MONROE CO., PA. # 9



TREPASSI NOTICI

APR 2002 FRK

APR 2002 FRK

APR 2002 FRK

D.L.&W STATION DEL WATER GAP, MONROE CO., PA # 10

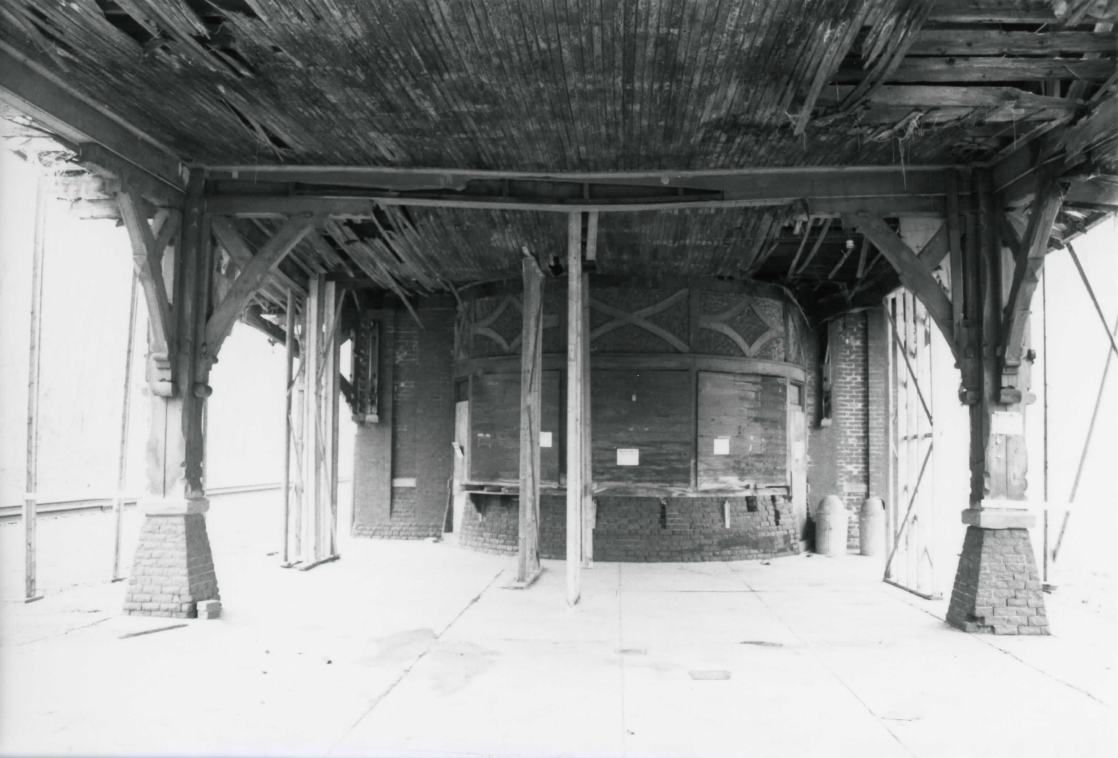


DANGER
NO TRESPASSING

APR 0202 FRK

APR 0002 FRK

APR 2002



APR 2002 FPK

APR 2002 FPK

APR 2002 FPK

D.L. & W STATION DEL. WATER GAP, MONROE CO, PA. # 12



D.L. & W. STATION DEL. WATER GAP, MONROE CO, PA. # 13



DL&W STATION DEL. WATER GAP, MONROE CO, DA. # 14



DL&W STATION DEL. WATER GAP, MONROE CO, PA # 15



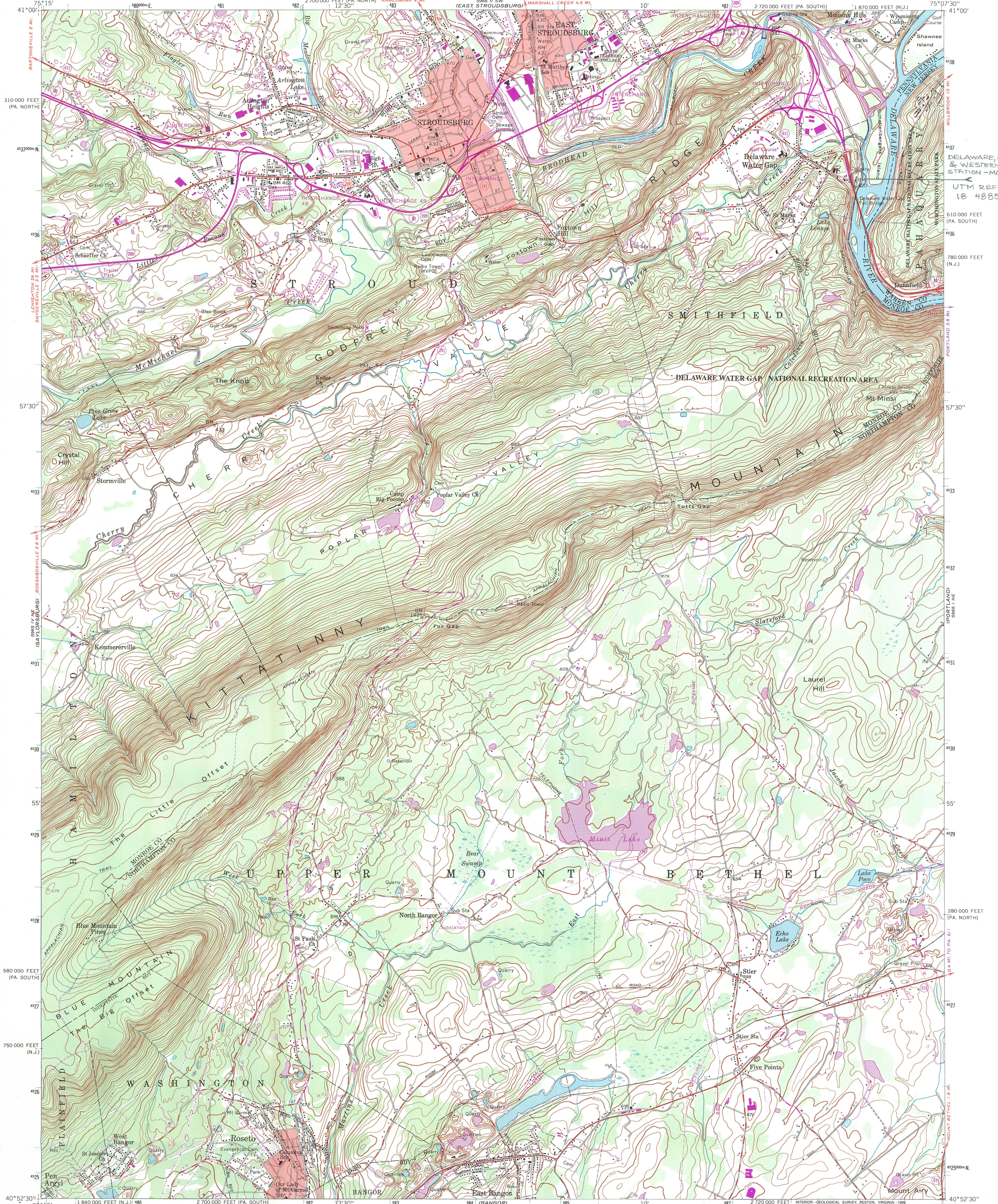
D.L. & W. STATION DEL. WATER GAP, MONROE CO., PA #16



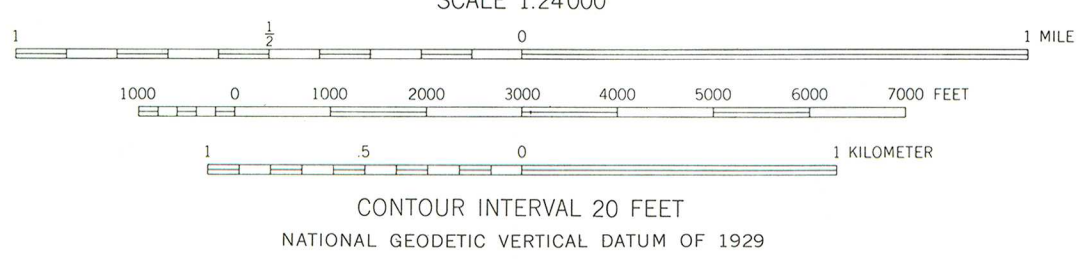
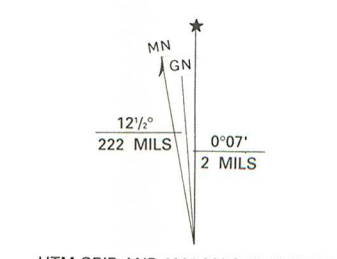
D.L. & W. STATION DEL. WATER GAP, MONROE CO, PA. # 17

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STROUDSBURG QUADRANGLE
PENNSYLVANIA-NEW JERSEY
7.5 MINUTE SERIES (TOPOGRAPHIC)

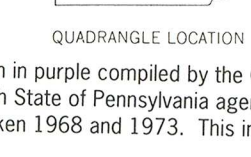


Mapped by the Army Map Service
Edited and published by the Geological Survey
Compiled from imagery dated 1942. Photospectred using
imagery dated 1992, no major culture or drainage changes
observed. PLSS and survey control current as of 1955
Boundaries and names revised 1994
North American Datum of 1927 (NAD 27)
Projection: Pennsylvania coordinate system, south zone
(Lambert conformal conic)
10 000-foot ticks: Pennsylvania coordinate system, south and north zones
New Jersey coordinate system
Blue 1000-meter Universal Transverse Mercator grid ticks, zone 18
North American Datum of 1983 (NAD 83) is shown by dashed
corner ticks. The values of the shift between NAD 27 and NAD 83
for 7.5-minute intersections are obtainable from National Geographic
Survey NADCON software
There may be private inholdings within the boundaries of
the National or State reservations shown on this map



ROAD CLASSIFICATION

Primary highway, hard surface	Light-duty road, hard or improved surface
Secondary highway, hard surface	Unimproved road
Interstate Route	U.S. Route
	State Route



QUADRANGLE LOCATION

STROUDSBURG, PA-NJ
40075-H2-TF-024
1992
DMA 5965 1 NW-SERIES V831

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple compiled by the Geological Survey in
cooperation with State of Pennsylvania agencies from aerial
photographs taken 1968 and 1973. This information not field checked

