

# East Stroudsburg Railroad Station

50 Crystal Street, East Stroudsburg, Monroe Co., Penn.

Listed on the National Register of Historic Places, 1980

## DESCRIPTION

The East Stroudsburg Railroad Station is a fine, well-preserved example of a rural Pennsylvania railroad station. It possesses quality in its style, as a distinctive type of small passenger station, as well as offering a well-preserved example of a frame Queen Anne style station of this period. It possesses fine workmanship and integrity of location as well as condition.

The station is a one and one-half story frame structure with a gabled roof and gabled dormers. 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.

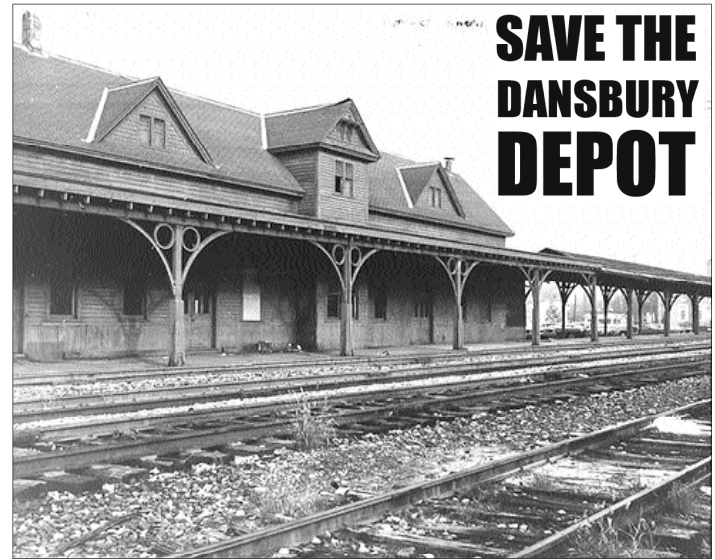
## SIGNIFICANCE

**AREAS:** Architecture, Commerce, Transportation

**DATES:** 1864, 1883, 1915

The East Stroudsburg Railroad Station was created as the station stop for Stroudsburg when the Delaware, Lackawanna, and Western Railroad first laid the tracks through Monroe County in 1856. The station was across the Brodhead Creek, and a good distance from the center of Stroudsburg, but the DL&WRR received the right-of-way for their tracks from Robert Brown, a prominent settler living on the east side of the Brodhead Creek. The presence of a railroad station soon stimulated commercial growth in its immediate vicinity, and presently the area became a thriving community its own right. The Borough of East Stroudsburg was incorporated as a separate town in 1870, the second incorporated borough in Monroe County.

The original train station quickly became outmoded, and a new building was constructed in 1864. The larger station also boasted a fountain and flower beds, which would continue to surround the train station into the early 20th century.



Monroe County's tourist trade first flourished in the second half of the 19th century. Thousands of summer visitors arrived by train from New York and Philadelphia, and were met at the station by the horse and wagon of each of the many guest houses, boarding houses, and hotels in the area. The numbers of tourists increased yearly, and the railroad expanded the station in 1883 to handle the traffic. The station at East Stroudsburg was one of two major stations in Monroe County, hence it boasted a larger and more complete facility than many other stops on the route between New York and the Pocono resorts. The station was again remodeled in 1915. Tourism by train fell off sharply after the First World War, and the accompanying social and technological changes. The East Stroudsburg station remains as it was in the early 20th century.

From 1901-1929, the East Stroudsburg Railroad Station also served as the terminus to a local railroad line—the Delaware Valley Railroad. This line offered passenger and freight service from East Stroudsburg to Bushkill, stopping at many of the small villages in the Delaware River Valley.

Passenger service declined through the 1950s and 1960s, and in 1972 the station was closed and all train service through Monroe County halted. The building remained vacant but intact [until its sale to a private owner in 1983, restoration, and adaptive reuse as a restaurant.]

*From the National Register of Historic Places Nomination form prepared by Janet Wetzel, 1979*

## PRESERVE EAST STROUDSBURG'S PAST & FUTURE BY SAVING THE "DANSBURY DEPOT"

- This 146-year-old station is listed on the National Register of Historic Places in recognition of its architecture and its historical roles in commerce and transportation. Residents and tourists alike unanimously acknowledge that the building as a irreplaceable "shining star" of Crystal Street, downtown, and the greater region. It's truly one-of-a-kind.
- Demolition of this train station while plans to reinstate passenger rail service from Hoboken, N.J. to Scranton continue to advance defies all logic. The only reason a building exists on this site was to serve the needs of rail operations; when rail operations ceased, a new use was found for the building. To erect a new building on this site that serves no transportation-related role represents a complete failure to address this street's future role as a transportation center for commuters, travelers, and tourists.
- All stakeholders must be included in determining the station's future role and to fully capitalize all possible restoration funding, including the Monroe County Planning Commission, Pennsylvania Northeast Regional Railroad Authority, the Redevelopment Authority of Monroe County, the EastBurg Community Alliance, East Stroudsburg Borough Council, area legislators, and citizens.