

THE WATER GAP TIMES

A Quarterly Newsletter

Issue Number 27 – Winter 2016

The family of Norma Snow, who passed away on December 1st, would like to thank everyone for their kind words and support shown to us during this most difficult time. Thank you to all who gave a donation to AWSOM in her memory. They greatly appreciate it.

*Forever Grateful,
The Snow Family
Randy, Brenda, Tim & Tammy*

A ceremony was held at the Delaware Water Gap Cemetery on Saturday, December 17th as part of the national *Wreaths Across America* program. The Monroe County Joint Veterans Honor Guard raised a flag at the new reflection monument built and donated by Bob Marki in honor of his father Lew Marki. The Reverend Karen Nickels said a prayer to dedicate the new monument. Elaine Siproth sang the National Anthem (beautifully). PA State Senator Mario Scavello & Monroe County Commissioner John Christy were in attendance and said a few words. A veteran from each of the armed services was present to lay a wreath at the monument followed by volunteers laying wreaths at the gravesite of each veteran interred at the cemetery

If you haven't had an opportunity to see the new monument, stop by to take a look. It is a beautiful improvement to the cemetery. Thanks to Bob Marki, Roxanne Kaiser-Antonowich, Larry Freshcorn, Maryann & Terry Fagan, Bill Buzzard, Tim Snow and Randy Snow for their hard work on and dedication to this project.

Borough Office Hours: Monday – Friday, 9:00 a.m. to 5:00 p.m.
570-476-0331

dwgboro@ptd.net

Office Secretary/Treasurer – Ileana Hernandez
Superintendent, Robert Gallagher
Municipal Authority Secretary – Noreen Purcell

Delaware Water Gap Police Department
570-476-4674

police@dwgpa.gov
Police Chief Jeffrey Williams
Officer Santos Rolon, Jr.
State Police – 570-839-7701
Emergencies Only 911

Borough Council

Robert Gallagher, Mayor & ECM
Wayne MacWilliams, President
William Buzzard, Vice President
Elvi DeLotto
George Munn
Jack Shoemaker
Eileen Noelle White
Susan Curnow Wilson

Council meetings are held on the 1st Monday of the month at 7:30 p.m.

Municipal Authority

James Reynolds, Chair
Roxanne Kaiser-Antonowich, Vice Chair
Martin W. Wilson, Secretary
Harry Darlington
Steve Simister

Municipal Authority meetings are held the 3rd Thursday of the month at 7:00 p.m.

Planning Commission

Derek Anspach, Chair
Ann Biffen
Valerie Higbee
Gary Schubert
Randy Snow

Planning Commission meetings are held on the 2nd Monday of the month at 7:00 p.m.

Zoning Hearing Board

Frank Davis
Leroy Kaiser
Carol Penna
Tim Snow, Alternate

Zoning Hearing Board meetings are held as needed.

Building Code Board of Appeals

Walter Conway
James Holbrook
Bob Mancuso

Zoning Officer

Larry Freshcorn

Deputy Emergency Coordinating Manager

Lisa Paulette

CodeRED

In order to better serve the residents and visitors of Monroe County, the Monroe County Office of Emergency Management and Monroe County Control Center are upgrading the current emergency text alert system, ReadyNotifyMonroe, to Monroe County CodeRED.

CodeRED is an emergency notification service, funded by the Northeast Pennsylvania Counter Terrorism Task Force, which allows emergency officials to notify residents and businesses by telephone, cell phone, text message, email and social media regarding time-sensitive general and emergency notifications. Only authorized officials have access to the CodeRED system.

The CodeRED database contains information received from public databases, including regional phonebooks. However, no resident should assume that their information is in the system. If you did not register for ReadyNotifyMonroe, and you would like to receive messages, go to www.monroecountypa.gov/codered and click on the CodeRED logo. You can also download the CodeRED app on your Apple or Android device.

A new well house has been built at the borough's #4 well site. The project is almost complete and we have put well #4 back in service. There have been some technical problems that we believe are now resolved. As with any large project there have been some glitches and adjustments have been made, thank you for your patience. If you are experiencing any problems with your water please call Elvi De Lotto (water committee chair) at 570-424-2413.

Valetine's Day Fundraiser



Chocolate Truffles
\$10 for box of 7

To place an order, call Elvi at 570-424-2413. Deadline to place an order is Friday, February 10th. Truffles can be picked up at borough hall Monday, February 13th, from 10 a.m. to 6 p.m.

Proceeds benefit the Beautification Committee

The work at Shull Park has moved along nicely this year. Thanks to donations and funds raised at last year's Mac and Cheese dinner, volunteers have put on a new roof, repaired electrical service and wiring, replaced doors, toilets, urinal, outside faucet & water fountain and painted the exterior of the building. This year's Mac and Cheese fundraiser, held at the Deer Head Inn on December 7th, netted \$832.00. The money will be used towards interior paint, stairs connecting all levels of the park and the cooking area.

Thanks to the volunteers who accomplished all of this; Jim Cornelius, Sonja Harchar, Wayne MacWilliams, Pete Zielinski and Michael De Lotto and of course Tim Snow who mows, weedwacks and blows leaves.

Friends of Delaware Water Gap is always looking for volunteers to help with the park project and all the other events put on to make our community such a great place to live.

The Borough of Delaware Water Gap
AN APPALACIAN TRAIL COMMUNITY

Emergency contact person for the
**Delaware Water Gap
Municipal Authority**

David Scholtz
Prosser Laboratories, Inc.
570-977-1283

This is a twenty-four hour switchboard that will reach out to him in any emergency.

Reminder to Grinder Pump Owners:

It is important to have grinder pumps serviced occasionally to prevent costly break-downs and service interruptions.

Reminder to all customers:

Please refrain from flushing items such as mop-heads, wash clothes, towels, baby wipes, feminine hygiene products, grease and other clogging agents into our collection system. This is a costly action for both the customer and the Municipal Authority.

New water and sanitation rates will go into effect on January 1, 2017. New rates will be reflected in the first quarter bills that will be sent out March 31, 2017.

When the snow begins to fall please remember that Ordinance 173 states all sidewalks must be cleared within 24 hours of a snowfall.

Ordinance 267 states that garbage cannot be placed out before 5:00 p.m. the day prior to pick up and cans must be removed before 9:00 p.m. the day of pick up. Thank you.

Borough Committee Meetings

Water

2nd Thursday of each month at 6:00 p.m.

Economic Development (EDC)

2nd Monday of each month at 9:00 a.m.

Liberty-Delaware Water Gap Trail

3rd Wednesday of each month at 9:00 a.m.

Friends of DWG

4th Tuesday of each month at 7:00 p.m.
New members welcome!

Beautification

1st Thursday of each month at 7:00 p.m.
New members welcome!

All committee meetings are held at
Borough Hall
49 Main Street
Delaware Water Gap

Remember to recycle!

It is mandatory in the borough.



Friendly Reminders



Main St. & Shepard Ave. are SNOW EMERGENCY ROUTES and marked accordingly. All vehicles MUST be removed immediately during inclement weather or they will be towed at the owner's expense. If you are parked on a street that is not an emergency route we asked that, if at all possible, you move your vehicle from the roadway so that our snow removal can be completed more efficiently.

DELAWARE WATER GAP (Part 3)

By Martin W. Wilson

Transportation to the Gap:

The natural barrier of the Blue Mountains led to early settlement of the area by people moving south from the Hudson River valley instead of north from Philadelphia. Prior to 1800, when Abram B. Giles constructed a wagon road through it, the Delaware Water Gap was not considered a practical passage north or south. Only rough Indian trails wound round the base of the mountains on both sides of the river. Shortly after Giles completed his road, a visitor traveled the route and described it as a "wagon road leading between the mountain's edge & the river & which all the labour of the inhabitants have been ineffectual to make more than about 8 feet wide or to clear from excessive roughness as it leads over one rough hillock to another the whole distance."

Around 1799, in anticipation of the completion of the road, Benjamin Bonham constructed a small inn along it -- the first in a town later to become famous for its hotels. Antoine Dutot built a road in 1798 from his saw mill, below where the Kittatinny once stood, to the site of his planned city. A few years later he obtained a charter for a toll-road and extended his existing road to the River Farm where it connected with one running from Shawnee to Tatamy Gap. Although he set up a toll-gate along the way, he had trouble collecting tolls. In 1823, his road was superseded by one built by the state.

In order to meet the needs of the growing county, roads were widened and improved, and stagecoach lines began to operate. By 1846, a passenger and mail stagecoach stopped in Stroudsburg on the way to Milford from Easton three times a week. By that time, the road through the Gap was sufficiently improved to carry stagecoach travel.

The coming of the railroad made a huge difference to the town's growth. In the early nineteenth century, Henry Drinker, owner of large tracts of land in northeastern Pennsylvania, dreamed of a rail line between the coal fields of Lackawanna County and the Delaware Water Gap. Drinker hoped to connect his line with one into New York, thus improving the marketability of the anthracite coal that had been discovered in the valley. It was not until March 11, 1853, however, that the Delaware, Lackawanna and Western Railroad was formed from the consolidation of two smaller lines. On January 21, 1856, the first train ran from Scranton to the Delaware River five miles below the Gap. It could go no further because the Warren Railroad in New Jersey was not yet open. By May 13 of that year, though, trains could travel from Great Bend (north of Scranton) to New York (actually the route terminated at Elizabethport, New Jersey, opposite the northwest tip of Staten Island). The Southern Division of the Delaware, Lackawanna and Western Railroad was officially opened on May 27, 1856. A train leaving New York at 7:30 in the morning arrived in Delaware Water Gap at 1:15 that afternoon, a trip of almost six hours.

On December 10, 1868, the D.L.&W. signed a lease with the Morris & Essex Railroad that allowed it to relocate its New York station to Hoboken, right across the Hudson from New York City. A ferry ran from the Hoboken terminal to the foot of Christopher Street, directly across the river in Manhattan, and to the foot of Barclay Street which is further downtown. The changes cut over an hour from the trip to the Water Gap.

In 1900, William Truesdale, president of the D.L. & W., perceived that a new route was needed across New Jersey to forestall competitors from gaining the upper hand in passenger traffic. During 1906 and 1907, three studies were conducted to examine the feasibility of shortening the trip from New York to the Gap. It was decided to build a new route from Lake Hopatcong to Slateford, Pennsylvania. The following account, published in a history of the D.L. & W., illustrates the enormity of the new line (commonly called the New Jersey Cut-Off):

The country to be crossed was anything but level. Valleys and roads ran north and south; the railroad ran east and west. There were to be no grade crossings. The new route would require 28.5 miles of new track, two large viaducts, and a fill three miles long and from 75 to 140 feet high. West of the Pequest fill, as it was named, were six miles of continuous cuts and fills. There were thirteen fills, most of which were about fifty feet high, and with fifteen cuts with the big Cut west of Johnsonburg being a maximum of one hundred feet deep and a mile long.

Truesdale staked the future of his railroad on the success of the new line. Finished on December 24, 1911, at a cost of \$11,065,511.43, the new route was a fast and smooth downhill run of twenty-eight miles. It cut eleven miles and twenty-seven minutes off the trip from New York.

In 1895, it cost \$2.55 for a ticket from New York to the Gap. Ten years later, it cost twenty cents less. By 1933, the price was up to \$2.82. With faster trains and more efficient scheduling, the time it took the train to reach Water Gap from Barclay Street gradually decreased. In 1959, it took just under three hours. Passenger service on the D.L. & W. ended on January 5, 1970.

Another railroad company, the New York, Susquehanna & Western, provided passenger service to the area. Starting on October 24, 1882, the N.Y., S. & W. ran from Weehawken, New Jersey and stopped in North Water Gap (Minisink Hills), and in Stroudsburg (near the present V.F.W.). The line crossed the Delaware just north of the Route 80 toll bridge (its stone supports can still be seen in the river). N.Y., S. & W. service to the Poconos ended in 1940.

Passenger service from Philadelphia to the Gap was available on the Belvidere-Delaware Railroad (Trenton to Belvidere). Sometime around 1850, the Belvidere-Delaware extended its track to Manuka Chunk where it connected with the Warren Railroad. Passenger service was provided until October 4, 1947. (The line had earlier been absorbed by the Pennsylvania Railroad.)

(Part 4 will be published in the Spring issue)