

# *"Yesteryear"*



D. L. & W. STATION, CRESCO, PA.

*2008*

*In Barrett and Paradise*





PROPOSED ROUTE OF NEW SCENIC RIM PARKWAY THROUGH THE POCONOS

## RIM PARKWAY

Tourism in the Pocono Mountains started in the late 1800's and continued at a strong pace into the early 1900's. The roads in the area changed from dirt roads, suited only for horse and buggy, to all-season roads for the new mode of transportation, the automobile. Henry Ford, with his mass production techniques, made automobiles affordable to the common man and allowed them to travel to locations previously available only to those who were rich. This opened a whole new world of sit-seeing via automotive touring.

In 1932 the Barrett Business Association, led by Charles N. Thompson, Manager of the Inn at Buck Hill Falls, conceived of an idea to boost tourism in the Pocono Mountain area by building a scenic highway, called the Rim Parkway, around high ridges of the Upper Delaware Valley basin. The parkway primarily would be in Monroe and Pike Counties. The plan was submitted to and immediately endorsed by the Monroe county Chamber of Commerce.

The first action of the committee was to prepare a preliminary plan for the highway, provide a drawing of the proposed route, and a rough estimate of cost.

As shown in the photograph, the Rim Parkway started at Effort Mountain and continued along the high plateau on the western side of the basin, interconnecting the main promontories of Camelback, Bear Mountain, the Knob, Devils Hole, Seven Pine, Cresco Heights, Mount Godfry, and the high escarpment over looking the Delaware River, and terminating at Milford.

From Milford the road continued along the western side of the river to the Delaware Water Gap where it climbed the Minsi Mountain and followed the high ridge to Wind Gap. From there it followed the country roads to Brodheads ville and closed the loop again at Effort Mountain. The total distance of the Rim Parkway was approximately 100 miles. An all-season

road, 20 feet wide with shoulders of 32 feet on each side designed for a car traveling at a maximum speed of 40 miles per hour was proposed. The parkway would include additional land 300 feet in width for picnic areas, and supplemental landscaping of plants to enhance existing natural beauty of the area.

The Rim Parkway Committee completed Phase 1 in early 1932, and with the support of the local state legislators submitted the plan and lobbied the commonwealth for implementation of the remaining phases.

The second phase was to survey the proposed route utilizing funds already committed by the federal government and the commonwealth of Pennsylvania to the C.C.C. and Federal Emergency Relief Funds. The Department of Forest and Waters and the Department of Transportation would provide technical support.

Six teams of Monroe County men under the direction of the Commonwealth surveyor H.W. Canard conducted the survey, starting on September 15, 1933, completing the survey on August 12, 1934 and issuing the survey drawings on August 24, 1934.

The subsequent phases of the plan were for the acquisition of land and building and maintenance of the Rim Parkway that would be funded by a bond issue, backed by the Commonwealth of Pennsylvania. The tolls for the use of the road would be used to pay off the initial debt and provide funding for continual road maintenance at no cost to the Commonwealth.

Newly elected Governor G.W. Earl first supported the plan but later changed his mind first delaying and eventually stopping the implementation of the Rim Parkway.

### Early Snow Plow

It is not known where or when this early snow removal picture was taken, but it is self explanatory showing how our local roads were cleared for travel. Also, plows were attached to a cart pulled by a team of horses. Steam trains were equipped with giant plows and were able to blast through deep drifts. Do you recognize anyone in the picture?



## Buck Hill

The captions for these photographs are quoted as they originally appeared in the "Buck Hill Breeze".

PLANES GOING INTO THE NORTH have had their usual landing gear replaced by skis, but this is the first application of skis to gliders. There's a real thrill!

THE FOUR CROOKS there's Richard, the father, of vast vocal fame, and Patsy, the next, the one that's so coy; then Mildred, the mother, receives our acclaim, and Dickey, the junior, he's surely some boy.

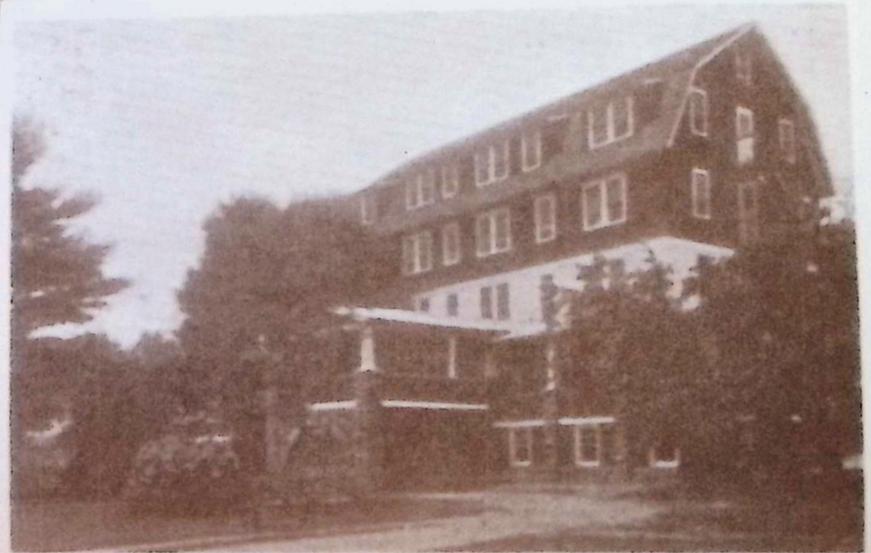


## The Glenmere

This was originally the private home of Laban Lewis, who came from New York in 1856. So many friends and relatives came to visit and share the beauty of the mountains, the hosts decided to make it a paying proposition. It passed to Mr. and Mrs. W.H Brewer, then to the Milton Carltons, who sold it in the 1960's. The name was changed to Top-of-the-Pocono's in the 1960's and is owned and still operated by the Daniel's family.



OTEL GLENMERE is shown as it looked in 1875 when it was operated by Laban Lewis, who came to Canada, Barre township that year. The resort, now extensively improved and enlarged, is operated by the Carltons. Photo submitted by Mrs. Milton Carlton.



H. BREWER, Prop.

THE GLENMERE

CANADENSIS.

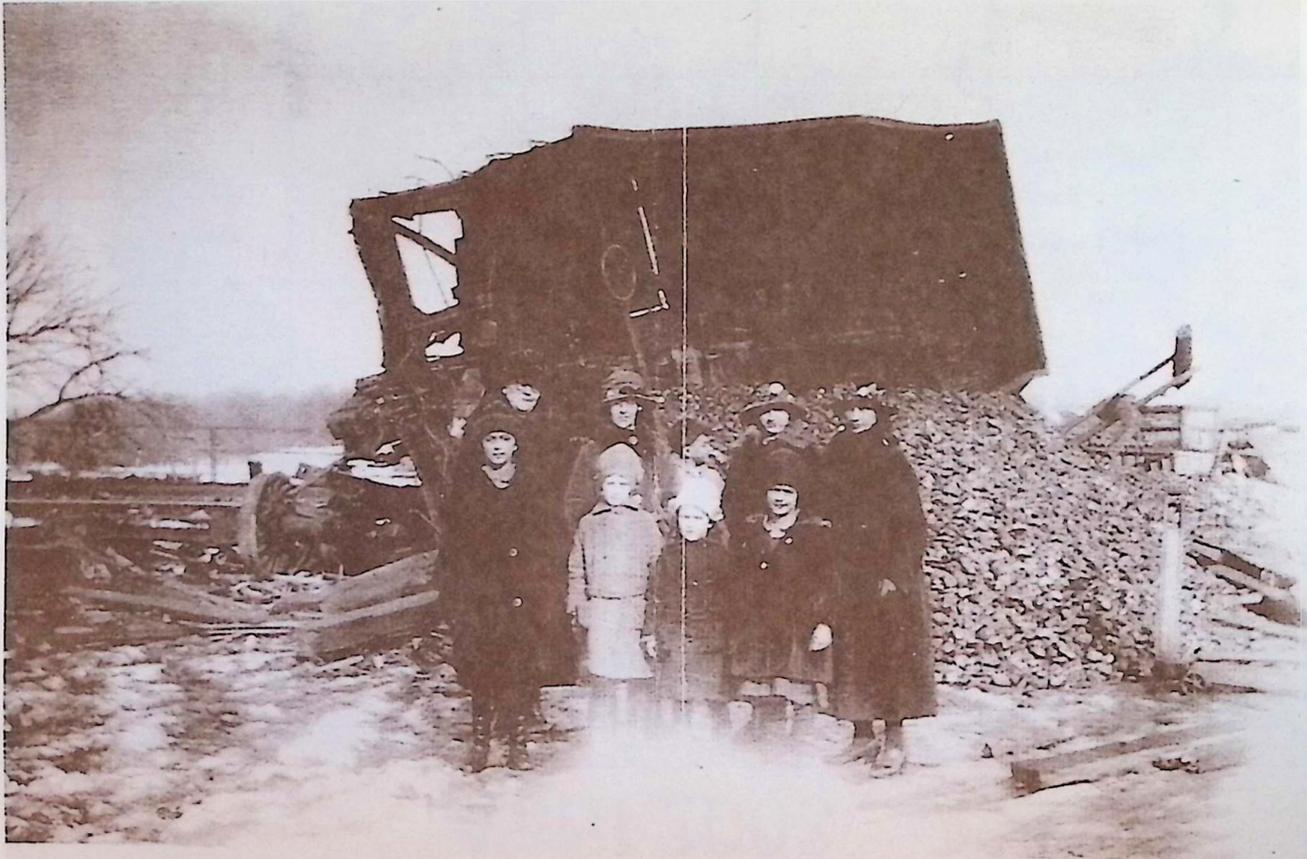
### CANADENSIS METHODIST CHURCH

Thought to be the first church in Canadensis, it was constructed by the firm of Palen and Northrup at a cost of \$1,200.00. The deed was dated August 19, 1863. It was located on Route 447 just below the now burned out Pine Knob Inn, across from the Canadensis Methodist Cemetery. This church was used until 1915 when the present church was constructed in Canadensis.



### Coal Car Derailment

This D.L. & W. coal car derailed just east of the station as the station platform is visible in the left of the picture. The date of the derailment is about 1920. Any railroad derailment was an exciting event in the area so that the locals came for the viewing. The girls in the front; from left to right are: Imogene Price Mullen, the Cornish sisters, and Gwendolyn Price Austin. The small boy in the center rear is more interested in looking elsewhere. Can you identify the four ladies in the back row?



Although 1933 is written on the front of this photo, Dec. 1935 appears on the back along with the following identification of the Barrett High School Band members, taken in the High School Gym. Leader – Madaline Kropp, Mr. Seems, John Henry Jr., Earl Thomas, Collin Vernoy, Roland Price, Floyd Smith, \_\_\_\_\_ Henry Brigemann, Leonard Kerby, Burnett Carlton, June Price, Bill Price, Marvin Grimm, Rodger Tambella, Louis Carlton, Bob M., Flo Mikels, Harry B., Jean Talmadge. It is signed Jeanne L. Price.



### Lake Arlene

This lake was a part of the Seguire property and is located to the right of Route 390 going South just before Callie's Pretzel Shop. The earthen breast works were replaced by a concrete wall, and the pond was a popular swimming hole. Besides a boating place for the Seguire family, the pond was used as an ice supply, as there was an ice house located below the outlet. Arlene was the name of a J.A. Seguire daughter. The lake is now a part of the open space property.



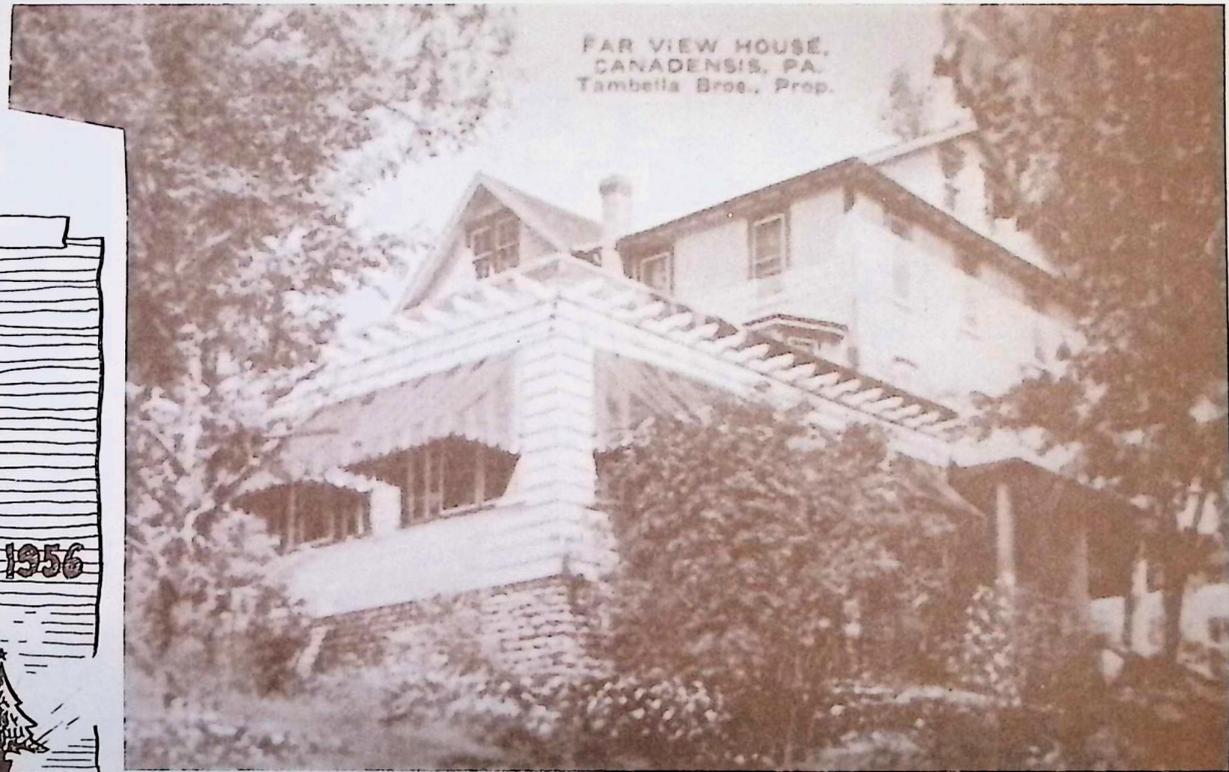
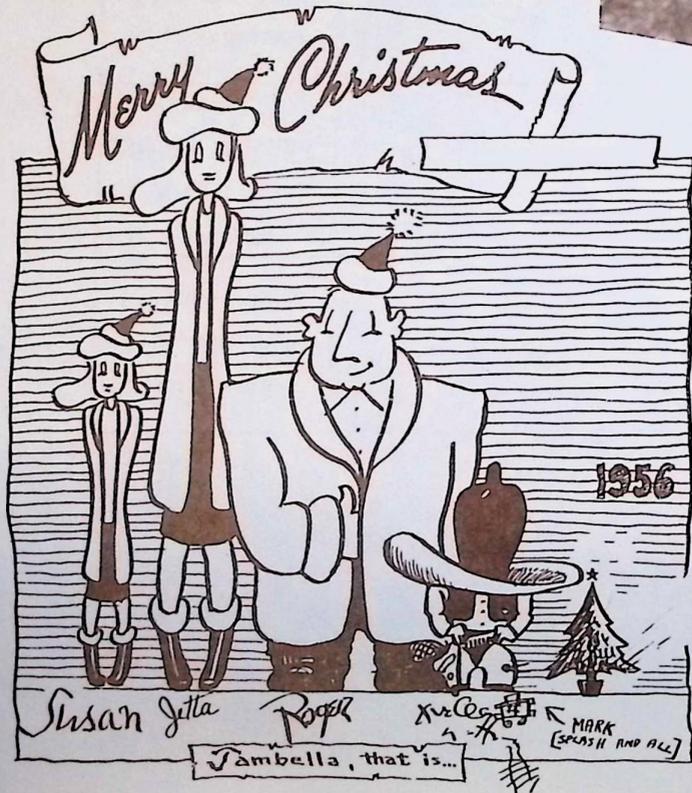
### Vogt's Tavern

Wilmer Vogt's first tavern was in Paradise Township at the intersection of Routes 390 and 191. After the building burned in the early 1900's, Wilmer built the building shown in the picture. The Gift Shop on the right side of the main building was added in the 1940's. The tavern was later called "Diamond Jim's" under new ownership. The building is now a Pizza Shop and a Gift Shop and is located across the road from Lewis' Market. The picture dates from approximately 1950. It was destroyed by fire in April, 2007.



## Farview House

The Farview House was a popular resort in the area. Operated by the Tambella brothers, the hotel was located on Route 390, Skytop Road, just north of the present Hillside Lodge. The owner's son, Roger, later added a small bar and lounge called the "Jolly Roger". The building burned in the 60's, although the cellar still remains.



## GRISCOM HALL

At closer inspection what appears to be “produce” looks more like two children playing in this cow driven farm cart. Griscom Hall was named for Samuel Griscom, the original owner of the Buck Hill Falls estate. It was opened July 4 1908, and quickly became home of such entertainment as the “Salamangundi Entertainment”, a medley of talents from Buck Hill and Griscom Hall. A log book from the day describes hikes to Rattlesnake Falls, Spruce Mountain, Wildcat Hollow, and Spruce Cabin Falls; camping trips for the guests, poetry contests, as well as quiet contemplation of the surrounding peace and beauty. Often used by guests who found Buck Hill Falls a bit too expensive, it closed in 1959 and was razed in the 1960's.



GRISCOM HALL. BUCK HILL FALLS, PA.



ON THE WAY TO GRISCOM HALL BUCK HILL FALLS, PA. WITH FARM PRODUCE

## Paradise Falls Lutheran Association

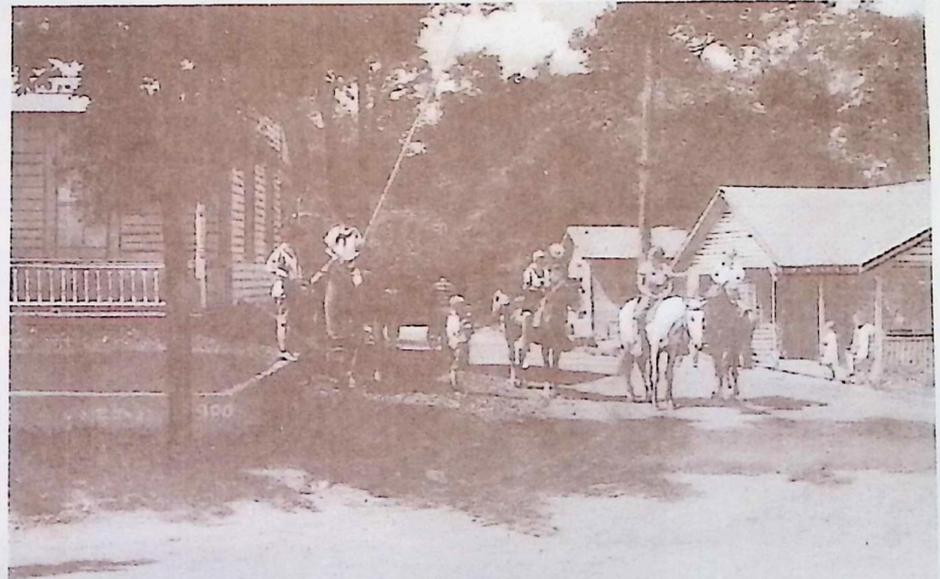
Paradise Falls Lutheran Association was formed in October 1922 by groups of Lutherans from New York and Pennsylvania on farmland donated by A. Raymond Raff of Philadelphia. Mr. Raff was a Lutheran in poor health who believed he was cured by the invigorating atmosphere of the Paradise Valley. In gratitude to God for restoring his health, he donated his farm to establish a Lutheran resort. Four additional tracts were purchased then and additional land was added to the resort in 1925 that included a half mile of Paradise Creek and the beautiful Paradise Falls. The Association continues today with many of the cottages winterized to become year-round homes.



PARADISE FALLS  
LUTHERAN ASSOCIATION

Paradise Falls, P. O. Cresco, Pa.

ERWIN W. MOYER, Manager



STORE AND OFFICE AT ENTRANCE TO PARADISE FALLS HENRYVILLE, PA.



Social  
Hall

Gate Lodge  
Open all year

Entrance  
to Falls

Nestledown,  
the Rustic  
Dining Hall

### Legion Christmas Party

As far as we can establish, this picture was taken about 1947 at the P.O.S.ofA. Hall, located where the present Ambulance Building is now. Can you fill in any of folk we can't identify? Back Row: Lee Megargle, Mary Garris, Arlene Olker, \_\_\_Ehrgood, Joan Noone, ?, Jim Everett, Charles Harrison, ?, ?, ?, Pauline Hawk, Bertha Muir  
Middle Row: ?, Fred Albert, Priscilla Blitz, Kathy Stewart, Jane Snyder, Santa, Barbara Evans, Carol Hawk and Paul HawkII, Charlotte Ehrgood, Stella Malvrik  
Sitting: ?, Prudy Sieg,?, ?, ?, ?, ?, Dick Evans, Elmer Albert, Ronald Evans, Jeanne Evans, Judy Snyder



## CRESCO STATION MUSEUM

### GRAND REOPENING

It was August 24, 1992 that *the Barrett Township Historical Society* was established. The purpose set then was "to promote the preservation of history in Barrett Township and the surrounding areas, and to educate diverse audiences through a variety of programs."

Little did the members of the society ever dream that a historic event in 1998 would bring into reality many hopes that could enhance their purpose. That event was the passing on of the keys to the former Cresco Station of the Delaware, Lackawanna and Western Railroad from the hands of Karl Weiler to the Barrett Township Society for its use as a museum.

Since that time to the present, the society has maintained the museum, providing many displays and exhibits that not only helped preserve the items of history of the area but also tell the stories of the community's past.

After purchasing the station, the Weiler Foundation completely restored the exterior of the station, installed a new heating plant, running water and an indoor bathroom, a new septic system and paved the parking lot.

Another historic event took place on May 19, 2007. The Weiler Family Foundation, Karl Weiler, chairperson, was recognized for continuing support of the society. The festivities opened with a "Presentation of the Colors" by the American Legion Post #922, followed by the National Anthem played by The Jolly Rhinelanders. The Invocation was given by Reverend

Barbara Housley. The Cresco Station of the Past was presented by Mr. Leslie Hummel, grandson of one of the original station masters, The Present by Mr. Warren "Mickey" Miller, and the future of the Cresco Station Museum by Mr. Karl Weiler. This was followed by presentations to the Weiler Family Foundation. The program ended with the arrival of a steam locomotive pulling several passenger cars from Steamtown National Park in Scranton.

The passengers enjoyed a brief visit and tour of the Station and were joined by many local people on the continued trip to East Stroudsburg.

*The Barrett Township Historical Society* is most grateful for such generous support and encouragement so it may continue its purpose of promoting and preserving our local history and celebrated this grand reopening of the Cresco Station Museum with music, speeches, presentations, and a visit of a steam engine and passengers from Steamtown in Scranton, Pennsylvania. Tickets were sold for a roundtrip train ride to East Stroudsburg, and visitors from far and wide enjoyed touring the station and participating in the festivities.

*The Barrett Historical Society meets on the 3<sup>rd</sup> Froday, 7:30 pm of each month for programs of historic interest at the Mountainhome United Methodist Church*