

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

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 Starlight Station, New York, Ontario & Western Railway

other names/site number Buckingham Township Municipal Building

2. Location

street & number O & W Road, northeast of Depot Hill Road, Starlight not for publication

city or town Buckingham Township vicinity

state Pennsylvania code PA county Wayne code 127 zip code 18461

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.)

Brent D. Glass June 25, 2001
Signature of certifying official/Title Date

Brent D. Glass, Exec. Dir., 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:	Signature of the Keeper	Date of Action
<input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined eligible for the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register.	_____	_____
<input type="checkbox"/> removed from the National Register.	_____	_____
<input type="checkbox"/> other, (explain): _____	_____	_____

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
_____ 1 1 _____ buildings
_____ _____ sites
_____ _____ structures
_____ _____ objects
_____ 1 1 _____ 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

_____ 0 _____

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION / rail related

Current Functions
(Enter categories from instructions)

GOVERNMENT / government

7. Description

Architectural Classification
(Enter categories from instructions)

Late Victorian

Materials
(Enter categories from instructions)

foundation stone
walls weatherboard

roofasbestos shingle
other _____

Narrative Description

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

[see continuation sheet]

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.)

- [x] 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.
[x] 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.

Areas of Significance

(Enter categories from instructions)

Transportation

Architecture

Period of Significance

1889-1951

Significant Dates

1889

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Dietrich and Company (architect)

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 #

Primary location of additional data:

- [] State Historic Preservation Office
[] Other State agency
[x] Federal agency
[] Local government
[] University
[] Other

Name of repository National Park Service Resource Management Office, Milanville PA

10. Geographical Data

Acreage of Property 3.17 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	1 8	4 7 2 8 0 0	4 4 3 8 9 4 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 Mary Curtis / Historian

organization National Park Service date April 16, 2001

street & number RR 2 Box 2428 telephone (570) 729-7842

city or town Beach Lake state PA zip code 18403

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 Buckingham Township

street & number P O Box 43 telephone (570) 798-2309

city or town Starlight state PA zip code 18461

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 Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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Starlight Station, New York,
Ontario & Western Railway
Wayne County, Pennsylvania

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Starlight Station of the New York, Ontario and Western Railway (familiarly known as the O&W) was built in 1889, and served as both office and home to the original station agent. The station is located in an area of open meadows and partially forested hillsides, along the abandoned track bed of the O & W's Scranton Division. Incorporating elements of several late Victorian architectural styles, it is similar in scale to local barns, which, along with scattered residences and rural outbuildings, form the late 19th and early 20th century vernacular building stock most commonly seen in the area. Within the boundary of the nominated property, west of the station, a small lawn accommodates a flagpole and a rock with a memorial plaque dedicated to local veterans. Also within the boundary, a non-contributing, simple gabled shed, used by the township's highway department, is located downhill to the east. The station itself is a two-story, wood frame building, rectangular in shape and decorated with a complex pattern of wood siding. The station's architectural integrity remains intact.

Starlight Station is two-story wood frame building, with a moderately pitched hipped roof. A canopy roof encircles the building between the first and second stories. The exterior walls are clad with a complex pattern of coverings: vertical wood siding above the foundation, then a band of horizontal clapboards, and, sheathing the second story above the canopy roof, wood shingles. Beneath the wide eave overhang of the canopy roof on the north and south facades, decorative wooden brackets connect roof beams to the top of the horizontal clapboard siding. A wooden handicapped access ramp leads from the east side of the building to the waiting room door. The foundation is dry laid, rough cut native bluestone. The original slate roofs have been replaced by asbestos shingles.

The west and north sides of the station are its principal facades. On the second story of the west façade, a pattern of wood shingles is broken by tilted shingles forming two decorative diamonds, flanking a pair of symmetrically placed double-hung windows, directly above three double-hung windows centered on the first floor façade. On the north side, facing the former track bed, there is a triple bay with double-hung windows flanked by a five-panel door and double-hung windows to the west and a 15-panel garage door to the east. Windows in the west facing dormer are single-paned and asymmetrically

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arranged. The south façade, with its five panel waiting room door flanked by double-hung window, is similar to the window and door arrangement on the north side.

The interior first floor plan consists of a waiting room (now a meeting room) with original benches lining the walls, a station master's (now township) office, a bathroom, and a freight room/garage. The freight room is generally intact, although it has been converted to garage space, with an overhead garage door replacing the freight door. An enclosed staircase leads from the waiting room to the upstairs apartment. With little changed from the time when it served as the station master's apartment, the upstairs apartment is divided into four rooms, with the room facing northeast having served as a kitchen. At the northeast end, a gabled dormer with its peak meeting the center of the hipped roof edge creating a rectangular bump-out the full width of the building, was added during the period when it served as station master's apartment. An exterior wooden handicapped access ramp now leads to the waiting room's south door. Several replacement windows have been installed, leaving original frames and sills intact.

The boundary, for nomination purposes, is defined by Depot Hill Road to the west and the 350-foot wide railroad right-of-way stretching parallel to the former track bed, 395 feet east to Depot Hill Road. The Station faces the intersection of O & W Road and Depot Hill Road. Closer to the station, a small lawn accommodates a flagpole and a rock with a memorial plaque dedicated to local veterans. The flagpole and rock are relatively small objects, and are not listed as features of the nomination. O & W Road, the memorial rock, and the flagpole area all within the boundary. Though officially marked on maps, O & W Road is not paved and is more a vaguely defined driveway and parking area for the municipality than a highway; it is not counted as a feature of the nomination. A simple barn like building smaller than the Station, the township shed (counted as a non-contributing building within the boundary), stands down hill to the east.

Circa 1976, the township received a grant to renovate the station for use as a municipal building. The freight room floor was removed, lowering the surface to ground level, and the exterior freight door was replaced with an overhead door, converting the space for use as a garage. A single light window was installed on the south side, providing a light source for the garage. A portion of the former station master's office was partitioned to create a rest room. The floor of the office and waiting

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room was raised four inches to provide a level surface throughout the ground floor. Paneled walls and dropped ceiling were added throughout, and a handicapped access was added to the south side. Replacement windows were installed, but fenestration remained unchanged. Five panel waiting room doors with four-light transoms, wood moldings, and the station agent's ticket cage remained unaltered. In 2,000, the municipality researched the station's original exterior paint color, then painted it the distinctive original mustard yellow, with dark green trim.

Comparison with early photographs of the building reveals that the footprint, basic design and mass remained unaltered. With the exception of the rear second story alteration, changed during O&W ownership, and windows in one bay, fenestration is intact. Most original materials and distinctive details remain, including the station's master's ticket cage, wood floors, and complex siding. Despite changes made in the name of adaptive reuse, inside and out, the overall appearance retains its architectural integrity.

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Narrative Statement of Significance

Starlight Station satisfies Criterion A and the Transportation area of significance for its association with the New York, Ontario and Western Railway (O & W), a component of the country's developing rail system and an important carrier of coal from the Wyoming Valley of Pennsylvania, fueling America's developing industrial base. The Station also satisfies Criterion C and the Architecture area of significance as a rare intact local example of late Victorian railroad station architecture, one of only two remaining examples of the architectural design unique to the O & W's Scranton Division. The period of significance begins with 1889, the year the station was built, and ends with 1951, in line with the National Register 50 year guideline for establishing historic significance.

Starlight Station was built in 1889, as the O & W was organizing its new Scranton Division. Prior to arrival of the railroad, the local community had been known as Lizard Lake. The community's first post office was established in the new station, and the new name "Starlight" was chosen by local residents from a book provided by the Postal Service. Mrs. O'Boyle, the station agent's wife, was postmistress. During its heyday, the station was a beehive of activity. While Mrs. Boyle took care of customers who came in to send off letters or pick up their mail, her children might be heard playing in the apartment upstairs. Station Agent Mike O'Boyle logged in freight, dairy products, produce, and other items, seeing that they were properly transferred from the freight room to the appropriate railroad cars. He saw to the off-loading of supplies for local customers. He sold tickets to neighbors leaving to visit friends or do business in the city, to vacationers returning to their city homes, and to salesmen using the railroad to take them to customers further along the line. Meanwhile, local folks would come by to send goods off to the city, to pick up packages, to meet visitors or see them off on the train, or just to chat with friends and neighbors. It was both the social and economic center of the community.

The building was in use as a passenger and freight station, as well as the station agent's residence, until 1933, when the Great Depression led to local business failures and to financial losses for the O & W. Station Agent O'Boyle's office was then moved to nearby Lakewood Station. Though no longer in use as an office, Starlight Station was maintained as a railroad property, providing living quarters for Agent

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O'Boyle's family on the second floor. Mrs. O'Boyle and the post office remained in the Station until 1953, when the family moved out of their apartment upstairs and the post office was relocated. In 1957, with all of its divisions closed down, the O & W was dissolved. Starlight Station sat empty and unused. In 1968, Buckingham Township, in need of a municipal building, purchased it. The township did not immediately have the funds to convert it for government purposes. In 1976, they received grant money to renovate the building, adapting it for use as a township office and meeting space. Since then, the former waiting room has been used as a space for township meetings. The former post office area is now a township office. The former freight room is a garage housing township equipment. The second floor space is unused.

As a station along the Scranton Division of the O & W, Starlight Station's significance under Criterion A in Transportation is linked to nineteenth century America's Industrial Revolution, a revolution fueled by coal. From the time when the value of the coal to be found in northeastern Pennsylvania was first recognized, transportation to large city markets was an important issue. The Schuylkill and Lehigh Valleys' coal companies soon cornered the Philadelphia market. The Delaware and Hudson Canal, completed in 1828, transported coal to the New York metropolitan area. Management of the O & W, however, believed that there was also an opening for them. By 1884, there was 345 miles of O & W track along the Hudson River, through the Catskills, and on to the Great Lakes as well as an interior line to Weekhawken, New Jersey, directly across the river from New York City. Launching of the Scranton Division, in 1890, put them in the unique position of being able to move Scranton area coal north, then east and west on their own tracks.

Although coal was certainly the life blood of the Scranton Division, availability of rail transportation was also key to the growth of the local economy. The year the Scranton Division opened for business, the O & W built six new stations in Wayne County: Starlight, Preston Park, Lakewood (for a time known as Winwood), Como, Poyntelle, and Orson. Not only were they nearly identical in construction and appearance, they served similar interests in their communities. Local industries, including creameries, wood distillation plants, quarries, ice plants, and tourism blossomed, spurring the economy of Starlight and its neighboring communities along the line.

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This was an era of great expansion for America's railroads. The Erie, whose Delaware Division ran along the New York-Pennsylvania border meeting the O & W just north of Starlight at Hancock (NY), was America's first long line railroad, linking the New York metropolitan area with the Great Lakes. It also provided local communities along the line with much the same kind of services as the O & W. The Erie's fortunes, however, were not as wedded to transport of coal for its livelihood as were the O & W's. Beyond the immediate area, the O & W connected with the Lehigh Valley Railroad at Coxtton (PA) and with several other lines at Maybrook (NY). As long as coal was big business, these lines formed a cooperative network that took the coal to market and provided a tidy profit.

From 1890 until the 1930s, the O & W prospered, and so did communities along the Scranton Division. Then, several factors, including the Great Depression, began to take their toll. Development of refrigeration and refrigerated trucks eliminated the need for large quantities of ice to be shipped to the cities. Vacationers turned their backs on rail travel once they began to own personal automobiles. Most devastating of all, availability of cheap crude oil and construction of natural gas pipelines decimated the coal business. The O & W gradually shut down its business. By the mid 1950s, the company had moved into receivership, becoming the first major American railroad to be completely abandoned.

Unlike so many of the railroad's buildings and much of the Starlight community of that era, the Station has survived and remained in recognizable condition as a center for community activity.

The Station's architectural significance under Criterion C is the result of its survival as a rare extant example of the single design plan, developed by the firm of Dietrich and Company of New York City, and used for all the O & W stations in Wayne County. Originally, each station included a passenger waiting room, station agent's office, and freight handling space on the ground floor, with an apartment for the agent's family on the second floor. As a result, Starlight Station and its equivalents along the Wayne County section of the line were all built with a rectangular plan, wood framed and sided, with a shed roofed overhang between first and second floors. Reflecting popular architectural elements of the late Victorian period, they had hipped roofs, complex siding patterns (shingles, clapboards, wainscoting), and decorative bracketing beneath wide eaves.

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The distinctive design of these stations set them apart from stations serving similar sized communities, elsewhere along other divisions of the O & W and along the nearby Erie Railroad. O & W stations at Liberty and Ferndale, New York, as well as the Erie station at Callicoon, New York, were long, low Shingle style buildings, each with an open area under a roof extending out from one end of the building parallel to the tracks, providing shelter for waiting passengers and freight. Other styles commonly found in the region included the Greek Revival, one and a half story Erie Stations at Cohecton (NY) and Hancock (NY) and stations of similar height and massing, with Stick style trusses, at Mast Hope (PA), Deposit (NY), and Uniondale (PA). Other stations, including the Delaware and Hudson at Avoca (PA) and the Erie at Maplewood (PA), Wimmers (PA), Elmont (PA), and Dunmore (PA) incorporated the steeply pitched roof, vertical siding, and ornamentation characteristic of Gothic Revival. Larger stations at Susquehanna (PA) and Port Jervis (NY) were massive, two story masonry buildings, in contrast to the smaller stations, which were nearly always of wood frame construction.

Of the Dietrich and Company designed Wayne County stations, only Lakewood and Starlight remain. Both have been adapted for use by local municipalities. In the process of renovation, however, the Lakewood Station has lost many of its original architectural elements, including some fenestration, unusual nine-over-one and six-over-one windows, and much of its interior integrity. Starlight stands alone as an instantly recognizable example of Dietrich's O&W stations.

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Marder, Stephen A. From Scranton To Cadosia, Along the N.Y.O. & W. Ry Co. Shillington PA: New Visions Digital Publishing. 1998.

O'Hara, Ann, with Clinton Leet. O & W Railway, A Boon to Northern Wayne. Honesdale: Wayne County Historical Society. Summer 1999.

Wakefield, Manville B. To The Mountains By Rail. Grahamsville NY: Wakefair Press. 1970.

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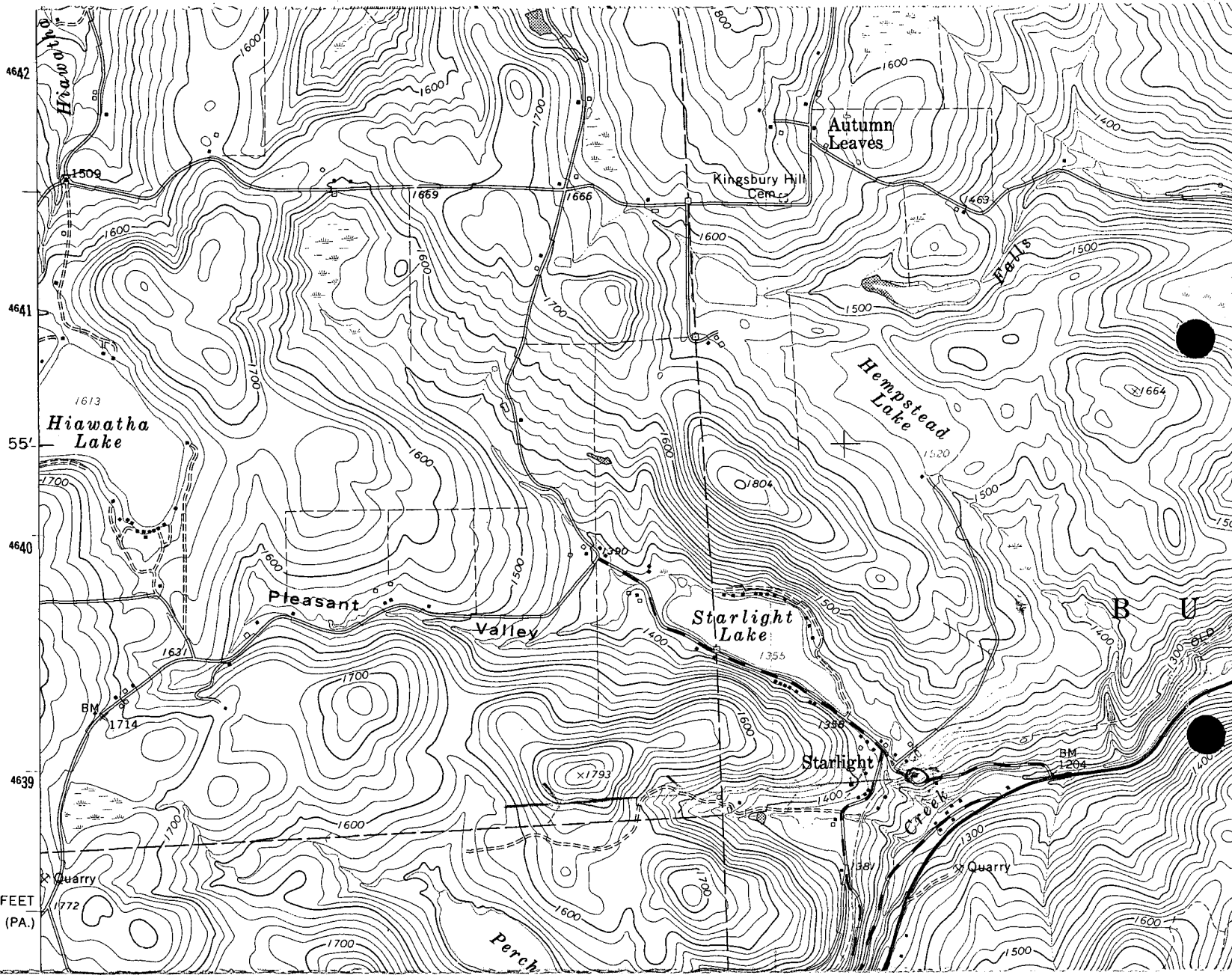
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Verbal Boundary Description

The north and south boundaries are parallel, 350 feet apart, shown as property lines of parcel M on Wayne County Tax Map 132. The western boundary joining these lines is the eastern edge of Depot Hill Road. The eastern boundary joins the parcel lines with a 395 foot line parallel to Depot Hill Road.

Boundary Justification

When Buckingham Township purchased the M parcel in 1968, the municipality acquired the entire railroad right-of-way within the township, a long narrow parcel stretching from the New York-Pennsylvania border to the Preston Township border. The boundaries designated for this nomination follow the width of the railroad's right-of-way. The six-and-one-half mile length, however, is shortened, for these purposes, to that traditionally associated with Starlight Station. It includes all extant resources associated with the station. The portion of parcel M beyond these lines is now undeveloped trail used for hiking.



STARLIGHT STATION
WAYNE COUNTY PA
HAWKES ROAD
2015
412 800 4438940

640 000 FEET
(PA.)