

**BYRAM TOWNSHIP PLANNING BOARD AGENDA**  
**For Thursday, June 2, 2022, at 7:30 P.M.**  
**Meeting Held at: 10 Mansfield Drive, Byram Township NJ**

1. **CALL TO ORDER**

2. **ROLL CALL**

3. **OPENING STATEMENT:**

Adequate notice of this meeting has been published specifying the time and place in compliance with the provisions of the Open Public Meetings Act.

4. **FLAG SALUTE**

5. **MEETING MINUTES-** May 19, 2022

6. **OLD BUSINESS**

SP8-2021 Goksun Goksu, 12 Ghost Pony Road, Block 361 Lot 2.03, R-3 Zone  
Expansion a 4-family dwelling to 6 family  
[SP8-2021- 10.22.2021 Goksun Goksu](#)

7. **DISCUSSION ITEM**

Historic Preservation Element of the Master Plan—discussion of amendment

8. **REPORTS FROM COMMITTEES**

Architectural Review Committee  
Building Committee  
Environmental Commission  
Open Space  
Township Council

9. **OPEN TO THE PUBLIC**

10. **ADJOURNMENT**

The Board Engineer, Board Planner and Board Attorney are sworn in at the beginning of each year and are deemed to be under oath on a continuing basis.

# **Resolutions Approved at Previous Meeting**

Professional Services  
Legal

**BYRAM TOWNSHIP  
PLANNING BOARD  
RESOLUTION OF MEMORIALIZATION  
AUTHORIZING CONTRACT WITH MARAZITI FALCON, LLP  
FOR PROFESSIONAL SERVICES**

**WHEREAS**, the Township of Byram has a need to retain the services of an Attorney to provide legal counsel to the Board for the calendar year 2022 (the Legal Services); and

**WHEREAS**, the Municipal Land Use Law, N.J.S.A. 40:55D-24, authorizes the Board to contract for the services of and fix the compensations of its legal counsel, subject to the appropriation of funds by the governing body; and

**WHEREAS**, the Township has determined that the value of the service will exceed \$17,500; and

**WHEREAS**, Alyse Landano Hubbard, Esq. met all of the qualifications and was appointed by the Board at the reorganization meeting on January 6, 2022; and

**WHEREAS**, Alyse Landano Hubbard, Esq. is now associated with the law firm of Maraziti Falcon, LLP and has submitted a Business Entity Disclosure Certification that they will not make any reportable contributions to any political candidate or candidate committee and that the contract will prohibit them from making any reportable contributions through the term of the contract; and

**WHEREAS**, the Local Public Contract Law, N.J.S.A. 40A:11-1, et seq. requires that the resolution authorizing the award of contracts for Professional Services without competitive bids and the contract itself must be available for public inspection; and

**WHEREAS**, the Maraziti Falcon LLP has submitted a proposal indicating that they will provide Legal Services for the amount not to exceed \$150.00 per hour subject to the terms and conditions set forth attached proposal; and

**WHEREAS**, the Chief Financial Officer of the Township of Byram has certified that funds are available for this contract.

**NOW, THEREFORE, BE IT RESOLVED** by the Planning Board of the Township of Byram on the 19<sup>th</sup> day of May 2022 that as follows:

1. The Chairman and Secretary of the Planning Board are hereby authorized and directed to execute the attached agreement with Maraziti Falcon.
2. This Contract is awarded without competitive bidding as a “professional service” in accordance with N.J.S. 40A:11-5(a)(a) of the Local Public Contracts Law because Alyse Landano Hubbard, Esq. has served as the Board Attorney for a number of years and have special knowledge that is particularly valuable to the Board.

**BE IT FURTHER RESOLVED** that notice of this action shall be printed once in the official newspaper of the Township of Byram as required by law and this Resolution shall take effect immediately.

  
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**George Shivas**

**The vote on the Resolution was as follows:**

**AYES: Unanimous**

**NAYS: none**

**ABSTAINING: none**

**ABSENT: Four (4): Ms. Raffay, Mr. Chozick, Mr. Serrilli, Mr. Smith**

I certify that the above Resolution is a true copy of a Resolution adopted by the Planning Board on May 19<sup>th</sup>, 2022 and is in effect for one year.

Caitlin Phillips

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**Caitlin Phillips, Planning Board  
Secretary**

**Dated: 05/20/2022**

**Prepared by: Alyse Landano Hubbard, Esq.**

In the matter of Highland Avenue Properties, LLC  
Case No. SP1-2022

**BYRAM TOWNSHIP**

**PLANNING BOARD**

**RESOLUTION OF MEMORIALIZATION**

**RELIEF GRANTED:**       **Trash Enclosure in side yard**  
                                  **Height of Accessory Structure**

**WHEREAS**, Highland Avenue Properties, LLC has applied to the Planning Board, Township of Byram seeking approval for the operation of an irrigation and landscape maintenance company for premises located at 227 Route 206 and known as Block 212, Lot 1 on the Tax Map of the Township of Byram which premises are in a “NC” Zone;

**WHEREAS**, by ordinance adopted by the Township Council of the Township of Byram under statutory authority, the Planning Board and Zoning Board of Adjustment were combined into one Board which Board possesses and may exercise all powers granted to the Planning Board and Zoning Board of Adjustment pursuant to the Municipal Land Use Law, N.J.S.A. 40:55B-1, et seq., said single Board being known as the Planning Board of the Township of Byram; and

**WHEREAS**, the Board, after carefully considering the evidence presented by the Applicant and having conducted a public hearing has made the following factual findings:

1. The Applicant is the contract purchaser of the subject property. Jonathan Eigner is the manager of Highlands Avenue Properties, LLC, as well as an existing irrigation and landscape maintenance company
2. The Applicant was represented by William Haggerty, Esq., of Dolan and Dolan, PC.
3. The Applicant submitted the following documents:
  - a. Conditional Use Site Plan, prepared by Douwe Dykstra of Dykstra Associates, PC, dated January 31, 2022, revised April 4, 2022, consisting of three (3) sheets.
  - b. Existing Building Plan, interior building measurements provided by Applicant and drafted by Dykstra Associates, PC, with photographs of existing building taken on March 31, 2022 by Jason Dunn of Dysktra Associates, consisting of two (2) sheets.
  - c. Environmental Impact Statement prepared by Dysktra Associates, PC, dated April 6, 2022.
  - d. Municipal Highlands Exemption Determination
  - e. Prior Resolutions from February 6, 1986 and July 16, 2015.
4. The Board received the following documents:
  - a. Memorandum from Paul Gleitz, PP, AICP, of L&G Planning, the Township Planner, dated April 19, 2022.
  - b. Cory Stoner, P.E., C.M.E., Planning Board Engineer, of Harold E. Pellow & Associates, Inc., dated March 11, 2022 and updated April 14, 2022

c. Michael A. Pellek – Assistant Fire Chief, Byram Township Fire Department, dated April 20, 2022

d. Chief Kenneth Burke, Byram Township Department of Police, date April 14, 2022

5. The subject property is a 13.33-acre parcel located on the western side of Route 206 in the NC, Neighborhood Commercial Zone. The property was previously developed with a 6,000 square foot office/warehouse building, with a paved/gravel parking area. The remainder of the lot is wooded and surrounding by wooded property and commercial uses on Route 206. The existing structure does not meet the required maximum front yard setback of 80 feet, where 188.6' is the pre-existing, non-conforming setback. The Applicant is not proposing any significant site improvements with this application. In addition to Preliminary and Site Major Site Plan Approval, the Applicant must satisfy the conditions for a Landscaping and Home Improvement Contractor, which is a conditional use in the NC Zone.

6. A duly noticed public hearing was conducted on April 21, 2022, at which time Jonathan Eigner, on behalf of the Applicant and Jason Dunn, P.P. of Dykstra Associates, who was accepted as a professional planner, presented sworn testimony in support of the application. The threshold issue addressed by the Applicant were the conditional use standards set forth in Section 240-64B:

(1) Tract size: a minimum of one acre. **Complies**

(2) Side yards: not less than 30 feet when abutting a right-of-way or residential use. **Complies**

(3) Lot coverage: a maximum of 70% of the property. **Complies**

(4) Outdoor storage such as construction equipment, trucks, chippers, mulch piles and stockpiles of clean materials shall be permitted, provided the equipment and materials are limited to a single area of the site that does not exceed 50% of the lot area, shall not exceed 20 feet in height and shall be completely screened by a ten-foot landscape buffer. The screening shall consist of landscaping and/or fencing to create a complete screen. **Applicant testified that only 6% of lot area will be outdoor storage, all outdoor storage will be less than 20' in height, and there will be additional evergreen landscaping to provide the necessary screening.**

(5) Small engine repair work and equipment maintenance, other than incidental minor repair, shall take place within the building, and all repair or service apparatus shall be located within the building. **Applicant testified that all equipment repairs will take place inside the building, all repair and service apparatus will be stored inside the building.**

(6) Design and build, as well as routine maintenance landscaping services shall be permitted as function of landscaping contractors. **Complies**

(7) All equipment used shall be maintained and operated in such a manner as to eliminate so far as practical noise, vibration, or dust which would injure or annoy persons living in the vicinity. **Applicant testified that the hours of operation are 6am to 6pm, but all work is done off site, but for administerial work in the office .**

(8) Under no circumstances shall any stored material leave the site by natural causes or forces such as wind or water. **Applicant testified that any material, such as topsoil, that is stored on site will be contained in tarps or under roof.**

The Board was satisfied that the Applicant met the conditions set forth in the ordinance and was therefore permitted as a conditional use on the property.

7. The Applicant testified that there are a total of 12 employees, 10 that work in the field at job sites and two (2) in the office and there are no customers on site. The existing structure needs maintenance, but there are no renovations proposed. Mr. Dunn testified that there is sufficient parking on site, as required by Section 240-38 of the Township's Ordinance. The property is uniquely shaped, with limited frontage, by way of an access driveway, on Route 206, with a majority of the site located behind the neighboring lots.
8. A colorized version of Sheet 2, the Boundary Survey and Existing Conditions, was marked A-2, which indicated the center line of the Dragon Brook in Blue, the limit of the wetlands in Green, the Gray area is the entrance and paved parking area, the Green area is lawn and the building is indicated in orange. There is a change in elevation between the subject property and the neighboring commercial uses, as the site sits lower than the adjacent uses.
9. There will be no additional encroachment into the wetlands, as all disturbance has been existing for years, with evidence as early as the 1980s, which predates the Highlands Act of 2004. The site is located in the Highlands Preservation Area and Applicant applied for Exemption #4 from the

Highlands Water Protection and Planning Act, which allows the reconstruction of any building or structure within 125 percent of the footprint of the lawfully existing impervious surfaces on the site with a net increase in impervious coverage less than 0.25 acres and a maximum disturbance which is less than 1.0 acre. The Highlands Exemption was granted.

10. A colorized version of Sheet 3, the Site Plan, was marked as A-2 for identification, which indicated that the proposed use would have the same footprint, with sufficient parking on site, including a handicapped stall with appropriate signage. The parking stalls adjacent to the building will be restriped. Enhanced landscaping, with evergreen trees, is proposed to screen the storage from Route 206. The Applicant will refurbish the existing 3.5' x 16' façade sign that is internally lite.
11. The existing loading docks are screened by an opaque fence and the dumpster will be located on an existing concrete pad, that is screened but easily accessible. A variance is sought for the location of the dumpster, as it is proposed in the side yard but should be located in the rear yard, as required by Section 240-57.E(11) of the Township's Ordinance. Mr. Dunn testified that it is a better planning alternative, as additional land disturbance would be required to relocate the dumpsters in a conforming location.
12. Waivers are required for the parking area, as Section 215.30.2 of the Township's Site Plan Ordinance requires that the parking area be paved and illuminated, as paving and lighting are not proposed in the rear of the site. Additionally, waiver relief is required from Section 215.34, as there is no

lighting in the rear of the property, where the company vehicles are parked. The Applicant will install a make-ready electric vehicle charging station in parking stall #21 in the rear of the site, which could include a light if deemed necessary for security reasons.

13. The submitted plans included designated areas for the stockpiling of material. During the hearing, the Applicant agreed to construct enclosures for the stockpiles, that would not exceed 22' in height; however, variance relief is required from Section 240-16.A(4) as an accessory structure shall not exceed 15' in height. A colorized exhibit from the Environmental Impact Statement was marked A-4 and depicted the 150' buffer. The original stockpiles were proposed in the buffer area, the proposed enclosures will not extend into the buffer area.
14. The existing structure contains an office and existing warehouse area, with 2 mezzanines that will be used for storage. The existing shelving will be used to store material and the residential plowing equipment and pallets of salt will be stored inside the building. There is typically one tractor trailer delivery per year for the piping that is utilized for the irrigation systems and several deliveries in smaller trucks throughout the year.
15. A picture of the existing sign was marked A-5 for identification. The proposed sign will comply with Section 240-46 of the Township's Code, the Sign Ordinance and the Applicant will obtain a zoning permit prior to installation.
16. There was no one in attendance for the hearing.

**WHEREAS**, the Board has determined that the relief requested by the Applicant can be granted without substantial detriment to the public good and without substantially impairing the intent and purpose of the Zone Plan and Zoning Ordinance of the Township of Byram for the following reasons:

1. The Board found the witness testimony to be competent and credible. The Board was satisfied that the use was permitted in the Neighborhood Commercial Zone as the proposed use met the conditions set forth in Section 240-64B of the Township's ordinance, as follows:

(1) Tract size: a minimum of one acre. **Complies**

(2) Side yards: not less than 30 feet when abutting a right-of-way or residential use. **Complies**

(3) Lot coverage: a maximum of 70% of the property. **Complies**

(4) Outdoor storage such as construction equipment, trucks, chippers, mulch piles and stockpiles of clean materials shall be permitted, provided the equipment and materials are limited to a single area of the site that does not exceed 50% of the lot area, shall not exceed 20 feet in height and shall be completely screened by a ten-foot landscape buffer. The screening shall consist of landscaping and/or fencing to create a complete screen. **Applicant testified that only 6% of lot area will be outdoor storage, all outdoor storage will be less than 20' in height, and there will be additional evergreen landscaping to provide the necessary screening.**

(5) Small engine repair work and equipment maintenance, other than incidental minor repair, shall take place within the building, and all repair

or service apparatus shall be located within the building. **Applicant testified that all engine repairs will take place inside the building, all repair and service apparatus will be stored inside the building.**

(6) Design and build, as well as routine maintenance landscaping services shall be permitted as function of landscaping contractors. **Complies**

(7) All equipment used shall be maintained and operated in such a manner as to eliminate so far as practical noise, vibration, or dust which would injure or annoy persons living in the vicinity. **Applicant testified that the hours of operation are 6am to 6pm, but all work is done off site, but for administerial work in the office.**

(8) Under no circumstances shall any stored material leave the site by natural causes or forces such as wind or water. **Applicant testified that any material, such as top soil, that is stored on site will be contained in tarps.**

2. Relief can be granted pursuant to N.J.S.A. 40:55D-70C from the following Sections of the municipal zoning ordinance:

- a. Section 240-16.A(4) – height of an accessory structure shall not exceed 15’, the stockpile enclosure shall not exceed 22’ in height
- b. Section 240-57.E(11) – trash enclosures shall be in the rear of the property, the proposed trash enclosure is approved in the side yard

3. N.J.S.A. 40:55D-70C(1) indicates that a variance may be granted under its “hardship” provisions, with the hardship being related to the exceptional narrowness, shallowness, shape of the property, unusual topographic conditions or

by reason of the location of the existing structures on the property. Under the c(2) subsection, variance relief may be granted where it is determined that the proposed relief advances one or more of the purposes of zoning (which purposes are set forth in N.J.S.A. 40:55D-2) and where it is further determined that the benefits of granting the variance outweigh any detriments which might result from it.

4. The subject property is a fully developed, irregularly shaped lot that is constrained by wetlands in the rear of the property. The proposed location of the dumpster is a better planning alternative, as it will be located on an existing concrete slab, that is easily accessible and will not further encroach into the wetlands. The height of the proposed accessory structure will help contain the stockpiles of material and prohibit runoff into the existing wetlands on the property. The height of the structures is directly tied to the permitted height of the stockpiles for this use in the NC Zone.
5. Accordingly, the benefits of permitting the deviations from the zoning ordinance outweigh the detriments that may result from denying the requested relief. The Board further determined that there would be little impact to the surrounding area as a majority of the lot sits behind other commercial lots and is not visible from Route 206. Additionally, the Applicant is proposing additional screening on the property to minimize any visual impact. A majority of the work is done off premises, so there will be limited noises generated from the site. The Applicant is proposing stockpile enclosures without further encroaching on the wetlands, with no significant site improvements proposed. Finally, the Applicant is providing a

make-ready electric vehicle charging station, that will provide benefits to the employees in the future, in compliance with State Regulations. Therefore, the relief can be granted without substantially impairing the zoning scheme or Master Plan.

6. The Board determined that the requested waivers could be granted as same are reasonable for the site.

a. Section 215-30.2 – Partial waiver granted, as the parking area will not be fully paved or illuminated, there is excess parking on the property, that will be utilized for company vehicles during the day, which does not need to be paved or illuminated unless the Applicant choses to do so for security reasons

b. Section 215-34 – Partial waiver granted, the proposed lighting plan does not conform to the ordinance requirements as the rear parking area will not be illuminated, but the existing light post will be utilized for security lighting if needed

7. The Board found that the Applicant met the criteria necessary to grant both Preliminary and Final Site Plan Approval, with limited site improvements that will enhance the appearance and functionality of the site.

**NOW, THEREFORE, BE IT RESOLVED** by the Planning Board of the Township of Byram on the 19<sup>th</sup> day of May 2022 that the approval of the within application be granted subject, however, to the following conditions:

1. The Applicant shall comply with all the conditions and standards set forth in Section 240 of the Township's Ordinances.

2. The Applicant shall obtain all other necessary outside agency approvals, including but not limited to:
  - a. New Jersey Department of Transportation (or letter of no interest)
  - b. Byram Township Construction Department
  - c. Byram Township Zoning Department
  - d. Byram Township Fire Subcode Official
3. Any service of motor vehicles will constitute a life hazard use for repairs and must register with the State of New Jersey Division of Fire Safety and pay the annual registration fee.
4. Any truss construction already within the building must be marked accordingly as per the Uniform Fire Code.
5. The Applicant shall continue compliance with the conditions set forth in Section 240-64B to permit a landscaping yard in the Neighborhood Commercial Zone.
6. The material stockpiles shall not exceed 20 feet in height and the accessory structures shall not exceed 22 feet in height.
7. The Applicant shall ensure that the utility pole in the rear of the property has live service, which shall be considered a make-ready electric vehicle charging stall and utilized for security lighting, if needed.
8. Stall #21, or another stall, shall be designed a make-ready electric vehicle charging stall on the site plan.
9. The parking area shall be repaved with delineated parking areas within 2 years of the subject approval.

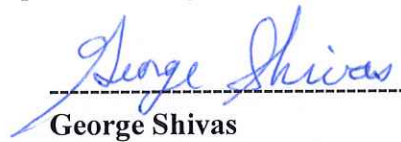
10. The notes on Sheet 1 shall be revised to accurately reflect Condition #4 of the Conditional Use Standards.

11. The trailer behind the building shall be removed from the concrete pad.

12. The following shall occur before a Certificate of Occupancy shall be issued:

- a. The parking adjacent to the building shall be restriped
- b. The landscaping shall be installed
- c. A bear-proof dumpster shall be provided
- d. The trailer on the concrete pad in the rear shall be removed
- e. The electric meter on the post in the rear of the property shall be functional

13. All improvements shall be consistent with the plans submitted to the Board and the testimony at the public hearing.

  
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George Shivas

**On motion of:** Mr. McElroy

**Seconded by:** Mayor Rubenstein

**The vote on the Resolution was as follows:**

**AYES:** Five (5): Mayor Rubenstein, Ms. Franco, Mr. McElroy, Ms. Shimamoto, Chairman Shivas

**NAYS:** Zero (0)

**ABSTAINING:** Two (2): Mr. Morytko and Mr. Walsh

**ABSENT:** Four (4): Ms. Raffay, Mr. Chozick, Mr. Serrilli, Mr. Smith

I certify that the above Resolution is a true copy of a Resolution adopted by the Planning Board on May 19<sup>th</sup>, 2022 and is in effect for one year.

Caitlin Phillips

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**Caitlin Phillips, Planning Board  
Secretary**

**Dated:** 05/20/2022

**Prepared by:** Alyse Landano Hubbard, Esq.

# HISTORIC PRESERVATION PLAN ELEMENT

June 2022

Township of Byram

Sussex County, New Jersey



2011 Roseville Schoolhouse now Byram Township Historical Society Museum

Historic Preservation Plan Element  
June 2022  
Township of Byram  
Sussex County, New Jersey

TOWNSHIP OF BYRAM LAND USE BOARD

Class IV Member, Chairman - George Shivas Jr.

Class IV Member - Vice Chairman - Michael Walsh

Class III Member, Council Member - Cris Franco

Class I Member - Alexander Rubenstein, Mayor

Class II Member - Andrew McElroy

Class IV Member - Robert Chozick

Class IV Member - Lisa Shimamoto

Class IV Member - John Morytko

Class IV - Marie Raffay

Alternate I - Eric Serrilli

Alternate II - Gregory Smith

Attorney - Alyse Hubbard, Esq.

Engineer - Cory L. Stoner, P.E., C.M.E.

Planner - Paul Gleitz, P.P. AICP

Land Use Technical Assistant - Caitlin Phillips

Director of Planning and Development - Joseph Sabatini

*The original of this document was signed and sealed  
in accordance with N.J.S.A. 45:14A-12.*

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Prepared by: Paul Gleitz, P.P. AICP License No. 5802

Research and Analysis by the Byram Township Historic Society

## OVERVIEW

The Historic Preservation Element identifies Byram’s historic sites and resources to help preserve and protect the Township’s history. The Historic Preservation Element is also intended to help understand where the community has been, what it is now, and what it may accomplish.

## HISTORIC PRESERVATION GOALS

- Encourage awareness and protection of Byram’s cultural, social, and historic heritage to provide a tangible link to the past, to enhance the appearance of neighborhoods, and to promote economic development.
- Further develop and promote the Township’s identity and unity without undermining its established character.

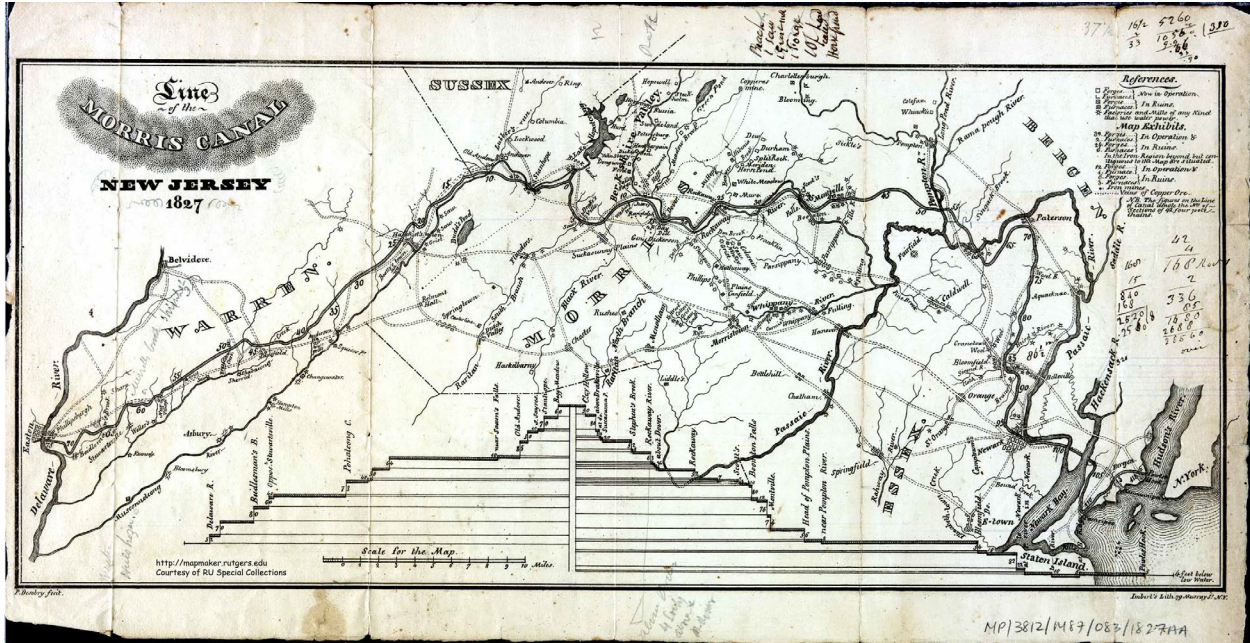
## HISTORIC PRESERVATION OBJECTIVES

- Conduct additional research to identify additional properties for nomination to the State and National Registers of Historic Places.
- Create ‘Gateways’ to neighborhoods and recreation areas by encouraging historic facades, intensive natural or native landscaping, and redevelopment with historic designs.
- Preserve the character and special sense of place of the lake communities.

## A BRIEF HISTORY OF BYRAM TOWNSHIP

Byram Township was incorporated on Feb 21, 1798, and set off April 9, 1798, from New Town (Newton) Township, Sussex County. The name honored the Byram family, surveyors who had settled in the area before the Revolution. The original set off for Byram Township, included Lake Hopatcong and Musconetcong River as the southerly boarder with Morris County. Later, other towns were set-off from Byram and include parts of Sparta Township (est. 1845), Stanhope Borough (est. 1904), and Hopatcong (Brooklyn Borough est.1898 / Hopatcong Borough est.1922).

The abundance of iron ore, timber and waterpower gave rise to the early charcoal iron industry in the Highlands. In Byram, within the Musconetcong drainage system, early forges include Brooklyn Forge 1777 (on Lake Hopatcong then called the “Big Pond”), on the Musconetcong River the Andover Forge 1763, two in Stanhope (c. 1780 -1801), known as the Upper Forge and Lower Forge, and on Lubbers Run a tributary to the Musconetcong the Lockwood Forge 1802 [1]. Other iron works on Lubbers Run are the Colombia Forge c.1800 and Roseville Bloomery c.1828. Significant villages and hamlets that developed from the early iron industry are Stanhope, Waterloo Village (a National Historic Site), Lockwood, Roseville, and Byram (a small hamlet near Waterloo). During the colonial period, part of the Andover Iron Works (c. 1760), the Andover



1827 Morris Canal from Delaware to Hudson Rivers- highest point Lake Hopatcong



1827 Morris Canal Picture 1890 Lock 3 West Old Andover Waterloo

Forge located on the Musconetcong River, was later renamed Waterloo Village during the canal period (c. 1830).

Early Transportation included the Morris Turnpike (1801 - 1851) now route 206 (#51) in Byram. The Morris Turnpike went from Elizabeth Town to the Delaware River near Milford PA via Morristown, Stanhope, and Newton and over the "Blue Mountains" by Culvers Lake. In the Hamlet of Lockwood, McKain's Hotel (later Lockwood Tavern), built c. 1808, served as stage stop and trading post. Between 1816 and 1856, the hotel also served as the Byram post office with Alexander McKain serving as the sole postmaster. One of two Sussex County toll gates for the Morris Turnpike was in Byram, located just north of the hotel on the east side of the turnpike, the other toll gate was at Tuttle's Corner in Sandyston.

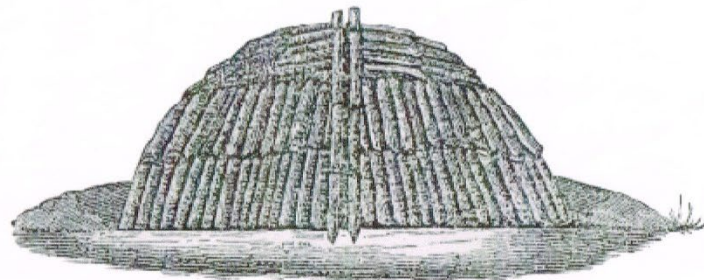
As the timber from the local forest became scarce, the Morris Canal (#48) was built to supply coal from Pennsylvania replacing charcoal as fuel to the iron forges and furnaces of northwestern New Jersey and to carry iron and other products to market. The completed canal spanned 102 miles from the Delaware River to the Hudson River with Lake Hopatcong the highest point to supply water. When originally constructed in 1832, the canal section in Stanhope and Lake Hopatcong were in Byram Township, today about 3/4-mile cross Byram Township, from Waterloo Village west to the Warren County line. Waterloo Village (New Jersey Register of Historic Places and National Register of Historic Places) has a unique combination of canal features not found at other New Jersey locations. The village has a lock that incorporates an aqueduct, a hydraulic powered incline plane listed as a National Historic Civil Engineering Landmark, two mule bridges, a dammed area in the river, a canal store, gristmill, blacksmith shop, workers housing. Waterloo Village contains over twenty 19th century period buildings within the historic district including the Waterloo Methodist Church (#12) that has been continuous active use since 1859. Some of the Waterloo Village buildings that were part of the colonial era Andover Forge village were repurposed during the 19th century.

The Morris Canal made possible the reopening of many mines including the Andover Mine. The Morris Turnpike toll at Byram became too costly to transport the iron ore from Andover Mine to the Morris Canal. Opening in 1850 to bypass the turnpike, the Sussex Mine Railroad (#37) operated for three years, hauling ore by mule power from the Andover Mine on Limecrest Road to the Morris Canal at Waterloo Village. In 1853, the Sussex Mine Railroad was replaced by the Sussex Railroad (#38) and its steam locomotives. In 1881, the Delaware Lackawanna & Western Railroad purchased the Sussex Railroad, which was called the Sussex Branch of the Lackawanna and later the Erie-Lackawanna. The Lackawanna railroad continued freight and passenger service until 1966. The Sussex Branch Trail now follows part of the rail bed from the trail head at Waterloo Road to Andover.

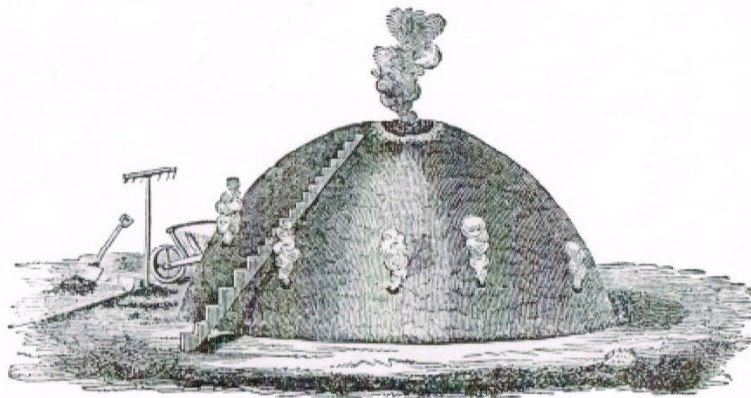


1827 Morris Canal Picture 1910 Lock 3 West Waterloo

*FIGURE 5. Charcoal was made in a kiln located in the forest tract near where the wood was being felled. The top view shows how the 4-ft lengths of wood were stacked on the kiln site. Wood had to be split if it was too large, but by cutting the woodlands once every 25 years or so, trees of about the right size were produced. Note the center chimney in the pile. The lower drawing shows the charcoal kiln when covered with loose soil mixed with organic material such as leaves and peat moss. The fire was kept smoldering with a draft from holes in the kiln cover around its base. The apertures and the center vent could be manipulated to adjust to wind changes and rain. After 4 or 5 days, the kiln was extinguished and after cooling for several days, the charcoal was removed. The colliers burned several kilns at once and tending each at its own stage of production required them to stay in close proximity for the entire time (Overman 1850:105-106).*



Setting the wood for charring.

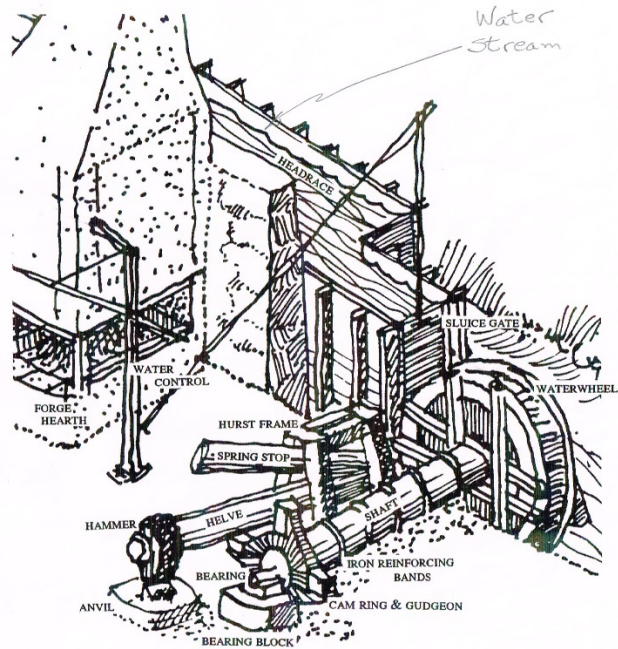


Making charcoal in heaps.

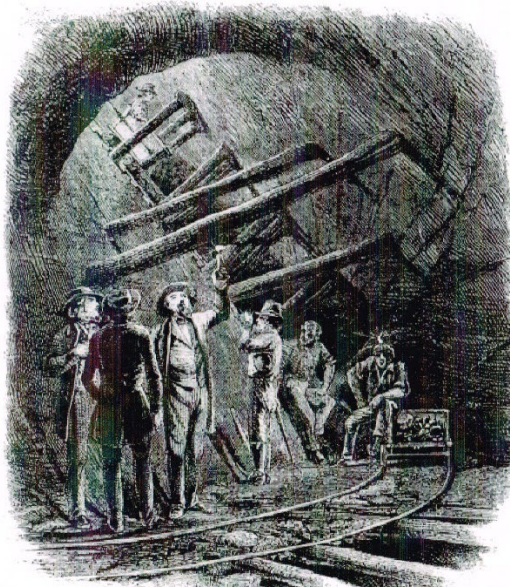
1850 Charcoal Making from Local Timber

FORGE 1850

FIGURE 9. Each cam of the ring on the water wheel shaft lifted the helve of the hammer up until it hit the spring stop. This would bend the spring stop. After the cam rotated and passed, the hammer was freed to fall by its own weight. This movement was accelerated by the spring stop straightening back into shape. The butt of the hammer helve was fixed into a hurst frame in a way that allowed the helve to swing freely (Hildebrande 1993:61).



1850 Forge using Trip Hammer



GALLERY IN BYRAM MINE.

FIGURE 4. A gallery, as illustrated in this 1859 rendering of the Byram Iron Mine, was formed when the slanting vein of iron ore was mined between the adjoining "country rock." The left wall was called the "footwall" and the right was the "hanging wall." Note in the upper left, the ore car or "skip" being lowered down on tracks laid on the footwall (Harper's New Monthly Magazine 1860:592).

1859 Byram Iron Mine

The Cut-off (#39) (Cut-off National Historic District) was built by the Delaware, Lackawanna & Western Railroad (DL&W) between

1908 and 1911, and provided 28.45 miles of almost grade-less, straight bed from Lake Hopatcong to the Delaware Water Gap. At the time, the construction was considered a Civil Engineering feat. In Byram, there are three road tunnels under the Cut-off and one roadway overpass as well as the 1/5- mile Roseville Tunnel (#40), bored through solid rock between C.O. Johnson Park and Roseville Pond. The cut-off ceased railroad operation in 1979. The NJ Transit is in the process of restoring commuter service through Byram to provide service from Andover to New York.

At the height of iron making era, during the mid-1800s, Byram Township had seven schoolhouses to take care of its' large but disbursed school population. The schoolhouses were Roseville (#7), Amity (#9), Waterloo (#33), Cranberry (#10), Lockwood (#8A), Stanhope and Brooklyn (Hopatcong). With shifts in population, older schoolhouses were abandoned, and newer ones were built at Roseville (#8) in 1889 and Cranberry (#11) in 1909. As the industrial base of iron making diminished and with Stanhope and Hopatcong set off, only two one room schoolhouses, Amity and Roseville remained. In 1936, the era of one room schoolhouses was over with the opening of the Consolidated School (#4). The Consolidated School closed in 2004 replaced by Byram Lakes School (2004) and Byram Intermediate School that had been built earlier in 1967.

Byram, the "Township of Lakes," has more than two dozen lakes and ponds within or on in borders that were originally developed as seasonal destinations. The most heavily developed lakes are Cranberry, Lackawanna, Forest, and also Mohawk, which lies only partly with in Byram. From 1902 until 1911, Cranberry Lake was a popular amusement park (#49), developed by the Lackawanna Railroad. In 1922, the Cranberry Lake Development Co developed Cranberry Lake Summer Colony at Frenche's Grove. Lake Lackawanna, a 117-acre lake, was created in 1910 by damming Lubbers Run creating Byram's first summer colony. Lake Mohawk was developed by the Crane Co with Tudor buildings built between 1927 and 1935 as a defining style for the community. The 44-acre Forest Lake was planned by Franklin Colby in 1935 as part of the Tamarack Association. In the 1950s, the Casperson family developed around Forest Lake a 300-acre year-round residential development. In 2004, Byram Township's development was impacted by the Highlands Water Protection and Planning Act. The State of New Jersey has designated 98% of Byram within the Highlands Protected Area limiting development within Byram.

REGISTERED SITES AND STRUCTURES

The preservation of historical resources is an extremely important aspect of preserving the social fabric of the community. The following is an inventory of sites and structures that are on the state and national historic register.

*note ‘#’ are sites locations on Historical Map from the “A History of Byram”, Environmental Commission, 1994*

Property or District Name	Location	State Register	National Register
Delaware, Lackawanna and Western Railroad Lackawanna Cut-off Historic District: Constructed c. 1910.	#39 in Byram. Extends from the Delaware River in Phillipsburg, Warren County to Hudson River in Jersey City, Hudson County.	11/26/1973	10/1/1974
Morris Canal: Constructed c. 1830, 19 <sup>th</sup> Century water transportation Philipsburg to Jersey City.	#48 Phillipsburg, Warren County to Waterloo Village in Byram. Part of Morris Canal Greenway.	11/23/1976	8/24/1977
Rutan Log Cabin: c. 1825 an example of 19 <sup>th</sup> Century homestead in Sussex County.	Musconetcong River and County Route 604, in Waterloo Village. Moved from Frankford Township to Waterloo Village #33.	2/3/1977	9/13/1977
Waterloo Village: 19 <sup>th</sup> Century canal village. During colonial period (c.1760) village was part of Andover Iron Works named Andover Forge.	#33 Musconetcong River and County Route 604	2/3/1977	9/13/1977

EXTREMELY SIGNIFICANT SITES AND STRUCTURES

Sites of historical significance that after evaluation by historians are worthy of NJ State and/ or National registration. The owner or other organizations would bear the responsibility to follow through on registration.

Property or Structure	Location	Description
Cranberry Lake Bridge	#64	1838, Cranberry bog is dammed creating Cranberry Lake to supply water for the Morris Canal. French's Grove is developed by the Lackawanna RR in 1903, as an Amusement Park with access via a foot bridge connected the railway Station. In 1911, the bridge was hitched to a locomotive and pulled into the lake and the park was closed. In 1922, the Cranberry Lake Development Co. rebuilt a bridge to access the "Summer Colony" at Frenche's Grove. As part of "Morris Canal Abandonment "project, the wood foot bridge was replaced with a suspension foot bridge in 1930.



1937 Morris Canal Abandonment Cranberry Lake Suspension Foot Bridge

**HISTORICALLY SIGNIFICANT SITES AND PROPERTIES**

Following is an inventory of historically significant sites and properties in the Township, as identified by the Byram Township Historical Society. The properties are not listed by importance but rather are separated by type. Some of the descriptions were taken from the short history in the 1994 Natural Resources Inventory (Historical Map dated 1993) and other sources.

*Note # are sites on Byram Historical Map from the “A History of Byram”, Environmental Commission, 1993*

**HISTORIC SCHOOLS**

Historic Site	Historic Maps or Block & Lot	Date of Construction/Description
Byram Township Historic Schoolhouse Locations	Located on Hopkins, 1860 Map of Sussex County, Byram Township, noted as “sch”: Waterloo, Cranberry, Roseville, Amity, Lockwood	Circa 1860. Sussex County Superintendent of Schools Report for 1861 listed 7 schoolhouses in the township: Stanhope (1), Waterloo (2), Cranberry (3), Roseville (4), Brooklyn (5), Amity (6), Lockwood (7).
Roseville School District (1812 - 1925); (refer Log Schoolhouse #7 and Roseville Schoolhouse #8 )	#7	<p>Snell, History of Sussex County, Published in 1881; Pg. 464 - 465 Byram Township Schools;</p> <p>Roseville Schoolhouses:</p> <ul style="list-style-type: none"> <li>• “First school house built in 1812, upon a site about half a mile west of the present (1881) site.”</li> <li>• “The second Schoolhouse was built in 1826.”</li> <li>• “The present (1881) schoolhouse is the third.”</li> </ul> <p>The site of third schoolhouse in 1881 is most likely the “Log Schoolhouse” corresponding to the site shown on the “1860 Sussex County Map” for Byram Township on Roseville Road within the Roseville Hamlet. 1871 Sussex Superintendent of Schools Report established the county school districts boundaries; # 39 Roseville boundaries.</p>

Historic Preservation Plan Element - May 2022 - Township of Byram

The Log Schoolhouse	#7	Circa 1850. Used for the Roseville School District until c. 1890. On Roseville Road near The Cut-off. Overrun by the construction of the Cut-off from 1908-1911. Located on 1860 Map of Sussex County on Roseville Road (now Lackawanna Drive). Also located near cut-off on Sussex County Map of Subdivisions #75, "1910 Lake Lackawanna".
Roseville Schoolhouse	#8 original location; currently located at the Byram Township Municipal Complex (#1)	Built 1889, replaced Log Schoolhouse, and located on west side of Roseville Road (now Lackawanna Drive) on Sussex County Map of Subdivisions #75 "1910 Lake Lackawanna". In use until 1925 as schoolhouse then, later as a church. The Byram Township Historical Society moved the building in 1986 to be used as a museum.
Amity Schoolhouse	#9; Block 344, Lot 7;	Circa 1840. Located on 1860 Map of Sussex County on Amity Road. 1871 Sussex Superintendent of Schools Report established the county school districts boundaries; # 41 Amity boundaries. In continuous use 1840 to 1936. Sussex County Historic Marker placed 2006 near foundation remains.
Lockwood Schoolhouse	#8A	Circa 1856, one room stone schoolhouse. Located on 1860 Map of Sussex County on North side of Roseville Road (now Lackawanna Drive). 1871 Sussex Superintendent of Schools Report established the county school districts boundaries; # 42 Lockwood boundaries. In use from 1856 to 1881. Structure does not exist.

Historic Preservation Plan Element - May 2022 - Township of Byram

Waterloo Schoolhouse	#33	Circa 1840, one room stone schoolhouse. Located on 1860 Map of Sussex County on Waterloo Road. 1871 Sussex Superintendent of Schools Report established the county school districts boundaries; # 38 Waterloo boundaries. In use from 1840 to 1901. Structure does not exist.
The Mud Schoolhouse	#10	Circa 1860 schoolhouse located on 1860 Map of Sussex County, Byram Township, at the northeastern corner of (road to Roseville) now Tamarack Road and (Sussex Turnpike) now Route 206. In use from 1860 to 1867. Structure does not exist.
Cranberry Lake Schoolhouse	#11	Constructed in 1908 and used until 1916. Situated on the Southerly side of the public road (now Tamarack Road) leading from Sussex Turnpike (now 206) at or near the Mud Schoolhouse easterly toward Roseville. Structure does not exist.
Consolidated School	#4	Constructed 1936 to consolidate the two remaining Byram schoolhouses. Sussex County School Superintendent. R. Decker "Undoubtedly one of the best two-roomed buildings in the State...". Located on Roseville Road (now Lackawanna Drive). Opened September, 1936 and operated as a school until June, 2003. Currently used as apartment building.



1900 Roseville Schoolhouse built 1889 copy



1904 Amity School House built c1840

Historic Preservation Plan Element - May 2022 - Township of Byram

HISTORIC MINES AND IRON WORKING CENTERS		
Historic Site	Historic Maps or Block & Lot	Date of Construction/Description
Waterloo Village (Andover Forge)	#33	During the colonial period, Andover Forge iron works was established in 1759 on the Musconetcong River. During the canal period, the village name was changed to Waterloo about 1839. The existing 19 <sup>th</sup> Century village is on the on the Morris Canal. Originally an important stop on the Morris Canal.
Old Andover (New Andover Bloomery)	#34	c. 1804, on Musconetcong River, 1.5 miles east of Waterloo. Old Andover was built about 1804 by Samuel DeCamp; sold to John Smith in 1816; and rebuilt in 1857. Some foundations of the small hamlet remain.
Lockwood Furnace	#22	c. 1802 built by Silas Dickerson on Lubbers Run. In 1856, the property was deeded to Jarmon & Howell. Remains of the forge can be found on the west side of Route 206 along Lubber Run.
Columbia Forge	#21	Built c.1800; on Lackawanna Drive and Lubbers Run. Made anchors; remains of dam still visible.
Roseville Bloomery	near #21	On Lubber's Run one mile south of the Columbia Bloomery. Built in 1828. In 1856 it produced 64 tons of blooms (usually square bars of iron made by hammering)
Roseville Mine	#23	First worked about 1850-1870 and briefly in 1880. Total production was about 70,000 tons of magnetite. The Trenton Iron Company and, after 1868, the Andover Iron Company operated this site. Eastern corner of intersection of Roseville and Amity.

Historic Preservation Plan Element - May 2022 - Township of Byram

Gaffney Mine	#24	The original openings are old but later openings date from 1874-1876. It was worked briefly in 1880. About 400 feet east off Lee Hill Road.
McKain (or McCain or McKean) Mine	#25	First opened in 1873 with a 40-foot shaft and operated intermittently until 1880, with later shafts of 90 feet. South off Tamarack Road opposite Johnson Lake.
Cascade or Smith Mine	#26	The mine was worked about 1850 and reopened in 1869-1877 and briefly in 1883. About ¼ mile north off Jefferson Lake on east side of Sussex Branch Trail.
Frenche's Mine	#28	West side of Frenche's Pond. About 1,000 tons were mined before 1873, when it was abandoned.
Silver Mine	#27	On both sides of the abandoned Delaware Lackawanna & Western Railroad several thousand feet south of Cranberry Lake where Dragon Brook crosses the railroad bed. Still visible are several small pits. The workings were probably exploratory only and sought iron (magnetite) not silver.
Bedell Mine	#29	Virtually no traces remain; near Gaffney Mine. Reports of workings in the 1890s
Allis Exploration	#30	North of Cascade Mine on the east side of the old railroad bed. Unknown quantities of ore were mined before 1873, and the operations were abandoned shortly thereafter.
Byerly Openings	#31	Virtually no traces remain; near Roseville Mine. It may have been worked about 1875.
Charlotte Uranium (Bemco Prospect)	#32	c. 1950, just south of Cranberry Lake and West of Sussex Branch Mine Trail. Closed and monitored by the State.

Historic Preservation Plan Element - May 2022 - Township of Byram

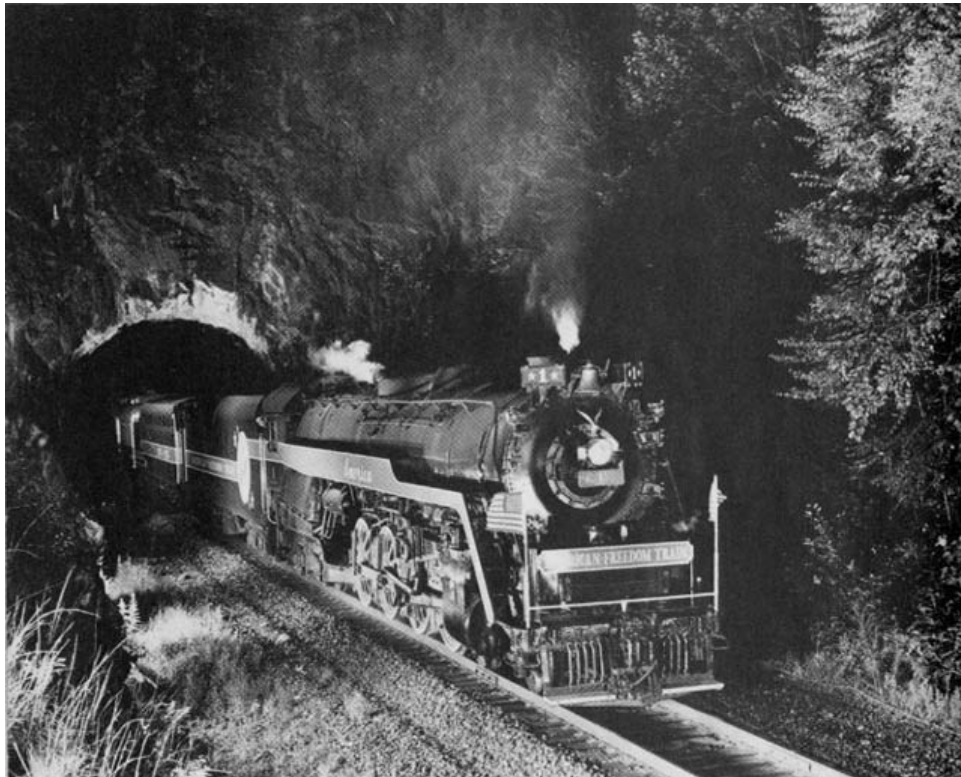
HISTORIC CEMETERIES & CHURCHES		
Historic Site	Historic Maps or Block & Lot	Date of Construction/Description
Colby Cemetery or Tamarack Cemetery	#35	Near Forest Lakes development on east side of Peach Tree Street. Contains just three graves-- Franklin G. Colby, 1858-1941, Josephine W. Colby, 1862-1930, and John Tynan, their servant, 1875-1928.
Lockwood Cemetery and Lockwood Methodist Church	#36; Block 365, Lot 3	The Lockwood Methodist Church was located on this property donated by Dickerson c.1834. Church congregation removed to Waterloo Village c. 1859. Part of foundation still visible at site. Church located on the 1860 Map of Sussex County, Byram. The cemetery grounds and list of persons buried are Maintained by the Byram Township Historical Society.
Waterloo Methodist Church and Waterloo Cemetery	#12	Active church; Located in Waterloo Village established c. 1859. Prior to 1859 the Methodists of the area held services in the district school or attended the Lockwood Methodist Church. Church located on the 1860 Map of Sussex County, Byram
HISTORIC RAILROADS		
Historic Site	Historic Maps or Block & Lot	Date of Construction/Description
Sussex Mine Railroad	#37	Built 1848; mule-driven for ore hauling from the Andover Mine on Limecrest Road to the Morris Canal at Waterloo Village. Sussex Mine Railroad purposely bypassed the Morris Turnpike Toll Gate at Byram.

Historic Preservation Plan Element - May 2022 - Township of Byram

Sussex Railroad	#38	In 1853, the Sussex Mine Railroad was replaced by the Sussex Railroad and its steam locomotives. In 1881, Delaware, Lackawanna and Western line purchased the Sussex Railroad. The Sussex Branch Trail now follows part of the rail bed.
Erie Lackawanna Cut-Off	#39	Built 1908-1911; The cut-off, at that time an engineering wonder-of-the world that allowed high speed train travel. Built with cuts and fills to provide a direct line with a minimum grade that allowed speeds up to 70 MPH. The line's deepest cut was Colby Cut in Byram (immediately west of what would become Roseville Tunnel) at 130 feet deep. The Service was stopped and Tracks removed 1983-4. The Byram section has 3 road tunnels and one road bridge that is currently under construction. Passenger service planned to be restored through Byram to Andover in 2020.
Roseville Tunnel	#40	The only tunnel on the 28 miles of the Cut-off; (part of the Cut-off)1/5-mile long. The tunnel was not in the original plans for the Cut-Off, but discovery of unstable rock lead to abandoning a cut and blast a tunnel.



1910 Lackawanna Cut-off Warton Fill over Roseville Road



1910 Lackawanna Cut-off Roseville Tunnel Picture c.1937

Historic Preservation Plan Element - May 2022 - Township of Byram

OTHER HISTORIC SITES		
Historic Site	Historic Maps or Block & Lot	Date of Construction/Description
Lenape Indian Villages	#41, #42	One at Frenche's Pond near the current Boy Scout camp (#41); one about a mile south of Johnson Lake on Old Indian Spring Road (#42 on the Historical Map) at Black Ash Swamp. The Frenche's Pond site was apparently used from about 100-1,500 AD. and many arrow points have been found.
Wolf Den	#43	A large cliff, boulder, and cave formation northwest of Cranberry Lake in Allamuchy Mountain State Park (#43) it may have been used as a shelter.
Byram Family Homestead	#44	Some remains near entrance to Columbia Valley Campground.
LePort House/ Kately Homestead	#45	LePort Hoses built c.1802 is the oldest remaining house in Byram. In 2006, Byram Township Historical Society commemorated the Benjamin LePort House.
Lime Kiln	#46	Near Old Indian Spring road (now an unused paper road).
Lockwood Tavern	#47	On Route 206 (originally Morris-Sussex Turnpike); stage stop, Post Office and trading post; built circa 1808; originally part of the Heminover estate. Tavern demolished in 2015. A CVS store currently on site with a Sussex County Historical Marker, "Hamlet of Lockwood", placed nearby in 2009.

Historic Preservation Plan Element - May 2022 - Township of Byram

Cranberry Lake Amusement Park with connecting foot bridge	#49	From 1902 until 1911, Cranberry Lake was a popular amusement park. Developed by the Lackawanna Railroad a foot bridge connected the railway Station with the amusement area. The hotel burned in 1910, and in 1911, the bridge was pulled into the lake and the park was closed.
Hudson Guild Farm	#50	The mansion, conceived by railroad magnet J.P. McRoy was completed c.1917. In 1920, the property was donated to The Hudson Guild, a charitable organization in Chelsea section of NYC. Hudson Guild Farm was used to bring city children to experience farming. Creation of the Appalachian Trail was conceived at the mansion in 1921. Since 1922, mansion located in Hopatcong.
Morris Turnpike	#51, also Jones Lane and Whitehall Hill Road.	State's first chartered turnpike (1801-1851) now Route 206 in Byram; The plan, to be built in three sections, was for 62 miles from Elizabeth Town through Morristown to Newton to a point on the Delaware River across Milford PA. In 1807, State Commissioners certified the completion of 18 miles of the second phase in Morris County that included a section in Sussex County from Stanhope to Andover Furnace. In 1809, the Morris Turnpike Co. was licensed to erect 8 gates along the completed 48 miles.
Ice Houses	#52	On Cranberry, Jefferson and Waterloo Lakes; Ice harvesting industry operated Ice Houses from 1890s to 1920s using the RR and canal to ship the ice to Newark and other urban areas.
Lackawanna Railroad Hotel	#53	A large hotel was built in 1903, by the Lackawanna RR, where the Lake community clubhouse now stands Also a casino; operated at the same time as the Cranberry Lake Amusement Park. The hotel burned in 1910.

Historic Preservation Plan Element - May 2022 - Township of Byram

Kimm / Von Lengerke Homestead	#54, Block 348, Lot 9.03	Circa 1845. One of the first houses in Byram.
McMurty Homestead	#55, Block 343, Lot 2	Slave graveyard. Found when Tomahawk Lake was being expanded.
Roleson Homestead	#56, Block 334, Lot 14.03	Circa 1820. Rock walls and foundation.
Cranberry Sales Office	#57, Block 216, Lot 72	The original sales office for summer rentals at Cranberry Lake.
Whitehall Homestead	#58, Block 360, Lot 21.01	Circa 1840. Part of Will's Estate.
Victory Road	#59, Public road adjacent to route 206, at Byram's northwest border with Andover Borough.	Now Whitehall Hill Road. Washington used this as a major supply route for the Revolutionary War to get supplies from upstate NY. Also part of Morris Turnpike
Spranger Homestead	#60, Block 380, Lot 4	Second oldest house in Byram.
Colby Mansion; formerly The Tamarack Inn	#61, Block 360, Lot 508	Franklin G. Colby owned from Byram to Lake Hopatcong. The 1909 "Colby Mansion" was modeled on a French chateau. Located on Tamarack Road. Converted in 2010 into a B&B. Reference: Conn Farm – Tamaracks (Colby) Collection; Depository, Morristown Library, Call# H929 MSS Conn.
Kaloua	#62, Block 348, Lot 4	Circa 1910. Built by Colby for his daughter, Emily W. No evidence that she took residence. Living at Colby Mansion in 1920 Byram, Sussex, U.S. Census. Letter written 1949 to Mrs. Hart provides her residence as Tranquility, NJ.
Tall Oaks	#63, Block 348, Lot 5	Circa 1911. Built by Colby for his son, Franklin H. No evidence that he took residence. Living at Colby Mansion in 1920 Byram, Sussex, U.S. Census.

Historic Preservation Plan Element - May 2022 - Township of Byram

<p>Bushkill to Roseland Transmission</p>	<p>#65</p>	<p>Started in 1927 and completed in 1928 the 220kV transmission line, at the time, was a state of the art engineering feat in large scale electrical pooling and transmission. The northwest NJ portion built by PS&amp;G spanned 45 miles from to PSE&amp;G's switching station in Roseland, New Jersey, to Pennsylvania P&amp;L station at Bushkill PA. The project was one of the first to create an electrical grid to pool power and create redundancy via the grid design.</p>
<p>Cranberry Lake Clubhouse</p>	<p>#66 same location as #53</p>	<p>Built in 1924 as part of the Cranberry Lake Development Company subdivision in 1922 for the purpose of a Cranberry Lake Summer Colony (Frenche's Grove Sussex Map 110).</p>
<p>Morris Turnpike Toll Gate</p>	<p>#67</p>	<p>On the State's first chartered turnpike (1801) now Route 206; The Toll Gate in Byram is One of two toll gates in Sussex County. Toll Gate located on 1860 Map of Sussex County on top of Cat Swamp Mountain on east side of Route 206 just south of Dragon Brook. Pending County marker for Toll Gate.</p>
<p>Lake Mohawk South Gate House</p>	<p>#68</p>	<p>Access to the private West Shore Trail is controlled by the South Gate House. In 1938, the Crane Company hired Chief Big Mountain, a Comanche Indian, as the gatekeeper for the south gatehouse.</p>

SUSSEX COUNTY HISTORIC MARKERS WITHIN BYRAM TOWNSHIP		
Historic Site	Historic Maps or Block & Lot	Date of Construction/Description
Amity Schoolhouse	#9; Block 344, Lot 7; marker on west side of Amity Road near the intersection of Sparta – Stanhope Road	"The Amity School was built in 1840, and in continuous use until June 1936. When it was built, Byram Township included part of current Sparta Township, and all of Stanhope and Hopatcong Boroughs. Stanhope Road did not reach from Green Road to Tomahawk Lake. Students came from areas now known as Tomahawk Lake, Seneca Lake, Byram Cove, Bear Pond and Lackawanna Road. The building was sold in 1940 to William Roleson, then to Katherine Spranger Riker, whose son William is the present owner. Students filled Amity School, due to local industries; farming, mining, and producing charcoal and railroad ties" Sussex County Historic Marker placed 2006 near foundation remains.
Cat Mountain Hijacking and Murder	Marker on south side of 206 at the beginning of the decent on Cat Mountain.	"In this area, on Cat Swamp Hill in Byram Township, at about 6:00 A.M. on June 14, 1921, the Sussex Print Silk Truck was hijacked. Albert Koster drove onto the scene on his motorcycle, was mistaken for a state trooper and murdered. The gang escaped with \$11,000 of bolt silk. Through the work of Franklin Police Chief Herbert C. Irons, the killers were eventually captured. County Sheriff Linus Littell and Prosecutor Louis Van Blarcon persevered through two years of trials to obtain convictions of the thieves two of whom were executed for the murder." Erected 2009 by Sussex County Board of Chosen Freeholders.

Historic Preservation Plan Element - May 2022 - Township of Byram

<p>Hamlet of Lockwood</p>	<p>Northeast corner of intersection of Route 206 and Lackawanna Drive (CR607). The Park is Sussex County right-of-way. Across the street the new CVS is the former location of the Lockwood Tavern mentioned in the description.</p>	<p>“The abundance of iron ore, timber for fuel and the Musconetcong River and tributaries provided the natural resources for the iron works and mines developed in Byram Township in the early 1800s. During that era, the iron industry gave rise to area villages and hamlets that included Lockwood. The principal structures of the hamlet of Lockwood included McKain's Hotel, the Lockwood church and cemetery just south on the east side of Route 206, a one-room school, and the Lockwood Forge on Lubbers Run. Between 1816 and 1856, the hotel also served as the Byram post office with Alexander McKain serving as the sole postmaster. The McKain Hotel (later Lockwood Tavern) was located near this site at the intersection of Route 206 and Lackawanna Drive (then Roseville Road). The tavern and stage stop were built c. 1808 on New Jersey's first chartered road, the Morris Turnpike. A toll gate for the turnpike was located just north of the hotel, on the east side of the road.” Erected 2019 by Sussex County Board of Chosen Freeholders and Byram Township</p>
<p>Morris Turnpike Toll Gate</p>	<p>Northeast corner of Route 206 and Willor Drive near the location shown on 1860 Sussex County Historic Map.</p>	<p>Site of TOLL GATE; Morris Turnpike 1801 – 1851; New Jersey's first chartered road Elizabeth NJ – Morristown – Newton – (Delaware River) Milford PA. Erected 2019 by Sussex County Board of Chosen Freeholders and Byram Township Historical Society.</p>

<p>Lost Hamlet of Byram</p>	<p>At the right-of-way of Sussex County Route 604 at Morris Canal Greenway trail head in Byram Township, on the south side of Waterloo Road (Sussex County Route 604), west of Route 180.</p>	<p>In this area, along the Morris Canal's towpath and on Allamuchy Mountain are the remains of the Hamlet of Byram, an example of mid-19<sup>th</sup> century industrialization. Along the towpath are the footings of a foot bridge over the canal, a storehouse foundation, c.1834, Stourport, that was the Hamlets' shipping port. In 1860, the Hamlet included several dwellings, a mansion (Frenches Castle), a boarding house for workers, acid works, a sawmill, a flax factory, weaver, and several stores. The Waterloo Railroad Station at the junction of Sussex Railroad with the Morris and Essex Railroad was accessible across the Musconetcong River. Erected 2022 by Sussex County Board of Chosen Freeholders and Byram Township Historical Society</p>
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RECOMMENDATIONS

To protect these historic sites and to obtain and publish information about Byram's history:

- A Historic Preservation Commission should be established in accordance with the provisions of the Municipal Land Use Law. As part of its responsibilities, the Commission should review and render advisory comments on all planning and zoning board applications within the designated area. Voluntary compliance is encouraged.
- The Commission should prioritize historic sites and embark on a process of registering them with the State and nationally.
- The Commission, in consultation with appropriate Township entities, should develop standards, procedures, and design guidelines.
- The Commission should seek out grants and loans to support additional research on the Township's history and historic sites and to disseminate this information to the public.

RESOURCES

The following is a list of resources for preservation efforts.

Resources	Program Description	Administered By	Eligible Entity
Garden State Historic Preservation Trust	Provides two categories of matching grants to encourage the preservation and rehabilitation of historic properties.	DCA-New Jersey Historic Trust	County, Municipal, Non-profit
Preservation Easement Program	Offers permanent legal protection to a wide range of historic properties.	DCA-New Jersey Historic Trust	County, Municipal, Non-profit
Revolving Loan Fund	Provides financing for the preservation, improvement, restoration, rehabilitation and acquisition of historic properties and certain non-construction activities.	DCA-New Jersey Historic Trust	County, Municipal, Non-profit

SOURCES

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3. Keven Wright, *A History of the Andover Iron Works*, 2013
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5. Byram Twp. Environmental Commission, *A History of Byram Township*, 1994
6. Snell, *History of Sussex and Warren County*, 1888
7. Deed Sussex County Hall of Records Book Y Pg. 400a Steven to Dickerson, 1795
8. Deed Sussex County Hall of Records Book P4 Pg. 84 Dickerson to Jarmon & Howell, 1856
9. Map of Sussex County New Jersey 1860 Byram Township (included Stanhope and Hopatcong)
10. Township of Byram Tax Map, June, 2006
11. [www.canalsocietynj.org/mcdata.htm](http://www.canalsocietynj.org/mcdata.htm)
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17. Sussex County Superintendent of Schools Office, 1867 – 1913, School Reports
18. Snyder, *The story of New Jersey's civil boundaries 1609-1968*, 1968
19. Decker, *Now and Then Schools in Sussex County 1902 – 1940*
20. 1910 Map of Lake Lackawanna Development; Sussex County Subdivision Map #72.
21. Record of Proceedings of the Board of Education of the District of Byram Township 1904 – 1914
22. 2016 Save the Lake Mohawk Gatehouses Flyer
23. John Giles, *The Story of Waterloo Village*, 2014

BYRAM TOWNSHIP CROSS REFERENCE HISTORIC MAP SITE INDEX

**Current Municipal Complex:**

1. Municipal Building, Police I-headquarters, Dog Pound. Roseville Schoolhouse Museum, Emergency Services
2. Lakeland Emergency Squad
3. Cranberry Lake Fire Department

**Current Schools:**

5. Byram Lake School (K -4); Intermediate School (grades 5-8)
6. Lenape Valley Regional High School (located in Stanhope)

**Historic Schools:**

4. Consolidated School (grades K-8) \*
7. Roseville District Log School (c.1850 until c. 1890; destroyed by construction of Cutoff in 1908-1910)
8. Roseville Schoolhouse (1889 – 1924), moved in 1986 to location #1)\*
- 8A. Lockwood Schoolhouse (c.1856 – 1881)
9. Amity Schoolhouse (c.1875-1930s)\*
10. The Mud School (c. 1860)
11. Cranberry Lake Schoolhouse (1909)\*

**Current Houses of Worship:**

12. Waterloo Methodist Church and Waterloo Cemetery \*

**Current Recreational Sites:**

13. Carl O. Johnson Park
14. Municipal Park / Tamarack Park
15. Tomahawk Mini Park
16. East Brookwood Mini Park
17. Lake Lackawanna Golf Course
18. Allamuchy Mountain State Park (about 2.700 acres of the parks 7.278 acres are in Byram)
19. Allamuchy Camp, Boy Scouts of America
20. Tomahawk Lake Water Park (beaches and water slides)

**Historic Mines and Iron Working Centers:**

21. Columbia Forge
22. Lockwood Furnace
23. Roseville Mine \*
24. Gaffney Mine
25. McKain (or McCain Dr McKean)
26. Cascade or Smith Mine
27. Silver Mine
28. Frenches Mine
29. Bedell Mine
30. Allis Explorations
31. Byerly Openings
32. Charlotte Uranium Mine (Bemco Prospect)
33. Waterloo Village (Andover Forge) \*

34. Andover Bloomy

**Historic Cemeteries & Churches:**

35. Colby Cemetery \*

36. Lockwood Methodist Cemetery and Church (1859 a new church building was erected in Waterloo)\*

Waterloo Cemetery refer to Waterloo Methodist Church #12

**Historic Railroads:**

37. Sussex Mine Railroad

38. Sussex Railroad (purchased by Delaware, Lackawanna and Western)\*

39. Erie Lackawanna cutoff \*

40. Roseville Tunnel (part of the cutoff)\*

**Other Historic Sites:**

41. Indian Village

42. Indian Village

43. Wolf Den

44. Byram Family Homestead

45. Oldest House (built c.1824)

46. Lime Kiln

47. Lockwood Tavern

48 Morris Canal\*

49. Cranberry Lake Amusement Park \*

50. Hudson Guild Farm \*

51. Morris Turnpike (states first chartered turnpike, now route 206 in Sussex County)

52. Ice Houses (on Cranberry, Jefferson and Waterloo lakes) \*

53. Lackawanna Railroad Hotel \*

54. Kimm / Von Lengerke Homestead TBD

55. McMurty Homestead TBD

56. Roleson Homestead TBD

57. Cranberry Sales Office \*

58. Whitehall Homestead TBD

59. Victory Road

60. Spranger Homestead TBD

61. Colby Mansion; currently The Tamarack Inn \*

62. Kaloua TBD

63. Tall Oaks TBD

64. Cranberry Lake Bridge

65. Bushkill to Roseland Transmission / PA – NJ Transmission Line Upgrade \*

66. Cranberry Lake Clubhouse (see #63)\*

67. Morris Turnpike Toll Gate

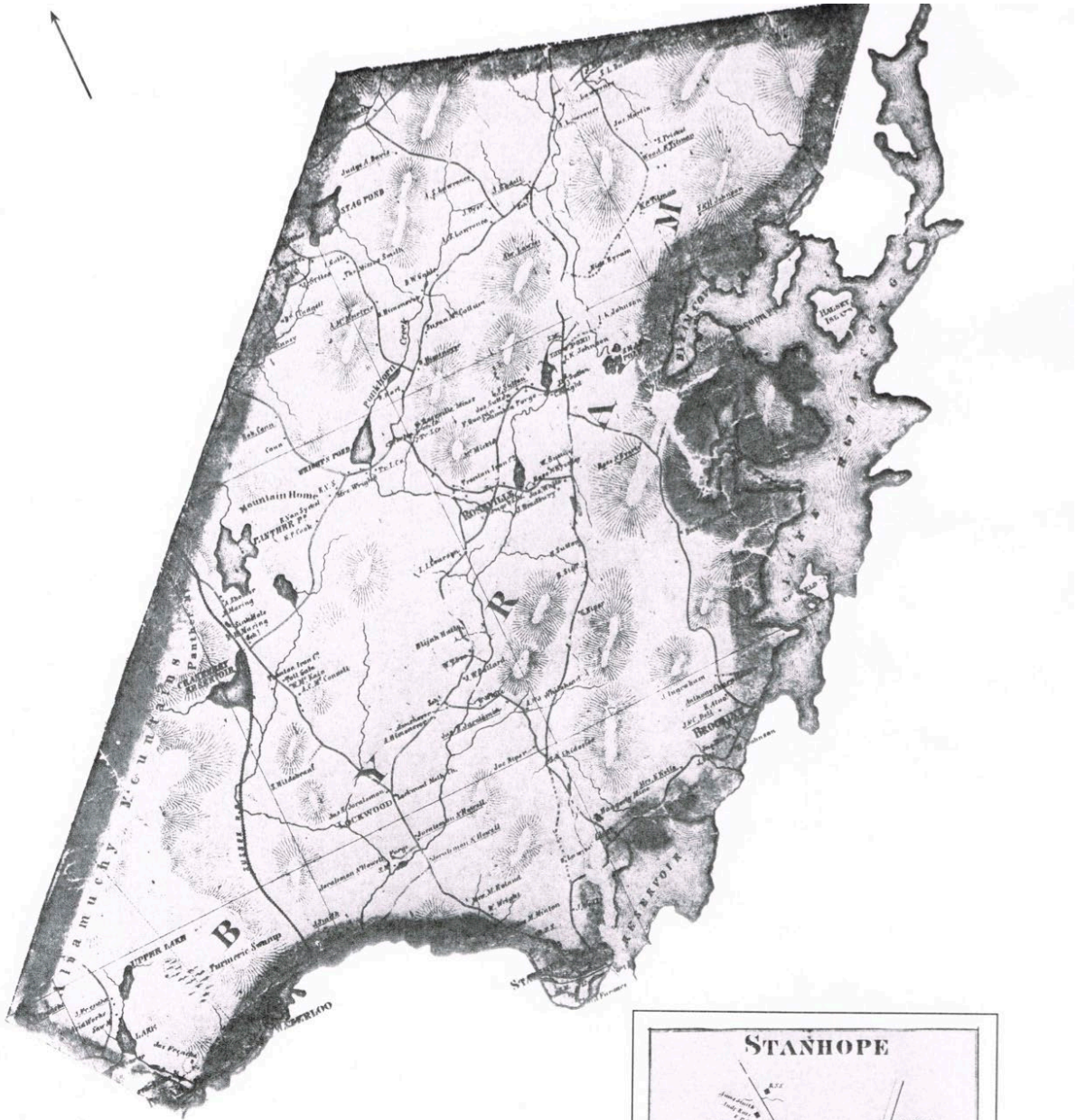
68. Lake Mohawk South Gate House

BM1. Amity Schoolhouse -Marker

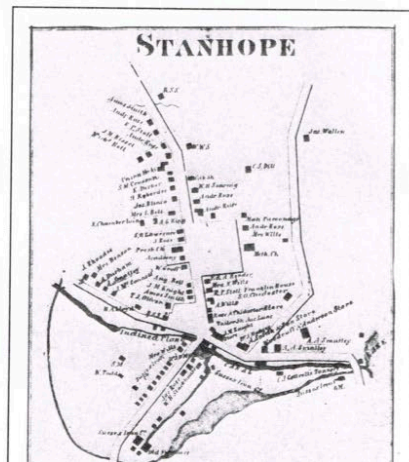
BM2. Cat Mountain Hijacking and Murder – Marker

NOTE: Home sites with notation “TBD” are not shown on the map and historical references are to be confirmed.

MAPS



# BYRAM



1860 Map of Byram Township with Stanhope Village

