

History of Byram

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, 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), Hopatcong (Brooklyn Borough est.1898 / Hopatcong Borough est.1922).

The abundance of iron ore, timber and water power gave rise to the early charcoal iron industry in the Highlands. In Byram, within the Musconetcong drainage system, early forges include Andover Forge 1763, Brooklyn Forge 1777, 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, Lockwood, Roseville, and Byram (a small hamlet near Waterloo).



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.

The Morris Canal (#48) was built to supply coal replacing charcoal as fuel to the iron forges and furnaces of northwestern New Jersey and to carry iron and other products to market. When originally constructed in 1832, the canal section in Stanhope and Lake Hopatcong were in Byram Township, today about 3/4 mile of the Canal's 102 miles crossed Byram Township, from Waterloo Village west to the Warren County line. Waterloo Village (#33) has the distinction of having within one mile all of the major features of the canal: one of the canal's 34 locks , one of its 23 inclined planes, a unique innovation by which canal boats were raised or lowered on rails (now a National Historic Engineering Site); a level section; a dammed area in the river; and a mule bridge. In addition to Lake Hopatcong, Cranberry Lake and Johnson Lake were created in c. 1837 as a water supply for the Morris Canal.

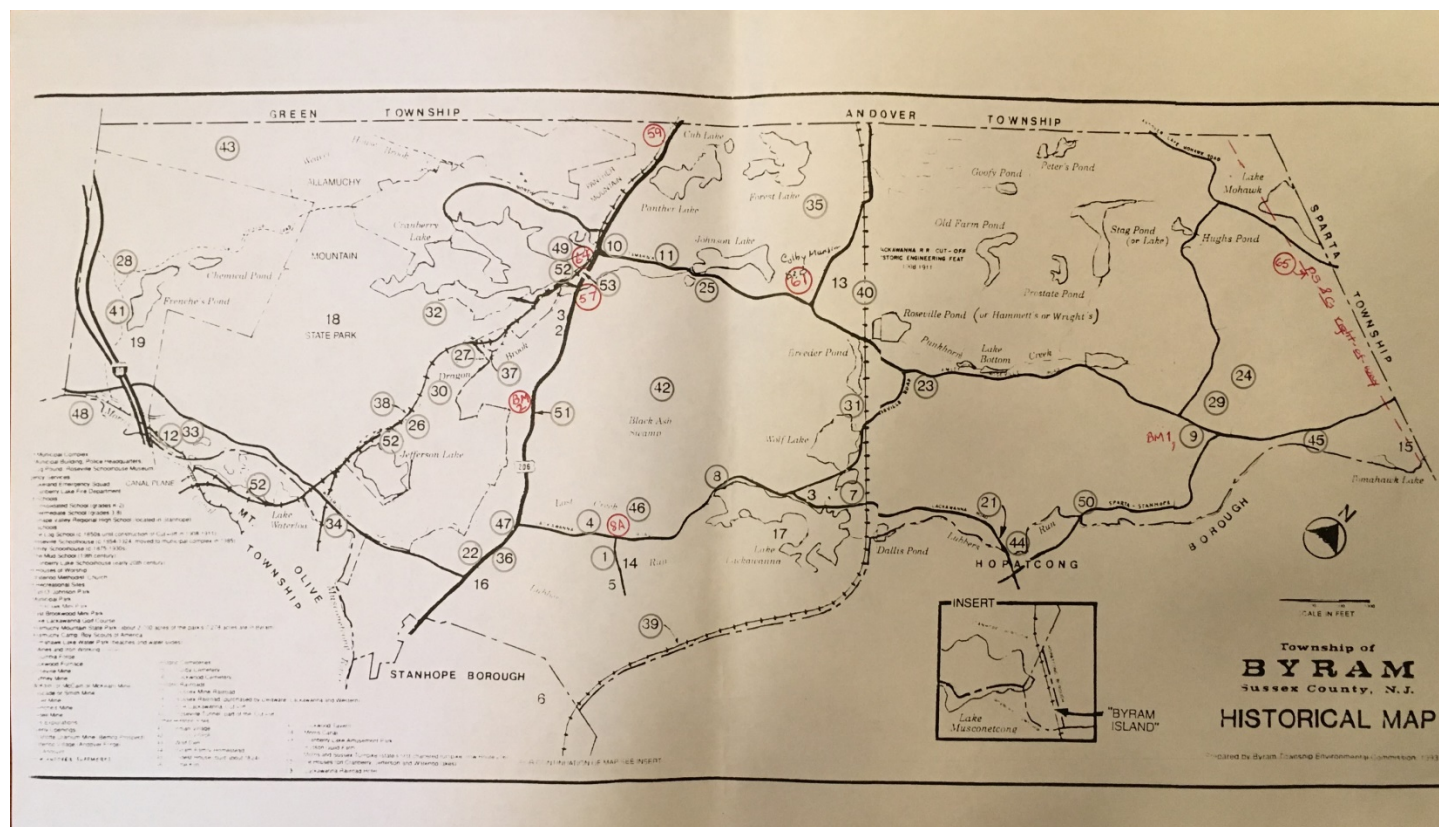


Built in 1850 to bypass the Morris Turnpike's "Byram Toll Gate", the Sussex Mine Railroad (#37) operated for three years, hauling ore by mule power from the Andover Mine on Limecrest Road to the Morris Canal at Waterloo. In 1853, the Sussex Mine Railroad was replaced by the Sussex Railroad (#38) and 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 Cut-off (#39) was built by the Delaware, Lackawanna & Western Railroad (DL&W) between 1908 and 1911, providing 28.45 miles of almost grade-less, straight bed from Lake Hopatcong to the Delaware Water Gap. 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.



Byram, the "Township of Lakes," has more than two dozen lakes and ponds within or on its borders. The most heavily developed lakes are Cranberry, Lackawanna, Forest, and also Mohawk, which lies only partly within Byram. From 1902 until 1911, Cranberry Lake was a popular amusement park (*49), developed by the Lackawanna Railroad. 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 Forest Lake, a 300-acre year-round residential community, with a green buffer surrounding the lake. Along Lubbers Run, West Brookwood, area was subdivided in 1910 as Lake Musconetcong Grove at Stanhope. In the 1950's the Brookwood Musconetcong River Corporation developed the West Brookwood community and the same developer under Brookwood Estates Inc. developed the East Brookwood community.



Sources:

1. Peter O. Wacker, *The Musconetcong Valley of New Jersey*, 1968; Rutgers University Press
2. E.S. Rutsch, *The Story of Ironmaking Bloomery Forges at Picatinny Arsenal*, 1999; U.S. Army Engineering Research Development Center
3. Keven Wright, *A History of the Andover Iron Works*, 2013
4. C.O. Johnson and Elspeth Hart, *A History of Byram*, 1964
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
12. Morris Turnpike Papers, Reference Department / Morris County Library, 2010
13. To Develop the State of New Jersey and make it a Better Place to Live: Roseland to Bushkill 500KV Transmission Project, PS&G, 2014

Waterloo Village and Sussex Branch Trail

[Allamuchy Mountain State Park](#)

Waterloo Road, Stanhope NJ 07874

(973) 347-1835 (administered by Kittatinny Valley State Park)

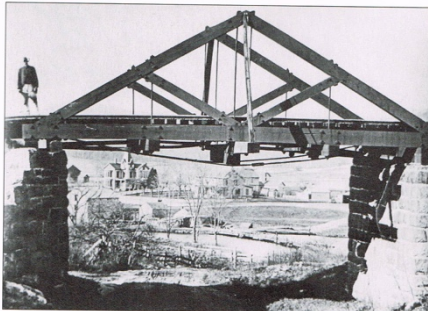
In the 18th Century, the village was originally part of the Andover Iron Works and was known as Andover Forge. Waterloo Village was repurposed during the 19th-century to service the Morris Canal traffic.



Today, the historic **Waterloo Village** (#33) contains a working gristmill, a general store, blacksmith shop, a canal museum and several historic houses. The village is located on the banks of the Morris Canal. An early 19th-century log cabin farm site and 17th-century Lenape Indian Village exhibit are also located at the site. Waterloo Village is open dawn to dusk and the Historic Site Office is open Wednesday through Sunday 10:00am-4:00pm. Call for historic programming and event information.

The **Sussex Mine Railroad** (#37) started in 1850 as a mule train railroad hauling iron from the Andover Iron mine on Limecrest Road to the Morris Canal at Waterloo Village and later expanded as a steam train powered railroad serving Sussex County. The Sussex Railroad (#38) was sold and became the Sussex Branch of the Lackawanna Railroad.

In the **Allamuchy Mountain State Park**, a three mile section of the **Sussex Branch Trail** starts at Waterloo Road and goes northwest to Cranberry Lake. Using the old railroad bed, this trail provides the hikers, mountain bikers and horseback riders easy access from Waterloo Road via the Sussex Branch Trail in Allamuchy Mountain State Park through Kittatinny Valley State Park (passing close to the Andover Iron Mine) to Branchville, New Jersey.



The Sussex Railroad constructed a bridge in 1854 to cross the Morris Canal's incline plane at Waterloo Village. This 19th century picture was taken from the top of the Morris Canal incline plane, at Mt. Olive Township. Waterloo Village is visibly framed just under the bridge. Today, traces of the incline plane are the only visible feature.

Byram's Roseville Schoolhouse Museum

This one-room schoolhouse was moved from its original location on Lackawanna Drive (originally known as Roseville Road) to its' current location near the Municipal Building on Mansfield Road and Beatrice Johnson Way.



Four Roseville Schoolhouses have served the Roseville area of Byram since 1812. In 1860, Byram had 6 schoolhouses spread throughout the township, over an area, that back then included Stanhope and Hopatcong. The last and 4th Roseville Schoolhouse (#8) was built in 1889 replacing the Log Schoolhouse (#7) that was built around 1850. The 4th Roseville Schoolhouse use as a school ended in 1925. The schoolhouse was vacant for 10 years until the building was lease to the Newark Episcopal Church Diocese becoming St. Joseph's, a mission church of St. Mary's Episcopal Church in Sparta. Beatrice Johnson, a Trustee of St. Mary's Church was instrumental in making the lease arrangement. Around 1973, when the Episcopal Diocese stopped using the building for a church, Mayor Johnson, started to investigate a civic purpose for the building. With the help of many volunteers the building was moved onto a new foundation, refurbished, and opened as a Schoolhouse Museum on Byram Day, September 13, 1986.



Pictured are teachers and children that attended the 4th Roseville Schoolhouse around 1890. The schoolhouse was located on Roseville Road before Lubbers Run was dammed to create Lake Lackawanna. Fruit trees and a barn can be seen behind the schoolhouse.

Since the Roseville Schoolhouse was moved to the Municipal Complex, members of the Byram Township Historic Society have provided local history lessons to the Byram Township's School children. The Byram School is close enough to allow the children to walk to the Roseville Schoolhouse. The schoolhouse bell announces the start of school before exploring how school was taught and what children may have experienced in those early day of public education. The children also have an opportunity to explore the Museum.

Roseville School Museum Hours
By appointment only: 973-570-3133

Typically opened as part of Sussex County Heritage Weekend (Columbus Day weekend); Veteran's Day Memorial; and Byram Day in September.

Further information can be obtained from the
Byram Township Historical Society
10 Mansfield Drive
Stanhope NJ 07874

Byram Township 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		National Register
Delaware, Lackawanna and Western Railroad Lackawanna Cut-off Historic District	#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	#48 Phillipsburg, Warren County to Waterloo Village in Byram	11/23/1976	8/24/1977
Rutan Log Cabin	#33 Musconetcong River and County Route 604, in Waterloo Village	2/3/1977	9/13/1977
Waterloo Village	#33 Musconetcong River and County Route 604	2/3/1977	9/13/1977

Byram Township 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 # used are sites on Historical Map from the "A History of Byram", Environmental Commission, 1993; # in red have been added to Map

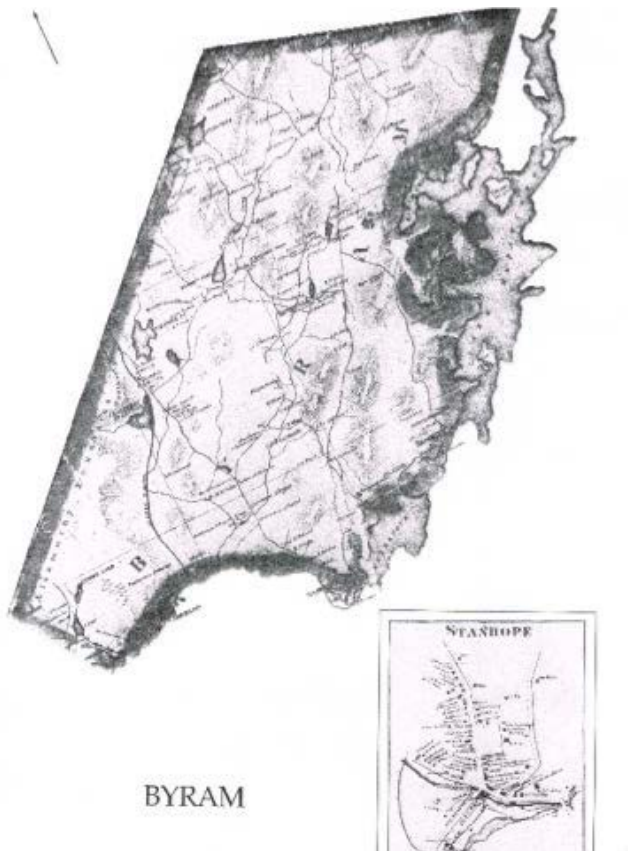
Historic Site	Historic Maps; Block & Lot	Date of Construction/Description
Historic Schools:		
Byram Township Historic Schoolhouse Locations	+ Located on 1860 Map of Sussex County, Byram Township noted as "sch": Waterloo, Cranberry, Roseville, Amity, Lockwood	Circa 1860. Sussex County Superintendent of Schools Report for 1861 listed 7 schoolhouses in the township: Stanhope (1), Waterloo (2), Cranberry (3), Roseville (4), Brooklyn (5), Amity (6), Lockwood (7). 1860 Map of Sussex County locates five schoolhouses.
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"> • "First school house built in 1812, upon a site about half a mile west of the present (1881) site." • "The second Schoolhouse was built in 1826." • "The present (1881) schoolhouse is the third." <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>
The Log Schoolhouse	#7	Circa 1850. On Roseville Road near the Cut-off until 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 is the original location; currently a museum located at the Byram Township Municipal Complex (#1)	Built 1889, replaced Log Schoolhouse, 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; Sussex County Historic Marker at schoolhouse site.	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. Historic Marker placed 2006 near foundation remains.
Lockwood Schoolhouse	Between #8 and #4; #8A added to 1993 Historical Map	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.
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.
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.
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 ...
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.
Historic Mines and Iron Working Centers:		
Waterloo Village (Andover Forge)	#33	Andover Forge iron works was established in 1759 on the Musconetcong River. The name was changed to Waterloo about 1839. The village is on the Musconetcong River; 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.
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 1873.
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 Mines and Iron Working Centers	once in Byram but are not within current boundaries	
Brooklyn Forge		c. 1777, The Great Pond (now Lake Hopatcong) was dammed for the Brooklyn Forge that was located at the outlet of the Musconetcong River. In 1825, near site of the forge, the 6' high forge dam was replaced by a 12' dam and lock were constructed to supply the water for the Morris Canal (now Lake Hopatcong State Park).
Stanhope Upper and Lower Forges		c. 1780 – 81, The first iron production at Stanhope occurred about 1794. The Dickersons, a very prominent family from Morris County, were the founders of this early industry. Silas Dickerson, brother of the future state governor and U. S. Senator Mahlon Dickerson, erected the first forge and nail factory on the Musconetcong River in Stanhope. The nail factory was one of the earliest in the state. By about 1800, another forge, a gristmill and a sawmill, were erected in town, just a little further downstream.
Lawless or Lawson Mine		Lawless or Lawson Mine at the west end of Byram Cove on Lake Hopatcong. Located on the 1860 Map of Sussex County, Byram.
Haggerty Mine		Haggerty Mine, now in Stanhope near the border of the roads to Roseville and Lake Hopatcong. Located on the 1860 Map of Sussex County, Byram
Stanhope or Hude or Wright Mine		Stanhope or Hude or Wright Mine on the south side of a ridge about one mile northwest of Stanhope on Route 206. Located on the 1860 Map of Sussex County, Byram
Historic Cemeteries/Churches:		
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	Revolutionary soldiers are buried here. The Lockwood Methodist Church was located on this property donated by Dickerson c. 1834. Church congregation removed to Waterloo c. 1859. Part of foundation still visible at site. Church located on the 1860 Map of Sussex County, Byram. The cemetery is Maintained by the Byram Historical Society.
Waterloo Methodist Church and Waterloo Cemetery	#12	Active church; Located in Waterloo Village established in 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:		
Sussex Mine Railroad	#37	Built 1848; mule-driven for ore hauling from the Andover Mine on Limecrest Road to the Morris Canal at Waterloo. Sussex Mine Railroad used to run through part of the Forest Lakes area.
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.
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 2018.

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.
Other Historic Sites:		
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	Circa 1802. Oldest remaining house in Byram. In 2006, commemoration of the Benjamin LePort House built 1802.
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 and trading post; built circa 1807; originally part of the Heminover estate. Tavern demolished in 2015; a CVS store currently on site.
Cranberry Lake Amusement Park	#49	From 1902 until 1911, Cranberry Lake was a popular amusement park. Developed by the Lackawanna Railroad a 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	About 86.5 acres were in Byram; the mansion, built about 1917, is now in Hopatcong.
Morris and Sussex Turnpike	#51	State's first chartered turnpike (1801) now Route 206; Toll Gate located on 1860 Map of Sussex County on east side of Sussex Turnpike (now Byram Plaza) at bottom of Cat Swamp Mountain.
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 where the community clubhouse now stands Also a casino; operated at the same time as the Cranberry Lake Amusement Park. The hotel burned in 1910.
Kimm / Von Lengerke Homestead	#54 TBD, Block 348, Lot 9C-9.03	Circa 1845. One of the first houses in Byram.
McMurty Homestead	#55 TBD, Block 337 343, Lot 2	Slave graveyard. Found when Tomahawk Lake was being expanded.
Roleson Homestead	#56 TBD, 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 TBD, 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.

Spranger Homestead	#60 TBD, Block 380, Lot 4	Second oldest house in Byram.
Colby Mansion; currently 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, The Tamarack Inn.
Kaloua	#62 TBD, 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.
Tall Oaks	#63 TBD, 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.
Cranberry Lake Bridge	#64	Developed by the Lackawanna RR in 1903, a wide bridge connected the railway Station with an amusement park area. In 1911, after many complaints from local residents about rowdiness at the park, the bridge was hitched to a locomotive and pulled into the lake and the park was closed. The Cranberry Lake Suspension Bridge was rebuilt in 1937 as part of Morris Canal Abandonment project.
Bushkill to Roseland Transmission	#65	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&G spanned 45 miles from to PSE&G's switching station in Roseland, New Jersey , to Pennsylvania P&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.
PA – NJ Transmission Line Upgrade	#65	Eighty (80) years later, the Susquehanna-Roseland Electric Reliability Project was upgraded from 220 kV to 500 kV electrical transmission line to more than double the available power pool. In northern New Jersey, the project followed the right-of-way used for the 220kv transmission line from Pennsylvania to PSE&G's switching station in Roseland, New Jersey. PSE&G built the New Jersey portion of the line in 2015.



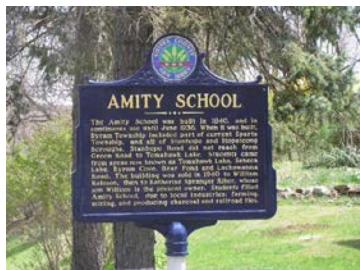
1860 Map of Byram Township

G.M. Hopkins, Map of Sussex County New Jersey, 1860
Byram Township (includes Stanhope and Hopatcong)

Sussex County Historic Markers in Byram Township

Amity Schoolhouse	BM1 , #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	BM2 , Marker on west 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.
Hamlet of Lockwood	To be dedicated in 2019 Byram Township Park Plaza; North East corner of intersection of Route 206 and Lackawanna Drive (CR607). The Park created as part of route 206 improvement and is Sussex County property that was formerly County Road 607 right-of- way. Across the street the new CVS is the former location of the Lockwood Tavern mentioned in the description.	"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 was 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."
Morris Turnpike Toll Gate	To be dedicated in 2019 Morris Turnpike toll gate in Byram Township found on historic 1860 Sussex County Map - just south of a brook and east of the Cranberry Reservoir. Currently Area -North East corner of Route 206 and Willor Drive	Site of TOLL GATE Morris Turnpike 1801 – 1851 New Jersey's first chartered road Elizabeth NJ – Morristown – Newton – (Delaware River) Milford PA

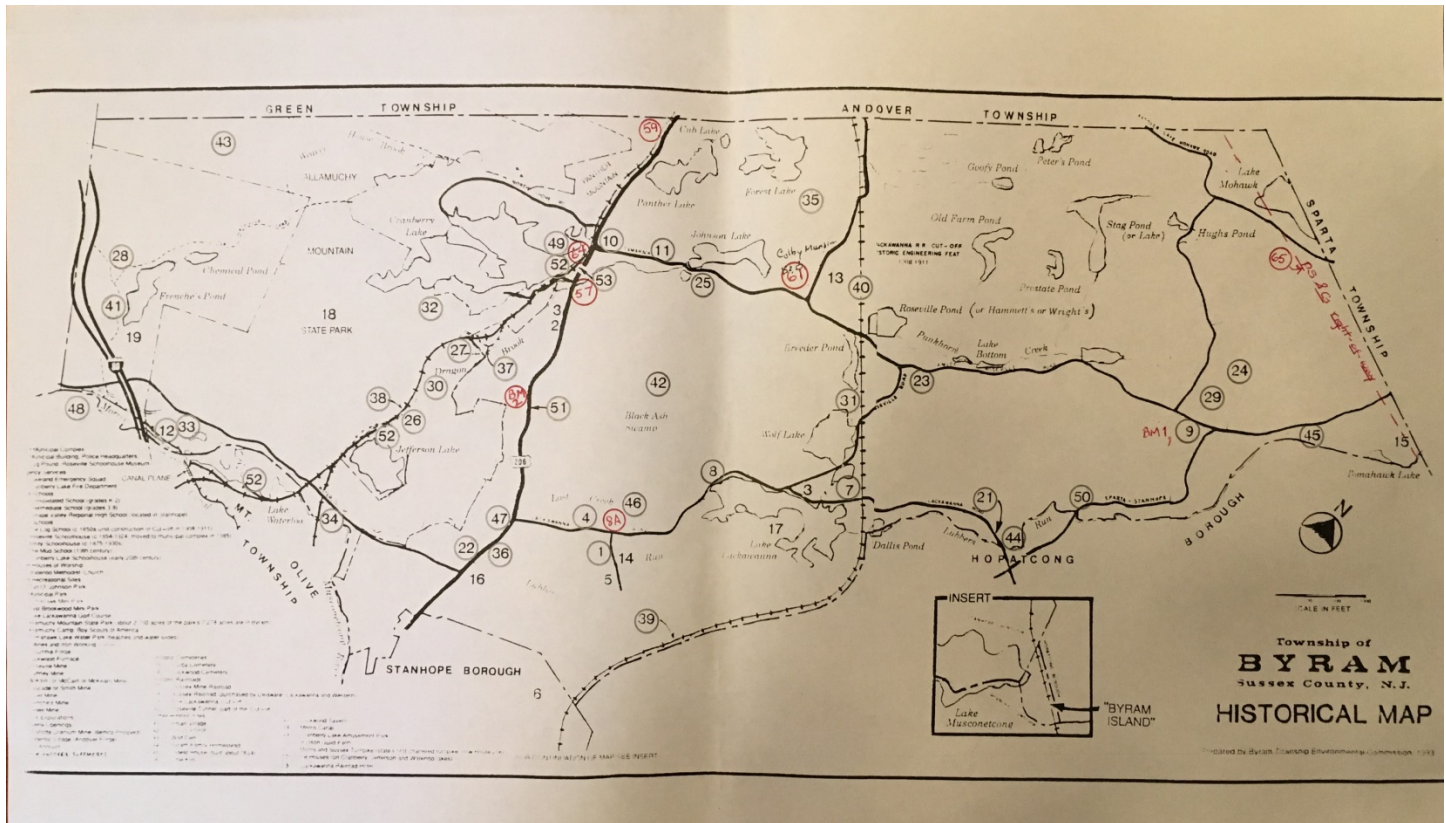
[Sussex County Historic Markers Tour](#) A story map provided by The Sussex County Historical Society



1904 Picture of Amity Schoolhouse BTHS



Byram Township Historical Map



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-2)
7. The Log School (c.1850 until construction of Cutoff in 1908-1910)
8. Roseville Schoolhouse (c.1900 – 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 (1908)

Current Houses of Worship:

12. Waterloo Methodist Church

Current Recreational Sites:

13. Carl O. Johnson Park
14. Municipal 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)

Mine Historic Railroads

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

35. Colby Cemetery

36. Lockwood Cemetery

Other Historic Sites:

37. Sussex Mine Railroad

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

39. Erie Lackawanna cutoff

40. Roseville Tunnel (part of the cutoff)

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 and Sussex Turnpike (states first chartered turnpike, now route 206)

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

BM1. Amity Schoolhouse -Marker

BM2. Cat Mountain Hijacking and Murder – Marker

NOTE: sites with notation “TBD” are not shown on the map.