

# PINELANDS VILLAGES AND TOWNS: HISTORIC AREA DELINEATIONS



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**NEW JERSEY PINELANDS COMMISSION**



PINELANDS VILLAGES AND TOWNS:

HISTORIC AREA DELINEATIONS

New Jersey Pinelands Commission  
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## PREFACE: SURVEY METHODOLOGY

This is a report which identifies areas of the 55 Pinelands Towns and Villages (as defined in the Comprehensive Management Plan and created as part of the municipal conformance process) where historic era resources occur in relative concentrations. It is intended to be used primarily by local reviewing agencies and Pinelands Commission staff in the review of proposed development to determine those areas where the need for a cultural resource survey pursuant to N.J.A.C. 7:50-6.155(a) can safely be waived.

The means by which the "historically sensitive areas" were identified included a documentary review of the Commission historic sites inventories, historic maps and other readily available sources and a windshield survey of each Town and Village to identify historic structures and other resources. Known locations of prehistoric (American Indian) activity, as listed in the Pinelands Commission prehistoric sites inventory, were also incorporated into the historic areas. From the documentary evidence and the results of the field inspection, preliminary maps and descriptions of the so-called "sensitive" areas were developed and assembled in a draft report. The draft was then distributed to the county cultural and heritage commissions and to preservationists familiar with the region for review and comment.



## INTRODUCTION

Recent amendments to the Pinelands Comprehensive Management Plan (CMP) have clarified the process by which the need for a cultural resource survey is determined. The revised CMP states that, "A cultural resource survey shall accompany all applications for development in a Pinelands Town or Village and applications for major development in other Pinelands Management Areas" (N.J.A.C. 7:50-6.155(a)). The survey requirement in Pinelands Towns and Villages was extended to "minor" as well as "major" development because of the density of historic resources, both architectural and archaeological, often found in these traditional settlements. Although specifically defined in the CMP, minor development generally consists of applications for individual single family homes and for subdivision into fewer than five lots. Major development usually involves larger subdivisions and commercial or industrial land use.

Among these Pinelands Villages and Towns are mid 18th century communities, such as New Gretna and Green Bank, which represent some of the oldest settled areas in the interior of southern New Jersey. Some of the port towns along the Delaware River and near the coast, like Dennisville, Tuckahoe and Dorchester, are at least as old as the interior sites and were once active in shipping, ship-building and whaling. Even modest development projects may result in an irretrievable loss of significant historical information when they are proposed in areas like these that have been occupied and built upon for centuries.

The Pinelands settlements are Pinelands history in microcosm. Although not all of them trace their history to the Revolutionary era or earlier, most contain archaeological features and architectural styles that mirror the political, economic and social history of the region in the 18th or 19th centuries. Virtually the entire range of significant cultural activities - rural industries such as sawyering, ironmaking and glassmaking; cereal, truck, livestock and berry agriculture; maritime pursuits; religious, ethnic and social manifestations; political infrastructure, etc. - is reflected in the physical remnant of these varied communities. The CMP requirements are intended to identify and protect these remnants and the information they contain while still allowing for an appropriate level of development.

The maps and the text of this report identify the areas defined as "historically sensitive" in each of the Towns and Villages. These are areas where development occurred in the past at a sufficient intensity and of a quality that a detailed cultural resource survey should be undertaken before future development plans are approved. Such a detailed survey will enable local and Pinelands officials to determine if a proposed development project should be modified to avoid adverse impacts on a "significant" resource. Also included in the historically sensitive areas are those portions of a Town/Village where prehistoric (American Indian) sites are thought to occur.

A "significant" historic or prehistoric resource is one which meets the criteria of eligibility for Pinelands Designation. These criteria, discussed at greater length in the Pinelands Cultural Resource Management Plan for Historic Period Sites, are the same as those used for the State and National Registers of Historic Places. To be eligible for Pinelands Designation, a site must possess physical integrity in its historic component and reflect one or more of the following qualities:

- a. association with historic events or people of importance to the cultural evolution of the Pinelands;
- b. buildings and structures that are of high artistic value or are the work of a master, or that characterize a specific type, period or method of construction, or that represent a significant and distinguishable entity whose components may lack individual distinction;
- c. the potential to yield information significant to the cultural evolution of the Pinelands.

Within the areas shown as historically sensitive on the accompanying maps, municipal officials should generally require a cultural resource survey for any development which is subject to Pinelands Commission review. The CMP requirement for such a survey may be waived even in these areas, however, if the proposed project will occur on a lot where there is no evidence of prior occupation (either historic or prehistoric) or where more recent development has obliterated earlier remains (cf. "Survey Exemptions,"

N.J.A.C. 7:50-6.155(b)). In instances where municipal officials are uncertain as to the need for a survey, they may consult the Pinelands Commission, which will provide technical assistance as necessary.

In addition, those portions of each Town and Village which are exempted from the survey requirement for minor development are not necessarily devoid of significant historic resources. These areas simply do not possess such resources in sufficient quantity to warrant an automatic survey requirement. Local reviewing agencies should be alert to the possibility that an historic resource may occur in these areas also. Generally, detailed surveys in these areas will not be required unless the proposed development project is larger in scope or magnitude (e.g., major development).

The "historically sensitive" areas identified in this report are not necessarily synonymous with "historic districts," as defined in the Municipal Land Use Law (MLUL), but in many cases may be eligible for historic district status. As indispensable and irreplaceable elements of a community's heritage, they should be seriously considered by municipalities for the special protection afforded by recent amendments to the MLUL. These amendments allow for the creation of historic preservation commissions to oversee development at historic sites and in historic districts, as designated in the municipal master plan and land use ordinances. Should a municipality seek to avail itself of



this protection, either through Pinelands Designation or through creation of a formal historic district, the Commission will aid local officials in defining district boundaries and completing a Designation application. The Commission also has available a model historic district ordinance which conforms to the MLUL requirements and the CMP and offers alternative strategies for the preservation of historic culture. With the legal prescriptions now available through the state and the Pinelands Commission, local officials have several approaches from which to choose in designing a program of heritage conservation.



INDEX OF THE PINELANDS TOWNS AND VILLAGES  
ALPHABETICALLY BY MUNICIPALITY

Barnegat

Brookville

Bass River Township

New Gretna

Buena Eoro

Buena

Landisville

Buena Vista Township

Milmay

Newtonville

Richland

Dennis Township

Belleplain

Dennisville

Eldora

North Dennis

Egg Harbor City

Egg Harbor City

Estell Manor City

Estell Manor

Folsom Borough

Folsom

Galloway Township

Cologne-Germania

Pomona

Hamilton Township

Laureldale

Mizpah

Hammonton Town

Hammonton

Jackson Township

Cassville

Legler

Vanhiseville

Lacey Township

Bamber Lake

Lakehurst Borough

Lakehurst

Manchester Township

Whiting

Maurice River Township

Cumberland-Hesstown

Delmont

Dorchester-Leesburg

Port Elizabeth-Bricksboro

Medford Township

Lake Pine

Taunton Lake

Mullica Township

Elwood

Nesco

Sweetwater

Weekstown

Wescoatville

Ocean Township

Brookville

Pemberton Township

New Lisbon

Port Republic City

Port Republic

Shamong Township

Indian Mills

Stafford Township

Warren Grove

Tabernacle Township

Tabernacle

Upper Township

Tuckahoe

Petersburg

Washington Township

Green Bank

Lower Bank

Jenkins

Weymouth Township

Belcoville

Dorothy

Winslow Township

Blue Anchor

Elm

Tansboro

Waterford Works

Winslow

Woodbine Borough

Woodbine

Woodland Township

Chatsworth



BAMBER LAKE

Bamber Lake appears in the Pinelands historic sites inventory as the location of Bamber Forge, earlier known as Ferrago Forge, which was built ca. 1810. The forge was established by General John Lacey, a veteran of the American Revolution, and his son, Thomas. An advertisement for sale of the forge that appeared in the Trenton Federalist in 1815 described the village as already including, "eight good dwelling units . . . together with all necessary outbuildings."

The actual site of the forge, which was abandoned about 1865 and succeeded by a sawmill on the same foundation, is probably just south of the present Lacey Road. Originally, this road was laid out in 1810 to provide communication with Hanover Furnace, of which General Lacey was part owner, and to gain access to the port at Forked River. The present road is, however, northeast of the original route, which now exists as a sand road (called Good Luck Road) leading to Roosevelt City. The new road parallels the Tuckerton Railroad line which ran from Whiting south in the 19th century (1872 Ocean County map; Beers, Comstock and Cline).

Shortly before the furnace shut down, the name of the site was changed from Ferrago to Bamber, the maiden name of the mother of the last owner, William Hurry. The area is also sometimes called Cedar Crest, after an aborted real

estate project in the 1920's. The present village is a relatively recent, almost entirely residential development that grew on the fast land on the northwest and eastern banks of Bamber Lake. The only non-residential uses here are a few retail stores, a church and a firehouse along Lacey Road. There are also recreational facilities by the lake shore. The homes are laid out on small street grids and virtually all of them date to the 20th century. The village as presently constituted is not a major concern as an historic preservation issue, though there is one prehistoric Amerindian site listed near the southeastern bank of the lake, east of Chamberlain Branch. There are also foundation remnants of buildings that formerly stood near the intersection of Lacey and Dover Roads. The date and purpose of these buildings is uncertain, but they may well have served the long abandoned railroad line that parallels Lacey Road past Bamber. Since the area north of the road and west of Cedar Creek was cultivated with orchards earlier this century, these former structures may have been used in shipping the fruit to market.

#### HISTORICALLY SENSITIVE AREA

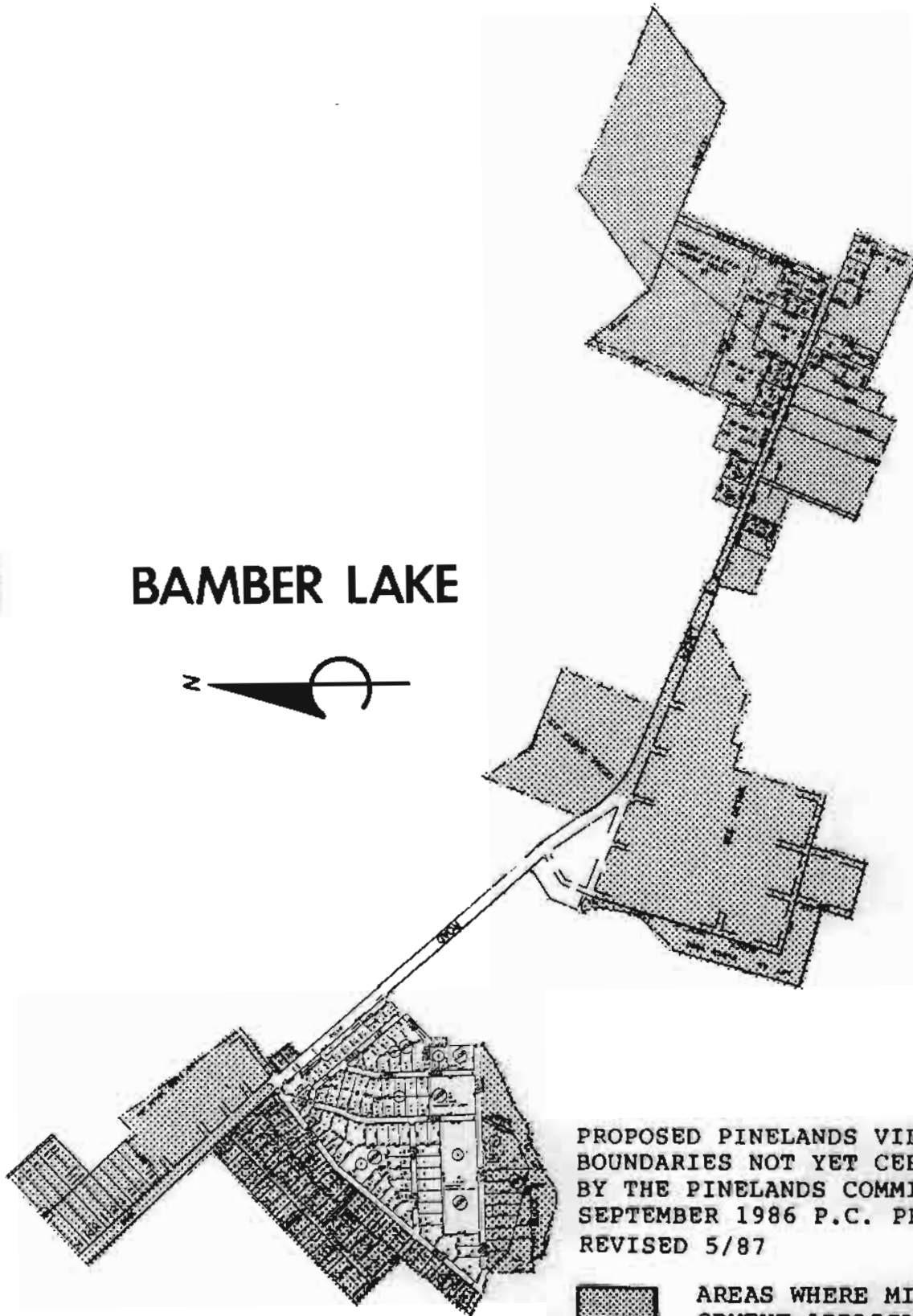
The portion of Bamber Lake considered to be historically sensitive includes the area where possible remnants of the forge and later sawmill are located and the structural ruins at the intersection of Lacey and Dover Roads. This



area is bounded by Lacey Road on the north and east, Dover Road on the west and Good Luck Road on the south.



# BAMBER LAKE



PROPOSED PINELANDS VILLAGE  
BOUNDARIES NOT YET CERTIFIED  
BY THE PINELANDS COMMISSION  
SEPTEMBER 1986 P.C. PROPOSAL,  
REVISED 5/87



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 1290'

SOURCE: TOWNSHIP TAX MAP



BELCOVILLE

Belcoville began in 1917 as a small, planned housing area for workers at the Bethlehem Loading Company ammunition plant. The village is located on Route 50 just south of Mays Landing and a short distance north of the Belco complex in Estell Manor. A number of frame, 2½ story homes, which are of two basic designs, are still extant. They are arranged on a modest street grid on the east side of Route 50 along with varied other houses that post-date the short lived Belco operations. The village is almost entirely residential though it is flanked on the north and, to a lesser extent, on the south by commercial and retail structures.

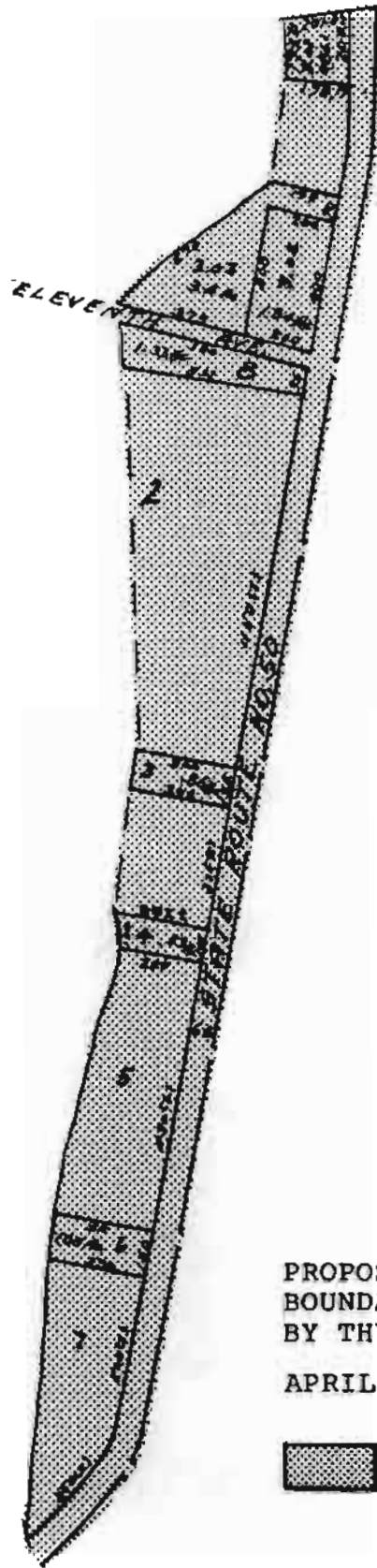
The Pinelands Village of Belcoville comprises a narrow strip on the west side of Route 50, between the road and the South River. Most of the Village area is wetlands which, apart from some ditching for drainage, exhibits little or no evidence of ever having been developed. There are only one or two small stores, of recent construction, in the Village presently. These occupy a portion of the fast land, or made land, adjacent to the road.

HISTORICALLY SENSITIVE AREA

Belcoville possesses well preserved historical resources representative of an interesting, regionally

significant activity in the Pinelands - World War I era ammunition production. However, the entire extant remnant is east of Route 50 and the Pinelands Village is to the west. No historically sensitive area has been identified within the village.

# BELCOVILLE



PROPOSED PINELANDS VILLAGE  
BOUNDARIES NOT YET CERTIFIED  
BY THE PINELANDS COMMISSION

APRIL 9, 1986 PROPOSAL



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 550'

SOURCE: TOWNSHIP TAX MAP





BELLEPLAIN

Belleplain is a residential/minor industrial community that developed along the Cape May and Millville Railroad after its construction in 1863. The railroad, which bisected the original village, has long since ceased to operate, its tracks have disappeared and the industries near the old R.O.W. are shuttered and decaying.

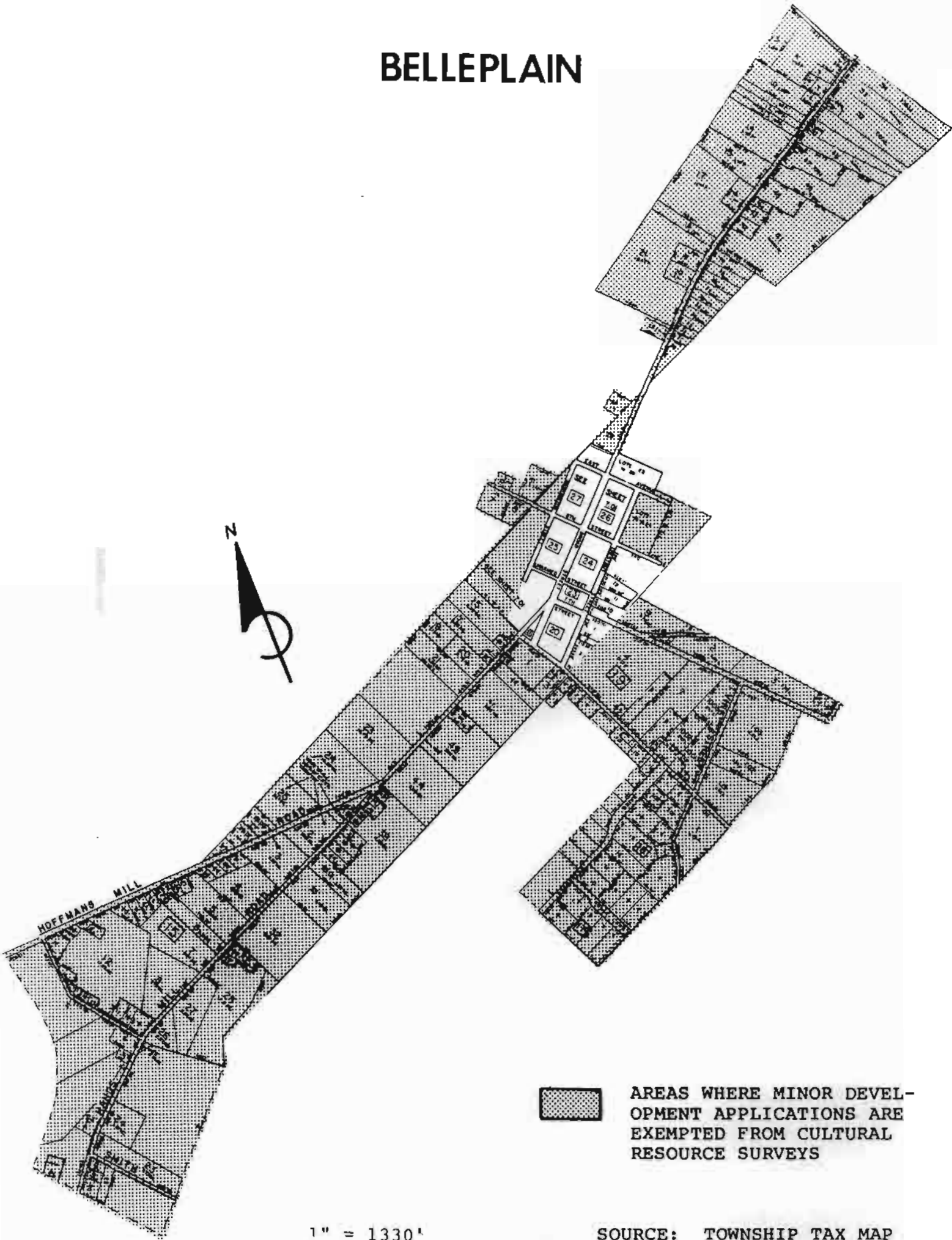
The Pinelands Village of Belleplain is today almost entirely residential, stretching out in a linear fashion along Hands Mill Road and Head of River Road. The core village is at the intersection of these two roads with Woodbine Road. Here there is a church and a small grid of parallel and perpendicular streets containing 19th and 20th century housing, the abandoned industries and warehouses and a surviving sawyering operation. Further to the east, west and south, along the three main roads, are mostly recent housing and some open fields and woodlands.

HISTORICALLY SENSITIVE AREA

Most of the Pinelands Village of Belleplain in its present state is modern residential and of little historic consequence. The historically sensitive area is limited to the core village bounded on the east and west by Block 31, Lot 28 and Woodbine Avenue and on the north and south by Washington Street and the rear of the lots fronting on Chestnut Street. The extensions of the Pinelands Village

along Head of River Road to the east, Hands Mill and Hoffmans Mill Roads to the west and Woodbine Avenue to the south have been excluded because, with only a very few exceptions, they consist of rows of recent housing. Although contiguous with the core village, Block 31, Lots 14-24 have also been drawn out because the houses here are modern.

# BELLEPLAIN



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 1330'

SOURCE: TOWNSHIP TAX MAP



BLUE ANCHOR

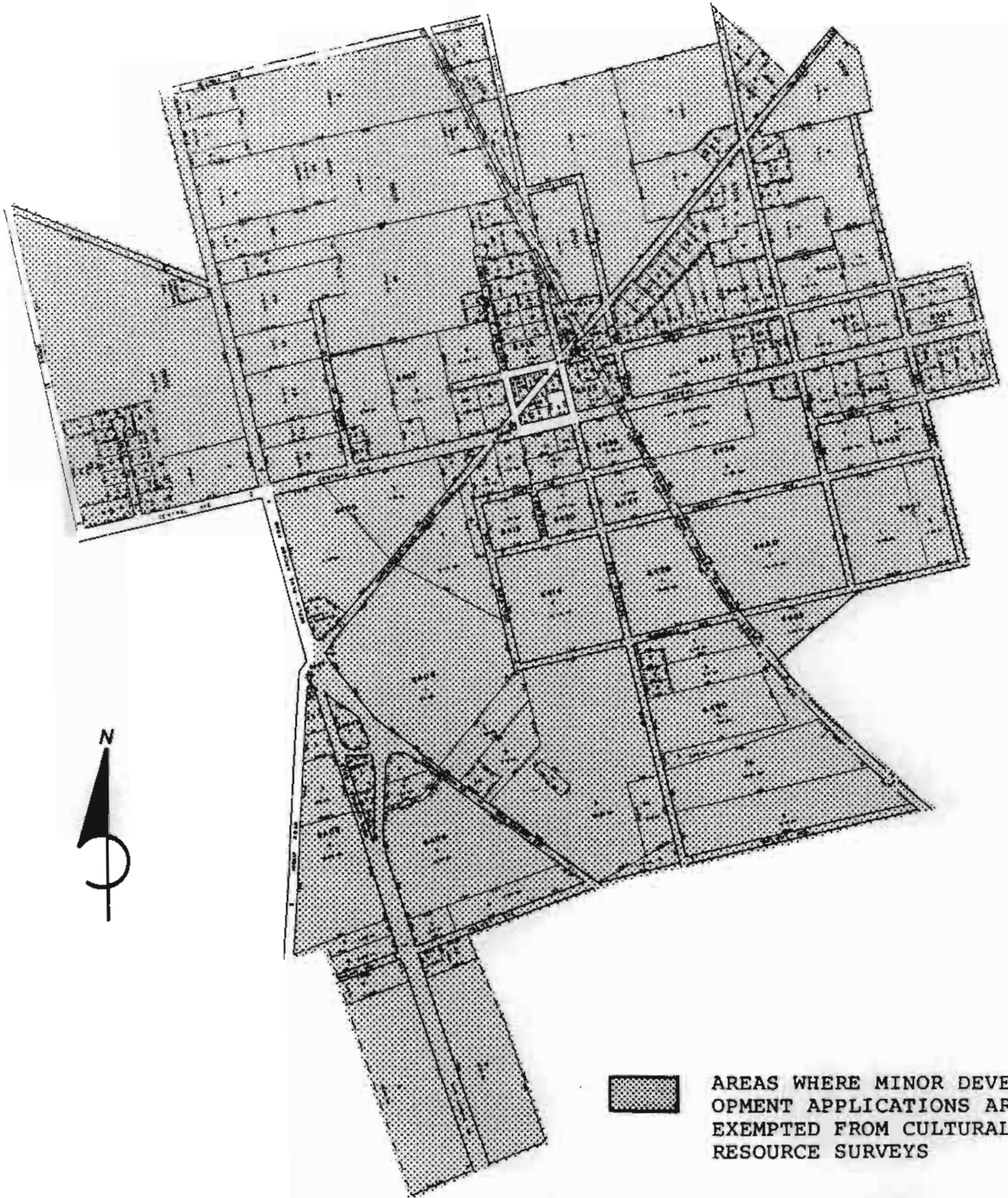
Blue Anchor is listed in the Pinelands inventories as a scattered residential settlement dating mostly to the latter 19th and 20th centuries. Presumably this development is related at least in part to the coming of the railroad, which cuts through the center of the village, in the 1850's. On the 1857 Camden County map, though, Blue Anchor appears as simply a five road intersection at which a tavern and store are located. There is a grave yard just north of the village, but no residences at the time. The name is derived from the tavern which was built here in the late 18th century. The area had been settled since at least 1740, when a house was built which may also have served as the original tavern.

The Pinelands Village of Blue Anchor includes at its focal point the intersecting roads and railroad line that comprise the most developed portion of the settlement. Much of the surrounding farmland north to Georgia Road and south to Walnut Avenue is also within the Village boundaries. Scattered homes and farmhouses, some from the 19th century, are found throughout this area, but the majority of structures are clustered in the section around Sixth to Eighth Avenues northeast of the corner of Waterford-Blue Anchor Road and Central Avenue.

HISTORICALLY SENSITIVE AREA

Only in one portion of the Pinelands Village of Blue Anchor are historic resources sufficiently concentrated to define an historically sensitive area. This is in the section comprising all of blocks 6417 and 6418. The remainder of the village contains mostly farm fields and some residential development. Though a number of these homes are from the 1800's, they are widely separated and nowhere constitute a distinct historic area.

# BLUE ANCHOR



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 895'

SOURCE: TOWNSHIP TAX MAP





BROOKVILLE

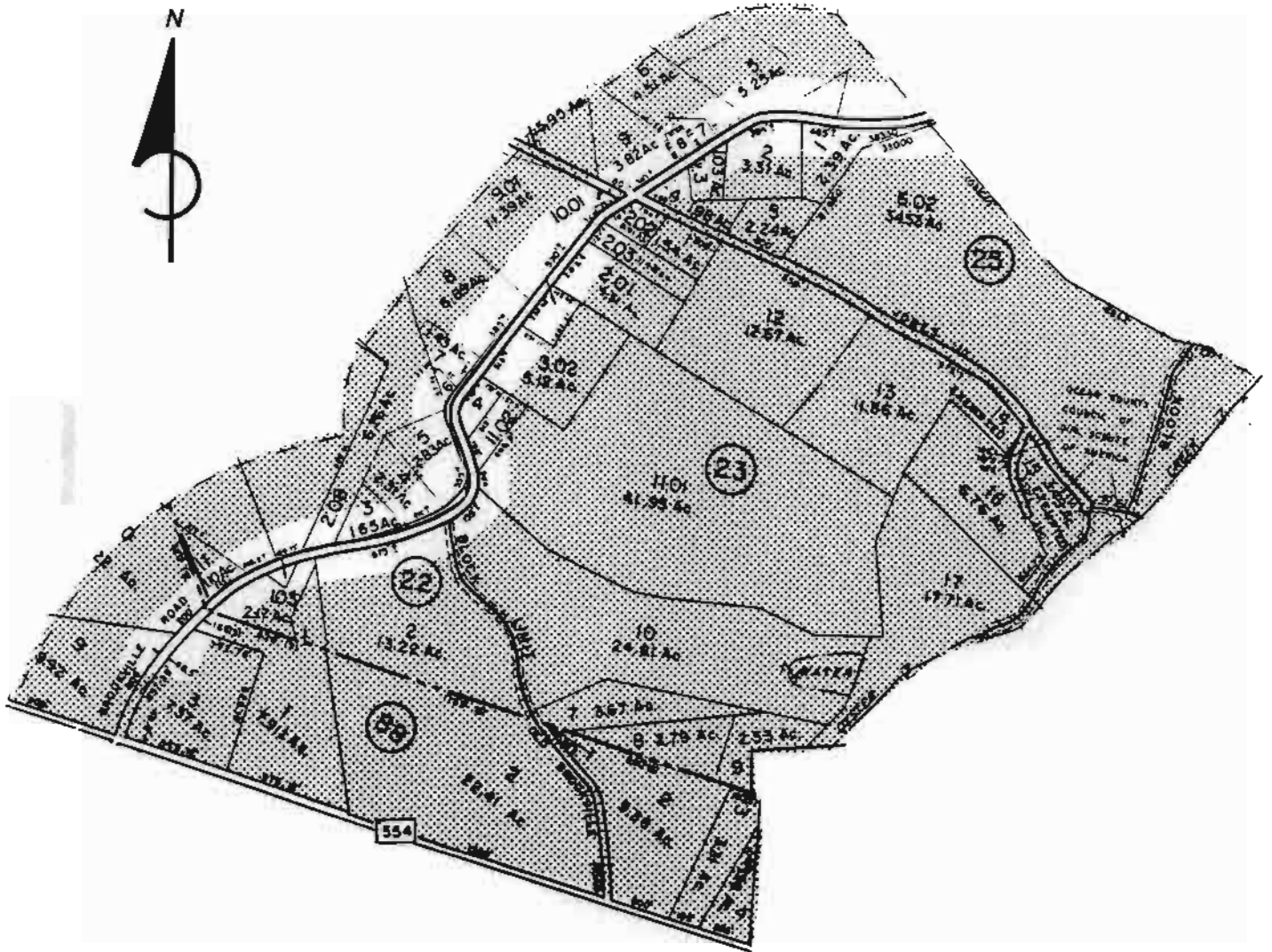
Brookville is a small, isolated community at the headwaters of Oyster Creek in Ocean and Barnegat Townships. The community, which, except for a small church, is now entirely residential, grew along Brookville Road, which runs between Routes 532 and 554. In the 19th century, Brookville, also known at the time as Millville, possessed two mills (a little mill and a saw mill) and a school in addition to the church and several of the houses still standing today (1872 Ocean County map; Beers, Comstock and Cline). A little mill is one that does not have a constant water source to power its wheel; it must shut down regularly to allow its battery pond to refill. Such mills are often, but not always, located in tidal areas.

The Pinelands Village of Brookville is now a cluster of widely spaced houses and vacant, cleared lots in a rough oblong formed basically by Brookville Road, Jones Road and Route 554. There are also cranberry bogs where Oyster Creek crosses the Village and a girl scout camp north of Jones Road. A majority of the land in the Village is undeveloped. Virtually all of the building stock in the settlement is along Brookville Road and it includes a mixture of modern and potentially significant historic houses.

HISTORICALLY SENSITIVE AREA

In addition to the church at Jones and Brookville roads (which appears on the 1872 Ocean County map), there are a number of 19th century homes along Brookville Road. The historically sensitive area of Brookville includes the church and these buildings and runs parallel to the road in a 200 foot wide strip on either side. The remainder of the village comprises a few modern houses, the girl scout camp and woodlands and has been excluded from the historical area.

# BROOKVILLE



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 880'

SOURCE: TOWNSHIP TAX MAP



BUENA-LANDISVILLE

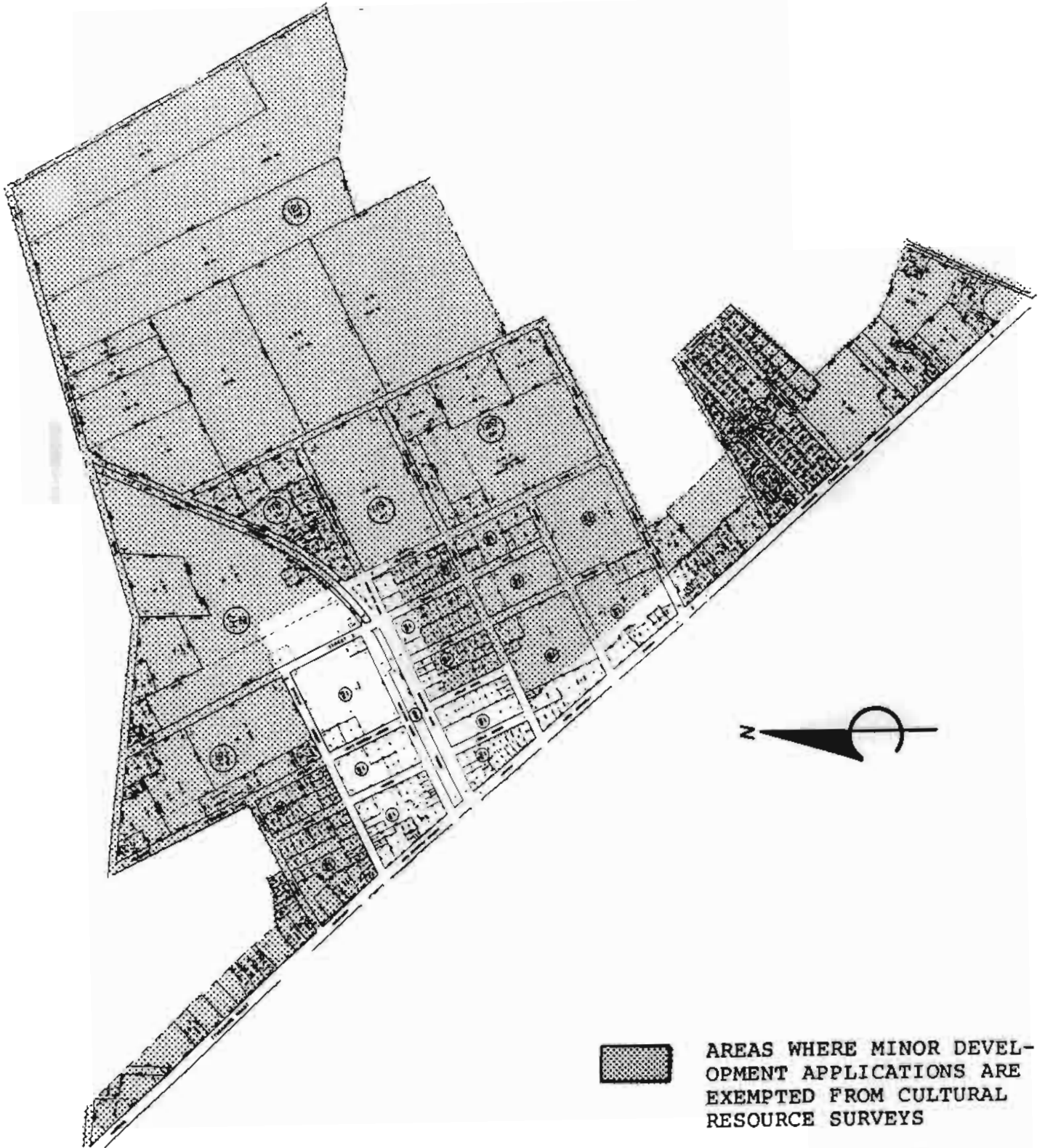
Buena and Landisville both came into being after the New Jersey Central and the Reading Railroads were built in the 1860's. Buena was simply a railroad stop that lent its name to the entire borough while Landisville developed into one of the larger settlements in the Pinelands. Situated at a favorable location, a junction of the two rail systems, Landisville was supported by both industry and agriculture and grew along two street grids laid out on either side of the tracks. Originally the street grid formed a large square, with the "Vineland Railway" running through its center. The 1872 county map (Beers, Comstock and Cline) shows the grid as well as a cluster of about six houses at the Buena crossroads, which is labelled "Buena Vista."

The present Pinelands Town/Village of Buena and Landisville retains much of its historic fabric. The industrial base is much diminished, but structures remain from that period, clustered near the Central Railroad line that runs through the center of Landisville. Retail/commercial buildings are also common near the railroad as well as along Wheat Road and Harding Highway and along Central Avenue in Minotola, south of the Reading tracks. Residential development, including both 19th century and modern homes, occupies most of the side streets. The remainder of the borough is mostly cleared fields and orchards, with farmhouses and other homes widely spaced along the roads.

HISTORICALLY SENSITIVE AREA

The historic section of the Town/Village is confined mostly to the heavily developed area north and east of the Central Railroad tracks in Landisville. This is the area where residences, industrial buildings and transportation related structures reflective of the borough's early history are most concentrated. The boundaries of the historically sensitive area run roughly parallel to the tracks in Landisville, extending a short distance along Route 40 to incorporate some frame structures there. Although there are equally significant resources west of Route 40 and in Minotola, these are outside of the Pinelands Area, the boundary of which follows along Harding Highway. Excluded from the historic portion of the Town/Village are all the agricultural lands, the more modern residential streets and the commercial strip development that characterizes the area around the former railroad stop at Buena.

# LANDISVILLE - BUENA



1" = 1020'

SOURCE: TOWNSHIP TAX MAP





CASSVILLE

In existence before the end of the 18th century as a Methodist preaching site, Cassville was originally known as Goshen and, by the early 1800's, as New Goshen. Also called Downsville during much of the 19th century, the settlement is now named for Lewis Cass, a general during the War of 1812. The village formed near a millseat at the intersection of Lakewood and Toms River Roads and by 1834 included a Methodist Church, saw and grist mills, a tavern, two stores and 10-12 dwellings. In succeeding decades the village continued to grow, principally to the north, as berry agriculture in the area took hold and prospered. However, the population leveled off and began to decline in the late 19th century. The trend continued until the arrival of Russian Orthodox immigrants who established the Rova Farms community and St. Vladimir's Church in the 1930's. Rova (a Russian acronym for the Russian Consolidated Mutual Aid Society of America) Farms was a focal point of social, cultural and fraternal support for immigrants fleeing the Bolscheviks at that time and is still active today.

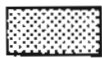
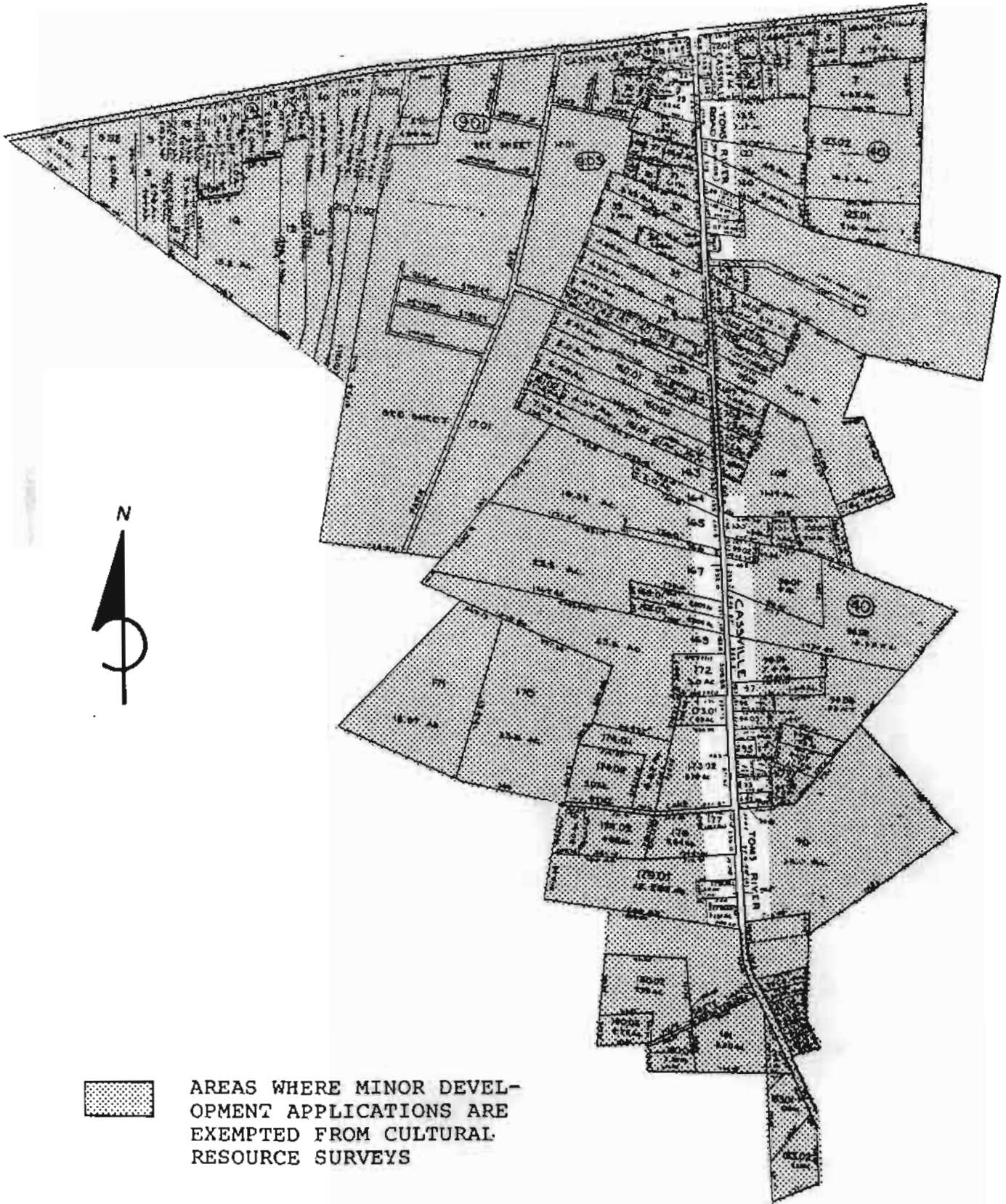
The Pinelands Village of Cassville is bounded on the north by Lakewood Road and thus excludes all of Rova Farms and in fact most of the significant pre-Civil War development. The Village extends to the south along Toms River Road, delimited basically by the boundaries of lots along

the road. Development here is entirely residential and consists of both older and newer homes, including recent planned single family houses. Much of the remainder of the village comprises open fields.

HISTORICALLY SENSITIVE AREA

The Cassville-Rova Farms Multiple Resource District was entered on to the State Register of Historic Places in 1982, but this district is outside of the Pinelands Area. The historically sensitive portions of Cassville within the Pinelands are limited to two areas near the northern and southern boundaries of the Pinelands Village. Historic maps, including the 1838 Brinley map and the 1872 Beers, Comstock and Cline county map, confirm that almost all of the building activity in Cassville occurred in a cluster on the north side of Lakewood Road. Segments of lots in Block 9 and 40 are included as delineated on the accompanying map. The limits of the historic portion of the Village in these areas extend for 100' east and west of Toms River Road. This covers the area just south of Cassville Road into which the original village extended as well as an area of 19th century farm houses further to the south. Most of these houses appear on the 1872 county map.

# CASSVILLE



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 1110'

SOURCE: TOWNSHIP TAX MAP



CHATSWORTH

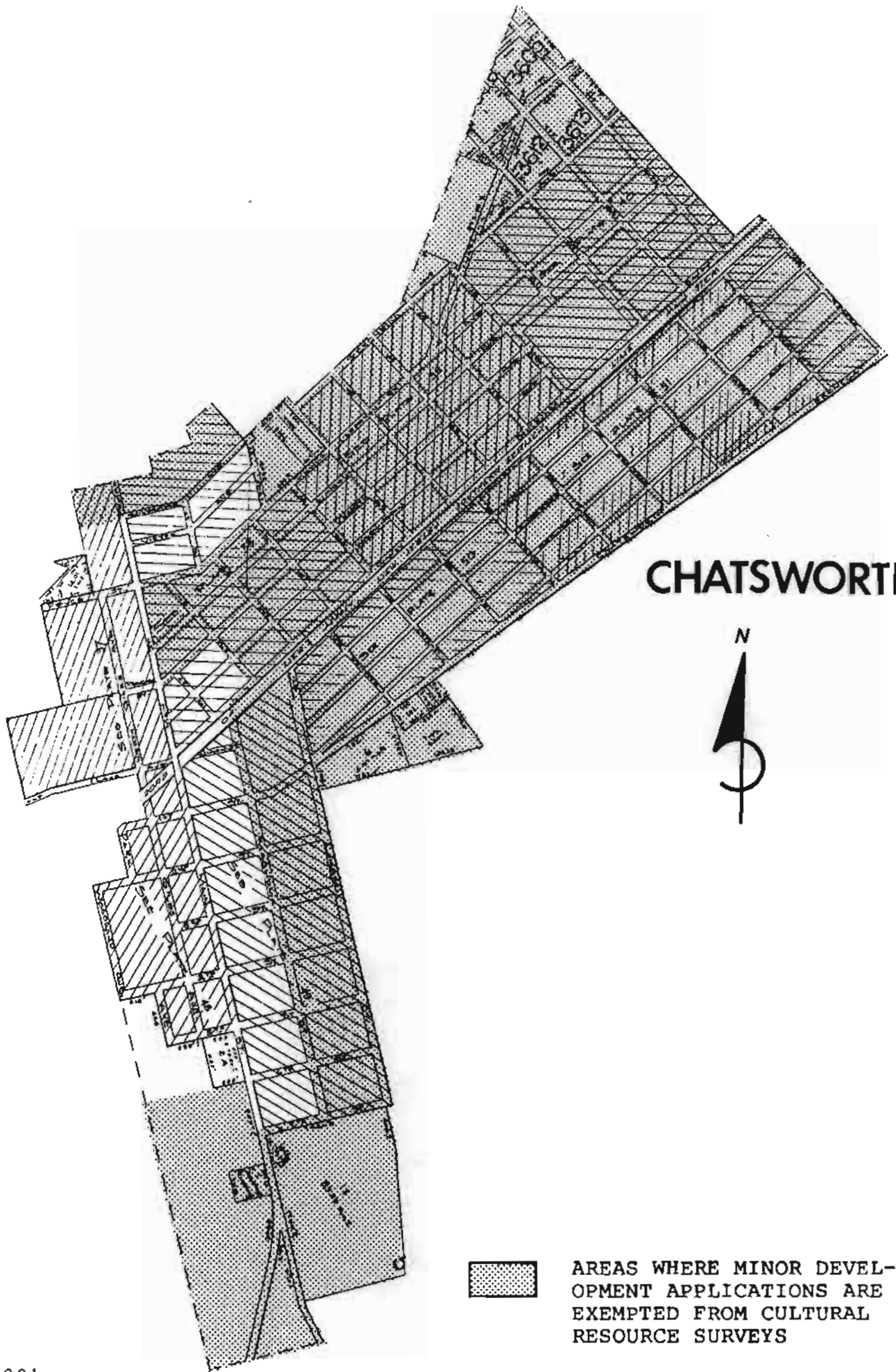
Chatsworth is listed in the Pinelands Commission inventories as a nineteenth century settlement that developed along the Delaware and Raritan Railroad. Originally known as Shamong, the community takes its present name from the country club built by Prince Mario Ruspoli in the late 1800's.

At present Chatsworth is a mixture of 19th and 20th century structures, mostly residential, oriented primarily towards Route 563. The Pinelands Village centers on the intersection of the derelict railroad line with Route 563 where the Shamong Hotel, now abandoned but listed on the National Register of Historic Places, is located. The Village stretches mostly south and east from here along Main Street (Route 563) and the rail tracks, encompassing a small grid of paper streets to the east and executed streets to the south.

In addition to the residences there are several hunting clubs, a general store, berry processing facilities, public buildings, a church, a cemetery and the Shamong Hotel. Much of the Pinelands Village area, particularly to the northeast and south, comprises open, undeveloped woodlands.

HISTORICALLY SENSITIVE AREA

The historically sensitive area is mostly confined to the developed sections east and west of Route 563 from Wilhelmina Avenue south to Seventh Street. The southern boundary has been adjusted to include one recorded prehistoric site south of the school at 2nd Street and Giles Avenue. The majority of the historical area is on the west side of Route 563 where there are 19th century houses, the prehistoric site and some inaccessible lots. East of Route 563, the older housing stock between Wilhelmina Avenue and Lebanon Road and between the railroad right-of-way and Seventh Street has been included. The boundary has been extended to Seventh Street to incorporate housing sites that appear on the 1876 Scott county atlas. Most of the remainder of the eastern and southern extensions of the Pinelands Village has been excluded from the historic area as being previously undeveloped or only recently developed.



# CHATSWORTH



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 1000'

SOURCE: TOWNSHIP TAX MAP





COLOGNE-GERMANIA

Cologne and Germania are adjacent areas along the White Horse Pike east of Egg Harbor City in Galloway Township. Both are farming settlements that developed in the third quarter of the 19th century after the Camden and Atlantic Railroad was built in 1854. Always predominantly agricultural, neither community spurred much building activity until well into the 20th century. On the 1872 county map (Beers, Comstock and Cline), the area is not labelled but the basic street grid is in place and there are perhaps fifteen houses in the area that now constitutes the Pinelands Village. Most of these farmhouses are along Cologne and Leipzig Avenues and the surnames of the residents recorded on the map reflect the area's Germanic flavor.

The present Pinelands Village is mostly north of the White Horse Pike, stretching from Vienna Avenue on the west to Leipzig Avenue and slightly beyond the east. The Village continues to Duerer Avenue on the north. The southerly portion, nearer to the Pike, is the most heavily developed. There is a commercial district with retail outlets along the Pike and a modern residential subdivision in the southeastern part of the Village. North of Clark Street the Village has retained its rural character. Much of the land remains in agriculture and a mixture of 19th and 20th century residences are found along Cologne and Leipzig Avenues. There are also some older structures along Route 30, but

these have been modified for commercial purposes. Only in the northern section of the village, particularly along Cologne Avenue, does Cologne-Germania reflect its origins and 19th century appearance.

HISTORICALLY SENSITIVE AREA

Although the northern portion of Cologne-Germania has retained its historical land use pattern and some 19th century farmhouses, these buildings are few and widely spaced. The southern part of the Village is heavily developed and mostly modern. There is no area that retains historical resources in sufficient concentration to warrant delineation of an historically sensitive area.

# COLOGNE-GERMANIA



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS



CUMBERLAND-HESSTOWN

Cumberland and Hesstown are two villages only a short distance apart along Route 49 in Maurice River Township. Cumberland was the site of Budd's Furnace, later known as Cumberland Furnace, which was built on the Manumuskin Creek in 1785. Originally erected as a forge site by Eli Budd of Burlington County, the blast furnace was added by his son, Wesley, about 1810. The Budd family sold the complex to Benjamin Jones in 1812, about which time it began to be known as Cumberland Furnace, and later as Manumuskin Manor. With the depletion of both ore and fuel, the furnace shut down around 1840.

Hesstown is a small crossroads community that formed at the intersection of Route 49, between Cumberland and Tuckahoe, and Hesstown Road, which leads to Dorothy. A few houses were built here in the 19th century, spurred by the development of Cumberland about three-quarters of a mile to the northwest.

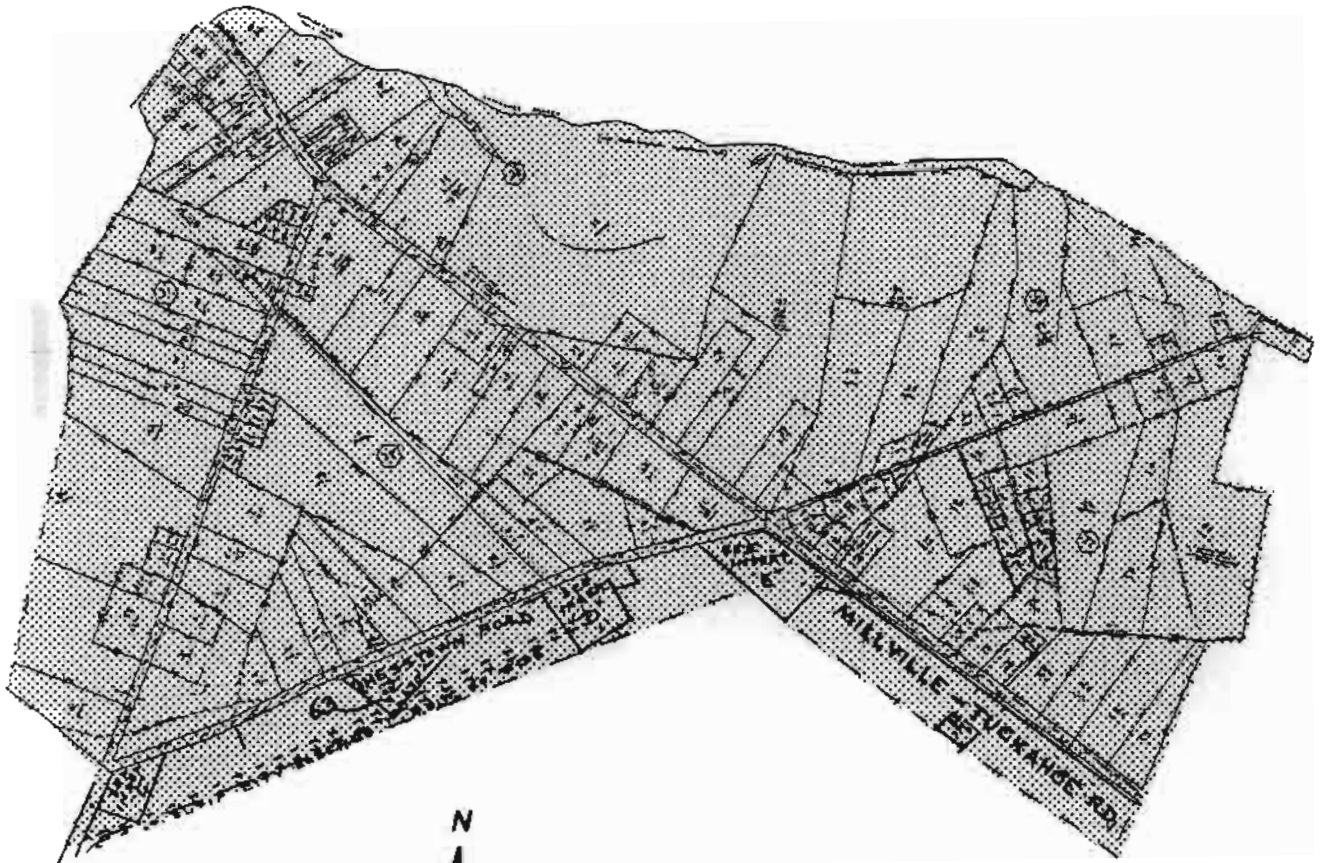
Both settlements are depicted on the 1876 Steward map of Cumberland County jointly under the name "Hessville." There is a Methodist Episcopal church near the millpond, a school house in Hesstown and about twenty residences scattered about the area. Presumably, Hesstown acquired its name from a local family, several of whose members lived in the community in 1876.

The Pinelands Village of Cumberland-Hesstown is roughly defined by a triangle of roads (Route 49, Hesstown Road and Port Elizabeth Road) at two corners of which are Cumberland and Hesstown. The Village is a largely wooded area with a scatter of 19th century frame houses interspersed with a greater number of newer houses and trailers. Except for the old Methodist church and cemetery and a few country stores, development in the Village is entirely residential and confined to areas adjacent to the major roads.

HISTORICALLY SENSITIVE AREA

Most of this village is undeveloped woodlands and the development that does exist is predominantly modern. Although the Methodist church in Cumberland and a few of the residences reflect the 19th century settlement of the area, there is no concentration of cultural resources which would prompt delineation of an historically sensitive area.

# CUMBERLAND - HESSTOWN



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 1330'

SOURCE: TOWNSHIP TAX MAP





DELMONT

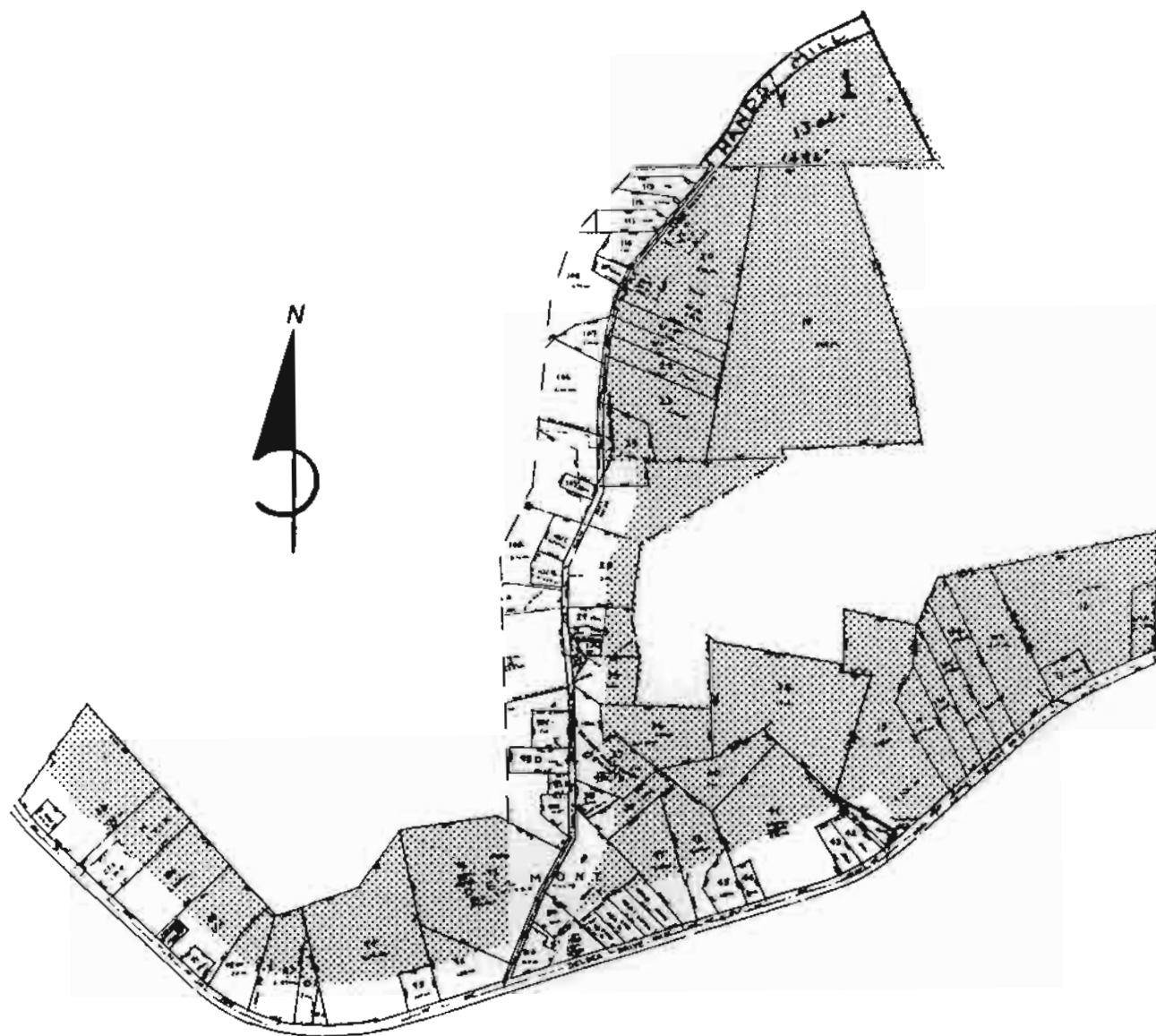
Delmont is a small, scattered and ill defined settlement located at a bend in Route 47 (Delsea Drive), between Port Elizabeth and Eldora, in Maurice River Township. In the 19th and earlier 20th centuries, the community was known as Ewings Neck, a neck being a narrow area of fast land between two water courses. The neck shows up most clearly on the 1876 county map (Steward), jutting into a marshy area just north of the Delaware Bay. At this time, the village possessed a Methodist Episcopal church, a schoolhouse on Belleplain Road and perhaps thirty homes. The schoolhouse also appears on the 1862 county map (Beers) along with about seventeen scattered residences.

The Pinelands Village of Delmont follows along Route 47, which is the Pinelands Area boundary, and up Belleplain Road about a mile and a half. The Village thus includes the residential development on the north side of Delsea Drive only as well as on Belleplain Road and otherwise includes open fields and undeveloped woodlands. Although Delmont contains a cluster of historic residences, most of them are located on the south side of Delsea Drive and thus are outside of Pinelands jurisdiction.

HISTORICALLY SENSITIVE AREA

Delmont has well preserved historic structures, but they are for the most part outside of the Pinelands Village. Most of the Village in its present state is either undeveloped or modern residential, as along Route 47. There are a few historic residences here also, but they are widely spaced. From the 19th century maps, however, it appears that both sides of Route 47 and Belleplain Road were significantly developed at one time. These former house sites may well have left an archaeological remnant and as such have been incorporated into the historically sensitive area. This area includes a 200 foot wide strip along Route 47 stretching from the western boundary of the Pinelands Village to Whitney Point Road. It also includes the entire Village area on the west side of Belleplain Road and a 200 foot wide strip east of the road to the first bend in the road north of the old school house.

# DELMONT



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 940'

SOURCE: TOWNSHIP TAX MAP



DENNISVILLE

Like a number of other villages in extreme southern New Jersey, Dennisville is a very well preserved, picturesque example of a rural, 19th century town. The main settlement was established by Joseph Ludlam in the second quarter of the 18th century and was known as Dennis Creek until 1854. Founded as a port facility, Dennisville was ideally situated for regional trade and eventually became the leading port of Cape May County, for many years the busiest south of Camden. Not surprisingly, the community evolved into a leading commercial center as well as the region's foremost ship-building site. In 1872 the village, labelled North Dennisville, appeared on the Cape May County Map (Beers, Comstock and Cline) as a prosperous settlement with a church, a school, an Odd Fellows Hall, two sawmills, several stores and about 50 houses. With its good port, available capital and surrounding natural resources, Dennisville also attracted other industries in the 19th century. Lumbering and cedar mining were important activities until the town's shipping facilities and commercial significance declined in the late 19th and 20th centuries.

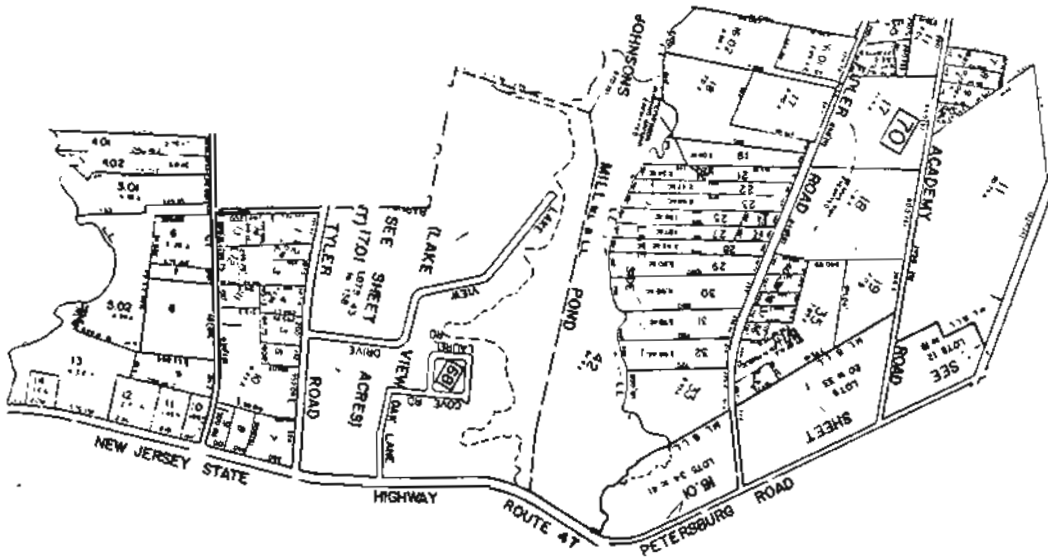
Today the village includes a core area with 18th and 19th century homes on a small street grid and a mix of historic and modern homes and retail stores stretching out principally along Routes 47 and 585. Much of the significant historical development is excluded from the Pinelands

Village, however, since it lies outside the Pinelands Area. The Pinelands Village portion of Dennisville includes an area along Routes 47 and 585 (the Pinelands Area boundary) straddling Johnsons Mill Pond. The Village extends from Ludlam Mill Pond on the west to Academy Road on the east. The northern border meanders along the boundary of state owned lands adjacent to Ludlam Mill Pond and then generally to the east along Tyler Road and Lake View Drive, across Johnson Mill Pond to Fidler Road. This area is entirely residential, comprising a mixture of historic and modern homes. In addition to the large number of historic period structures and features in this area, there are also prehistoric resources recorded in the vicinity of the pond.

#### HISTORICALLY SENSITIVE AREA

The entire Pinelands Village of Dennisville is an historically sensitive area. Although not all the structures in the Village are historic, 18th and 19th century homes and outbuildings abound. The only portion of the community which dates exclusively to the 20th century, the Lake View Acres development west of Johnsons Mill Pond, is an area known to contain evidence of prehistoric occupation.

# DENNISVILLE



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 1310'

SOURCE: TOWNSHIP TAX MAP





DORCHESTER-LEESBURG

Dorchester and Leesburg are two excellently preserved communities of National Register quality along the Maurice River. Though most of the building stock in both settlements is from the 19th century, they were each founded before the end of the 1700's.

Dorchester developed as a shipbuilding site and was already in existence by the beginning of the Revolutionary War. A grist mill was built in the center of town in 1806.

Leesburg, a slightly larger village about a mile downstream, also began as a ship building center. In addition to the numbers of historic homes, churches and other buildings, Leesburg is also surrounded by a series of significant prehistoric sites. Amerindian habitation, mostly dating to the Woodland period, is well attested north, south and east of the village.

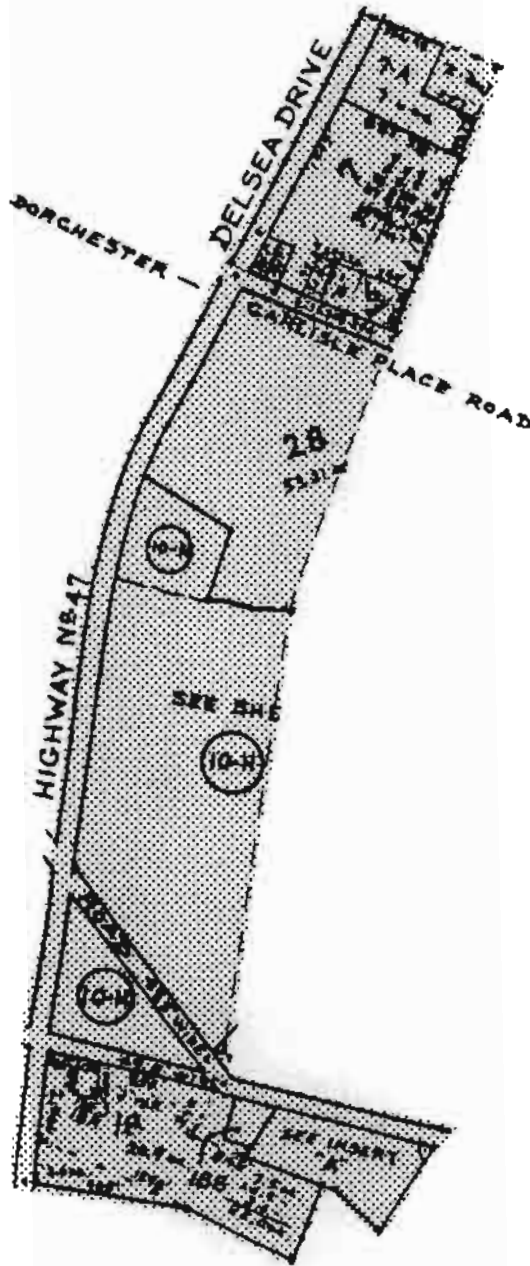
Both villages were already very well established by the time they were recorded on the 1862 county map (Beers). Leesburg possessed about 50 buildings, including a shipyard, a windmill, a Methodist Episcopal church and a "marine railway." Dorchester had almost as many buildings and a series of shipyards near the river. By 1876 (Combination Atlas Map of Cumberland County - Steward) Dorchester had grown by 50% and Leesburg had at least two churches.

The boundary of the Pinelands Area runs along Route 47 and thus excludes virtually all of the significant historic development in both Dorchester and Leesburg. The Pinelands Village forms an oblong of mostly undeveloped land on the east side of Delsea Drive from Dorchester-Carlisle Place Road to just south of Leesburg-Riggins Place Road. There are abandoned gravel pits near the north end of the Village and a few houses and a retail outlet along Route 47. One structure of possible historic value, a residence at the corner of Church Street and Route 47, is located in the Village.

HISTORICALLY SENSITIVE AREA

The Pinelands Village area of Dorchester-Leesburg has undergone very little development and does not possess an historically sensitive area. Only one historic site, the house of "W. Stowman", appears in the 1876 map in this vicinity. The house is no longer extant.

# DORCHESTER-LEESBURG



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 1125'

SOURCE: TOWNSHIP TAX MAP



DOROTHY

The village of Dorothy in Weymouth Township began as a railroad depot in the latter 19th century for the Reading Railroad line that ran from Winslow to Cape May. The railroad in fact still dominates the village center, nearly bisecting the planned, though never fully developed, community. Two major roads, both part of Route 557, parallel the tracks on either side, thereby promoting commercial development both north and south of the line. These roads intersect with widely spaced, numbered avenues at regular intervals. Presumably it was intended that a series of minor streets would eventually connect the avenues, but the settlement never developed to that extent. Only a very few such streets were built, between Twelfth and Fourteenth Avenues on the northeast side of the railroad line. On the 1872 county map (Beers, Comstock and Cline) only Cape May Avenue, Maple Avenue and Route 557 appear. The street grid is not in place and there are no structures at all.

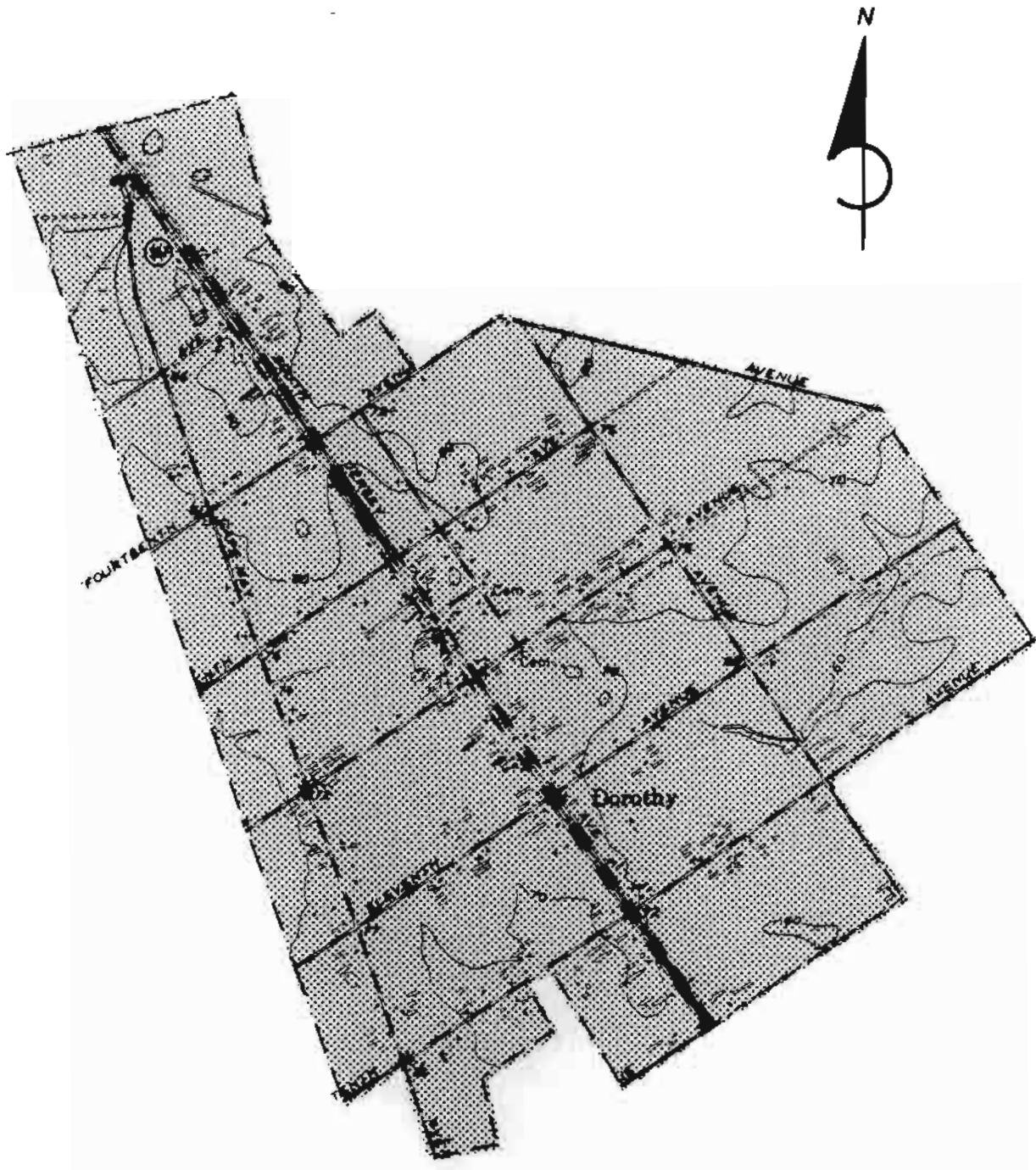
The Pinelands Village of Dorothy generally encompasses an area between Sixteenth and Ninth Avenues to the north and south and between Maple Avenue and west of Cape May Avenue to the east and west. Within these boundaries is mostly open space. A majority of the development is clustered near the railroad line along South Jersey Avenue. Residences and former poultry farms spread out east and west along the numbered avenues. The greatest concentration of buildings

is between Twelfth and Thirteenth Avenues where there are several churches and cemeteries, the municipal building and a row of retail stores as well as a number of private residences. Dorothy never did develop intensively - the mainstay of the local economy was the poultry farms, few of which remain in operation - and there is only a scattering of 19th century structures still in existence.

HISTORICALLY SENSITIVE AREA

Most of the structures in the Pinelands Village date to the 20th century. Nowhere is there a cluster of older buildings or remnants sufficient to warrant inclusion in an historical area.

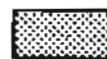
# DOROTHY



PROPOSED PINELANDS VILLAGE  
BOUNDARIES NOT YET CERTIFIED  
BY THE PINELANDS COMMISSION

APRIL 9, 1986 PROPOSAL

1" = 2000'



AREAS WHERE MINOR DEVELOPMENT  
APPLICATIONS ARE EXEMPTED FROM CULTURAL  
RESOURCE SURVEYS

SOURCE: U.S.G.S. QADRANGLES





EGG HARBOR CITY

Egg Harbor City is listed in the Pinelands inventories as a railroad town that came into existence after the Camden and Atlantic Railroad was built in 1854. By 1872 the town had been significantly developed. The Atlantic County map (Beers, Comstock and Cline) from that year shows perhaps several hundred buildings, principally along Philadelphia Ave. and five blocks to the east and two blocks to the west. The town is unusual in the Pinelands for the extreme regularity of its street grid. Although the town plan was laid out all the way to the Mullica River, a significant amount of development has only occurred in the southern end of the town near the railroad.

The present Pinelands Town includes that portion of Galloway Township that extends to the south of Egg Harbor City as well as a strip east along Route 30 to the turn-off for Route 563. To the north the Town includes the area up to Moss Mill Road on the northeast and to Egg Harbor City Lake to the northwest. The cardinal street in the town grid is Philadelphia Avenue, which becomes Route 563 to the north and Route 50 to the south, one of the main north-south arteries through the Pinelands. Most of the commercial development in Egg Harbor City occurs here and along Route 30, which intersects Philadelphia Avenue at the Galloway Township boundary. This is the town shopping district, composed mostly of two to four story brick or frame

structures with retail outlets at street level and professional offices and apartments above. To the east and west of Philadelphia Avenue is a fully developed residential area. 19th and 20th century frame dwellings predominate, along with several churches and schools and an occasional small industrial/service building.

The Galloway portion of the Pinelands Town is heavily, but not fully, developed. South of Egg Harbor City is a mixture of residential and commercial/industrial structures and some open land. There are surface indications here of former building activity presumably related to the railroad line that parallels Route 30. The development along Route 30 is almost entirely commercial and includes a number of converted 19th century frame residences.

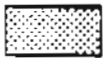
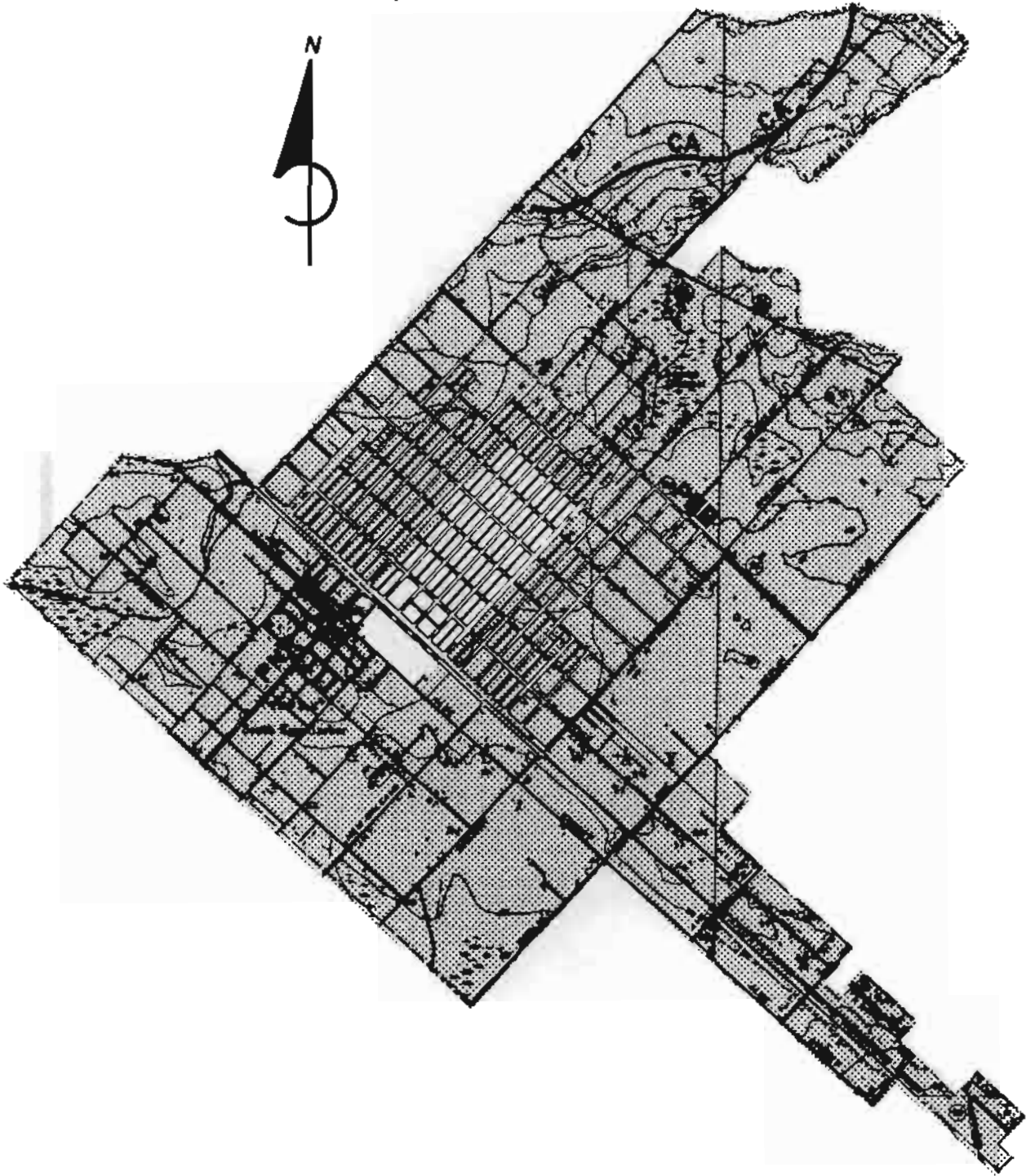
#### HISTORICALLY SENSITIVE AREA

Much of Egg Harbor City contains attractive and well maintained building stock of the 19th and earlier 20th centuries. However, a good portion of that stock has lost its historic integrity due to modern renovations. The historic town boundaries describe the area where a relative concentration of well preserved 19th century structures remains as well as a possible archaeological remnant of significance along the railroad line. This is a mostly residential area east of Philadelphia Avenue bounded by Claudios Street and Aloe Street (Galloway Township) to the

north and south and by Boston Avenue and the first alley east of Philadelphia Avenue to the east and west. The remaining residential areas both east and west of Philadelphia Avenue do not contain enough historic stock and the commercial districts have been too greatly altered to be a part of the historic town.



# EGG HARBOR CITY



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

SOURCE: U.S.G.S. QADRANGLES  
TOWNSHIP TAX MAP

1" = 3120'



ELDORA

Eldora is a small, scattered community in an agricultural area between East and West Creeks in Dennis Township. Much milling activity took place along both creeks throughout the 19th century and this presumably provided employment to some residents. However, the main activity in the settlement then as now remained agriculture. The village is little changed from its 1872 depiction on the Beers, Comstock and Cline county map. At that time there were about sixteen houses, a church and a cemetery.

The Pinelands Village of Eldora clusters along the intersection of Delsea Drive (State Route 47) and several local roads. A church and cemetery dominate the Village center along with several residences and some commercial outlets along Route 47. The Village boundaries extend along Route 47 toward East and West Creeks, expanding northward on the west to include farmhouses and fields along Paper Mill and Lehner Roads.

HISTORICALLY SENSITIVE AREA

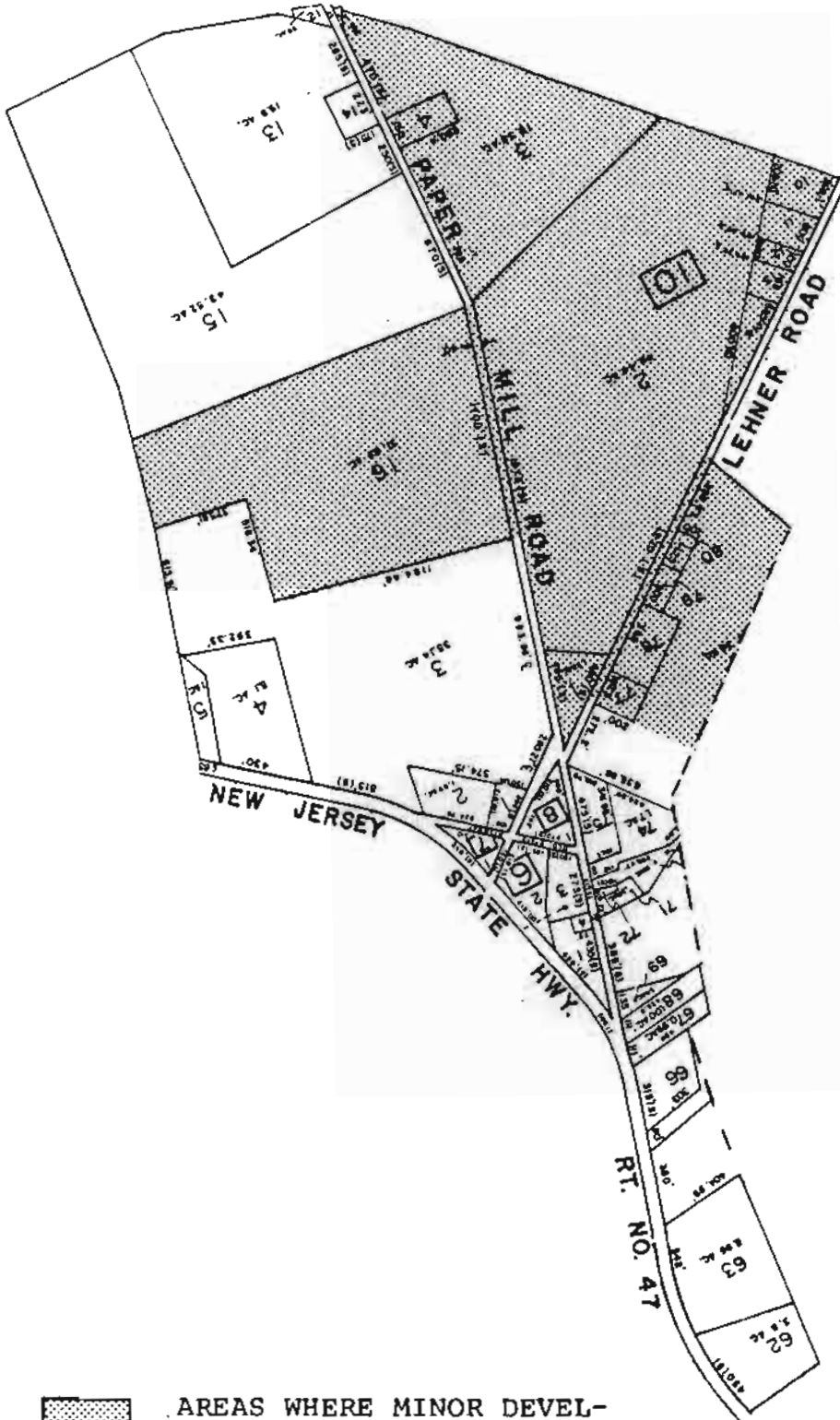
Overall, Eldora is such a well preserved example of a remote, 19th century rural agricultural community that it would likely qualify for National Register status. Although there has been some modern residential construction, most of it is concentrated along Lehner Road and does not detract

from the historic sense of the village. Most of the older structures, which range from earlier 19th century "South Jersey" style houses to Victorian homes of the mid to latter 1800's, are not only intact but relatively unchanged. The lack of newer buildings has also helped preserve the sense of open space and diffused settlement so integral to old agricultural communities.

Because of its excellent state of preservation, the historic area boundaries of Eldora encompass most of the Pinelands Village. The core of the settlement at the crossroads and the eastern extension along Delsea Drive are included as well as a majority of the western portion of the Village. Excluded is the wedge of land containing fields and modern housing between Paper Mill Road and Lehner Road (Block 10, Lots 1-4, 10-14). Also excluded are a farm field to the south (Block 9, Lot 16) and some recently developed lots to the north (Block 53, Lots 77-80).



# ELDORA



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 800'

SOURCE: TOWNSHIP TAX MAP



ELM

Along Route 30 in a principally agricultural section of Winslow Township is a relative concentration of single family homes and retail stores known as Elm. The settlement developed in the latter 19th century along the Central Railroad of New Jersey at the intersection of the White Horse Pike with Fleming Pike. On the 1862 Camden County Map (Merry) no structures appear at this intersection as yet. Truck farms and orchards continue to dominate the local landscape, as they have for decades.

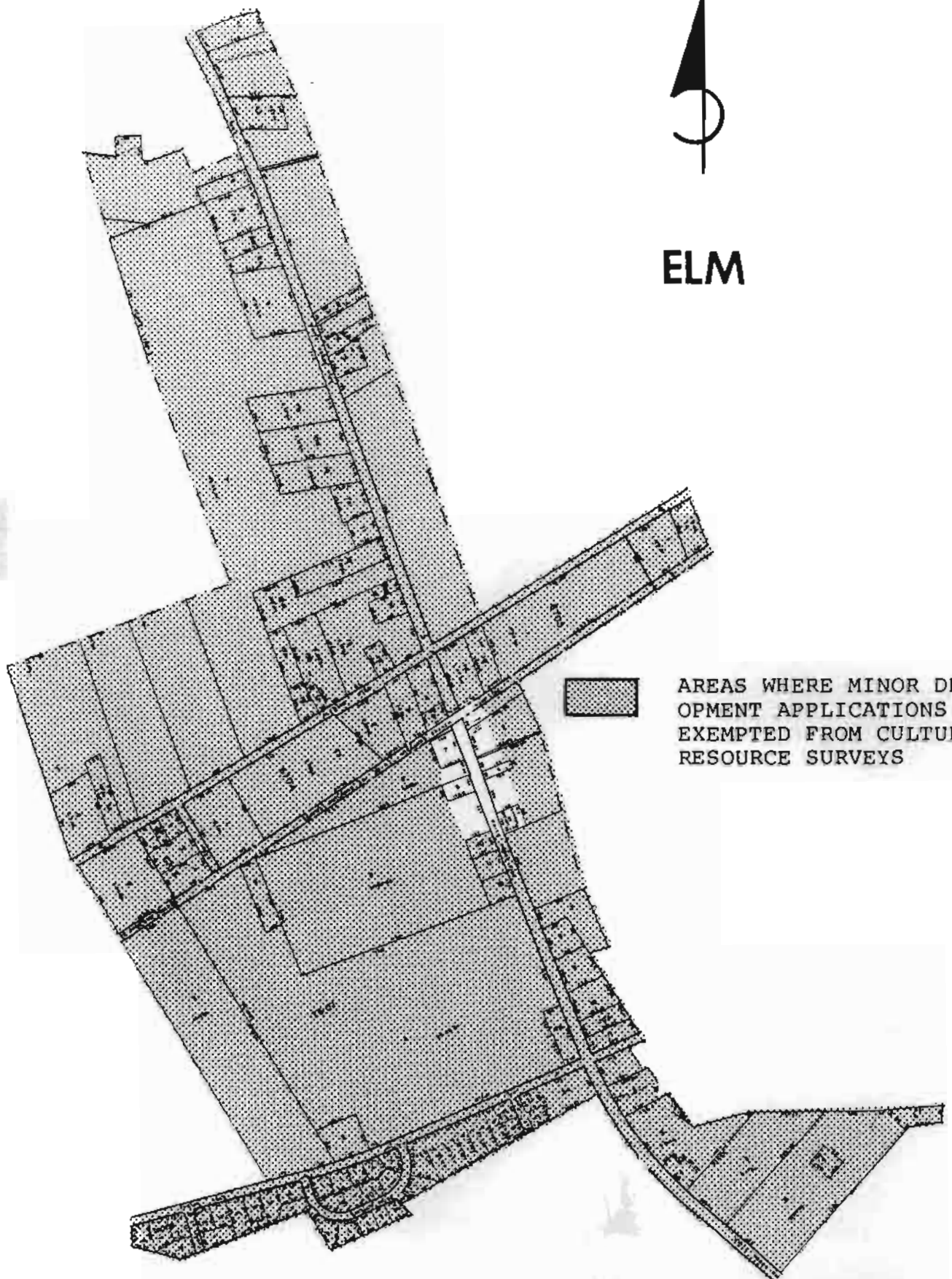
The present village of Elm includes mostly frame residences dating to the 20th century. Many of these houses are from the earlier 1900's and are very similar in character. They are almost square in plan, 2 1/2 stories tall, and have hipped roofs and dormers. A few older farmhouses from the mid to latter 19th century also survive, as well as a number of residences and several businesses. The old farmhouses and a mid 19th century church are clustered on both sides of Route 30 just south of the railroad tracks. They are in the southern portion of the Pinelands Village which stretches out in a linear fashion along the White Horse Pike and extends for a distance east-west along Fleming Pike and Spring Road.

HISTORICALLY SENSITIVE AREA

The historic area of Elm encompasses only a small portion of the Pinelands Village. The boundaries of the historically sensitive area are defined mostly by the rear property lines of several of the lots along Route 30 directly south of the railroad underpass. The railroad line itself forms the northern terminus and the Methodist Episcopal church on the east side of Route 30 is the southern terminus. Although there are a few other widely scattered 19th century structures, they do not occur in sufficient concentration to be incorporated into the historic part of the village. The remainder of Elm is open orchards and fields, commercial outlets along the Pike and later housing, including a modern development along Spring Road. None of these features merits inclusion in the historic area.



**ELM**



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 800'

SOURCE: TOWNSHIP TAX MAP



ELWOOD

Elwood is a planned community situated in a portion of the Pinelands notable for the antiquity and the variety of historic period development. Elwood was conceived shortly after the Camden and Atlantic Railroad was built in 1855 and grew rapidly in its early years. In 1872, the county map (Beers, Comstock and Cline) shows Elwood as a grid square of streets (paper streets presumably) with clusters of structures along Moss Mill Road, on the west side of Prince Albert Avenue and south of the railroad tracks. Building activity had slowed by the early 20th century, though a commercial district developed gradually along the White Horse Pike as auto traffic increased. In the years since World War II the settlement has witnessed a gradual influx of residential development, including the community of Magnolia along Moss Mill Road in the northwestern portion to the village.

Prior to the founding of Elwood, the area had already been settled by the latter 18th century. The Higbee Green Tree Tavern was built here in 1776 and Sailor Boy Tavern in 1805. This area is also home to the remnants of Amatol, a significant World War I ammunition production complex. The Amatol tract straddles the White Horse Pike just west of Elwood.

The Pinelands Village of Elwood describes an area of mixed uses. Open, undeveloped pine forests predominate in the northwestern portion near the ruins of the former Amatol plant. Elsewhere, residential structures, both old and relatively new, are most common, except along the White Horse Pike with its strip of retail outlets. South of the Pike development is again almost entirely residential, thinning out further south of the railroad tracks. The greatest concentration of 19th century homes and outbuildings occurs here and north along Union Avenue.

#### HISTORICALLY SENSITIVE AREA

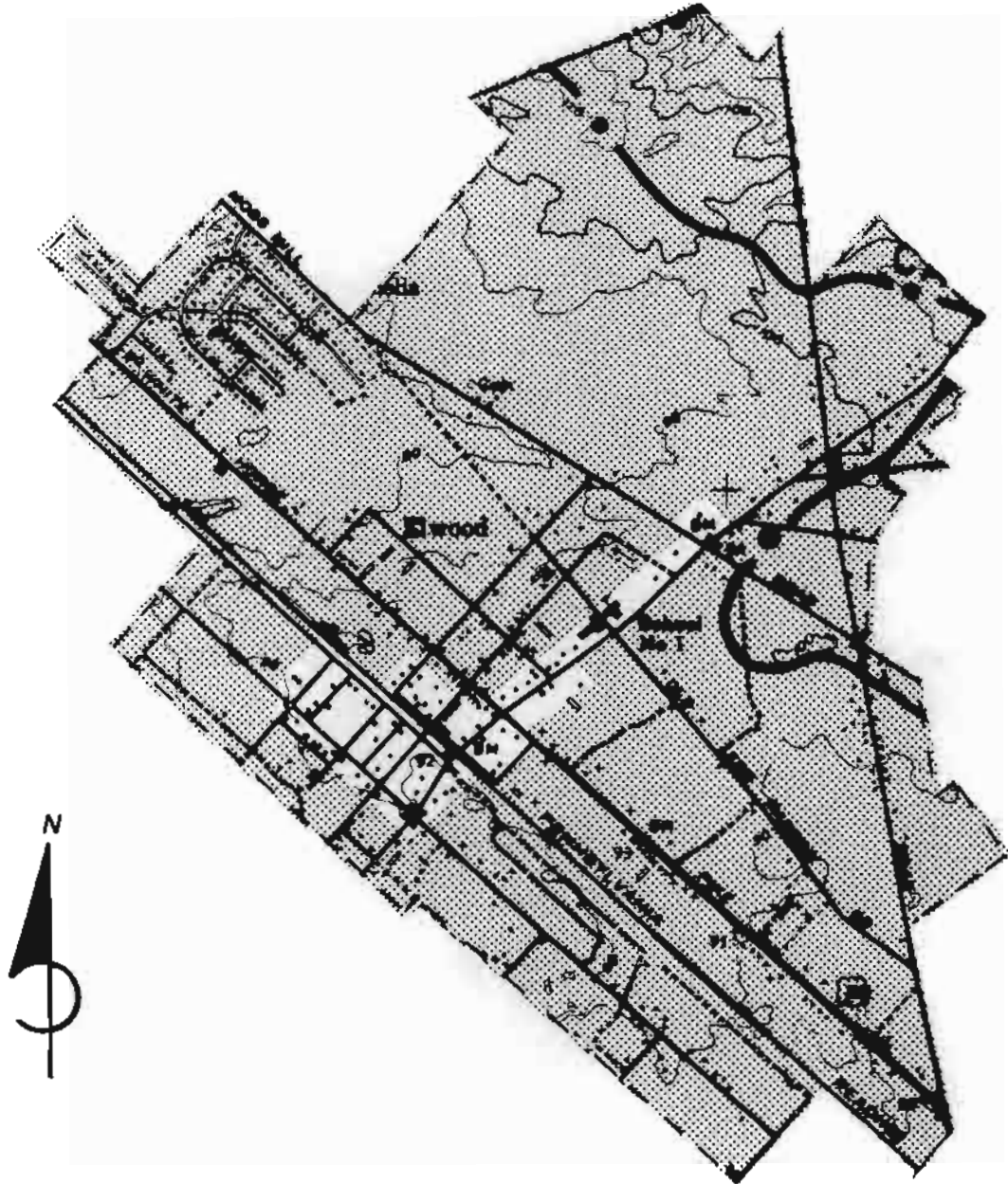
The historic portion of Elwood contains mostly houses reflective of the settlement's early period of expansion in the 3rd and 4th quarters of the 19th century. Most of this area is south of the White Horse Pike and, consequently, so is most of the historic village. The southern boundary is formed by Second Street and the rear property line of the lots along Reading Avenue. The boundary turns north at a point 200' east of Union Avenue, crossing the railroad tracks and then turning east and north along Prince Albert Street to Route 30. North of Route 30, only properties fronting on Union Avenue are included in the historic area. These extend to just north of Moss Mill Road on the west side of Union Avenue, but only to a point south of Egg Harbor Road on the east. West of the intersection of Union Avenue and Route 30 the boundary has been drawn to omit the



commercial buildings and to include the older residential structures to the south and west.



# ELWOOD



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

SOURCE: U.S.G.S. QADRANGLES

1" = 2000'



ESTELL MANOR

Estell Manor is a sparsely developed village laid out on a widely spaced street grid along the Pennsylvania-Reading Seashore Line. Known as Risley Station until recently, the community originated as a train stop on the line to Cape May and has remained rural in character since its inception. It is mostly wooded, with only a relatively few houses along Route 557. Most of the development in the village is along or near Cumberland Avenue, including a community church and cemetery, a small schoolhouse and the municipal building. Formerly very much involved in poultry farming, the village is now almost entirely residential.

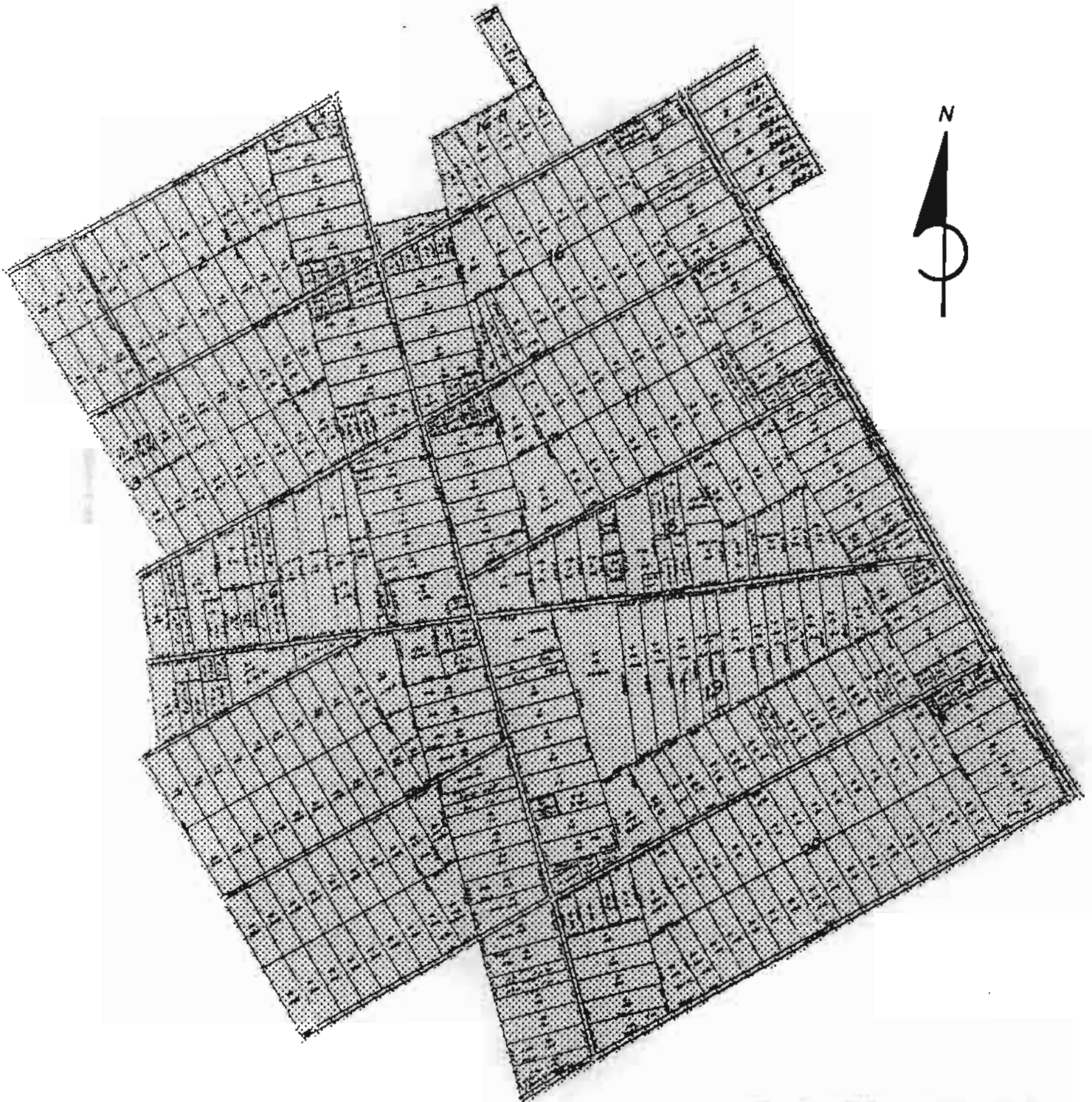
The 1872 county map (Beers, Comstock and Cline) shows no development here whatsoever. Route 557, Cape May Avenue and Cumberland Avenue are in place and there are about five houses further south along First Avenue, but there are no buildings in the present village.

The Pinelands Village of Estell Manor describes a rough oblong generally centered at the intersection of Cape May and Cumberland Avenues. The area is next south to the Pinelands Village of Dorothy and stretches from near Tenth Avenue to Fourth Avenue.

HISTORICALLY SENSITIVE AREA

Although in existence since the 19th century, the village of Estell Manor never was intensively developed and is today predominantly wooded. Most of the building stock in the village dates to the 20th century and is not of historic consequence. There are a few buildings from the 19th century here, but they are not in sufficient numbers or concentration to warrant delineation of an historically sensitive area.

# ESTELL MANOR



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 1535'

SOURCE: TOWNSHIP TAX MAP





FOLSOM

Folsom Borough was founded by German immigrants in the first half of the 19th century and for many years was known as New Germany. Its name was later changed to Folsom in honor of President Grover Cleveland's wife. The community developed along an old stage road, the Philadelphia and Mays Landing Road, and prospered when the Reading Railroad line from Winslow to Cape May was built. The village is also bisected by Route 54 (Twelfth Street), a heavily used north-south route out of Hammonton, along which commercial and industrial development has occurred.

Most of the building activity in the village has been west of Route 54 including a majority of the historically significant structures. East of Route 54 are farmhouses and other residences which generally date to the 20th century.

The village of Folsom is today not greatly changed from its historic plan and appearance, though there has been considerable residential in-fill along the main road and a small industrial area has developed by the railroad tracks. Bounded by extensive wetlands on two sides, the settlement grew basically in a linear northwest-southeast orientation along what is now Mays Landing-Blue Anchor Road. Development along minor streets that fed into this road was minimal, the land is this narrow strip between Penny Pot Branch and the Great Egg Harbor River being mostly given over to

agriculture. The 1872 county map (Beers, Comstock and Cline) shows the same pattern that exists today. There is a widely spaced paper street grid shown, but the great majority of the development, including a school and about 25-30 houses, is along the old stage road. Except for the relatively recent manufacturing complex by the railroad, a school and two churches (one of which, Zion Reformed Church, has been placed on the State Register of Historic Places), the buildings in the village are almost entirely residential. These houses date from the early second half of the 19th century to post-World War II. The older homes are mostly well preserved, two story frame structures and, despite the construction of a fair number of modern homes, they impart a strong historic flavor to much of the village.

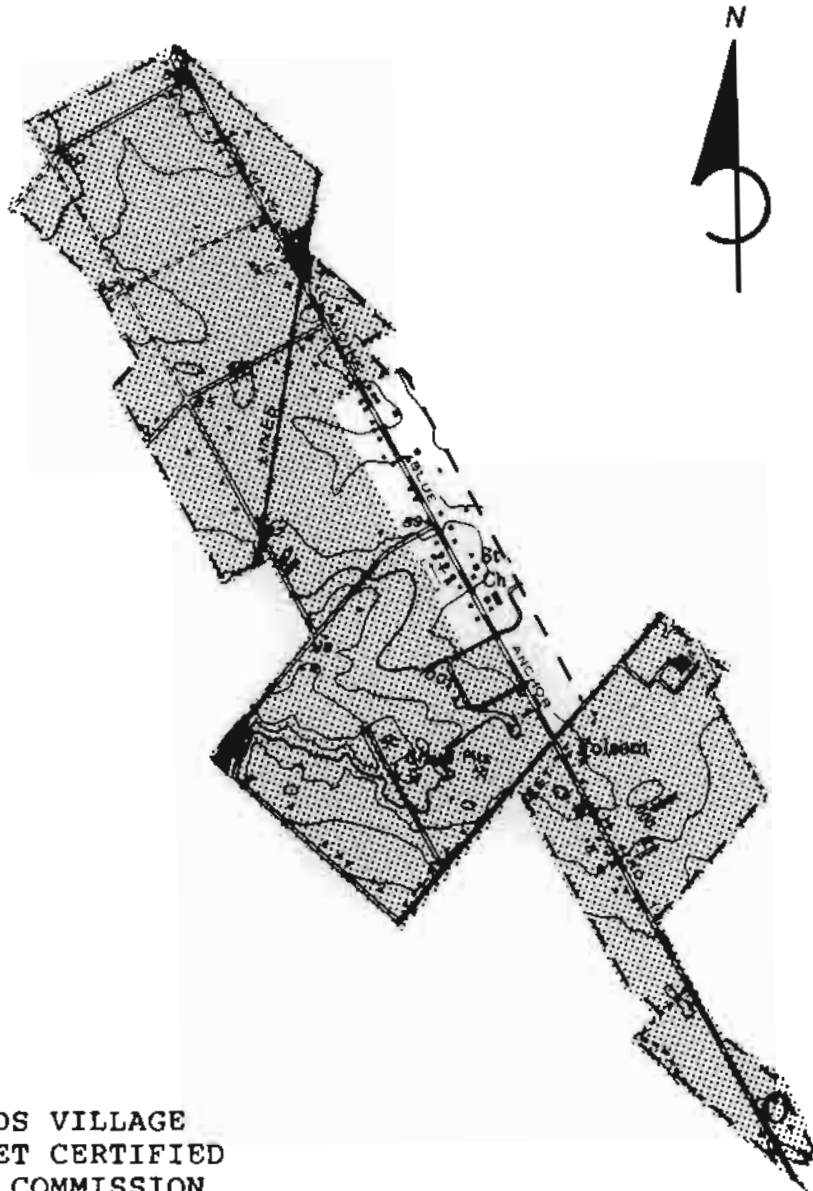
#### HISTORICALLY SENSITIVE AREA

A portion of the village of Folsom west of Route 54 has retained a sufficient number of historic structures and resources to define an historically sensitive area. This area begins at the border of the school southeast of Thirteenth Street and continues north to a point about 1200' southeast of the railroad tracks. East of Mays Landing-Blue Anchor Road, the historical area extends all the way to Route 54 and incorporates former house sites that appear on the 1872 county map. This area includes the 19th century churches founded by the early German settlers and the cluster of houses from the same period. The historic area

runs parallel to Mays Landing-Blue Anchor Road and 200' to the north and south. The remainder of the village is of lesser historical consequence and includes farm fields, more recent houses, the industrial area and railroad line and the development along Route 54.




# FOLSOM



PROPOSED PINELANDS VILLAGE  
BOUNDARIES NOT YET CERTIFIED  
BY THE PINELANDS COMMISSION

MARCH 26, 1987 PROPOSAL

 AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

SOURCE: U.S.G.S. QADRANGLES

1" = 2000'



GREEN BANK

The Pinelands Village of Green Bank includes both the historic settlements of Green Bank and Hermann City and is in one of the earliest settled areas in the Pinelands interior.

Green Bank was founded in the first half of the 18th century and grew in the 19th century when a glasshouse was established and the first bridge here across the Mullica River was built in 1858. The community later spread north to the road between Wading River and Batsto (County Route 542), but on the 1876 Scott county atlas the settlement is still clustered near the river.

Hermann City, a half mile upstream of Green Bank, was a 19th century planned community that subsumed the earlier settlements of Crowleytown, Bulltown and Sooys Mill. Crowleytown and Bulltown were, like Hermann City, glasshouse sites that began around the middle of the 19th century. Sooys Mills appears on the 1849 Burlington County map and was the location of a gristmill and sawmill that operated into the 1930's.

The glasshouse at Hermann City shut down after only one year of operation, but there was a substantial community here in the latter 19th century. The 1876 county atlas shows the shuttered glass works, a hotel, a boarding house

and about 25 houses on both sides of Route 542. Similarly, Crowleytown, a mile and a half to the west, included 37 structures in the third quarter of the 19th century.

The present Pinelands Village of Green Bank is much reduced from a century ago. The area includes two distinct, irregularly shaped parcels along Route 542 that encompass the old Hermann City and Green Bank settlements. The former locations of Crowleytown to the west and Bulltown to the north are not included. Green Bank itself is not greatly changed from its latter 19th century appearance, but most of the buildings at Hermann City have disappeared. In Green Bank, many of the structures near the bridge and up to Route 542 have survived. Though they have been joined by more modern residences, this area of the Village retains to a large degree its historic character. Most of Hermann City, on the other hand, has been reclaimed by the forest. Only a few older buildings remain along Route 542, mixed with recent residences and state offices near the river. A trailer park occupies a portion of the former residential area west of Belle Haven Lake.

#### HISTORICALLY SENSITIVE AREA

The historic village boundaries reflect not only the locations of standing 19th century buildings, but also the area where there is a strong potential for archaeological remains, either historic or prehistoric.

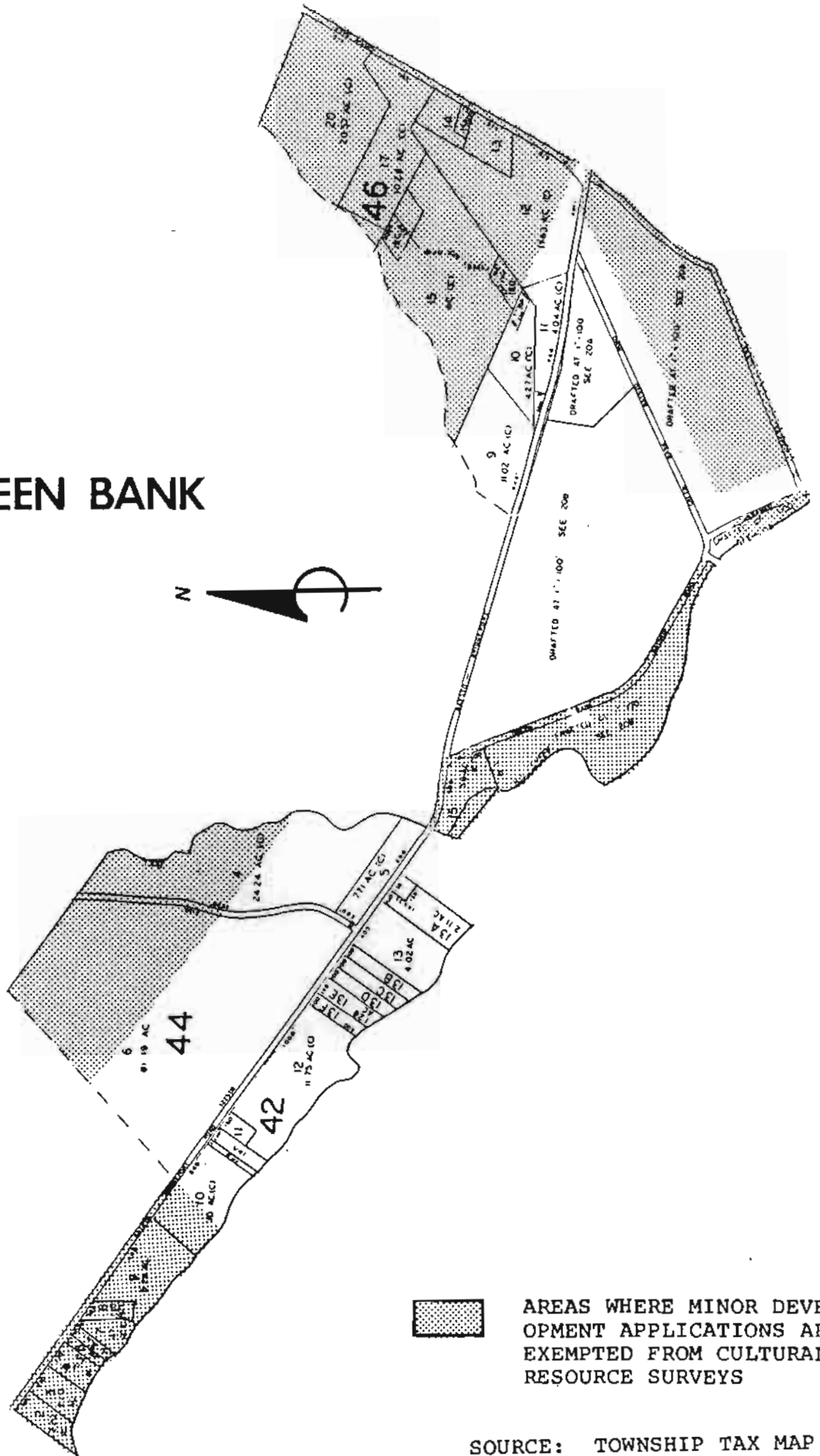


In the eastern parcel of the Pinelands Village, only sections of block 46 west of Route 563 and block 53 west of Lovers Lane have been excluded. The historic boundaries include the 19th century buildings and building lots along Green Bank - Batsto Road and Route 542 and a recorded prehistoric site near Little Bull Creek.

The western parcel includes the structures and potential archaeological sites of Hermann City on either side of Route 542. This area also encompasses two known prehistoric sites. The boundaries exclude only the extreme western and northern ends of the Pinelands Village. The northern boundary runs parallel to and 1000' north of Route 542.



# GREEN BANK



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 1100'

SOURCE: TOWNSHIP TAX MAP



HAMMONTON

The original site of Hammonton dates to the early 19th century and was located along Hammonton Lake east of the present downtown area. A glasshouse was built here ca. 1815 which continued in operation until after 1840. There were also a sawmill and gristmill here and these activities spawned worker's housing and related facilities.

The street grid for present day Hammonton was laid out when the railroad came through in 1854, but the town did not begin to develop until the 1860's. On the 1872 county map (Beers, Comstock and Cline) the grid is readily apparent and there is already considerable development. The original settlement is labelled "Old Hammonton"; there is a wood-working mill in this area and residences along the north shore of Hammonton Lake. In the latter 19th century, Hammonton was billed as a health resort, but its prosperity was mainly derived from the surrounding truck farms and orchards.

The Pinelands Town boundaries stretch from Rosedale on the west to DaCosta on the east and north-south from Laurel Road to just south of Second Road. The Town contains a fully developed core area with Route 54 (12th Street) as the cardinal street. The building stock here is mostly brick or frame and includes a business district centering on 12th Street, with churches and schools in the immediate vicinity

and residential development along the remainder of the grid. The majority of buildings appear to be at least 40 years old and there are many 19th century homes, churches and business still extant.

The downtown area is surrounded mostly by farm fields, particularly to the north and east. A large number of 19th century frame farmhouses and other residences are scattered throughout this portion of the town. There is also commercial strip development here along the White Horse Pike, which curves southeast around Hammonton Lake. South and southwest of the lake wooded wetlands are more frequent. An industrial park is located here along the south side of the railroad tracks. Further south and southwest are a mixture of wetlands and cleared uplands, with a large number of mostly frame residences along the broadly spaced streets.

#### HISTORICALLY SENSITIVE AREA

A very large number of well maintained historical structures occur throughout the Pinelands Town of Hammonton. Many of these, however, are in rural portions of the town and are not clustered enough to warrant inclusion in the historic town proper. The boundaries of the historic portion of the town have been drawn to define two non-contiguous areas, one which includes much of the downtown and the other to the northeast along Middle Road.

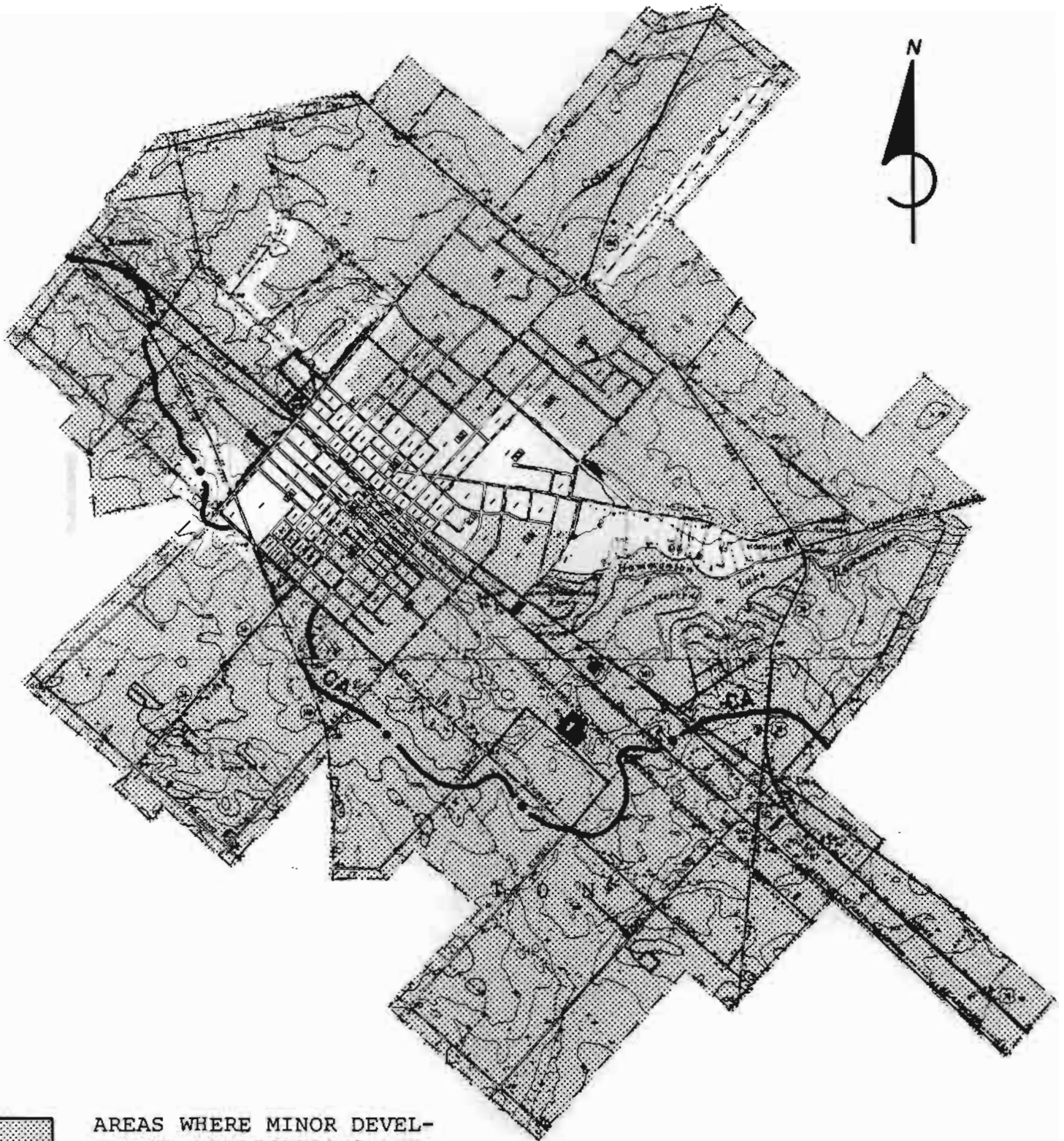
The historic area along Middle Road runs parallel to, and 200' to either side of, the road from a point just north of Route 30 to the intersection with Laurel Road. This is an agricultural area with a concentration of 19th century farmhouses along the road.

The larger and more complex district includes much of the center of Hammonton, with its attractive amalgam of public buildings, stores, churches, schools and homes. The historic boundaries have been drawn to exclude specifically the more modern residential areas (from roughly 3rd Street north to Route 30 and between 18th and 12th Streets in the area south of Route 561) and the more rural areas, which do contain historic structures, but widely scattered.





# HAMMONTON



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

SOURCE: U.S.G.S. QADRANGLES  
TOWNSHIP TAX MAP

1" = 3120'



INDIAN MILLS

As the site of the first Indian reservation in New Jersey and one of the very first in the country, Indian Mills is among the most widely known settlements in the Pinelands. The approximately 3200 acre reservation was established in the mid 18th century and continued into the early 19th century. It was here that the Rev. John Brainard began his celebrated ministry to the natives in 1759, a service that lasted until 1777. Later, a village developed around two saw mills and a grist mill which were in operation by the mid 19th century. On the 1849 (Otley) county map, the village is labelled "Shamong or Hartford" and a church and two other structures are shown at the crossroads. A saw and a grist mill are evident south of the pond and the second sawmill is west of the church and just north of Willow Grove Road. Other residences are shown on the roads leading out of the village. By the time of the 1858 county map (Parry, Sykes and Earl), a school had been built, but the saw mills had disappeared. Only the grist mill, Methodist Episcopal church and the scattered housing remained at the community then called "Hartford."

In its present state, Indian Mills is a fairly diffuse community surrounded mostly by cleared agricultural lands. The village centers on a crossroads at Willow Grove Road, Medford-Indian Mills Road and Neck Road where several of the oldest remaining buildings, including the church, a general

store and several residences are located. To the northeast are a modern housing development and the old mill pond. Remnants of some of the old milling operations are visible at the surface at the southern end of the pond. Further to the north and to the south, east and west are cultivated lands interspersed with some forested wetlands. Old farmhouses are common along the major roads in all directions and there is a considerable amount of modern residential development throughout.

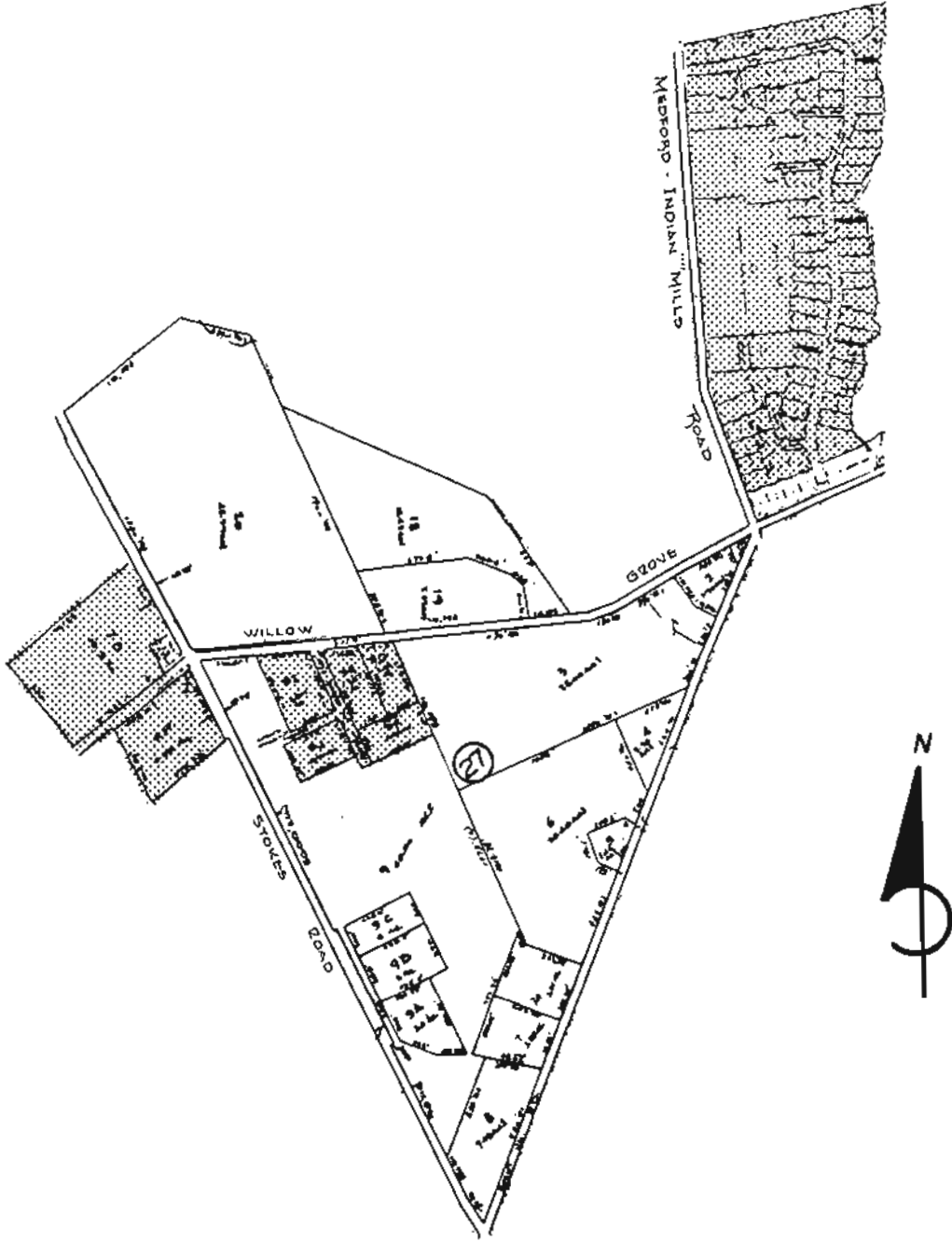
#### HISTORICALLY SENSITIVE AREA

The boundaries of the historic section of Indian Mills have been drawn to take into account not only the locations of present and former historic structures but also the unusually high incidence of prehistoric sites in the vicinity. These sites are not associated with the 18th century reservation, but represent a much earlier occupation of the area, probably for seasonal or shorter term habitation. The known sites are associated with water courses both north and south of Willow Grove Road. They are extensive and cover much of the land area within the western portion of the proposed Pinelands Village. Most of the Village is in fact culturally sensitive, either because of extant historic period or prehistoric resources. This includes the significant remaining historic building stock as well as the areas of relatively high potential for archaeological remnants associated with Rev. Brainard's mission, the milling

operations and the 19th century settlement. The only sections of the Village excluded from the historical area are those which have been disturbed by modern development (the housing tract east of Medford-Indian Mills Road and the industrial buildings south of Willow Grove Road) and the cleared fields west of Stokes Road.



# INDIAN MILLS



PROPOSED PINELANDS VILLAGE  
BOUNDARIES NOT YET CERTIFIED  
BY THE PINELANDS COMMISSION

JULY 1986 TWP. PROPOSAL

1" = 1105'



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

SOURCE: TOWNSHIP TAX MAP





JENKINS

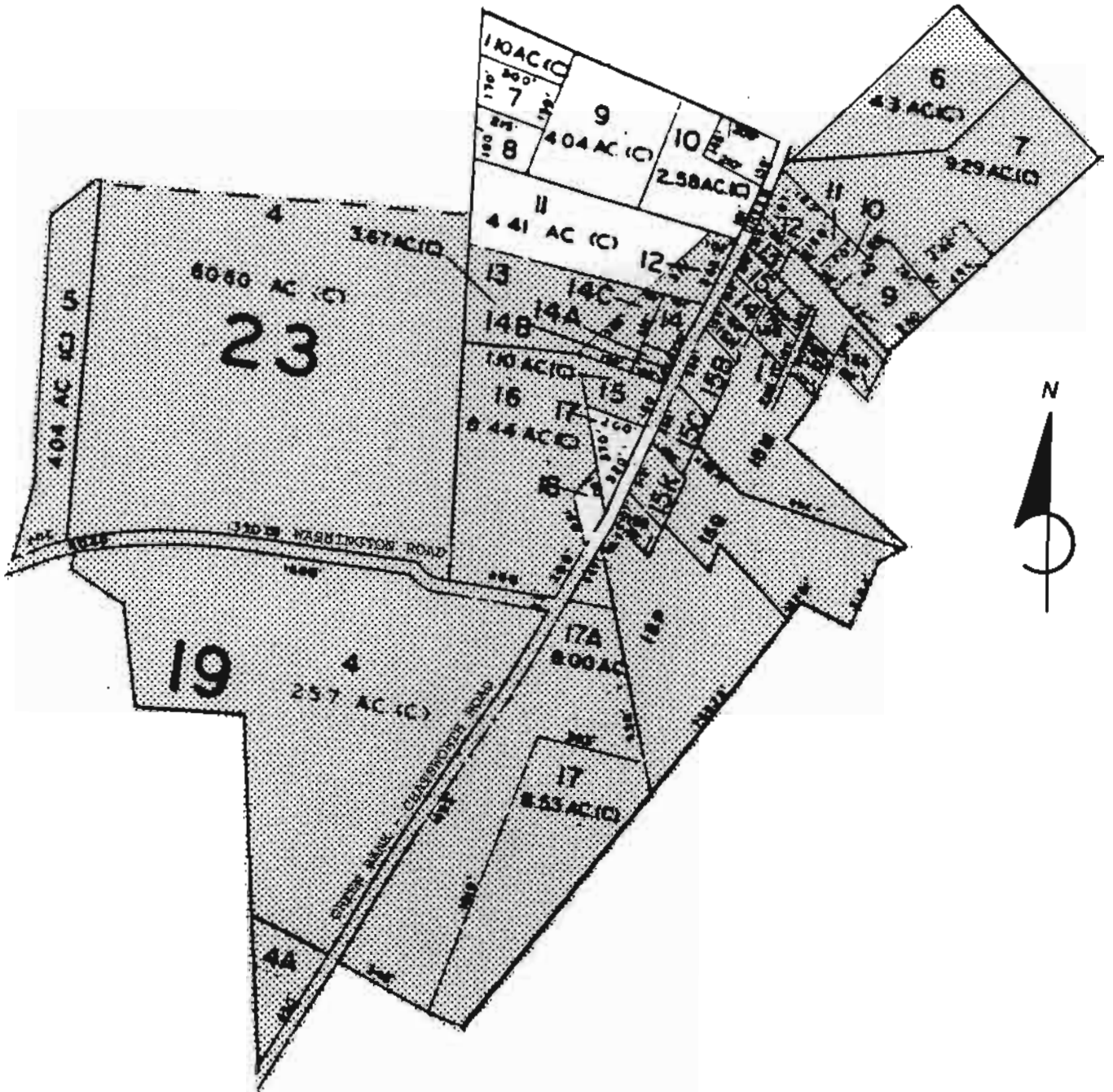
Jenkins, or Jenkins Neck, is listed in the Pinelands inventory as a 19th and 20th century residential area in Washington Township between the east and west branches of the Wading River. This tiny village, completely surrounded by uninterrupted pine forest, developed at a bend in Route 563. There are no other roads in Jenkins, only access paths leading to houses that are placed randomly in the clearing. As the inventory indicates, only a very few 19th century houses remain and these are near the northern edge of the present settlement. One of them has been converted for a commercial use. The remainder of the Pinelands Village is 20th century housing, hunting clubs and undeveloped woodlands.

HISTORICALLY SENSITIVE AREA

The historically sensitive area consists of two non-contiguous parcels on the west side of Route 563. The more northerly parcel includes Block 23, lots 9, 10, 10A and 11, an area where there are three earlier 19th century, South Jersey style frame dwellings. The other parcel, Block 23, lots 17 and 18, is the site of the small, frame Jenkins Chapel and an adjoining, deteriorated structure to the north. The remainder of the Pinelands Village west of Route 563 and all other areas to the east have been excluded.



# JENKINS



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS



LAKEHURST

The Borough of Lakehurst traces its origins to the 3rd quarter of the 19th century when a winter resort was established here along the Delaware and Raritan Railroad. The area had been occupied for almost a century prior to that, however. In 1789, David Wright and Caleb Ivins dammed Horicon Branch, thereby forming the present lake, and established Wright's Forge. By 1795, the forge had been sold to John W. Godfrey of Philadelphia who erected Federal Furnace, later known as Dover Furnace, nearby. By the mid 1850's the iron smelting and forging operations, which were joined by saw and and grist milling in the early part of the century, had been abandoned.

The village of Manchester, renamed Lakehurst in 1897, was laid out in 1863. It owes its origins to William Torrey, who had been active in charcoal production in the area since 1841. Torrey attempted for years to gain a charter for construction of a rail line to bring his product to market. In 1856 he received the rights to build a railroad from Raritan Bay to Delaware Bay. Completed in 1860, it was this line that foreshadowed the founding of Lakehurst. The village grew quickly thereafter. By 1872, there was already a cluster of perhaps 40 or more structures appearing on the Ocean County map (Beers, Comstock and Cline).

The Pinelands Town of Lakehurst today is a primarily residential community bisected by N.J. State Route 70. North of Route 70 are military and other private, single family housing of fairly recent vintage and several churches and a school. South of Route 70, along which is mostly commercial development, are similar modern schools and residences as well as the older village in the southeastern part of town near the railroad. The earliest remaining housing stock in the borough and some 19th century commercial buildings are located here. Along the southern municipal boundary is Horicon Lake and the wooded wetlands and lowlands where presumably the iron settlement was located.

#### HISTORICALLY SENSITIVE AREA

The historically sensitive area of Lakehurst is in the southern portion of the borough, encompassing the area of 19th century buildings straddling the railroad and the area east of Horicon Lake where slag and iron ore from the forge and furnace were still clearly visible in the 1920's. Beginning on the southeast shore of Lake Horicon, the line follows the borough boundary east past the railroad line and turns north to Second Street. The boundary then turns west on to Forest Avenue, across the tracks again on to Pine Street and then north to Center Street. At Route 70 the line goes west to Elm Street and from here south to Cedar Street. From Cedar Street the boundary turns on to Lake

Street, thence to Union Street and then south at Lilac Street to the lake shore.

The portions of the borough to the north and west are almost exclusively modern and of no historic value.









LAKE PINE

Lake Pine occurs in the Pinelands inventories as a planned residential development which only dates to the 1920's. The lake is described as a former cranberry bog; there is no evidence of a millseat ever being located here.

The present community of Lake Pine developed along the full length of both banks of the lake. It includes a number of streets west of Taunton Road which runs along the west side of the lake. Except for a community chapel and the local colony club, development is almost exclusively residential. A great majority of the homes in the area have been built quite recently. The older houses of Lake Pine, those dating to the 1920's and 1930's, appear to be the log cabins that tend to occur in a few small clusters on both shores of the lake and west of Taunton Road. The same kind of development - rustic, lake-front, log cabin summer homes - was also taking place at the same time in Medford Lakes two miles to the east.

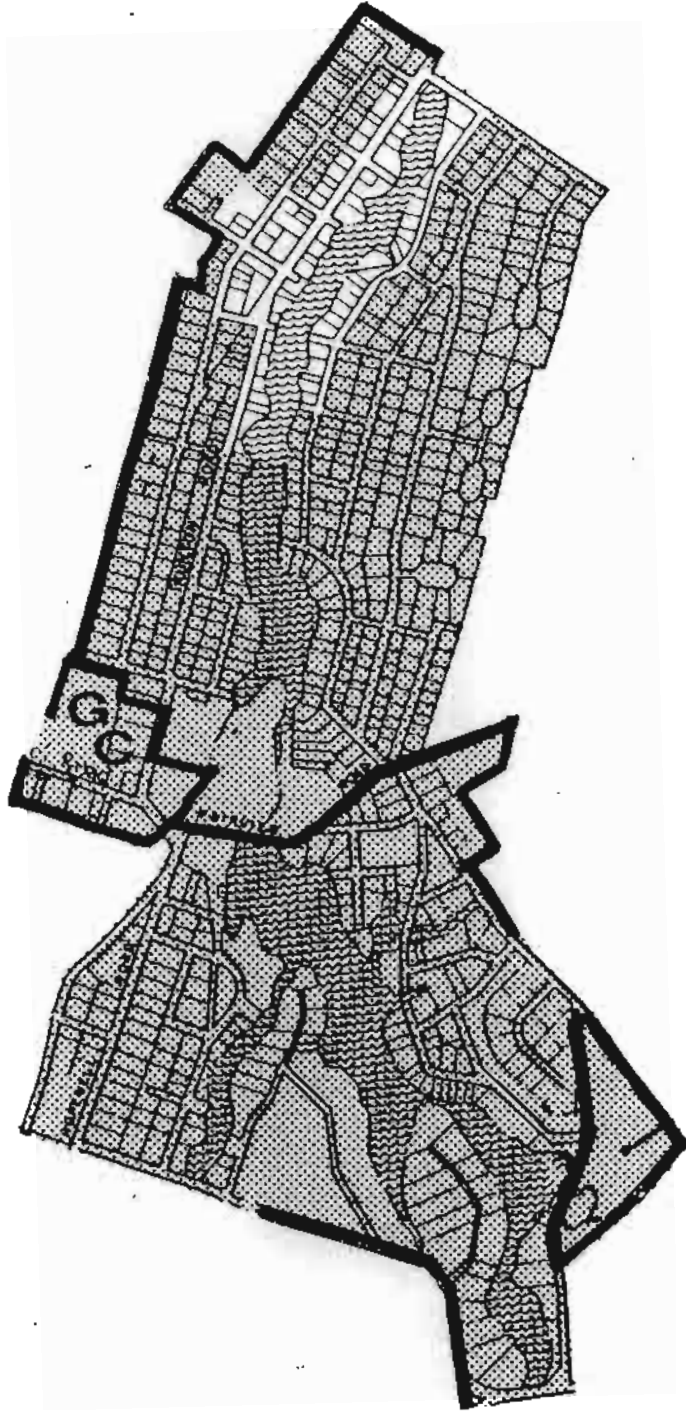
HISTORICALLY SENSITIVE AREA

There is no known archaeological component, historic or prehistoric, worthy of consideration in the Lake Pine area. The historic fabric deserving preservation consists of the log cabins, which are a characteristic and locally significant architectural style. These cabins reflect a

residential development "theme" that was current earlier this century. On the east side of the lake there are at least six such cabins - two at the north end, three more further south and one nearer the southern end of the lake. The other development here is more modern, frame dwellings, generally clapboard or board-and-batten. The majority of the cabins are west of the lake, fronting on either side of Taunton Road, though a few are found even further to the west.

The historic boundaries comprise the area along the northern part of the lake where virtually all of the log cabins are located. The boundary reflects the pattern of log cabin development, which extended further from the lakefront on the west than on the east. The remaining areas of the Lake Pine community, principally to the south and east, are too recent to be part of the historic village.

# LAKE PINE



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

SOURCE: MEDFORD TWP. ZONING MAP

1" = 1250'



LAURELDALE

Laureldale is a residential community of scattered houses on a broadly spaced street grid bisected by Route 50 in Hamilton Township. It is located just south of Egg Harbor City and is described in the Pinelands inventories as dating almost entirely to the 20th century. Nothing appears in this area on the 1872 county map (Beers, Comstock and Cline) except for the Mays Landing-Egg Harbor City Railroad line. There are no buildings recorded here at all.

At its inception, Laureldale was dominated by poultry farms, a majority operated by Jewish immigrants who established a synagogue here. Most of the area is now covered with oak forest, though some of the lots were cleared at one time and are revegetating. Presumably these former clearings were employed in the once prosperous poultry operations that began to decline here and throughout Atlantic County by the mid years of the 20th century.

Virtually all of the housing in Laureldale is of recent vintage. The homes occur in a relative cluster along Route 50, becoming more widely spaced and interspersed with abandoned coops further east and west.

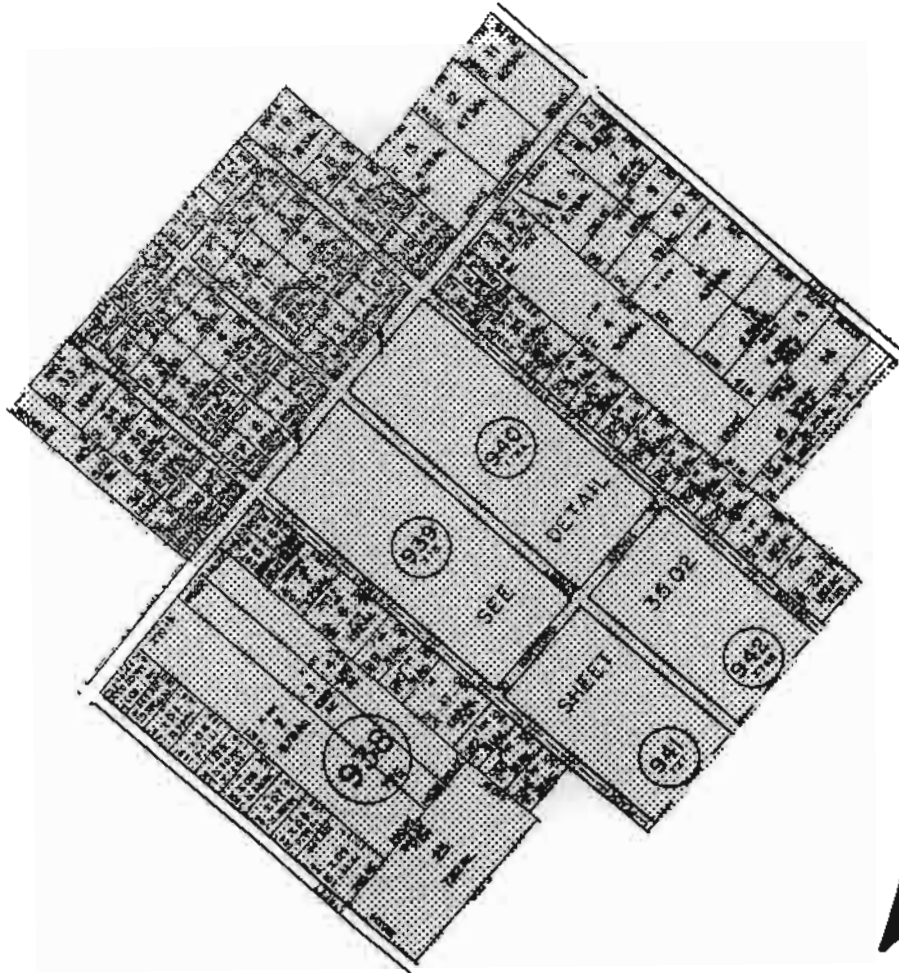
HISTORICALLY SENSITIVE AREA

Laureldale's history as a poultry farming settlement begun by Eastern European Jewish immigrants reflects a

significant development in the evolution of culture in the Pinelands, particularly Atlantic County. However, little of the physical remnant from this period survives. No historically sensitive area has been defined for Laureldale.



# \* LAURELDALE



\* THE BOUNDARIES DEPICTED FOR THE PINELANDS VILLAGE COMPRISE THE "NC" AND "RD-1" ZONING DISTRICTS IN THE LAURELDALE AREA



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 850'

SOURCE: TOWNSHIP TAX MAP



LEGLER

Legler is a small community that formed in the mid to latter 19th century near a mill seat on Ridgeway Branch. There is little evidence that the village ever comprised more than a few residences, none of which has survived. The 1872 county map (Beers, Comstock and Cline) shows a scatter of 10-12 houses belonging principally to the Johnson, Moore and Griggs families. Most of these are around the northwest end of Lakehurst Avenue but there is no real concentration of buildings anywhere. Neither the name "Legler" nor any other indication of a discrete settlement appears on the 19th century maps of the area.

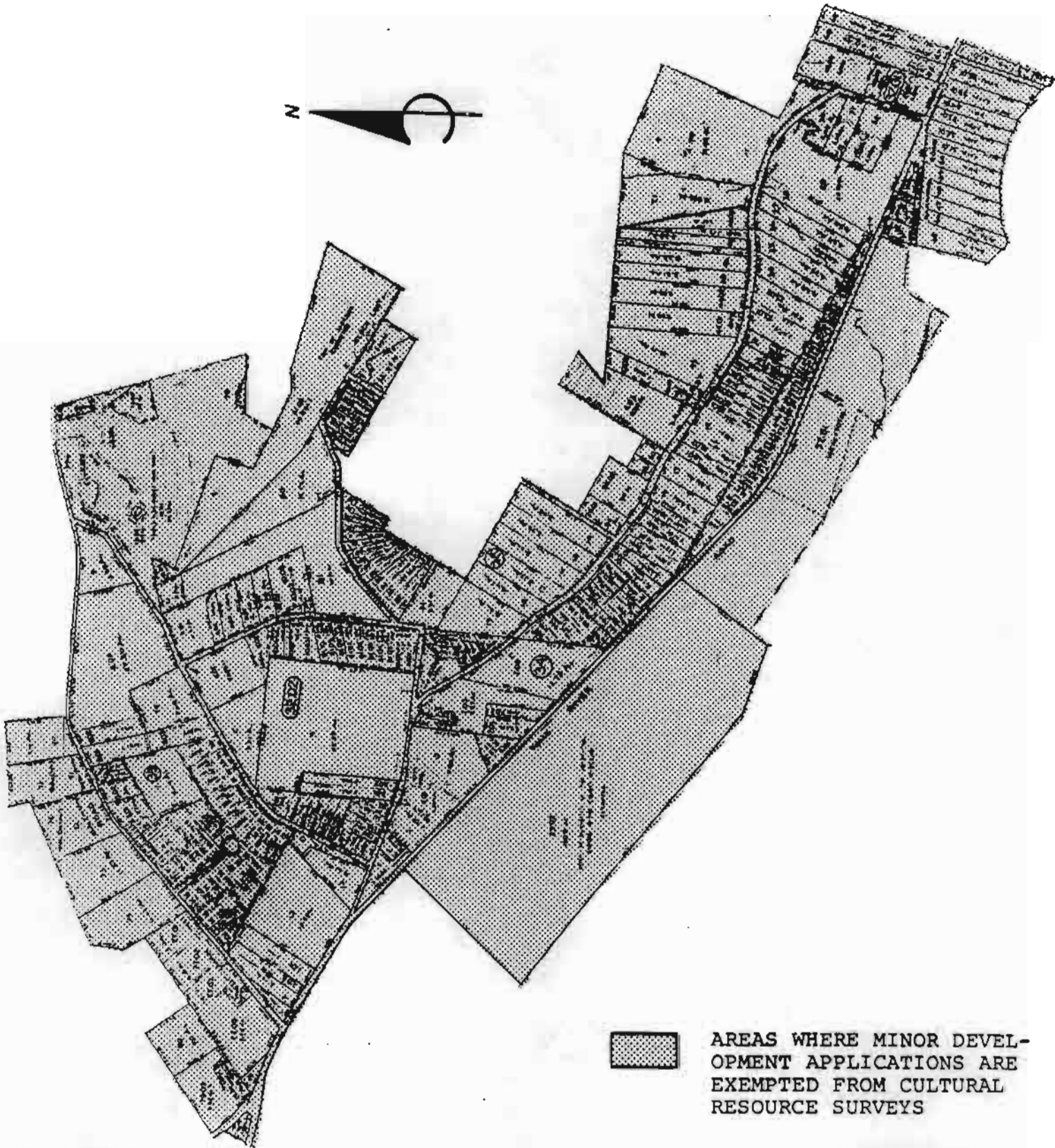
The present day Pinelands Village runs for the most part along the north side of Toms River Road from its intersection with Prospertown Road on the west to a point beyond Lakehurst Avenue on the east. The area includes much undeveloped woodlands, scattered clusters of modern residential development and a portion of a municipal landfill. In the northern section of the Village, between the landfill and Miller Road, are the oldest structures still extant, several farmhouses from the 19th century.

HISTORICALLY SENSITIVE AREA

Historically, development in Legler was minimal and virtually all of the cultural resources in the village today

are relatively recent. Nowhere do historic remnants occur at a sufficient concentration to warrant delineation of an historic area.

# LEGLER



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 1320'

SOURCE: TOWNSHIP TAX MAP



LOWER BANK

Lower Bank is listed in the Pinelands inventories as one of the most ancient settlements in the region, having grown from a 100 acre parcel owned by Eric Mullica in the late 17th century. By the mid 19th century it was a residential community populated principally by ship captains. Several historic maps from the 1870's show a series of houses along River Road, particularly near its intersection with Church Road, as well as one or two houses on the north side of Church Road.

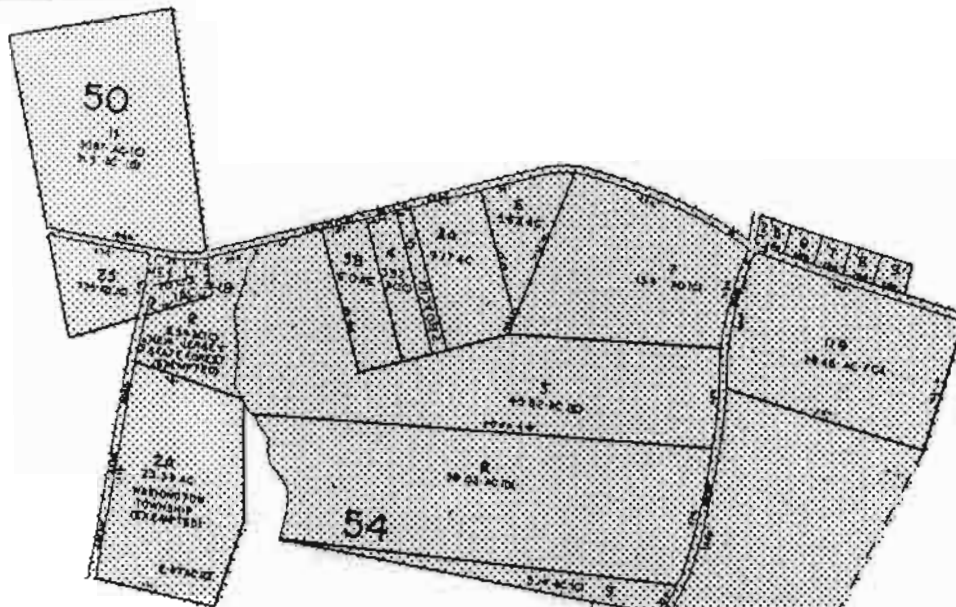
Although there has been a considerable amount of infill residential development, particularly along the Mullica River, and a boat works has located here, much of Lower Bank has retained its 19th century character. The Pinelands Village extends from Route 542 south to the banks of the Mullica and from Church Road on the west to east of, and parallel to, River Road. Much of the Village, especially the northern portion, is undeveloped wooded uplands and wetlands. In fact the Village surrounds a Special Agricultural Production Area where there are active cranberry bogs. In this general area, the building activity, mostly dating to the 2nd - 4th quarters of the 19th century, is fairly limited and located close to either Church or River Roads. These roads meet at a point about a third of a mile north of the river and it is here that the densest concentration of well preserved historic structures lies. The Village

boundaries follow River Road from here south and then east along the river where the boat factory and a mixture of 19th and mostly 20th century houses occur.

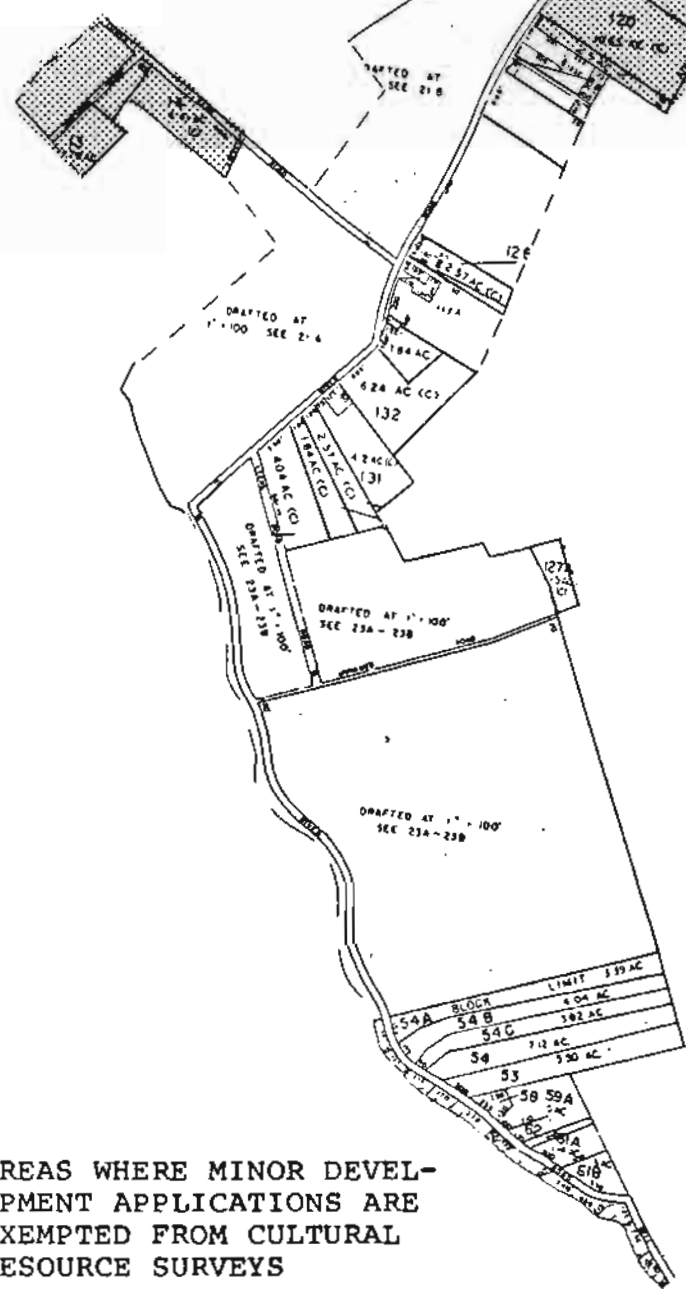
HISTORICALLY SENSITIVE AREA

The historic area basically encompasses the entire southern portion of the Pinelands Village, extending north along the west side River Road to the beginning of block 54 and on the east side only to the southern boundary of block 55, lot 120. The boundary excludes the mostly undeveloped lands to the north and the portion of block 53A south of the Special Agricultural Production Area and Church Road where development is modern residential. Included are the village core near the intersection of Church and River Roads and the mixed historic/modern housing and boat works near the river, where there are also several prehistoric sites listed.





**LOWER BANK**



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 1200'  
SOURCE: TOWNSHIP TAX MAP



MILMAY

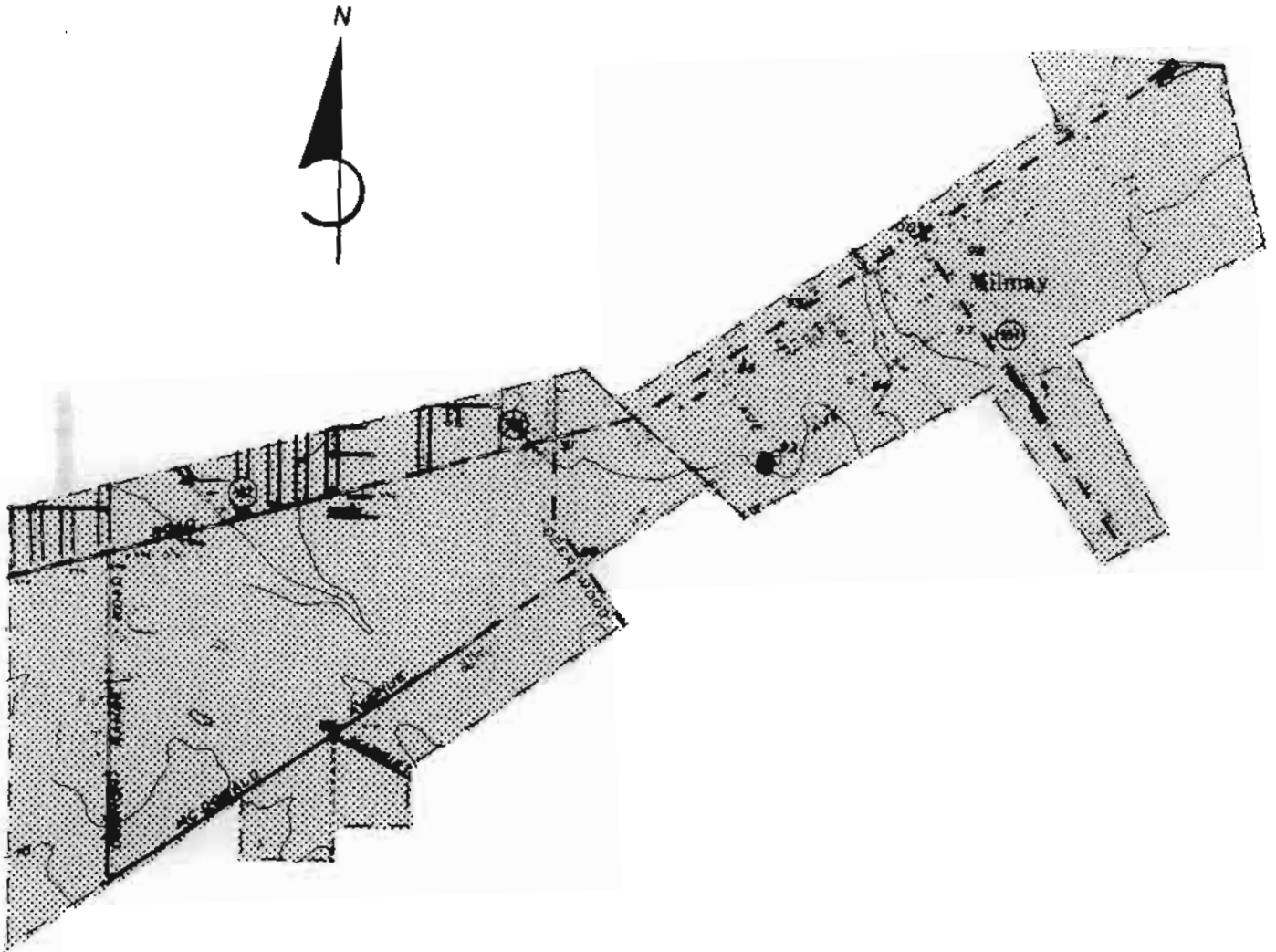
Milmay is a small, scattered, agricultural community that developed in the 19th century at the intersection of two roads with the Reading Railroad line. The name is derived from the fact that the settlement is along the road from Millville to Mays Landing. There is no development whatsoever shown in this area on the 1872 Atlantic County map (Beers, Comstock and Cline).

The Pinelands Village of Milmay occupies portions of southern Buena Vista Township in Atlantic County and eastern Maurice River Township in Cumberland County. Most of the Village consists of large wooded tracts interspersed with open fields. Some of these fields are presently under cultivation while others are portions of old, abandoned poultry farms. Development, principally residential, is scattered along the major arteries through the Village, but is only relatively concentrated near the road intersection and the railroad tracks. There is a small commercial district in this area that includes a mix of converted residences and newer construction. Only a very few of these buildings are of any antiquity and these have been considerably altered in recent decades.

HISTORICALLY SENSITIVE AREA

Most of the Pinelands Village of Milmay is either undeveloped woodlands or open fields associated with existing tree nurseries or the former poultry operations. The Village never developed to any great extent and most of the building activity there dates to the 20th century. Only a few older structures remain in Milmay, two modified residences near the road intersection and several others near the railroad and further west. There is no cluster of historic resources in Milmay that constitutes an historically sensitive area.

# MILMAY



PROPOSED PINELANDS VILLAGE  
BOUNDARIES NOT YET CERTIFIED  
BY THE PINELANDS COMMISSION

JULY 1986 P.C. PROPOSAL

1" = 2000'



AREAS WHERE MINOR DEVELOPMENT  
APPLICATIONS ARE EXEMPTED FROM CULTURAL  
RESOURCE SURVEYS

SOURCE: U.S.G.S. QADRANGLES



MIZPAH

Mizpah is a small, primarily residential community straddling the Pennsylvania Railroad line in western Hamilton Township. The village was laid out as a planned settlement for Jewish immigrants along the former West Jersey Seashore line in the 1890's. The Pinelands Village area extends south almost to Route 40 and it is in this area that the community service facilities, a church and some retail outlets are located. Much of this portion of the village is former farm fields and remains open space. North of the railroad tracks development is almost entirely residential, with the streets laid out in a very regular grid pattern. Dwellings in this area are for the most part relatively recent and a large majority of the lots are still unoccupied.

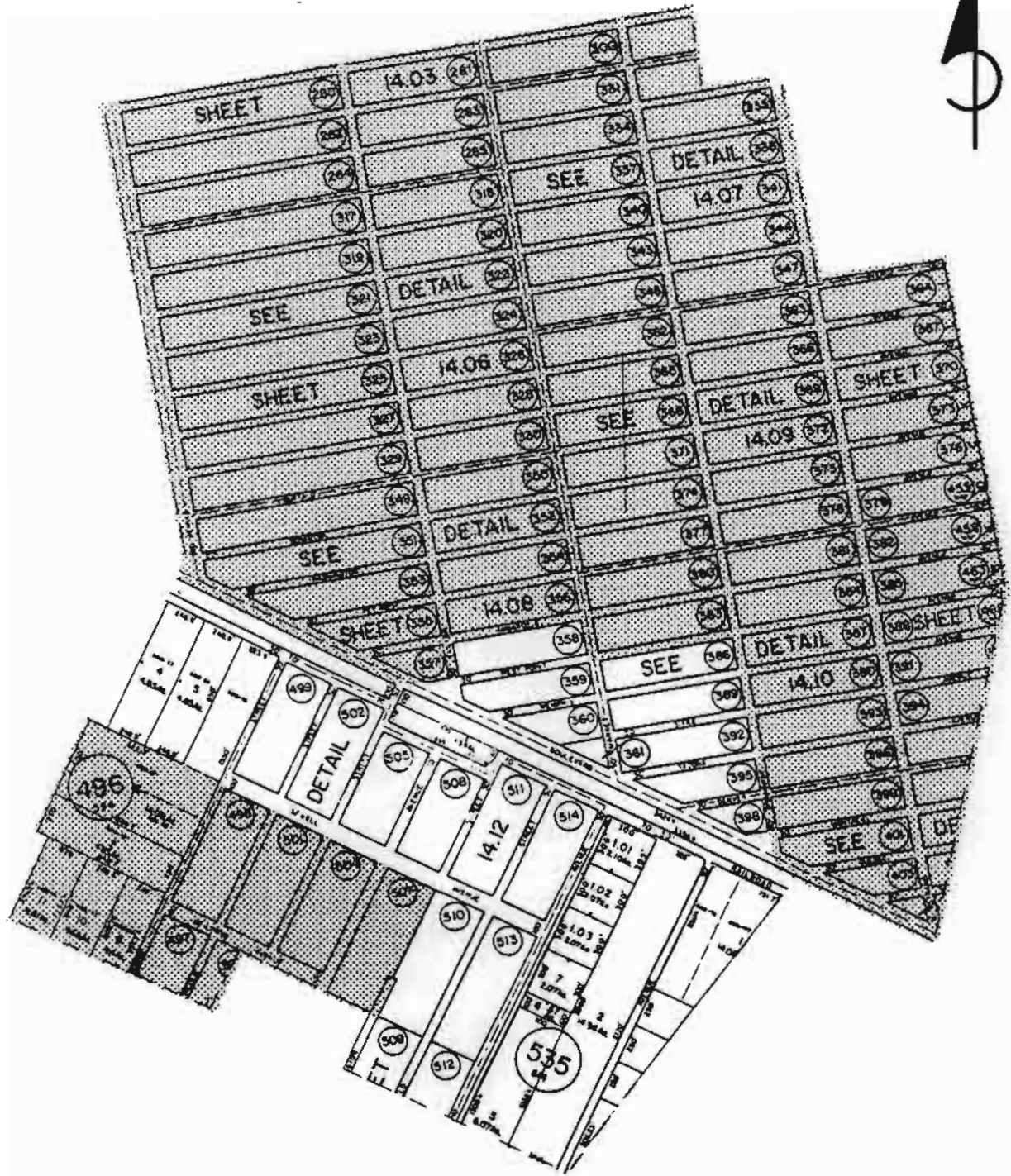
HISTORICALLY SENSITIVE AREA

The historic boundaries define a fairly small area mostly south of the railroad tracks. The area closest to the railroad line appears to be that which developed earliest and is the most historically sensitive. There are a number of 19th century frame houses here and the potential for archaeological remnants associated with either the settlement or the railroad. The southeastern portion of the Pinelands Village was also included because it was inaccessible and may contain historical resources reflective of

agricultural activities in Mizpah. The northern and southwestern portions of the Village have been excluded because the development there is fairly modern and of little historic consequence.



# MIZPAH



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 950'

SOURCE: TOWNSHIP TAX MAP



NESCO/WESCOATVILLE

The settlements of Nesco and Wescoatville lie adjacent to each other along Hammonton-Pleasant Mills Road in Mullica Township. Although they are today almost indistinguishable, Nesco has a considerably longer and more varied history. Known previously as New Columbia, Nesco began as the site of the Indian Cabin Tavern in the 18th century. Local lore suggests that the tavern was once robbed by the celebrated highwayman of the period, Joe Mulliner. By the middle of the 19th century a glasshouse had been built here, near the intersection of Hammonton-Pleasant Mills Road with Columbia Road. The workers lived in houses scattered along these two roads. The factory, which produced window glass, only operated for a short time, lasting from 1845 to 1858. By the time of the 1872 Atlantic County map, the glasshouse is no longer extant and the village has taken on its present appearance. There is a Methodist Episcopal church, a school and about fourteen houses.

Westcoatville developed at a road intersection west of Nesco. It was an area of scattered farmhouses oriented toward Hammonton-Pleasant Mills Road initially settled in the 19th century. Most of the farming in this area involved truck farms and orchards.

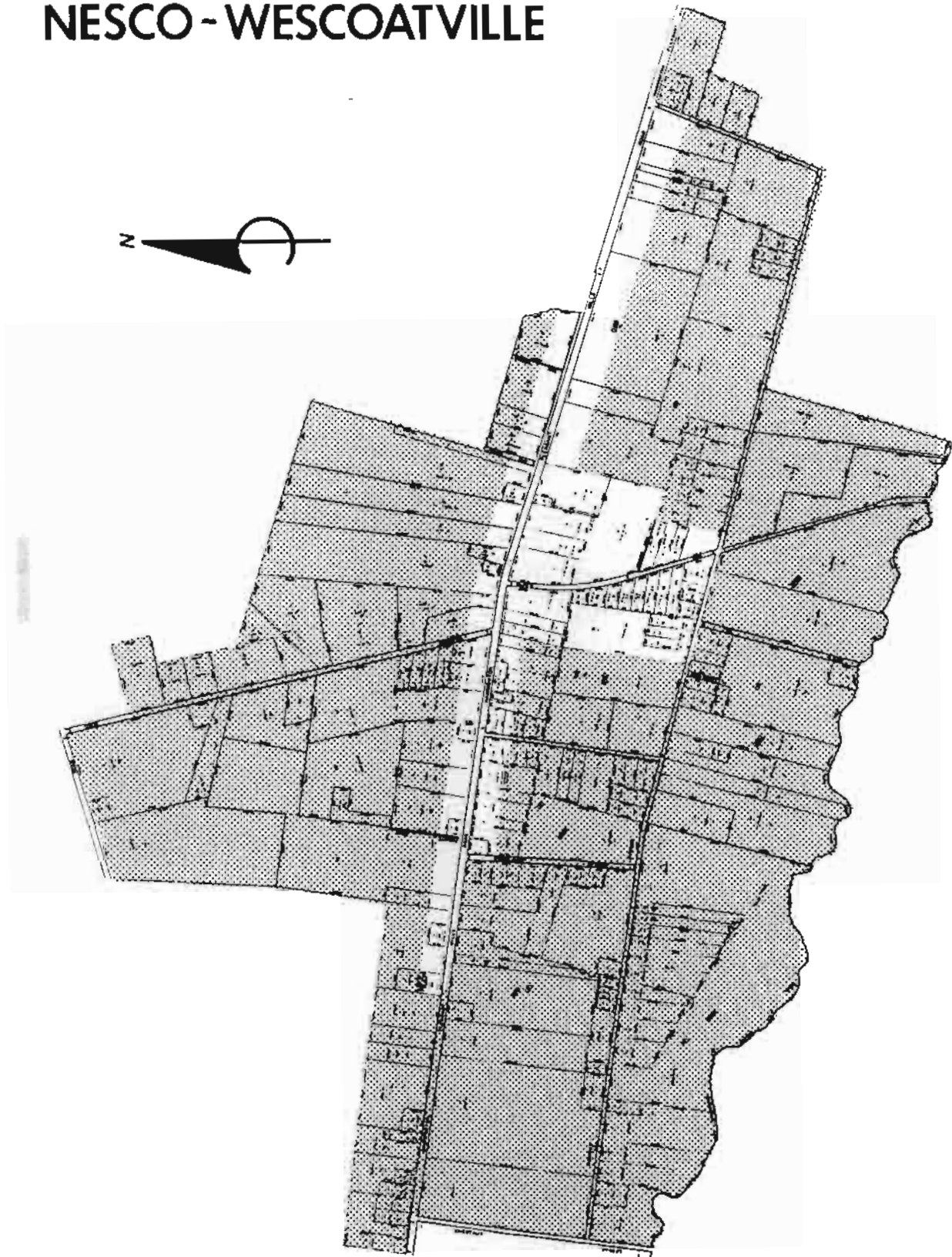
Nesco and Wescoatville do not seem greatly changed today from their historic appearance, except for some recent

residential in-fill and the loss of the glasshouse complex near Columbia Road. They remain today principally an agricultural area, with the older farmhouses and newer dwellings widely spaced and facing Hammonton-Pleasant Mills Road. Most of the Pinelands Village is still open, cleared space either presently or recently devoted to agriculture.

HISTORICALLY SENSITIVE AREA

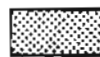
The historical section of Nesco/Westcoatville encompasses the area of 19th century farmhouses scattered along Hammonton-Pleasant Mills Road and the general location of the former glasshouse and workers' housing near Columbia Road. The boundaries run parallel to Hammonton-Pleasant Mills Road and 200' distant from it, stretching from the Hilda Frame School to the eastern border of the Pinelands Village on the north side and from Woodland Avenue to Moores Avenue on the south. Along Columbia Road the boundaries follow established lot lines within blocks 26 and 1101.

# NESCO - WESCOATVILLE



SOURCE: TOWNSHIP TAX MAP

1" = 1325'



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS



NEW GREटना

New Greटना is a river town between the Wading and Bass Rivers with a sufficient number of well preserved 18th and 19th century structures to delineate a district worthy of inclusion on the National Register of Historic Places. The village developed principally at a crossroads between State Routes 9 and County Route 563A and was called Harmony for a time in the 19th century. The Burlington County map of 1849 (Otley) clearly shows New Greटना as already a well established hamlet with more than thirty buildings. There was a hotel at the road intersection, a Methodist Episcopal church and a school. By 1858 (Burlington County Map by Parry, Sykes and Earl) the settlement was labelled New Greटना; residential development had increased significantly and a Presbyterian church had been built. From the core area of the village near the crossroads, with its mixture of frame houses, churches and stores, the village spread along the major arteries in all directions. Almost all of this development, both in the 19th and 20th centuries, has been residential.

The Pinelands Village of New Greटना includes lands in both the Pinelands Area and the Pinelands National Reserve. The Village stretches from the Wading River on the west almost to Jobs Creek on the east and extends northward as much as a mile and a half from the corner of Route 9 and Route 563A. These boundaries incorporate the great majority

of the historic sites associated with New Gretna as well as undeveloped woodlands, wetlands and state forests in the eastern and western portions of the Village.

HISTORICALLY SENSITIVE AREA

The village of New Gretna is one of the better preserved 19th century settlements in the Pinelands and contains historic and archaeological resources of considerable merit. The entire core village is historically sensitive and this area extends north up Route 563A for over a mile. Not all the houses along this road are historic, but many are. The historical area also includes Hillside Cemetery and portions of Route 542 on the west and part of Greenbush Road on the east where there are other clusters of historic houses. Excluded from the area defined as historical are the lower portions of Greenbush Road and the very northern, western and southern extremes of the Pinelands Village. These tracts have very little development or mostly modern development or have been disturbed by extractive industries.



# NEW GRETNA



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 2065.'

SOURCE: TOWNSHIP TAX MAP



NEW LISBON

New Lisbon is a small Pinelands Village consisting of two non-contiguous parcels on either side of the North Branch of Rancocas Creek in Pemberton Township. The parcel to the north is basically wedge shaped and is almost entirely developed, consisting of mostly modern, single family housing fronting on New Lisbon Road and Springfield Road. There are three 19th century residences, including the Pinelands Commission offices, in the northeastern portion of this parcel. The southern parcel contains the core of the village of New Lisbon and includes a mixture of historic and modern dwellings, a church, a post office, remnants of a former railroad station, blueberry packing and storage facilities and a water works.

According to the Pinelands inventory, New Lisbon dates originally to the 18th century when it was the seat of both saw and grist milling operations. An iron forge was built here on the north side of the creek in about 1800 and a railroad ran past here as early as 1837. The old railroad right-of-way that now runs through the center of New Lisbon dates to the 1860's.

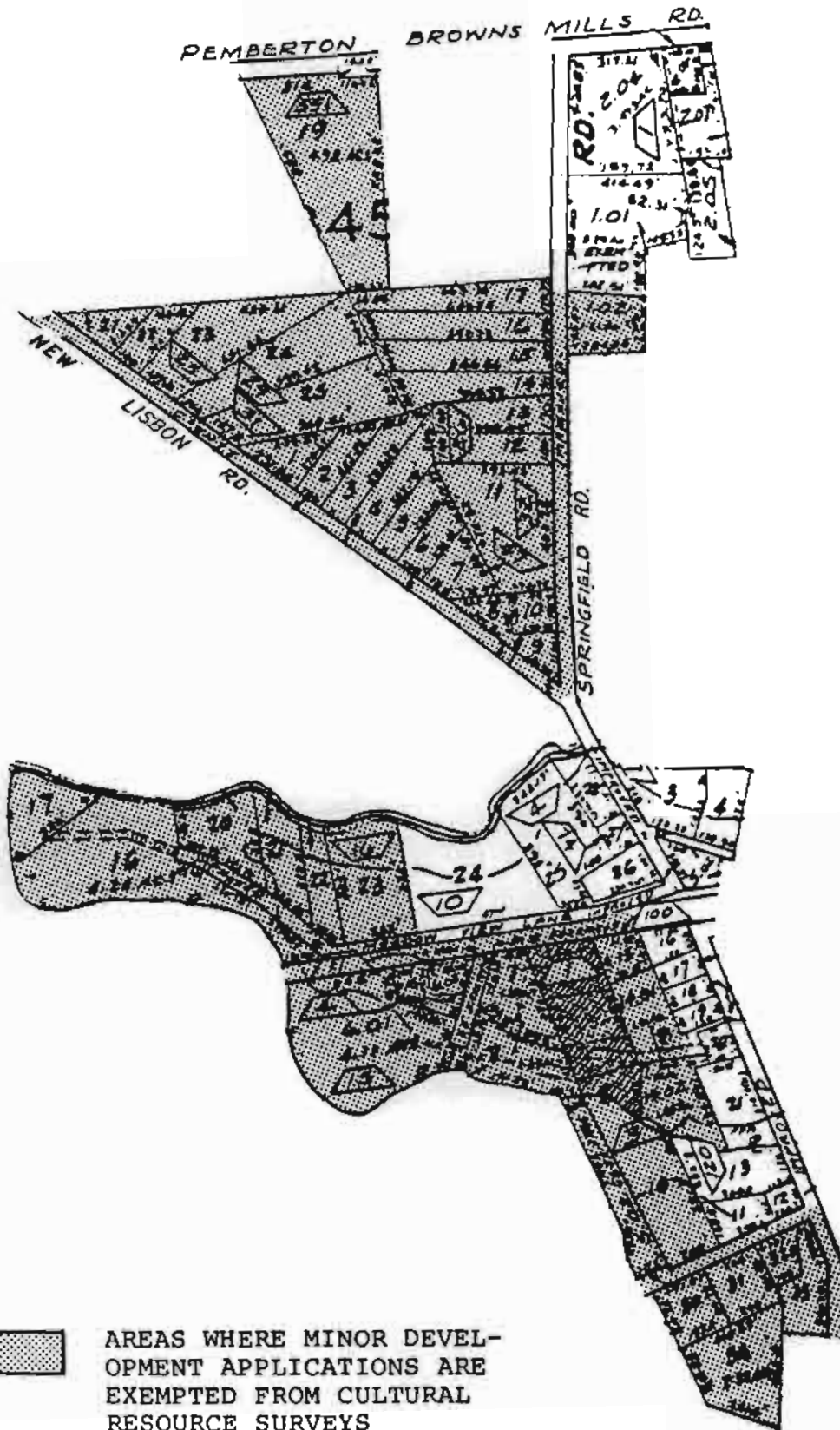
HISTORICALLY SENSITIVE AREA

The historically sensitive area of New Lisbon is principally restricted to a strip along the west side of New

Lisbon Road in the southern portion of the Pinelands Village. This includes the area where presumably the iron forge was located, on the south bank of the creek, and the church and all the houses fronting on the road south from the creek to Magnolia Road. The area east of New Lisbon Road and north of the railroad line has also been included because there is one older structure here and the remains of the railroad station. The Tru-Blu Cooperative buildings south of Magnolia Road and the residential development further west of New Lisbon Road on Meadowview Lane, on Magnolia Road and on the unimproved road between Meadowview and Magnolia have been excluded.

In the northern parcel only the historic buildings in the northeastern portion have been included. The remaining development is modern and of little historic value.

# NEW LISBON



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 525'

SOURCE: TOWNSHIP TAX MAP



NEWTONVILLE

The village of Newtonville in Buena Vista Township was founded early in the second half of the 19th century. It is a rural community whose growth was spurred by construction of the Reading Railroad line in Cape May. Though laid out on a broadly spaced street grid stretching from Route 54 on the west to the township line on the east, the community was never intensively developed. On the 1872 county map (Beers, Comstock and Cline) the street grid appears, but development is limited to a total of four scattered residences, two on Sixth Road and two on Jackson Road.

The settlement exists today as a scattered group of houses and several churches straddling the railroad line. Most of the area bounded by the street grid is wooded, though much of it appears to have been cleared at some time in the fairly distant past, probably for agriculture. Virtually all of the structures in the village were built sometime in the 20th century, many of them after World War II.

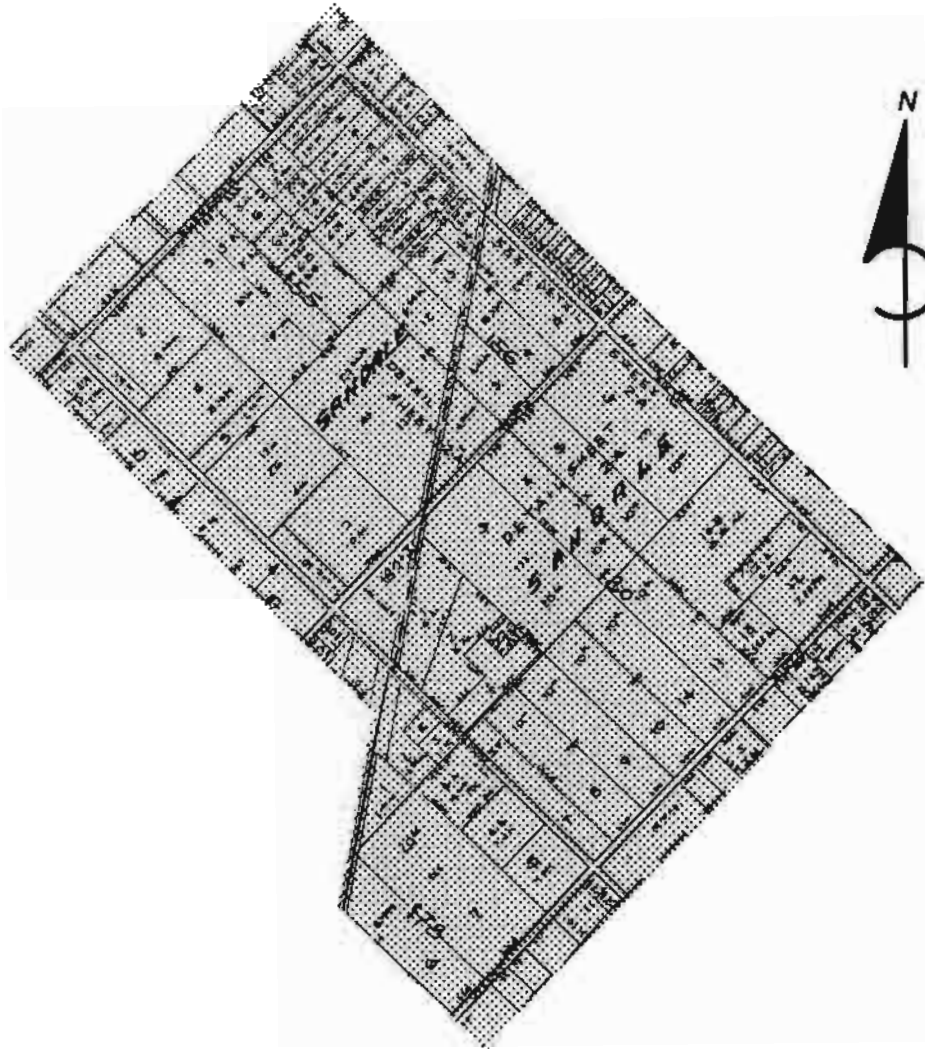
HISTORICALLY SENSITIVE AREA

There is very little evidence of any historical resources that remain in Newtonville. The resources that have survived are insufficient to warrant delineation of an historic area.





# NEWTONVILLE



PROPOSED PINELANDS VILLAGE  
BOUNDARIES NOT YET CERTIFIED  
BY THE PINELANDS COMMISSION

JULY 1986 P.C. PROPOSAL



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 1370'

SOURCE: TOWNSHIP TAX MAP



NORTH DENNIS

The community of North Dennis is today an area of historic and modern housing stretching out along Route 47, around its intersection with Route 557, west of Dennisville. The area is named for John Dennis, who had extensive land holdings here in the late 17th century. The settlement, which at one time along with Dennisville was called North Dennisville, was in existence in the 18th century.

By the latter 19th century, the settlement pattern in the area was not dissimilar to that of the present. The 1872 county map (Beers, Comstock and Cline) shows a series of residences oriented toward Route 47 heading out of Dennisville. Also by this time, the area called "North Dennisville" was limited to what is today the community of Dennisville.

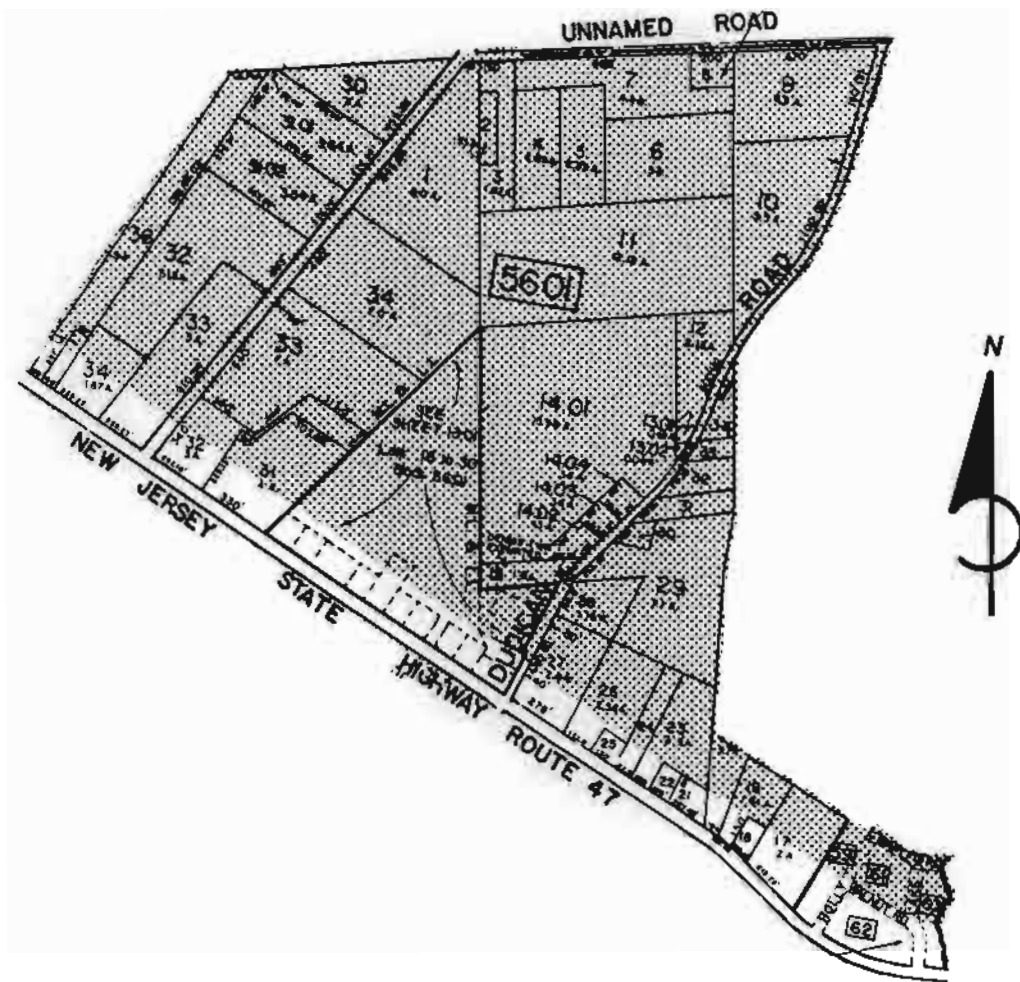
The majority of the scattered homes in North Dennis are relatively recent, though there are some well preserved frame houses from the early 19th century that survive. Most of these, however, are on the south side of Route 47, which is outside of the Pinelands Area. The Pinelands Village boundary follows Route 47 from Ludlam Mill Pond west to a point several hundred feet beyond Route 557 and then north generally to the Woodbine Borough boundary and from there east to Dudican Road and southeast to the pond. Within this area there are about five structures of possible historic

consequence, three of them located by Route 47, between the pond and Dudican Road. Most of the Village, particularly the northern section is wooded and undeveloped, however, and the housing along the main arteries is predominantly modern.

HISTORICALLY SENSITIVE AREA

An historic flavor is imparted upon the North Dennis area by the early 19th century homes along Route 47, a majority of which are south of the road and outside the Pinelands Village. From the historic map evidence though, it is clear that similar residences once stood on both sides of Route 47 and some of these structures may have left an archaeological remnant of consequence. The historically sensitive area has been drawn to include these remnants and defines an area parallel to Route 47 and extending 200 feet north of it for the entire length of the Pinelands Village.

# NORTH DENNIS



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

SOURCE: TOWNSHIP TAX MAP

1" = 840'



PETERSBURG

Petersburg lies along Route 50 on the west side of Cedar Swamp Creek in Upper Township. The community was founded in the 18th century as a shipbuilding center and this remained the mainstay of the local economy for over a century. Grist grinding and sawyering were also established here, the sawmill being a natural adjunct to the ship building industry. The gristmill was particularly active after some of the nearby meadows were dammed and drained and used for agriculture. Much of the significant historic period development that occurred in Petersburg lies outside of the state Pinelands Area, in the Pinelands National Reserve. This is confirmed by the 1872 Cape May County Map (Beers, Comstock and Cline) which shows "Petersburg" as a fairly diffused community with a post office, warehouse, two stores, a shoe shop, church, school and about 40 residences. Only the church and several of the residences are in the Pinelands Area.

The Pinelands Village is to a large degree defined by the Pinelands Area boundary, following Route 50 from Sunset Drive south and then west along County Route 631 (Dennisville-Petersburg Road) to California Road. The Village line roughly follows California Road northeast back to Route 50. Most of this area is undeveloped or only recently undergoing residential development. A majority of what relatively little building activity has occurred in the

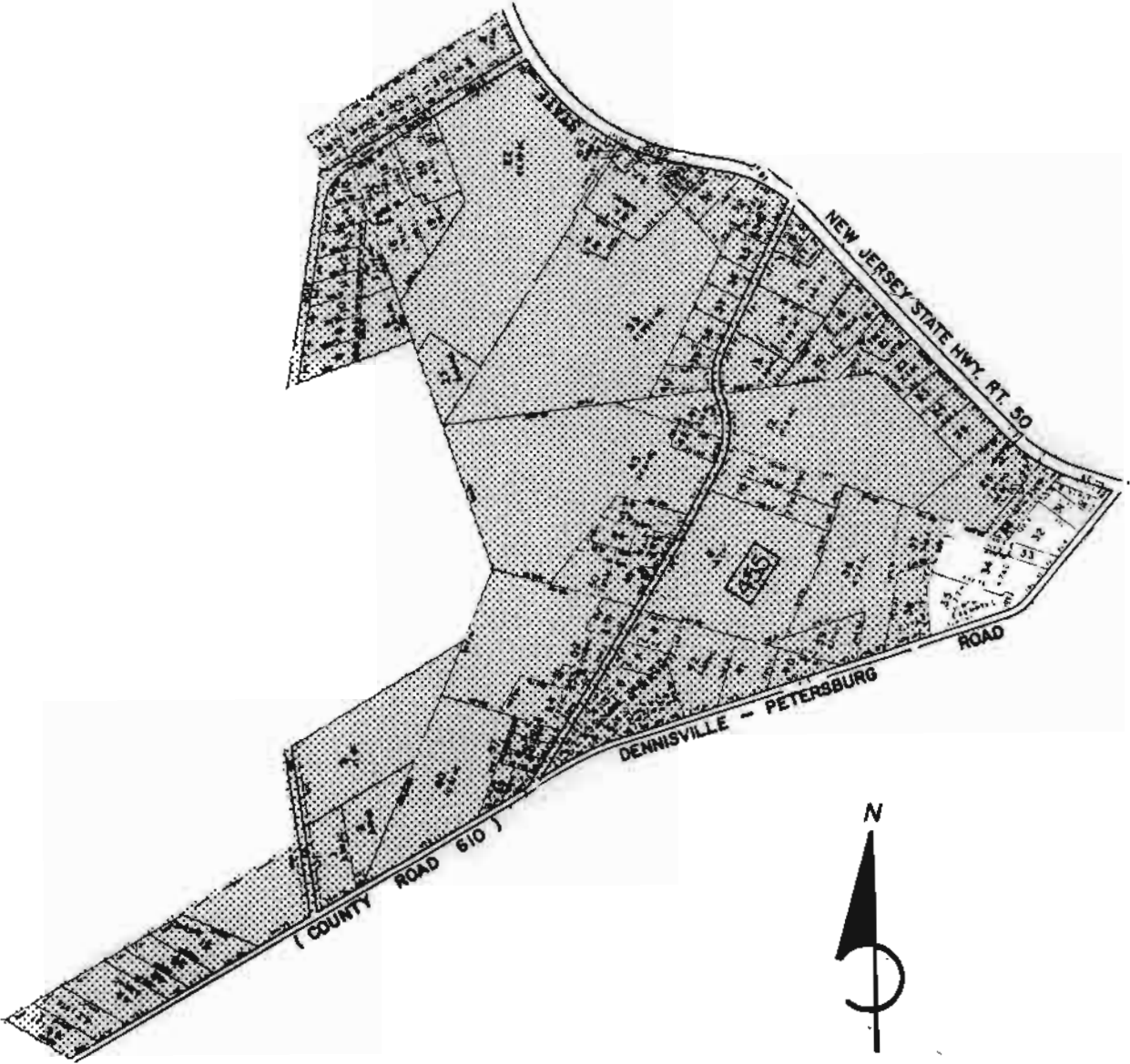
village is along Routes 50 and 631 and these are generally fairly recent residences. Historic resources in any numbers are limited to the southeastern portion of the Village where Wesley Church and cemetery and several 19th century homes are located.

HISTORICALLY SENSITIVE AREA

The historically sensitive area of the Pinelands Village of Petersburg comprises a small area from the intersection of Routes 50 and 631 west to the Wesley Church cemetery. The boundary of this area follows the property lines of Block 455, Lots 29-35. Historic resources in the remainder of the Village are scattered and isolated.



# PETERSBURG



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 1050'

SOURCE: TOWNSHIP TAX MAP



POMONA

Pomona was founded as a railroad station in the mid-1850's along the Camden and Atlantic Railroad. Most of the development in the community has, however, occurred in the 20th century, particularly in the area adjacent to and north of the White Horse Pike. Called "Pomona Station" on the 1872 county map (Beers, Comstock and Cline), the village had at the time only two houses and a school, located at the Y-intersection of Pomona Road and English Creek Road.

Today, the settlement is bisected north and south by the White Horse Pike, with strip development along the Pike, a modern residential subdivision to the north and a mixture of old and modern housing and open space to the south. The village is bounded on the south and southeast by the Federal Aviation Administration Technical Center (known as the Pomona Naval Air Station during World War II), on the north by Jimmie Leeds Road and Donna Drive and on the west by Odessa Drive. In the 19th century, most of this land was under cultivation and Pomona Station was probably used as a collection point to send produce to market. A broad street grid was already in place at the time and the street names - Zuerich, Manheim, Coeln, Wien, etc. - bespeak the German origins of the settlers in the area.

HISTORICALLY SENSITIVE AREA

Although most of the village is now developed, Pomona was overwhelmingly an agricultural area in the 19th century and there was very little building activity until the 20th century. There are some late 19th century structures along the White Horse Pike, but they and the grounds around them have been altered for commercial use. In recent decades, Pomona has seen a great deal of residential development and housing now dominates the landscape on both sides of the Pike.

There remains only one small area where a relative cluster of 19th century houses and features reflect the historical appearance of the village. This area is bounded by Atlantic Avenue on the north, English Creek Road on the east, Aloe Street on the south and on the west by the Pinelands Village boundary. This constitutes the historically sensitive area of Pomona. There are also several old farmhouses further south, but these are too widely separated to be incorporated in any historical area boundary lines.

# POMONA



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 1000'

SOURCE: TOWNSHIP TAX MAP



PORT ELIZABETH-BRICKSBORO

Among the most beautifully preserved 19th century communities in the Pinelands, Port Elizabeth and Bricksboro lie adjacent to each other along the Maurice River a short distance upstream of two other picturesque settlements, Dorchester and Leesburg. In addition to the large numbers of well maintained homes, churches and other structures in these villages, there are also significant archaeological remnants relating to native American occupation from the Late Archaic to the Late Woodland periods.

Port Elizabeth has played a particularly prominent role in the history of the Pinelands. It was founded in 1776 as a riverside settlement, but enjoyed its greatest prosperity after the building of two glasshouses here at the turn of the 19th century. The earlier of these two, the Eagle Glass Works founded in 1799, was the first glass manufactory in what is now the Pinelands National Reserve. This industry grew to become one of the mainstays of the south Jersey economy in the 19th century and remains prominent today west of the Pinelands in Salem and Cumberland counties. An important commercial center locally at the time, the town was served by a spur line of the Pennsylvania Railroad.

Bricksboro is a smaller settlement south of Port Elizabeth on Delsea Drive, just north of Muskee Creek. The

site provided another port facility for the larger village upstream.

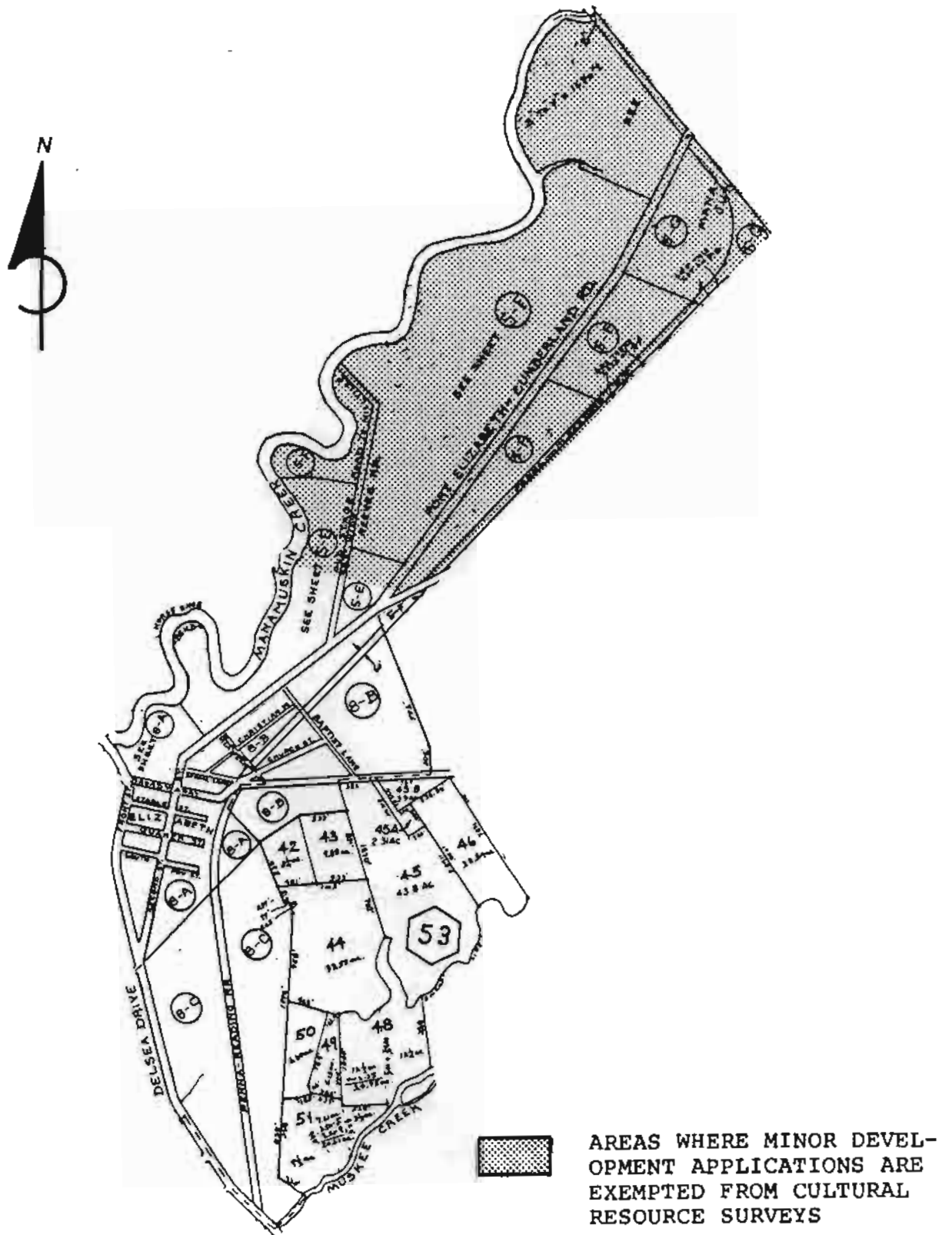
The Pinelands Village of Port Elizabeth-Bricksboro follows the Pinelands Area boundary along Delsea Drive and thus includes most of Port Elizabeth, but very little of Bricksboro. The Village extends south and east to Muskee Creek and north between Manumuskin Creek and the railroad spur to Manumuskin junction.

#### HISTORICALLY SENSITIVE AREA

Port Elizabeth-Bricksboro is an excellent example of a 19th century river port and a glass manufacturing center and would certainly be eligible for the National Register of Historic Places. The entire southern portion of the Pinelands Village, from Muskee Creek to the intersection of Estell Manor Road with the railroad spur, is an historically sensitive area. This incorporates virtually all of the development associated with the historical era of Port Elizabeth and Bricksboro as well as the significant prehistoric sites between Manumuskin Creek and Muskee Creek. The portion of the Pinelands Village excluded from the historic area is further north along Cumberland-Port Elizabeth Road and is mostly undeveloped.



# PORT ELIZABETH - BRICKSBORO



1" = 1690'

SOURCE: TOWNSHIP TAX MAP



PORT REPUBLIC

The City of Port Republic is an area of generally high historic and prehistoric sensitivity. Within its boundaries are several 18th and 19th century settlements, including the very well preserved and picturesque village of Port Republic, a National Register Revolutionary War battle site (Chestnut Neck) and a number of prehistoric sites oriented toward Nacote Creek and the Mullica River. In addition to Port Republic village, the city now encompasses the former communities of Unionville, Wrangleboro, Highertown and Chestnut Neck. Port Republic, then a part of Galloway Township, appears on the 1872 Atlantic County Map (Beers, Comstock and Cline) much as it does today, with a church, two schools, a sawmill and a grist mill, several stores, a post office and about sixty-five homes.

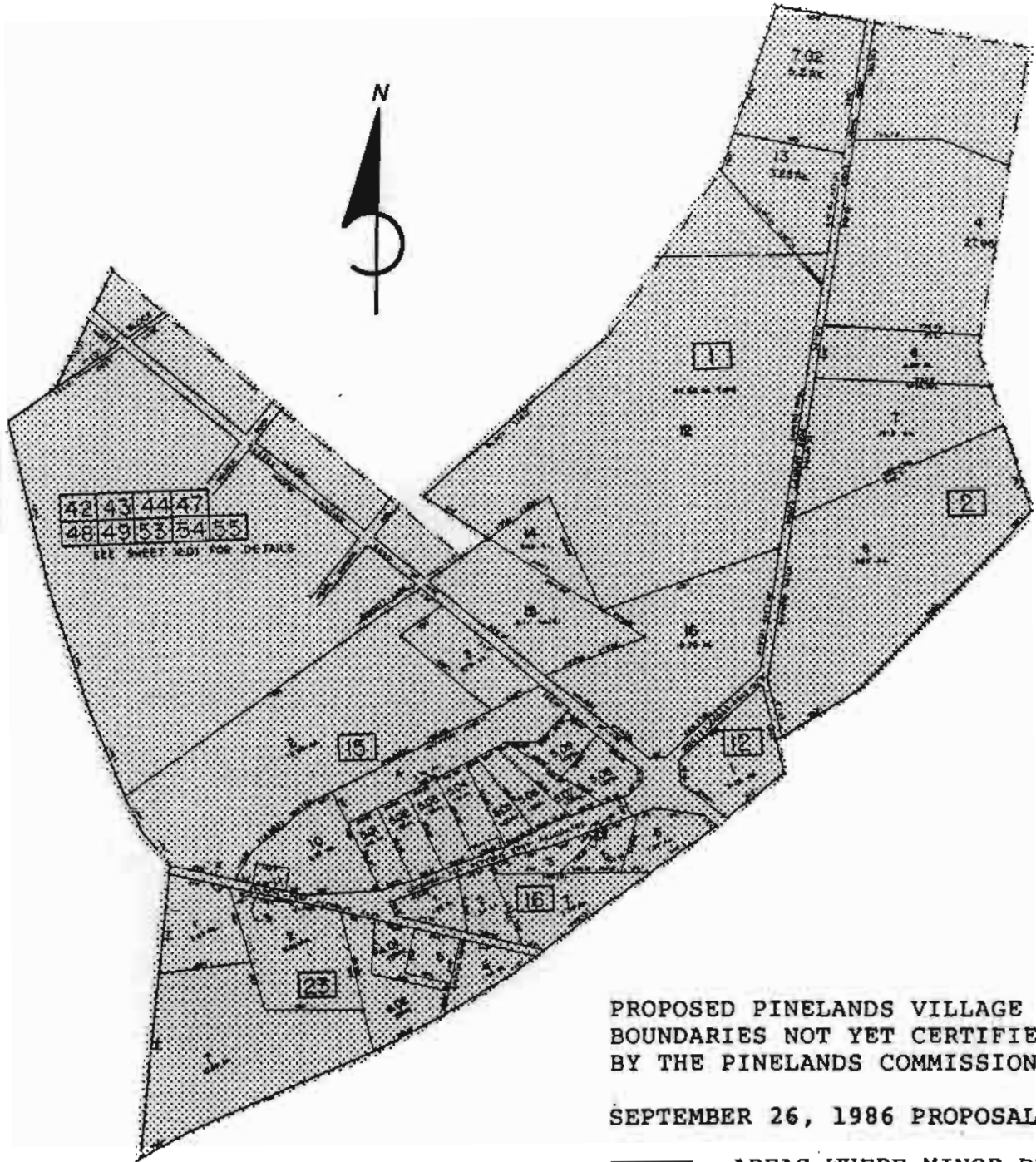
In the 1700's and 1800's Port Republic was an active shipping area and a privateer center during the Revolutionary War. American war ships used the small port at Chestnut Neck to offload booty from prize ships seized in raids on British coastal shipping. The British considered this threat serious enough to mount an attack on the port in 1778 which resulted in a massacre of a small detachment of Continental soldiers. The British then withdrew as a larger American contingent approached.

In addition to the Chestnut Neck-Mullica River Historic District, the city also includes another National Register site, the Amanda Blake Store in Port Republic village. The store is complemented by a number of historic residences and the mid-19th century Methodist Episcopal church which together comprise a Register eligible area. The village is, however, for the most part east of the Garden State Parkway and outside of the Pinelands Area. The Pinelands Village is west of the Parkway in a mostly undeveloped area of the city where sand and gravel operations were previously located.

HISTORICALLY SENSITIVE AREA

Most of the Pinelands Village of Port Republic is undeveloped woodlands and wetlands. Development is limited to single family residences along the major routes and only a very few of these structures are historic. There is no cluster of historic resources sufficient to delimit an historically sensitive area.

# PORT REPUBLIC



PROPOSED PINELANDS VILLAGE  
BOUNDARIES NOT YET CERTIFIED  
BY THE PINELANDS COMMISSION

SEPTEMBER 26, 1986 PROPOSAL



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 660'

SOURCE: TOWNSHIP TAX MAP



RICHLAND

Richland is an agricultural area in eastern Buena Vista Township that developed in the latter 19th century at a junction of the West Jersey and Reading Railroads. On the 1872 Atlantic County map (Beers, Comstock and Cline) only a few scattered residences appear in this area on the road to Mays Landing. The community grew mostly to the south and southeast in the 20th century and today includes a commercial strip along Route 40. The settlement is laid out on a modest grid pattern of streets with most of the development occurring between the Pennsylvania-Reading tracks and Harding Highway, which parallels them to the south.

Richland is predominantly residential though many of the lots reflect an agricultural heritage, particularly in poultry farming. Abandoned commercial coops are common throughout the village. Housing is generally frame, single family residences dating from the 3rd quarter of the 19th century to post World War II. Public buildings include several churches, an attractive brick schoolhouse and a parochial school complex northwest of the railroad junction. The commercial strip along the highway has a large number of older buildings that have been adapted for retail sales.

HISTORICALLY SENSITIVE AREA

The area where historic resources in Richland are most concentrated forms a "T" running along Main Avenue and Harding Highway (Route 40). Along Main Avenue are the public school, a handsome church, and a series of 19th century residences that stretch almost to the railroad tracks. The Harding Highway section also includes a church, some residences and converted residences. Not all of the structures along Route 40 are from the 19th century, but enough are to warrant delineation of an historical area. The remainder of the Village, particularly east of Main Avenue, comprises more modern residences and remnants of the former poultry operations.







SWEETWATER

Though considered an historical area, the community of Sweetwater along the Mullica River is today a residential area dating almost exclusively to the 20th century. Boyer (Early Forges and Furnaces of New Jersey, p. 174) refers to, "a place where the Indians had a summer village which they called Nescochaque, and which was later called Sweetwater." The present village also encompasses a small 18th century settlement known as "The Forks," a short distance downstream of Batsto. A 1778 map of the lower Mullica River area shows a small cluster of houses on the southern bank of the river labelled as the Forks. By the time of the 1872 county map (Beers, Comstock and Cline) however, the houses, as well as the reference to the Forks, has disappeared. Only a sparse scatter of houses is recorded on the road from Pleasant Mills to Weekstown.

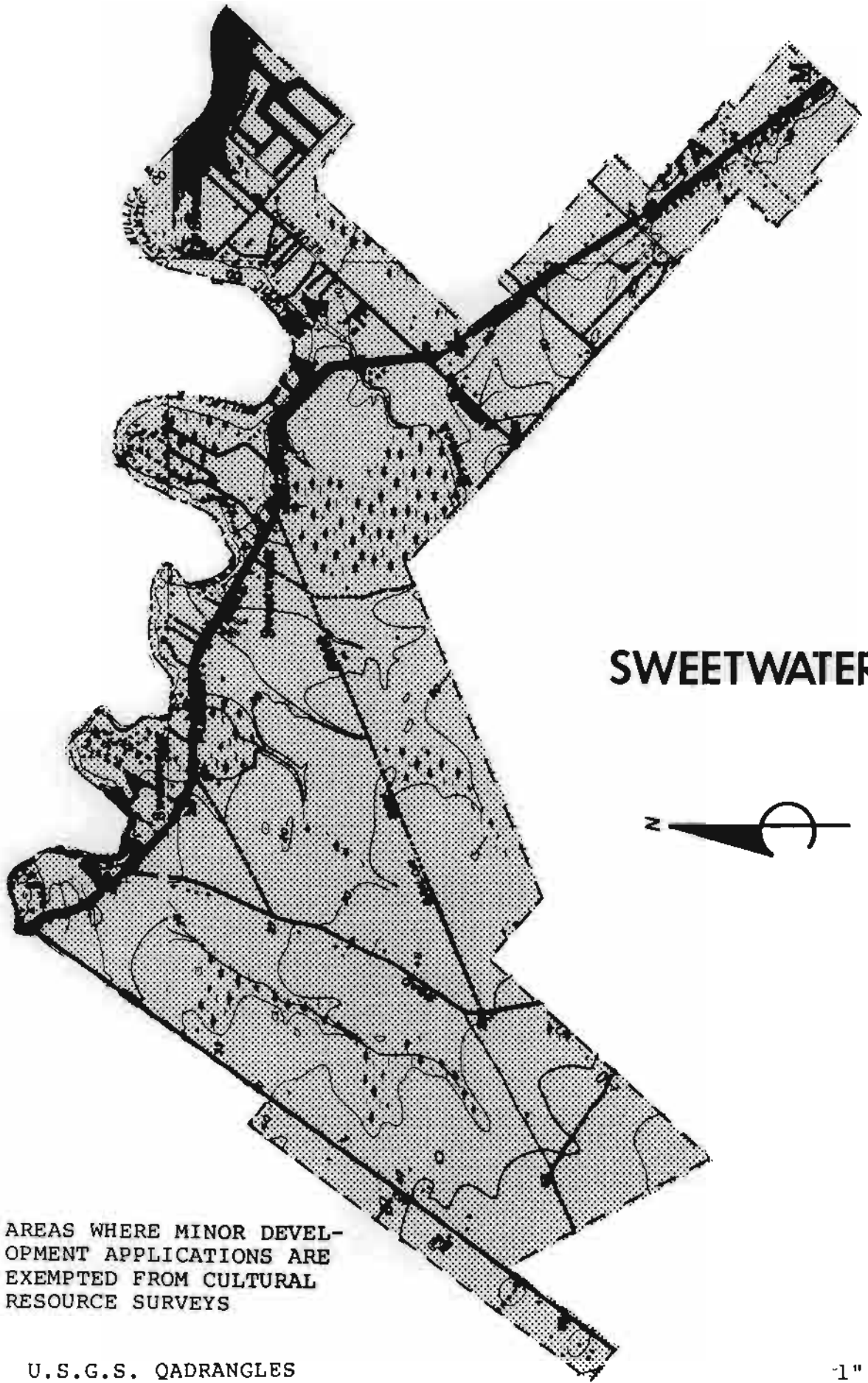
Prior to the arrival of the Europeans and the development locally of the bog iron industry, native Americans had indeed visited the area very often, as Boyer had reported. Prehistoric sites are common along this portion of the river, particularly near its confluence with the Batsto.

The Pinelands Village of Sweetwater includes an area along the southern bank of the Mullica from Pleasant Mills Road on the west to within a mile of Weekstown on the east. The Village extends south along Pleasant Mills Road for

about two miles and includes portions of Sailor Boy Road and Indian Cabin Road. Most of this southern portion of the Village is undisturbed pine woods and wetlands, development being limited to a few scattered homes along the major routes. Most of the building activity is along Pleasant Mills-Weekstown Road, which winds through the Village towards the southeast, and north along the river. Modern homes and recently built marina facilities and restaurants account for virtually all of the development. Only a very few historic structures are extant and these are not clustered.

#### HISTORICALLY SENSITIVE AREA

Sweetwater is a modern community. There is no concentration of historic resources in the Pinelands Village sufficient to prompt delineation of an historical area.



**SWEETWATER**



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

SOURCE: U.S.G.S. QADRANGLES

1" = 2000'



TABERNACLE

Tabernacle is a small, 19th century settlement that formed at the intersection of six roads. On the 1849 Otley map of Burlington County it included a church and cemetery, a tavern and about ten to twelve houses. The 1876 Scott county map does not show a great deal of change. Development was still basically limited to a cluster of structures near the intersection and extending for a short distance along Medford Lakes Road, Red Lion Road and New Road.

The present community has not changed a great deal since the 19th century. Its orientation remains agricultural, as it has since its inception. The Pinelands Village incorporates the municipal buildings (including a small, frame 19th century schoolhouse that has been restored) and other historic structures near the crossroads and extends north for some distance along Red Lion Road and New Road. Because of its stability and rural location, a significant number of early buildings survive and these impart a strong historic sense to the Village core area near the intersection. The remainder of the Village includes much open agricultural land and a number of more recent structures, principally houses, churches, retail outlets and several schools.

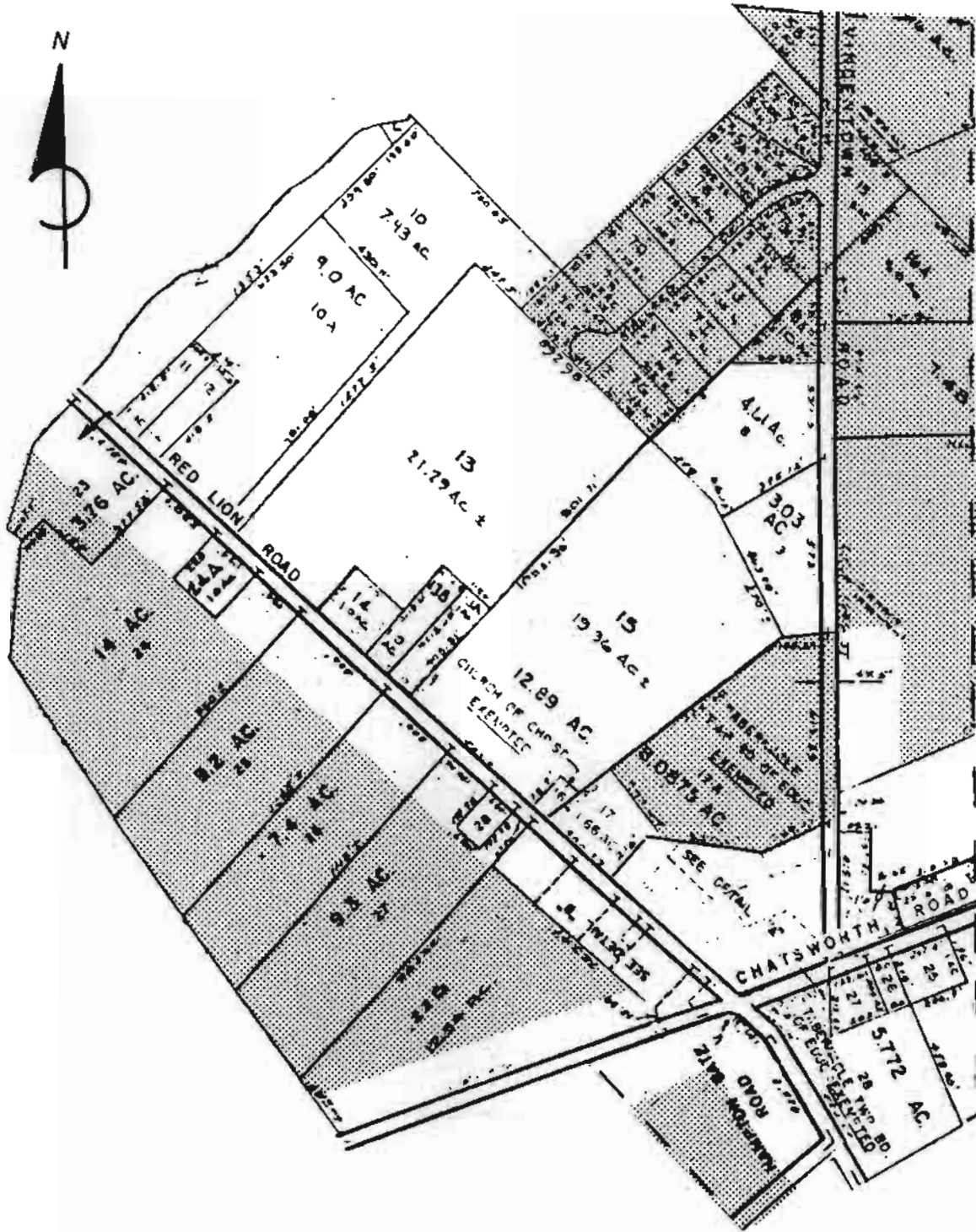
HISTORICALLY SENSITIVE AREA

The historic boundaries describe the central core area of the village, around the six road intersection, and broaden to the north along Red Lion and New Roads to encompass a number of 19th century residences. The historic section includes the entire area east of Hampton Gate Road and south of Chatsworth Road as well as a section east of New Road and north of Chatsworth Road, where there are structures listed on the historic maps. The boundaries extend to the west, north and northeast to run parallel to, and 150' distant from, the north and south sides of Medford Lakes Road, the west side of Red Lion Road and a portion of the east side of New Road. A large area of farm fields and historic agricultural structures and residences between Red Lion and New Roads has also been included.

Excluded from the historic part of the village are the areas east and west of New Road where the buildings are all recent and the otherwise undeveloped farm fields west of Red Lion Road and north of Flyatt Road.



# TABERNACLE



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 560'

SOURCE: TOWNSHIP TAX MAP



TANSBORO

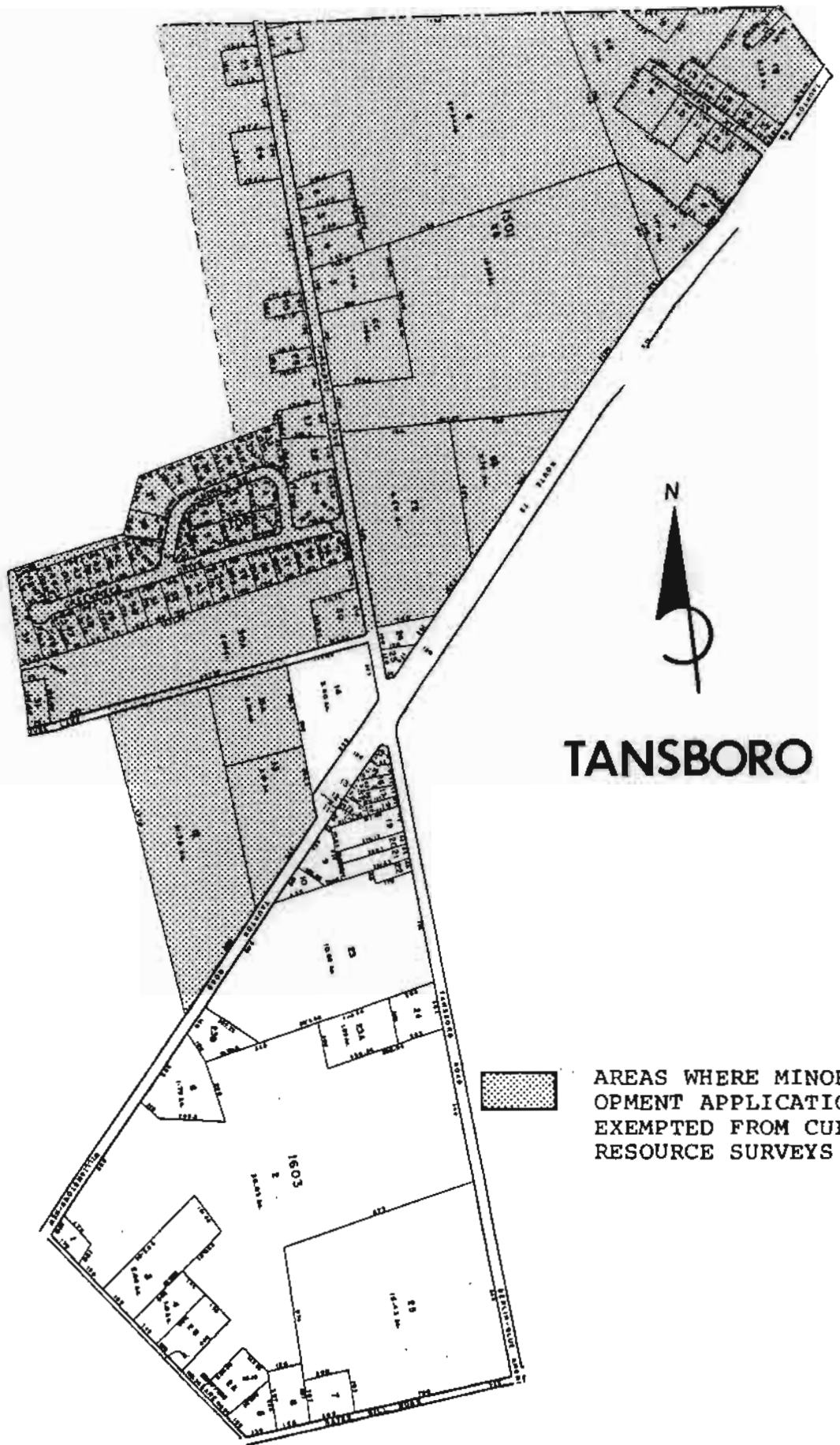
Tansboro is an early Pinelands settlement which developed at the beginning of the 19th century around a tavern site. The growth of the community was spurred by the building of a glasshouse in 1848, which continued to operate until ca. 1885.

The Pinelands Village of Tansboro centers on a cluster of 19th century frame, single family residences at the intersection of Route 73 and County Route 561, stretching out from that point basically northwest and southeast. The houses give way to small farm fields which are ringed by a mixture of mostly 19th and 20th century dwellings at the outskirts of the Pinelands Village. The central core of the settlement retains a strong 19th century flavor despite renovations to some of the buildings.

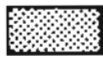
HISTORICALLY SENSITIVE AREA

The historic section of the village is mostly confined to the area southeast of the intersection of Routes 73 and 561. The entire portion of the Pinelands Village east of Route 73 is within the historic area boundaries. This includes virtually all of the buildings in the village core, which stretch out along the south side of 561 and the east side of 73, as well as the few scattered farm houses further south. Only two lots west of 73 have been included in the

historically sensitive area. One of those, on the north side of the intersection, has a small, 19th century house on it and the other, west of the intersection, was cleared at some time in the past and may possess an archaeological remnant. The remainder of the Pinelands Village - west of 73, north and south of 561 and east and west of Schoolhouse Lane - comprises open fields and pastures and relatively modern residential development.



# TANSBORO



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 650'

SOURCE: TOWNSHIP TAX MAP



TAUNTON LAKE

Taunton Lake is the site of a highly significant Pinelands cultural resource, Taunton Furnace. It was built in 1766 and was one of the four original furnaces commissioned by the founder of the bog iron industry in the Pinelands, Charles Read. The furnace was located at the extreme northern end of Taunton Lake and was the heart of an 18th - 19th century settlement that included other mills and housing for the furnace and mill workers. A 1795 map (Charles Boyer, Early Forges and Furnaces in New Jersey, p. 163), drawn when an adjoining parcel changed hands, showed the location of the furnace dam as well as seven structures, mostly west of the lake. The furnace continued in operation into the 1840's and shortly thereafter the lake was converted into a cranberry bog. By 1876, on the Scott atlas of Burlington County, the number of structures had grown to eleven, all still clustered at the northern end of the lake.

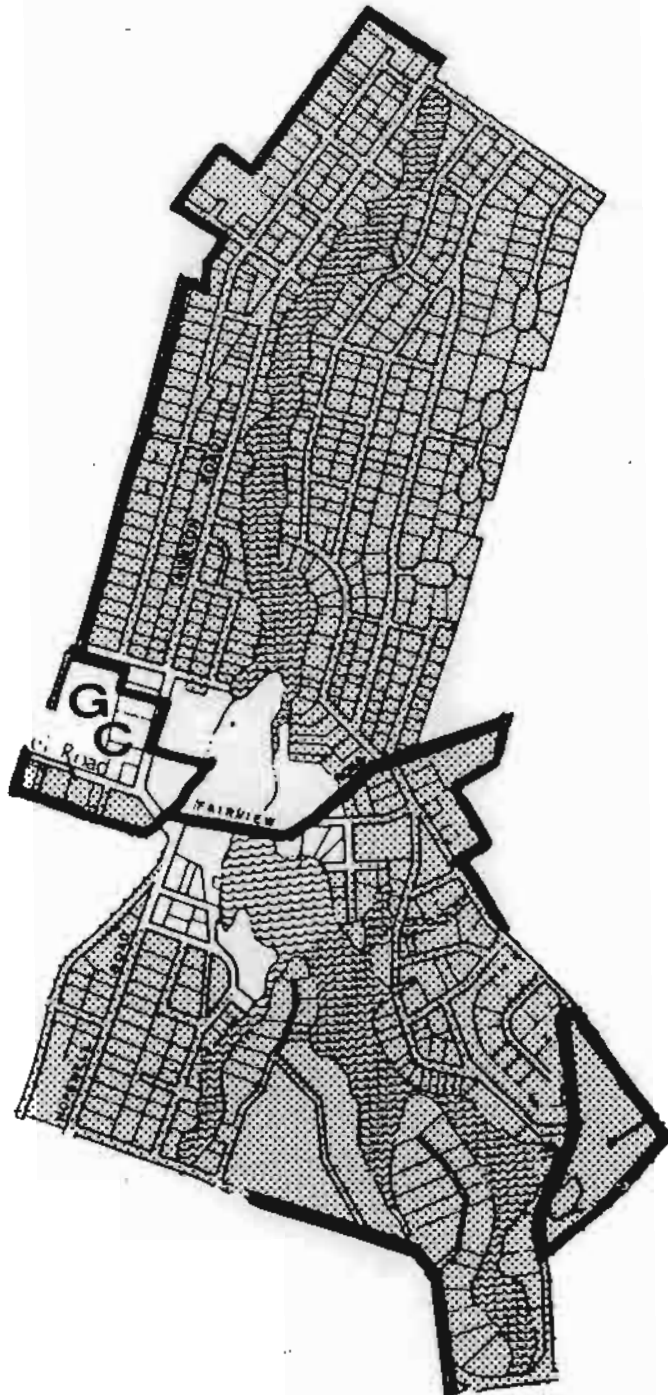
The present community of Taunton Lake stretches south on either side of the lake and southwest for a short distance along Hopewell Road. This development is modern and exclusively residential and is not associated with the furnace related facilities of a century earlier. There is, however, one white frame house at the northwestern corner of the lake which, though apparently renovated in the late 19th century, may well date originally to the period of the furnace.

HISTORICALLY SENSITIVE AREA

The boundaries of the historic part of the village are confined to the northern portion of Taunton Lake and an area to the northwest. The perimeter defines the location of the 19th century house and the area where archaeological remnants associated with Taunton Forge may reasonably be anticipated. The historic area has been extended to the northwest to encompass a known prehistoric site. This includes the spit of land between Lake Pine and Taunton Lake and those portions of the northwest and northeast banks of Taunton Lake where historic maps indicate there was 18th and 19th century building activity. The historical boundary has also been expanded to include the locations of a known prehistoric site by Taunton Road just south of the Lake Pine Community Chapel.



# TAUNTON LAKE



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

SOURCE: MEDFORD TWP. ZONING MAP

1" = 1250'



TUCKAHOE

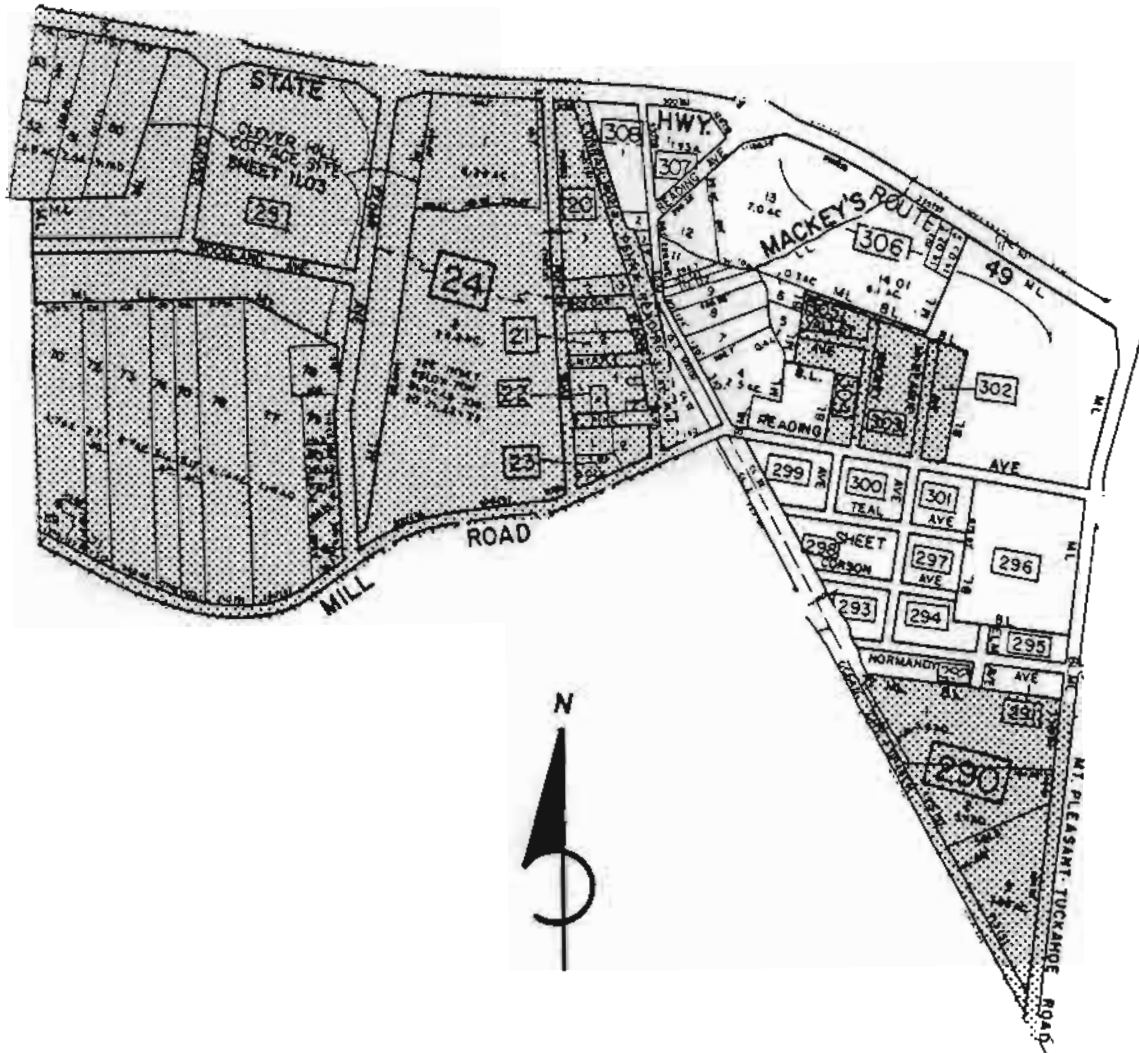
Tuckahoe is a fine example of a 19th century rural river town, though its origins actually extend into the 18th century. The village developed at the intersection of Routes 49 and 50 primarily on the south side of the Tuckahoe River, and was throughout its history oriented toward maritime activities. Shipbuilding was long a major pursuit of the residents, as was fishing in the Great Egg Harbor Bay. The town prospered further after the railroad came through in 1863. The 1872 county map (Beers, Comstock and Cline) does not show the railroad but does show a heavily developed village with a school and a Methodist Episcopal church clearly delineated. By this time the entire area of Route 50 from the river south beyond the intersection with Mt. Pleasant Road was already fully developed.


The Pinelands Village of Tuckahoe includes a majority of the historically significant development in the settlement as well as some undeveloped and recently developed tracts further to the west. The Village core extends to both sides of Route 50 and includes a large number of well preserved and maintained residences and commercial outlests, generally of frame or masonry construction. There are a sufficient number of historic structures here to warrant consideration of Tuckahoe for the National Register of Historic Places.

HISTORICALLY SENSITIVE AREAS

Since the state Pinelands Area boundary follows Routes 49 and 50 through Tuckahoe, the Pinelands Village excludes a number of historic resources in the eastern and northern portions of the settlement. Generally it is here and in the area east of the railroad tracks to Route 50 that most of the significant historical structures and features are located. The historically sensitive area of Tuckahoe thus includes virtually all of that portion of the Village bounded by Routes 49 and 50 and the railroad tracks. The only areas excluded are Block 290 at the south end of the Village, which is all either wooded or recreational, and blocks 302-305, a modern residential subdivision. The entire section of the Pinelands Village west of railroad tracks has also been drawn out of the historically sensitive area since it is partly wooded and partly modern residential.

# TUCKAHOE



 AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

SOURCE: TOWNSHIP TAX MAP

1" = 800'



VANHISEVILLE

Vanhiseville began as a mill site which was known as McMurrays Mill in the early 19th century. By the 1830's the site was more generally referred to as Irish Mills. In 1868, Alfred VanHise bought the mills from the Bricksburg Land Improvement Co. and the community has been named for him ever since.

Irish Mills/Vanhiseville was sufficiently established to appear on several state wide maps of the late 19th century. However, the community was always diffused and ill defined. The 1872 county map shows an area (labeled "Irish Mills or Van Hiseville") of scattered housing and a store at the northeast corner of Vanhiseville and Lakewood Roads. There are no structures shown in the area of the Pinelands Village. Most of the development is to the north and east.

The Pinelands Village of Vanhiseville centers on the intersection of Vanhiseville and Coventry Roads. The northern boundary of the Village follows the Pinelands jurisdictional demarcation along Vanhiseville Road from Cassville Road to Lakewood Road, curving south here along Lakewood Road to the North Branch of the Toms River. The southern boundary of the Village is formed by the North Branch and by the rear of a number of contiguous lots along Vanhiseville and Cassville Roads. Much of the Village remains undeveloped wooded uplands and wetlands and what development exists

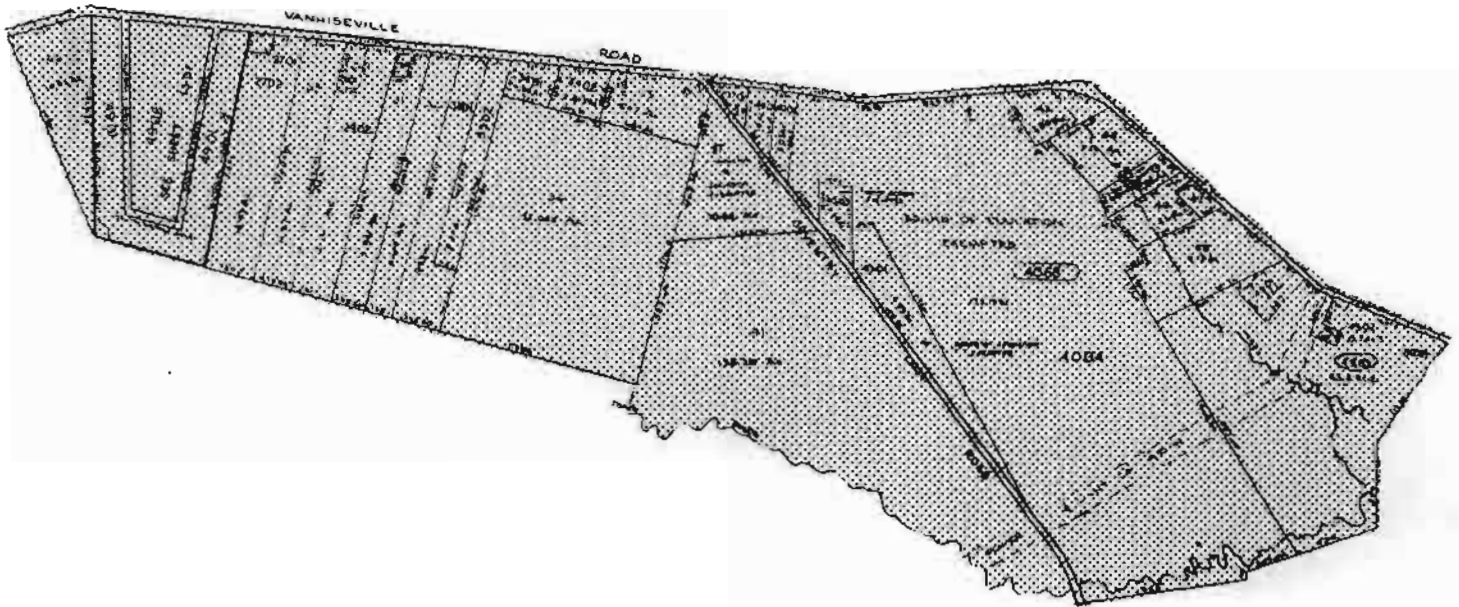
is almost entirely recent. Municipal facilities dominate most of the central and eastern portion of the Village. The remaining development principally along Vanhiseville and Lakewood Roads is residential and modern, with only one or two exceptions, and of no historic significance.

HISTORICALLY SENSITIVE AREA

There is little or no historic development of consequence extant in Vanhiseville. No historically sensitive area has been delineated.



# VANHISEVILLE



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 1260'

SOURCE: TOWNSHIP TAX MAP



WARREN GROVE

Warren Grove is a very small community of considerable antiquity that straddles Route 539 in Stafford Township. Called Cedar Grove on the 1872 Ocean County map (Beers, Comstock and Cline), the settlement developed because of the good farm land in the area. Historically, Warren Grove never grew beyond a few residences and a tiny United Methodist Church that was built in 1874. In recent decades, the village has expanded with the construction of a firehouse, a retail store, a few hunt clubs and several dozen homes. A sand and gravel operation is located along the western fringe of the village.

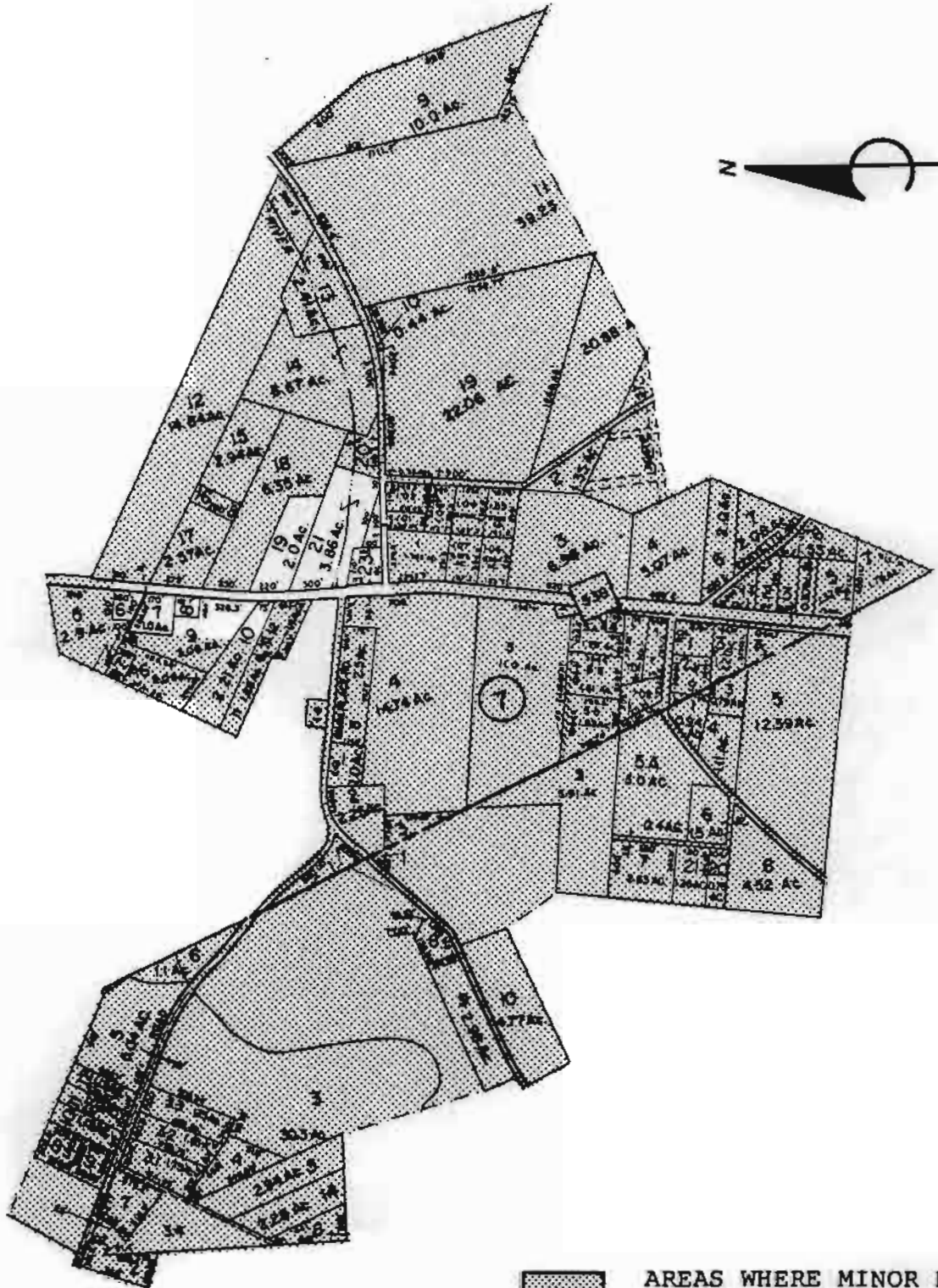
The Pinelands Village incorporates virtually all of the historic and modern residential development as well as a great deal of open space and wooded tracts. The Village boundaries follow along Simms Place Road and include lots in Little Egg Harbor Township to the west. Elsewhere, the boundaries are defined by lot lines within Block 7 of Stafford Township, extending well beyond Middle Road on the east and Cervetto Road on the south.

HISTORICALLY SENSITIVE AREA

The oldest portion of the village of Warren Grove comprises a small cluster of houses and the Methodist Church near the intersection of Simms Place Road with Route 539.

In addition to the church, there are three historic frame houses here, two on the east side of Route 539 and one on the west. According to the Pinelands Commission historic sites inventory, one of these houses may date to the late 18th century. The remainder of the Pinelands Village area includes relatively modern homes, open fields, woods and wetlands and is not of historical consequence.

# WARREN GROVE



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 875'

SOURCE: TOWNSHIP TAX MAP



WATERFORD WORKS

Waterford Works is an early 19th century Pinelands settlement that straddles the border between Waterford and Winslow Townships. The name "Waterford" is borrowed from the county in southeastern Ireland famed for its glass manufacture. The village was itself a major center of the local glass industry between 1822 and 1882 and included a glasshouse, some workers' housing which is still extant and, by the 1850's, a railroad line that was part of the New Jersey Central system. On the 1857 Camden County map (Merry) the village is identified simply as "Waterford" and the "Glass Works" are clearly labelled. Several of the glass house buildings are shown along Chew Road near its intersection with Chestnut, Main and School Streets.

The Pinelands Village of Waterford Works describes a relatively large area of mixed uses. Mostly surrounded by cultivated fields and orchards, the Village includes a large amount of agricultural land and is only partly developed with single family residences and commercial outlets on small lots. Almost all of these houses and stores are located east of the White Horse Pike in a cluster bisected by the railroad line. The Winslow portion of the Village stretches west of Route 30 for some distance along Waterford and McDougal Roads and takes in the farm fields and agricultural structures there. There is also some farm land in the

Waterford section, principally north of the main settlement, along the Old White Horse Pike.

In the developed portion of the Village, the homes and other buildings are laid out on a street grid cut by several diagonal roads. Though older frame houses are not uncommon, especially in the area of Main Street between Chestnut Street and the railroad, the great majority of houses are much more recent.

#### HISTORICALLY SENSITIVE AREA

The historical portion of the Pinelands Village comprises two separate and quite distinct areas. One is near the center of the settlement and includes mostly frame dwellings and other buildings oriented toward the former glass producing activities. The other is on the outskirts of the Village, west of the White Horse Pike, and is rural agricultural in character. This second district is located along Route 30 between McDougal Road and Waterford Roads, including the strip between the Pike and the rear property line of Block 4702, Lot 5. It also extends along the south side of Waterford Road and the east side of the "Private Lane" that forms the westernmost boundary of the Pinelands Village.

The other historic portion of the Village straddles the railroad line and includes lots on the north side of Main



Street and on both the east and west sides of Chestnut Street and on both sides of Chew Road. This district incorporates the frame dwellings along the railroad tracks; a church, boarding home and homes along Main Street; and, other residences and farm related structures on Chestnut Street. The district also includes the area along Chew Road where the 1857 county map indicates the glass works were located.







WEEKSTOWN

Weekstown is not listed in the Pinelands Commission inventory of historic sites but is well documented in the historic map record. The village appears regularly on 19th century maps and on the 1872 county map (Beers, Comstock and Cline) there are twelve houses and a school. The school and six of the houses are in a cluster along the north side of Elwood-Weekstown Road.

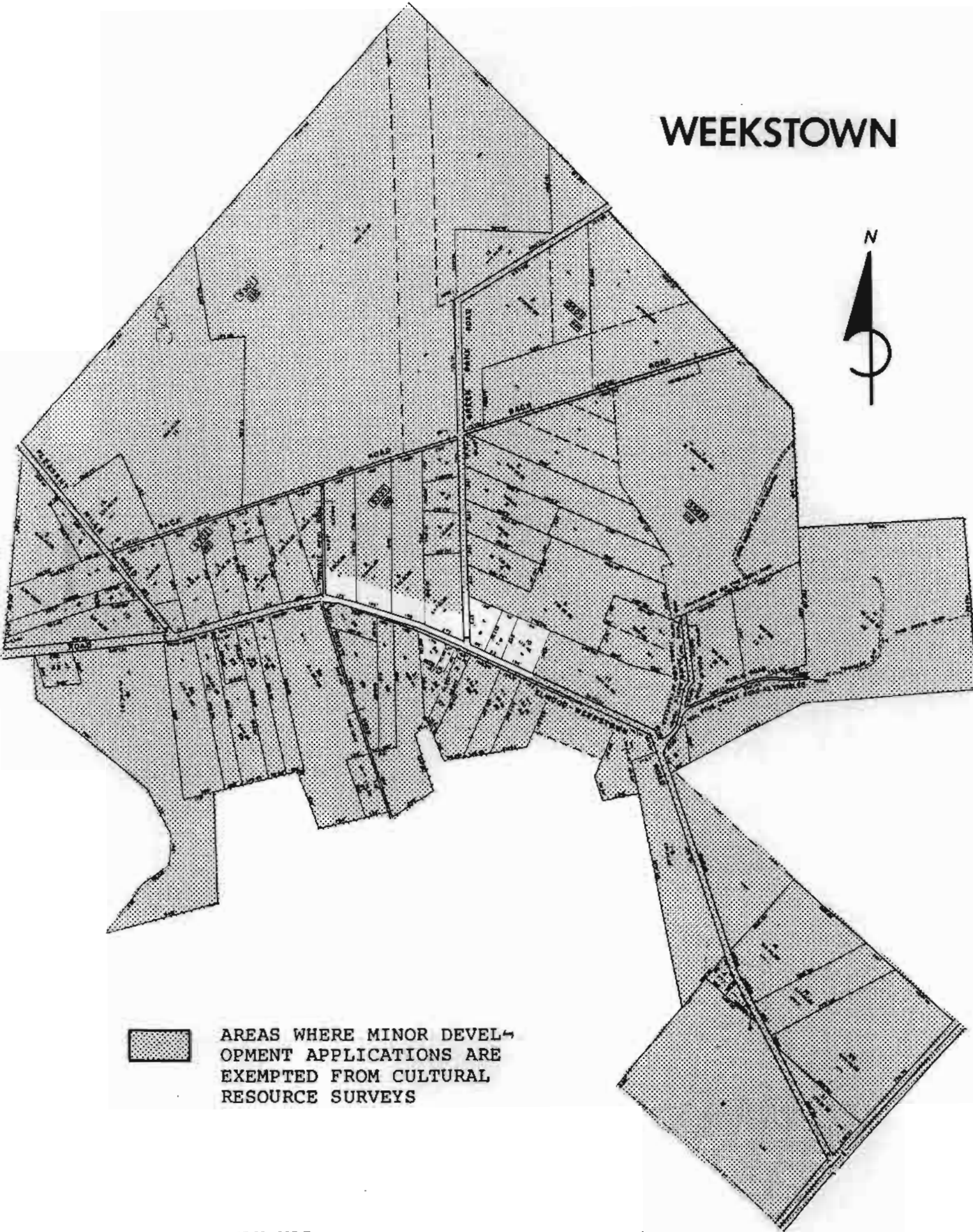
The Pinelands Village of Weekstown is oriented toward Route 563 and Elwood-Weekstown Road, at whose intersection the settlement originally formed. Most of the Village area comprises open space along Route 563 to the north and east of the core settlement. Within the community most of the present development is relatively modern and aligned along Elwood-Weekstown Road west of the intersection with Route 563.

HISTORICALLY SENSITIVE AREA

Although there is little historically significant housing stock remaining in Weekstown, there may be an archaeological remnant of the early village still intact. The historic boundaries encompass the area of 19th century housing indicated on the 1872 county map as well as the Methodist Episcopal Church and parsonage on the south side of Elwood-Weekstown Road. On the north side of the road,

the boundary extends back 100' from the road on Lots 1-4 and includes the entirety of Lots 8-10 of Block 5502. The remainder of the Pinelands Village consists of modern buildings and open space, wooded areas and modern construction and has been excluded from the historic area delineation.

# WEEKSTOWN



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS





WHITING

The village of Whiting developed in the third quarter of the 19th century at a junction between the Delaware and Raritan Railroad and the New Jersey and Southern Railroad. Called "Whitings Mill" on at least one 19th century geological map of the state, the village was well established by the 1870's. The 1872 Beers, Comstock and Cline map shows a railroad station, a hotel and a number of residences laid out on a rough grid straddling the Delaware and Raritan tracks. Not long thereafter, Keswick Grove was founded at the site of an earlier sawmill southeast of the village. Keswick was established by William Rawes as a Christian alcoholic reclamation center and still functions today as a religious oriented resort center. In the early 20th century, a real estate development known as Roosevelt City was begun southwest of Whiting Village. It was laid out between the two railroad lines but was not extensively developed until quite recently.

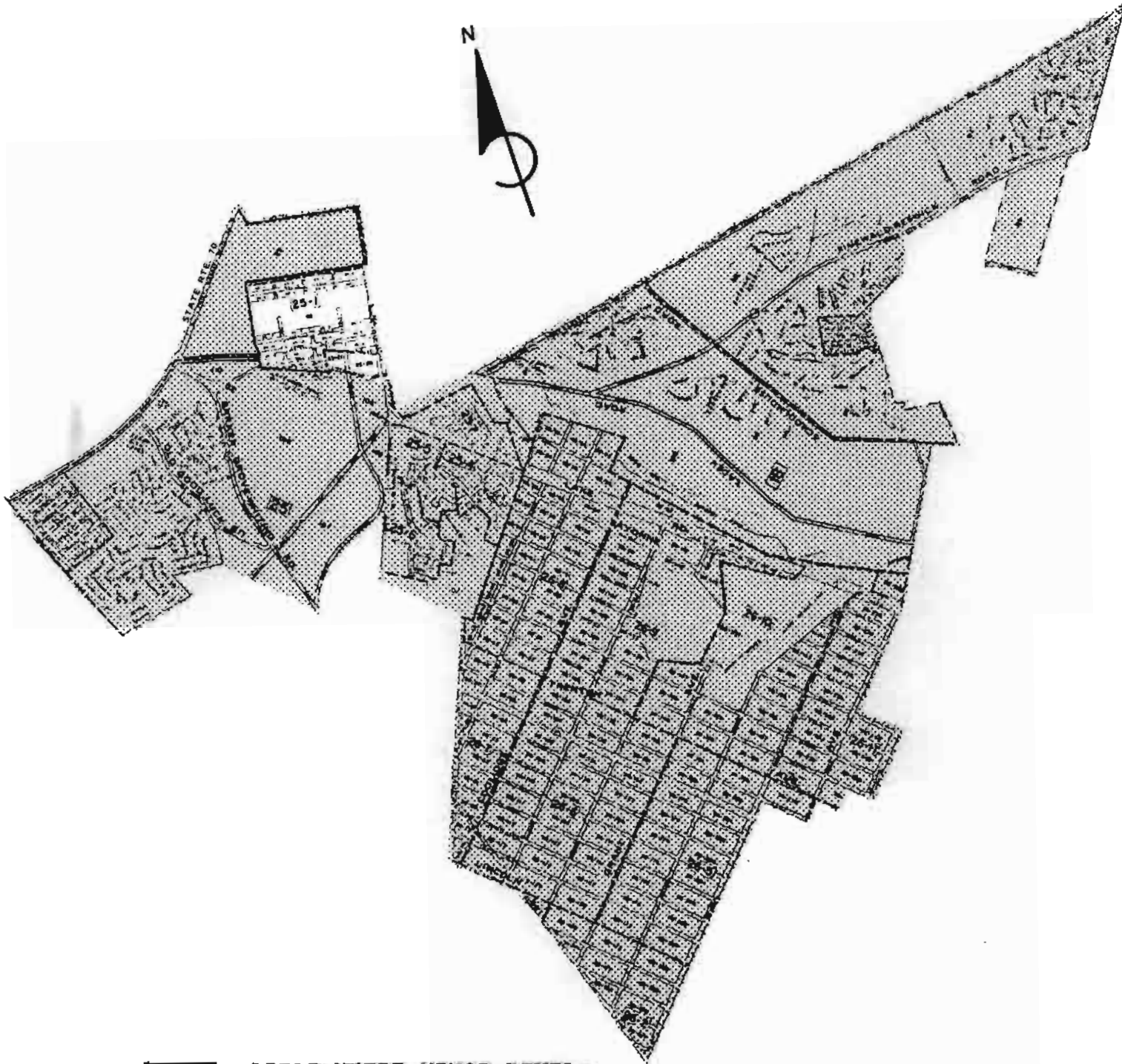
The Pinelands Town of Whiting includes the core village abutting a CAFRA jurisdictional area to the northeast as well as fairly extensive tracts of primarily open forests and modern planned residential communities to the northwest and southeast. There are still some forested wetlands near the Town and wooded and cultivated uplands along Lacey Road and Schoolhouse Lane, but most of the suitable land is, or soon will be, undergoing development.

The Town area has also been much expanded in recent years. Modern in-fill development now occupies formerly vacant land between earlier housing stock and a few other pre-existing structures.

HISTORICALLY SENSITIVE AREA

The historically sensitive area of Whiting includes two non-contiguous sections, Keswick Grove and a residential area west of Manchester Boulevard (in the northern portion of the Pinelands Town). Keswick Grove (also known as "America's Keswick": Block. 96, Lots. 1 and 5 and B. 87, L. 11) is a significant reflection of American social movements of the early 20th century. The residential area, bounded by Manchester Avenue, Manchester Boulevard, and Lorraine Avenue, is a remnant of the earlier settlement pattern in Whiting. The remainder of the Town is either undeveloped or recently developed. Roosevelt City did not develop sufficiently in historic times to warrant inclusion in the historic boundaries.

# WHITING



AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

1" = 2980'

SOURCE: TOWNSHIP TAX MAP



WINSLOW

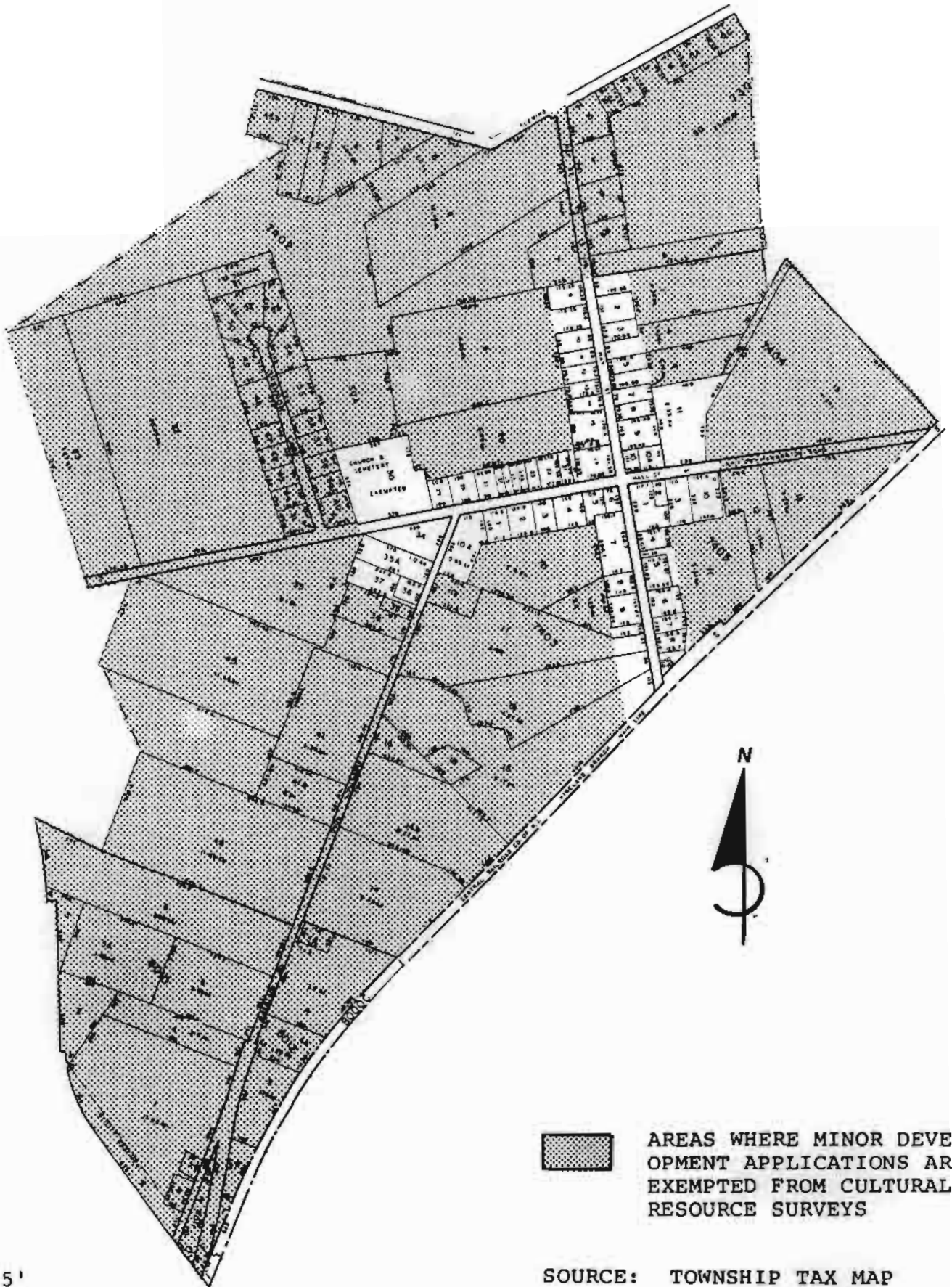
Though a small, quiet community today, Winslow was at one time a major glass producing center in the Pinelands. Three glasshouses were located here between 1829 and 1892, two of which produced window glass and one bottle glass. According to the 1857 county map (Merry), Winslow was by far the largest community in the area, with over 20 buildings, including a Methodist Church and an Odd Fellows Hall, clustered near the intersection of Holland and Hay Streets. Eventually a spur line of the Delaware and Raritan Railroad was built to accommodate the factories and this now forms the southeastern boundary of the Pinelands Village.

Winslow is today mostly residential in character though there is also much open space presently or formerly devoted to agriculture. Development is most densely clustered around the intersection of Hall and Hay Streets, thinning out from there along Hay Street to the north and Albertson Road to the southwest. A modern housing tract is located along Shannon Lane in the western portion of the Village and much of the northwestern section is previously undeveloped woodlands. Housing in the Village is predominantly modern, though a church and a significant number of homes from the earlier to latter 19th century still survive, particularly near the Hall-Hay Street crossroad.

HISTORICALLY SENSITIVE AREA

The historic section of the Pinelands Village of Winslow comprises a cross-shaped area centering on the intersection of Hall and Hay Streets and spreading from there north about ten lots, south to the railroad line, east along Hall Street, west to the church and cemetery and a short distance southwest on Albertson Road. The boundaries reflect not only extant historic buildings, but also the area which was heavily developed in the 19th century and may have left an archaeological remnant. A few isolated 19th century farmhouses can be found elsewhere in the Pinelands Village, but this is the only area where historic resources occur at a sufficient concentration to warrant delineation of a district.

# WINSLOW



1" = 645'

SOURCE: TOWNSHIP TAX MAP





WOODBINE

Woodbine is listed in the Pinelands inventories as a planned community begun in 1891. However, the Cape May County Map of 1872 shows the settlement already in existence with a street grid, a railroad station and about six houses. Evidently, the town was laid out as a railroad stop along the Cape May and Millville Railroad in the 1860's but only developed significantly toward the end of the century. The settlers at this later time were primarily Russian and Romanian Jews seeking a haven from tsarist pogroms. The settlement developed along a railroad line and junction which attracted some modest industrial development.

The present day Pinelands Town includes a core village centered on the railroad and Routes 550 and 557; a state developmental institution and a municipal airport further east; and agricultural lands and wooded wetlands, mostly to the south and east. The village cluster contains some industrial facilities north of the railroad tracks, a mixture of 19th and 20th century housing stock, retail outlets (principally along Route 557), schools, churches and the Woodbine Brotherhood Synagogue, a National Register site. There is relatively little building activity outside of the village area and state institution. At the airport there are only a few modest corrugated metal hangars and other structures. Widely scattered farmhouses, some

obviously dating to the 19th century, dot the landscape south of the railroad line and village.

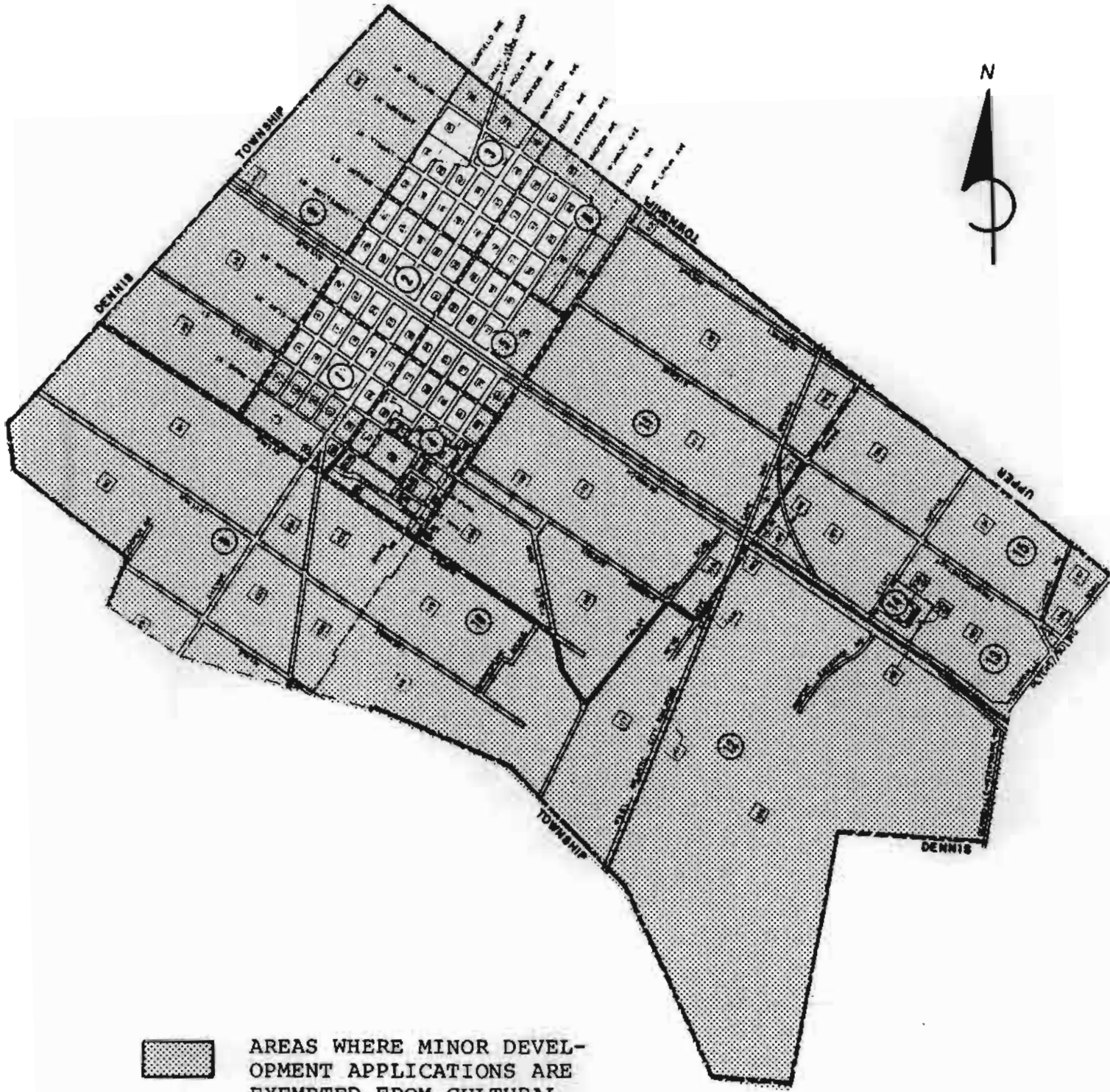
#### HISTORICALLY SENSITIVE AREA


The historically sensitive area of Woodbine is limited mostly to the portions of the developed village that orient toward Routes 550 and 557. There are also isolated historic farmhouses to the south; they have not been included in the historic boundaries because they are so widely diffused.

The limits of the historic area of the borough encompass most of the village street grid. The boundary runs east along Route 550, jogs north and then east at Adams Avenue to Madison Avenue and again from Madison Avenue along Clay Street to Isaacs Avenue. From Isaacs, the line runs north across the railroad and jogs west up Monroe Avenue. The boundary turns west at Whittier Street and then south at Garfield Avenue to Route 550.

Excluded from the historic area are the state facilities, the airport and all the surrounding agricultural lands. The early farmhouses are too few and too scattered to be included.

# WOODBINE



 AREAS WHERE MINOR DEVELOPMENT APPLICATIONS ARE EXEMPTED FROM CULTURAL RESOURCE SURVEYS

SOURCE: TOWNSHIP TAX MAP

1" = 2470'

COBBINE

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