MONMOUTH COUNTY HISTORIC SITES INVENTORY



SUMMARY REPORT

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SUMMARY REPORT

Office of New Jersey Heritage
Monmouth County Park System
Monmouth County Historical Association

Prepared by
Gail Hunton and James C. McCabe
1980-1984

1990 REPRINTING

This report summarizes the findings of the Monmouth County Historic Sites Inventory. The complete inventory (site-specific data, photographs, and maps) is in the form of an unpublished archive and is on file at two locations for public use:

(1) Office of New Jersey Heritage, Trenton.
609-292-2023

(2) Monmouth County Historical Association, 70 Court Street, Freehold
201-462-1466

Gail Hunton and James McCabe prepared this report with the assistance of the Monmouth County Park System staff. The project was funded in part by the Monmouth County Park System and in part by a Historic Preservation Survey and Planning Grant from the National Park Service, Department of the Interior, through the Office of New Jersey Heritage.

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PREFACE TO THE 1990 REPRINTING

In the four years since the initial publication of the Monmouth County Historic Sites Inventory Summary Report, the county has witnessed accelerated growth and development with enormous consequences for the historic landscape. Almost every municipality, rural and urban alike, has lost buildings and places of historic value. Many other historic structures, though still standing, have lost their settings or environs, and are now engulfed by new development.

At the same time, however, positive action in historic preservation is evident in both the private and public sectors in Monmouth County, perhaps as a result of experiencing rapid change in the surrounding landscape and a growing awareness of the vulnerability and importance of our architectural and scenic heritage. Around the county, from Matawan to Manasquan to Allentown, scores of older homes have been restored or rehabilitated by their owners. Other historic buildings such as stores, schools, and carriage houses have been rescued from disrepair and creatively adapted to new uses. Private groups and organizations are engaging in historic preservation projects, and are playing leading roles in working for the preservation of historic resources in their communities.

Local governments, responding to their preservation-minded citizenry, increasingly are receptive to serious consideration of historic resources in their master plans, land use regulations and development review processes, and are seeking professional guidance on historic preservation issues and approaches from preservation organizations, other public agencies, and experts in the field.

At the county level, the Monmouth County Park System has published the Monmouth County Historic Preservation Guide, which was adopted as the historic preservation element of the Monmouth County Growth Management Guide. The Historic Preservation Guide provides guidance to municipal and county officials, property owners, planners, developers and preservationists in identifying, evaluating and protecting a wide range of historic properties in Monmouth County. Professional staff trained in historic preservation have also been hired by Monmouth County Park System to work on county historic preservation matters, provide preservation planning assistance to municipalities and individuals, and to maintain the Monmouth County Historic Sites Inventory.

The Monmouth County Park System has reprinted the Monmouth County Historic Sites Inventory Summary Report in the interest of broadening the availability of information on the county's historic resources and promoting their preservation. The sites list and text have been adjusted to reflect demolitions where known, but otherwise the document has not been revised. For additional copies of the Summary Report or the Historic Preservation Guide, or for information and technical assistance in historic preservation, contact:

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COVER PHOTOGRAPH:
Stillwell Farm, Manalapan Township, photo taken 1875. (MCHSI 1326-28) This intact 19th century farmstead is located along one of the last remaining stretches of agricultural land on U.S. Route 9 in Monmouth County. Photo courtesy of Lydia Wikoff.

ACKNOWLEDGMENTS

The breadth and depth of this study was made possible by the support and cooperation of many people and organizations. The Monmouth County Park System underwrote the county's share of the project cost, and provided generous staff assistance as well as a "home base." The consultants especially wish to thank James J. Truncer, Director of the Park System, for his consistent support of the project and for his patience in seeing it through to completion. The participation of the Monmouth County Historical Association enabled wide access to the wealth of historical materials in their collection, and the assistance of the Director, Wilson O'Donnell, and all the staff is greatly appreciated. The Monmouth County Planning Board supplied the many maps needed for field work and documentation; the help of the Drafting Department and Planning Director Robert W. Clark is also acknowledged. The project benefited substantially from the many individuals who granted interviews, gave building tours, and shared personal knowledge about places and buildings in Monmouth County. All of their names cannot be listed here, but they are acknowledged individually on the survey forms. Particular thanks for research and technical assistance go to:

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Finally, Gail Hunton would like to express her appreciation to Susanne C. Hand, former Chief of the Office of New Jersey Heritage, for engaging her professional interest in New Jersey history and architecture.

ILLUSTRATION CREDITS

All contemporary photographs in this report are from the Monmouth County Historic Sites Inventory (MCHSI in captions). All historical illustrations, unless otherwise indicated, are from the collections of the Monmouth County Historical Association (MCHA in captions). In Barns And Outbuildings, the axiometric drawing of the Dutch barn is from John Fitchen, The New World Dutch Barn (Syracuse, N.Y., Syracuse University Press, 1968) and is reproduced with permission from the publisher. The drawings of the English barn in the same chapter are from Henry Glassie, Pattern in the Material Folk Culture of the Eastern United States (Philadelphia, University of Pennsylvania Press, 1968) and are reproduced with permission from the publisher.

INTRODUCTION

BACKGROUND

Once described as "a garden by the sea," Monmouth County has a rich historical legacy shaped by its bountiful farmland, scenic coastline and proximity to two major metropolitan areas. But exactly what are Monmouth County's historical qualities? More precisely, what buildings, structures, and places signify the county's historical identity? As the county changes and grows, what historic features are worth preserving, and why?

The Monmouth County Historic Sites Inventory, the first comprehensive survey of the county's architectural and historic resources, is an important first step in answering these questions. In accordance with the criteria established by the Department of Interior under the authority of the National Historic Preservation Act of 1966,* the purpose of the project was to identify and to document buildings and structures which are significant to and/ or representative of the county's history, culture, and architecture. The study was limited to extant above-ground structures; archeological resources, a highly significant component of the historical landscape, were not within the scope of this project.

The project was initiated in 1980 by Joseph Hammond, then Director of the Monmouth County Historical Association, who worked with James J. Truncer of the Monmouth County Park System in applying for a historic preservation grant from the New Jersey Office of Historic Preservation (now the Office of New Jersey Heritage). The state administers survey and planning grants with federal funds from the National Park Service, Department of the Interior. The Monmouth County Park System matched the state's initial one-year grant with cash, services, and facilities. The Monmouth County Historical Association contributed administrative, clerical, and library assistance. Municipal base maps and aerial photographs were supplied by the Monmouth County Planning Board. The Park System applied for and received subsequent state matching grants in 1982, 1983, and 1984 in order to expand and to complete the survey.

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* The National Historic Preservation Act of 1966 established a State/Federal partnership in historic preservation. A historic preservation fund was authorized for the identification, recognition, and preservation of historic properties. State responsibilities were placed under the aegis of a State Historic Preservation Officer (SHPO). In New Jersey, the SHPO is the Commissioner of the Department of Environmental Protection. The Office of New Jersey Heritage serves as the professional staff of the SHPO.

National Register work was an additional component of the project. Except for the Allentown, Ocean Grove, and Sandy Hook historic districts, all existing National Register properties were reviewed, re-mapped, and photo-updated, including the historic districts in Middletown Village (Kings Highway), Navesink, Shrewsbury, and Tinton Falls. In addition, Gail Hunton prepared a National Register nomination for the Jersey Homesteads Historic District, which comprises the entire Borough of Roosevelt (NRHP 1983).

The Summary Report was written by the consultants at the end of the project, and was edited and designed by Gail Hunton. The purpose of the report is twofold: to review the survey results by geographical areas and structural types; and to provide a historical and architectural context for using and interpreting the survey data. The report also contains a list of all surveyed sites as well as sites location maps for each municipality. A complete project bibliography is included at the end of the report.

The complete Monmouth County Historic Sites Inventory (survey forms, photographs, and maps) is maintained in the form of an unpublished archive, and is on file at two locations for public use: the Office of New Jersey Heritage in Trenton (609-292-2023) and the Monmouth County Historical Association in Freehold (201-462-1466). Survey sites are filed by municipality and then alphabetically by street address. Each site has a designated inventory number which is preceded by a four-digit municipal code. References to specific survey sites in this Summary Report include the inventory number (in parenthesis).

USES OF PROJECT

The Monmouth County Historic Sites Inventory will become part of a permanent ongoing archive at the state level which is used as a basis for environmental reviews, determining eligibility for the New Jersey and National Registers of Historic Places, state planning, and scholarly research. At the local level, the inventory will be an available data base for municipal and countywide planning and historic preservation projects. The material will also serve as a useful source of information for those individuals and groups pursuing research on local and county history. It is hoped, above all, that dissemination of the inventory's results will stimulate public awareness, conservation, and beneficial future use of Monmouth County's outstanding historic and architectural resources.

MONMOUTH COUNTY'S HISTORICAL DEVELOPMENT

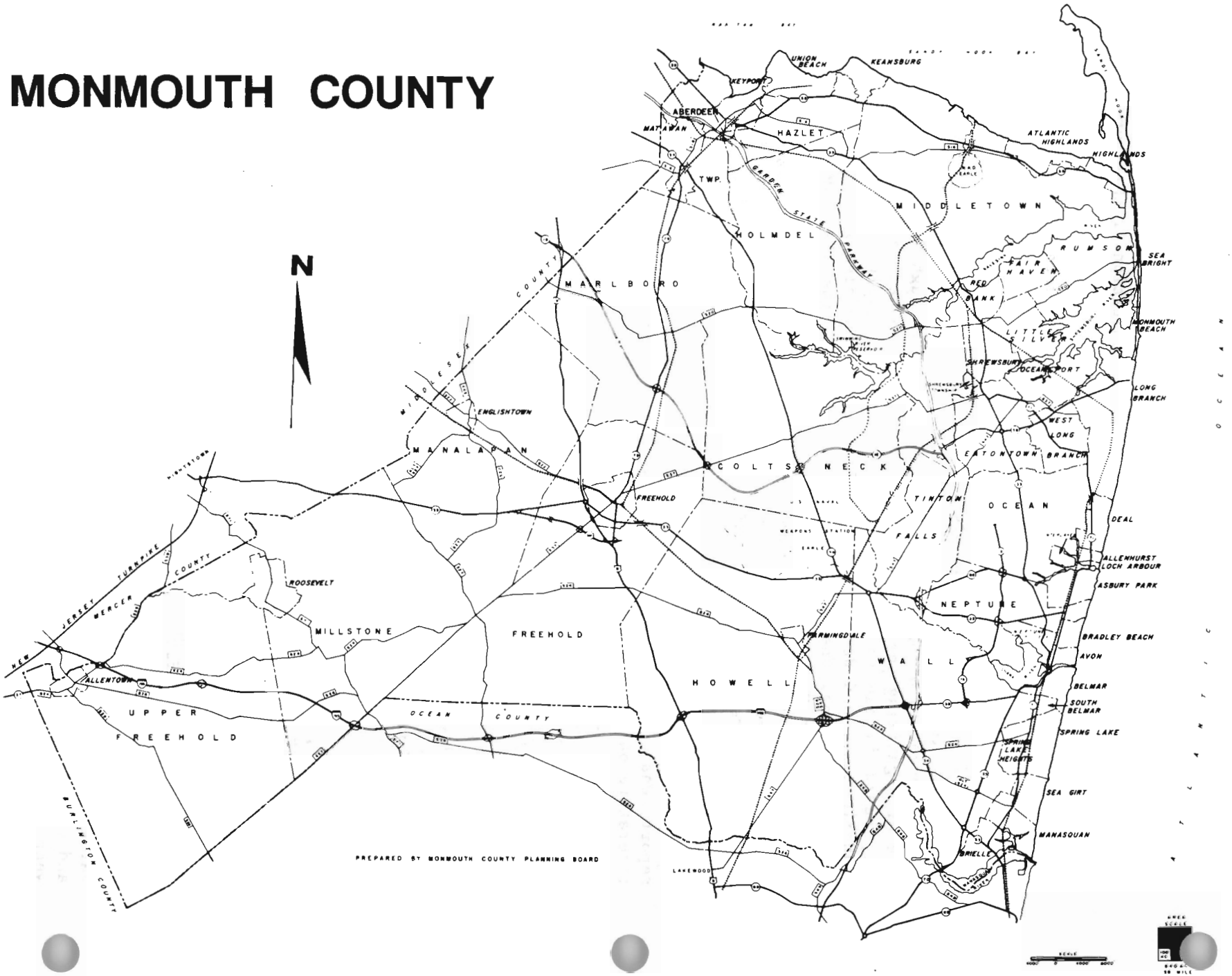
MONMOUTH COUNTY'S HISTORICAL DEVELOPMENT: OVERVIEW

The historical resources of a place are much more than structures which have been erected upon the land. While a limitation of this survey is that it is primarily a record of existing historic buildings, they nonetheless should be understood within the context of the land itself--geology, soils, topography, waterways, and vegetation--as well as patterns of settlement, population characteristics, and the various cultural factors which have shaped Monmouth County's environment. As an introduction to the survey results, this section of the report provides a brief overview of the county's natural features and the major aspects of its historical development, which is followed by more detailed accounts of specific regions (Regions I through VI). The purpose of organizing the narratives on a regional, rather than a municipal, basis is due to historical similarities in physical character, economic base, and developmental patterns among municipalities within the given regions. The regions also correspond to the planning areas of the Monmouth County Planning Board. Historical information on specific topics (such as religion, transportation, manufacturing and milling, and communications) also can be found in the subsequent section of the report (Summary of Structure Types and Architectural History).

The historical development of Monmouth County, as presented in this report, was compiled from a number of sources. Most of the historical literature on the area consists of county histories published prior to 1930; local works on towns, municipalities, and religious congregations; and popularized accounts of particular topics and time periods. Although substantial in number and containing much valuable information, the historical works on Monmouth County are oriented around events and chronological narration, and lack both analysis and synthesis. Except for Peter Wacker's notable study on the early settlement geography of New Jersey (Land and People: A Cultural Geography of Pre-Industrial New Jersey) and Dolores Hayden's discussion of the North American Phalanx (in Seven American Utopias: The Architecture of Communitarian Socialism), there is virtually no historical writing at present which places Monmouth County's history within a cultural or geographical framework. (There is, however, one promising dissertation in progress: Glenn Uminowicz, "Resort Development on the Monmouth County Shore, 1865-1915: Long Branch, Ocean Grove, and Asbury Park," Dept. of History, Univ. of Delaware.) Aside from the Monmouth County Historic Sites Inventory, there is no in-depth work on the county's architecture, even though a number of Monmouth County's landmark buildings are well-known and have been included in monographs such as Rosalie Fellows Bailey's Pre-Revolutionary Dutch Houses (1936) and Vincent Scully's The Stick Style and the Shingle Style (1971).

Monmouth County has played a prominent role in the social and economic development of the state and region. Its rich collective history and varied cultural resources await solid interpretation. Much systematic and critical work is needed before the complex interrelationships between people and place in Monmouth County's past are well understood.

MONMOUTH COUNTY



LOCATION AND NATURAL FEATURES

Monmouth is the northernmost seacoast county of New Jersey and is located in the east-central part of the state. Its 472 square mile land area is bound on the north by the Raritan and Sandy Hook Bays; on the west by Middlesex, Mercer, and Burlington counties; on the south by Ocean County; and on the east by a twenty mile stretch of sandy beach along the Atlantic Ocean. Monmouth County lies entirely within the Atlantic Coastal Plain physiographic province. Its topography is a varied one of uplands, plains, and lowlands. The most prominent landform is a band of hills, known as the Mount Pleasant Hills, which run diagonally through the county from northeast to southwest and mark the boundary between the inner and outer coastal plain. These hills range in elevation from about 100 feet to just under 400 feet; the boldest elevations are the Navesink Highlands in the northeastern corner of the county, which form a conspicuous promontory along the coast. A smaller group of hills called the Hominy Hills crosses southern Colts Neck. The soils of the county are as varied as its topography; fine sands and loams, underlain by loams, clay, and marl predominate in the inner coastal plain whereas the soils of the outer coastal plain are light and sandy. The Sassafras and Freehold soils of central and western Monmouth County are rated among the most fertile agricultural soils in the nation. Two other land characteristics of note include the marl beds (greensand marl or glauconite), which outcrop in belts extending across the county from northeast to southwest, and the New Jersey Pine Barrens, which reach into the southern portion of the county from Millstone Township to the ocean.

The geographical boundary between the inner and outer coastal plains also determines the drainage patterns of the county's many rivers and streams. North and west of the divide, the waterways drain respectively into the Raritan Bay and the Delaware River. Major streams flowing into the Delaware River include Crosswicks Creek, Doctors Creek, and Assunpink Creek. Comptons Creek, Chingarora Creek, Waackaack Creek, and Matawan Creek are among the several once-navigable streams that flow into Raritan Bay. Likewise, the Deep, Manalapan, and Matchaponix Brooks and the Millstone River in western Monmouth County all empty into the Raritan River Basin. Most of the county, however, is drained by a series of tidal rivers and creeks emptying into the Atlantic Ocean; most important of these are the Navesink, Shrewsbury, Shark, Manasquan, and North Branch of the Metedeconk Rivers and their tributaries. Along the Atlantic coast there is a succession of ponds which are the result of streams dammed by littoral drift and manmade filling; today they form boundaries between coastal communities and remain as important natural amenities (Deal Lake, Fletcher Lake, Lake Como, and Wreck Pond are examples). Behind the sandy coast and extending inland near the bays and tidal portions of the rivers are abundant tracts of salt water marsh; the county also is endowed with fresh water marshes, swamps, and bogs of great ecological value. A variety of vegetative cover and wildlife habitats--Pine Barrens, upland forests, wetlands, and dunes associations--adds to the environmental richness and diversity of Monmouth County.

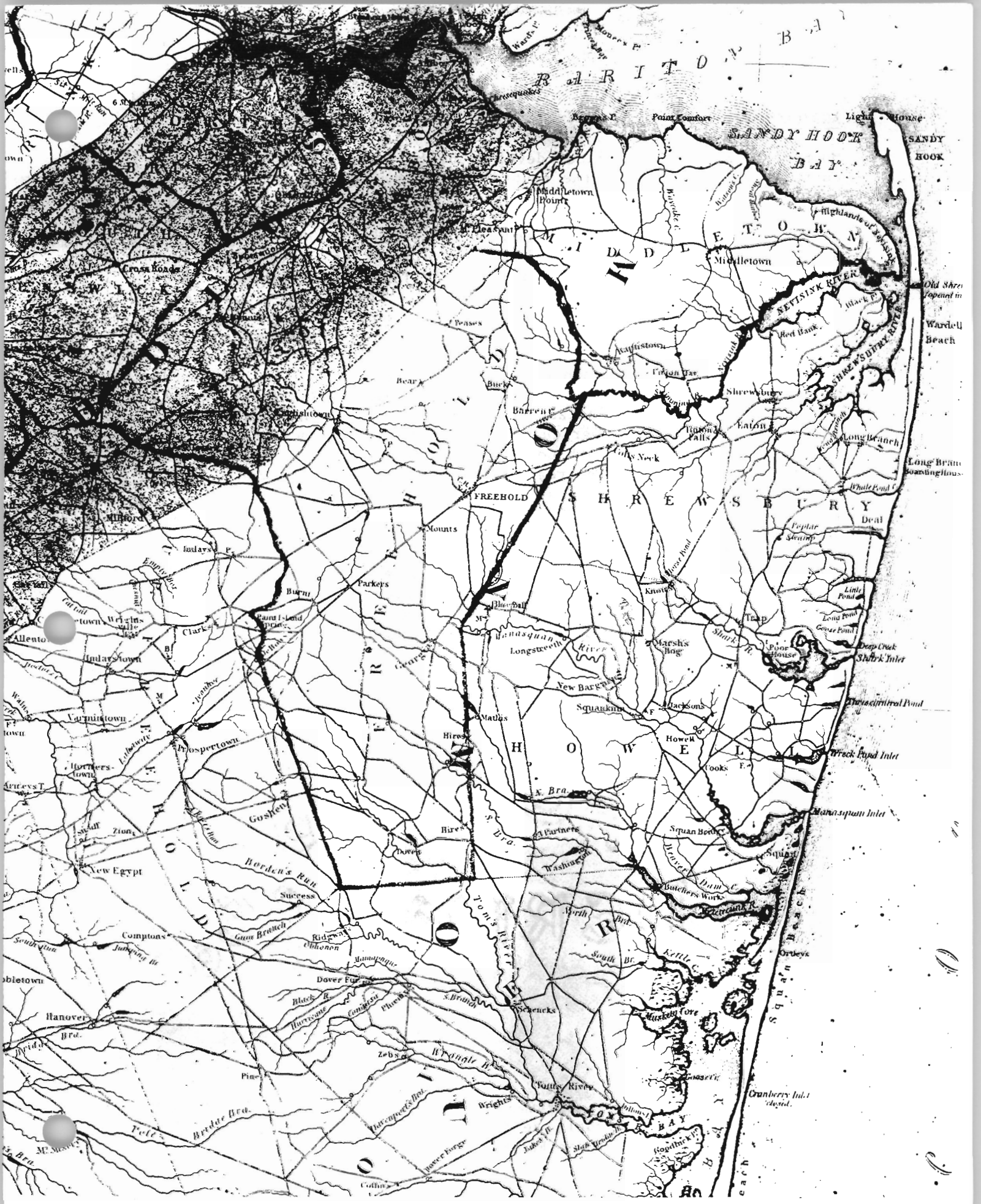
MAJOR ASPECTS OF MONMOUTH COUNTY'S HISTORICAL DEVELOPMENT

Historical factors which have had a major influence on the land use, economy, and the built environment of the county are abstracted below. The following "themes" reappear in several contexts throughout the report: Culture Groups; Agriculture; Maritime/Riverine Lifeways; Resorts and Mass Tourism; and Suburbanization.

CULTURE GROUPS

New Jersey had the most heterogeneous population of all the original thirteen colonies. Likewise, Monmouth County has been characterized by cultural diversity since the time of initial European settlement in the late 17th century, and its cultural landscape has been shaped by the many different peoples who have settled here. The original Indian population, though sparse, left a strong mark on the historical landscape by the position of transportation routes and settlement locations, which the initial European settlers tended to follow, as well as the Indian-derived names they gave to the area's natural features (such as the Navesink River) and new settlements (such as Matawan). Monmouth County's European population of the late 17th and 18th centuries included five main settlement groups; the periods of settlement and locational patterns for each are discussed in the various regional narratives. To summarize, they include: (1) New Englanders, mainly Baptists and Quakers of English extraction, who migrated to Monmouth County via Long Island; (2) Scotch Presbyterians; (3) Dutch settlers, who also came to Monmouth County from Long Island; (4) English Quakers, who settled in Monmouth County from the lower Delaware Valley; and (5) Africans, who first arrive as involuntary immigrants during the late 17th century. From an early date in Monmouth County, there was a strong association between the Dutch agricultural settlers and African slave labor; by 1745 Africans (both slave and free) comprised about ten per cent of the county's estimated population.

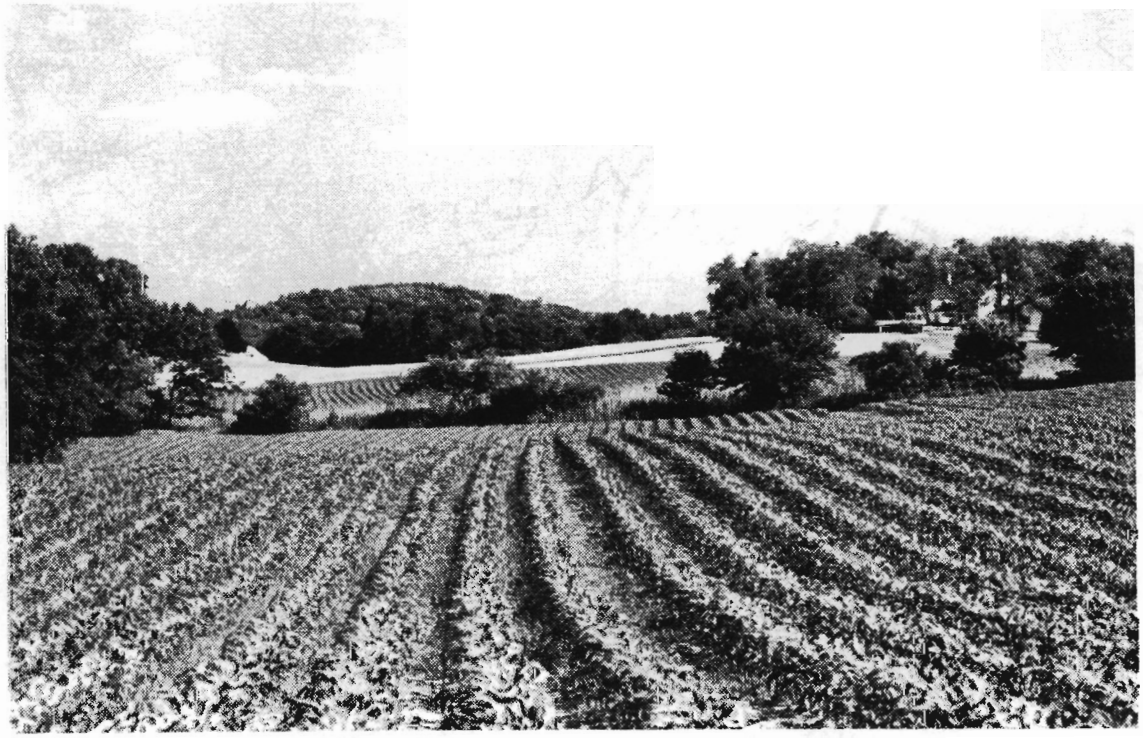
During the early to mid 19th century, new immigrant groups--notably the Irish and Germans (including German Jews)--arrived in Monmouth County. After the Civil War, the county's population tended to reflect immigration patterns of the northeastern United States. Examination of census data and other records is necessary in order to adequately profile the composition and distribution of the county's 19th century populaton. However, specific historical resources relating to these various culture groups are mentioned in the regional narratives as well as the summaries of structure types.



Gordon's Map of 1834, showing principal overland routes and areas of settlement, with particular attention to rivers, streams, and inlets. (MCHA)

AGRICULTURE

Much of Monmouth's historical development is interconnected with agriculture, the mainstay of the county's economy from the years of early settlement until the middle 20th century. The fertile soils of the Inner Coastal Plain enabled high crop yields, and close proximity to major metropolitan markets economically benefited the county's farmers. The Dutch, who comprised a major element of the county's 18th century population, were known as able and industrious farmers. Succeeding generations of agriculturalists made the county prominent in potato crop production, the export of marl, fruit orchards and truck crops, thoroughbred horse raising, egg and poultry farming, and horticultural nurseries. Most 18th and early 19th century farms grew a variety of crops and livestock for domestic consumption and for trade in the local marketplace while later farms, linked to a larger market economy, tended to specialize in one or two cash crops, dairying or livestock production. Agriculture dominated the landscape and all other enterprise in Monmouth County until the technology of the steam-powered riverboat and railroad brought great economic and spatial change, especially to the coastal areas. Due to agricultural suitability, central and western Monmouth County became the principal farm areas. Farming is still a vital part of the county's economy, and is concentrated in Regions VI, V and southwestern Region I, where significant rural historic areas remain. Elsewhere in the county vestiges of fractured agricultural landscape--farmhouses, barns, orchards, and meadow--are still numerous but endangered. Agriculture and its changing impact on the built environment is discussed in the regional narratives and in Barns and Outbuildings.



Rolling farmland in Holmdel, settled by the Dutch in the late 17th century. (Smock and Van Mater Farms, MCHSI 1318-26 and 1318-24)



Shoal Harbor, located at the mouth of Comptons Creek as it enters Sandy Hook Bay, is one of the earliest harbors in Monmouth County; it is mentioned in Middletown records as early as 1669, when meadow lots in the salt marsh were allocated. There is still an active commercial fishing fleet at Shoal Harbor. (MCHSI 1331-6)

MARITIME/RIVERINE LIFEWAYS

Monmouth County's long ocean shoreline and many rivers, streams, and estuaries have made commercial fishing and oystering, boatbuilding, and shipping an integral part of its historical development. Water was the primary means of moving people, information, and goods in and out of the county prior to improved overland transportation, and much of the livelihood of residents along the coast was derived from water in one way or another. Before the advent of the resort towns, the shore areas were dotted with docks and landings, fishing villages, boathouses, warehouses, boatbuilding establishments, and waterfront hostelries. Port activity spurred the early growth of towns like Matawan, Keyport, Red Bank, and Oceanport. Keyport became the center of the oyster trade in the county--in the late 19th century half of the acreage of New Jersey oyster beds was in the Keyport area--and a locus of shipbuilding as well. Steamboats ran regularly to and from New York by the 1830's, beginning a long steamboat era along the Monmouth coast. Steamboat traffic was at first dominated by freight--iron products, lumber, produce--but after the Civil War passenger service increased as the seashore resorts developed. During this time large piers were constructed at several port towns along the bayshore, Navesink and Shrewsbury rivers, and at Long Branch. Today, little physical evidence of historic maritime/riverine lifeways remains.



The Essex and Sussex Hotel in Spring Lake (MCHSI 1348-29) is one of the last of the old grand hotels along the Jersey shore.

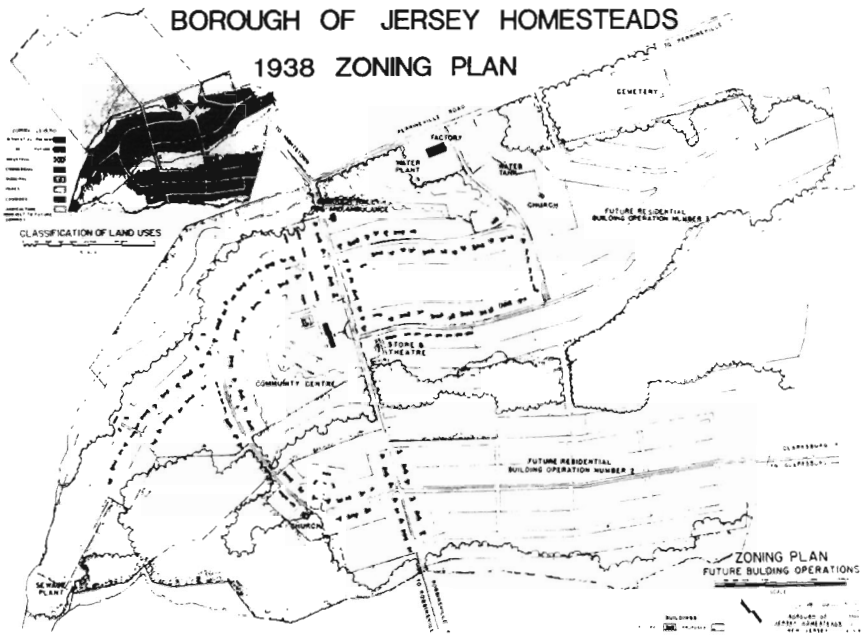
RESORTS AND MASS TOURISM

The development of resort communities along the Monmouth coast during the 19th century reflects the beginnings of mass tourism in America. The rise of business fortunes, the growth of an affluent middle class, the corresponding expansion of leisure time, and improved transportation made resort development possible. Urban dwellers from New Jersey, Philadelphia, and New York, seeking a healthy retreat from city life, began visiting the Jersey shore in numbers during the early 19th century, staying at a few inns, boardinghouses, and farmhouses with rooms to let. Long Branch was known as a fashionable watering-place by the 1840's, but it was the construction of the shore railroads in the late 1860's and 1870's that catalyzed real estate promotion and the vacation trade along the coast. By the end of the 1880's the shorefront had become nearly a continuous line of resort communities. Developers established resorts for clienteles of differing economic levels, ethnic backgrounds and religious persuasions, creating subcommunities of 19th century American society along the shore. Long Branch was patronized by the nouveau riche, while Asbury Park was promoted as the moral alternative for the upright middle class. Ocean Grove and Atlantic Highlands were founded by Methodist camp meeting associations. Water Witch Park (in Middletown) and Monmouth Beach were begun as private clubs, with home sites arranged on a curvilinear street pattern around a clubhouse. Keansburg, Union Beach, Neptune City, and West Park (in Asbury Park) emerged as working class resort areas. Most cottage communities were speculative ventures by individuals or consortia, promoted with claims to exclusiveness and quiet charm. These, like Avon and Allenhurst, commonly were laid out on regular gridiron plans bound by the ocean on one side and the railroad on the other. By the late 19th century large country estates, built on an individual basis, dotted Rumson Neck and the Navesink hills, capitalizing on other natural assets--hilly topography, expansive views, and riverfront access.

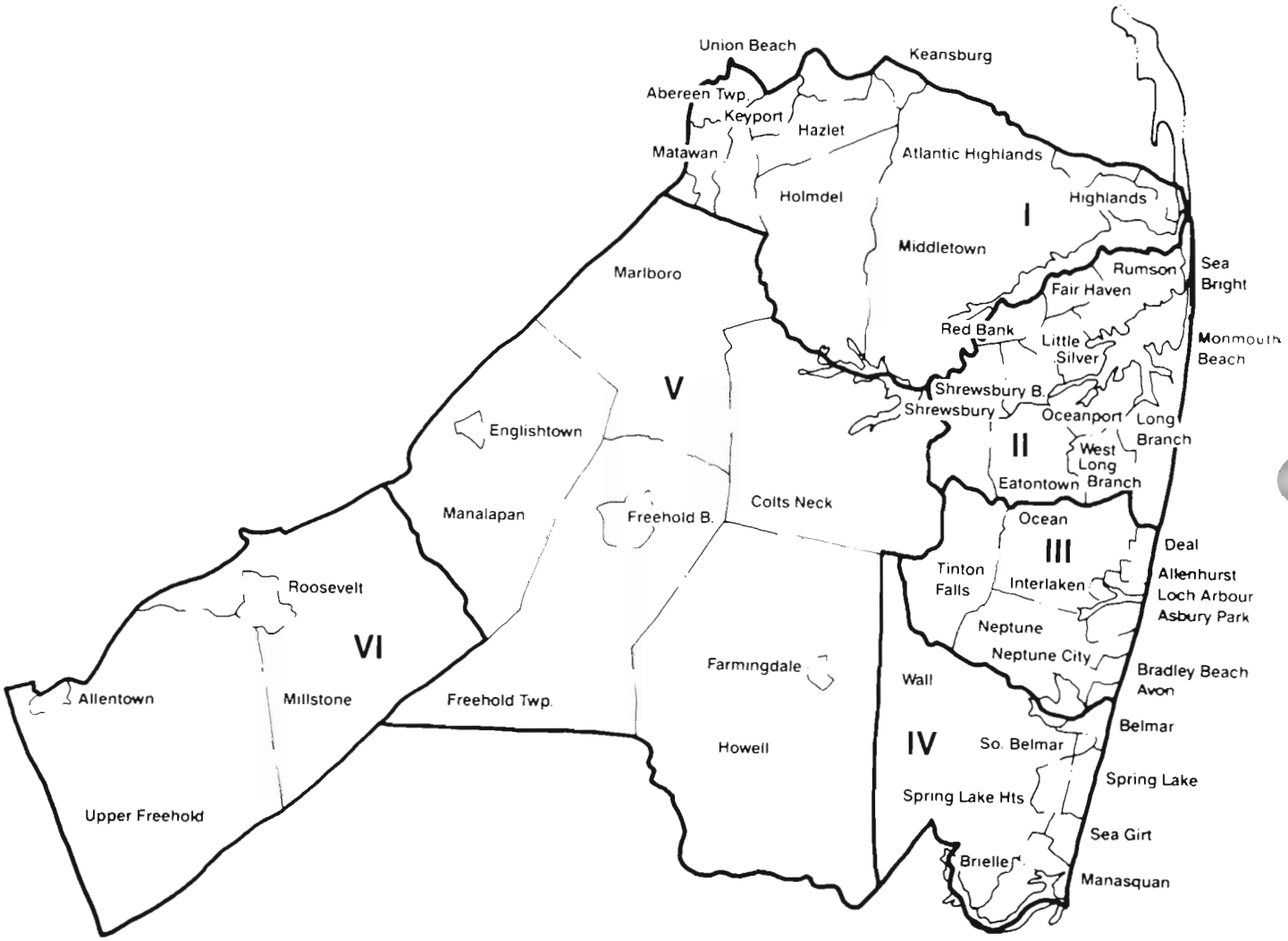
SUBURBANIZATION

Suburbanization has produced far-reaching spatial and social change in Monmouth County during the 20th century. The new suburban form, however, first appeared on the Monmouth County landscape in the last two decades of the 19th century, with the development of seasonal residential areas along the shore and in the Navesink hills, linked to New York and Philadelphia by train and steamboat. A system of streetcar lines provided transportation to destinations within the county. The automobile, development of the highway system, and changing economic geography in the second and third quarters of the 20th century gradually transformed these communities into places of year-round residence. At the same time, new suburban growth encircled older commercial centers (such as Matawan, Red Bank, and Freehold), increased the size of some of the county's oldest villages (such as Middletown and Shrewsbury), and spread along highway corridors on former farmland.

Monmouth County has several notable examples of early suburban community planning; most began as resorts, but are suburban in form and function. Water Witch Park (Region I), Atlantic Highlands (Region I), and Interlaken (Region III) all show influences of romantic planning. Roosevelt (Region VI), originally known as Jersey Homesteads, is a 1930's community based on the suburban resettlement program of the New Deal and the English Garden City Idea. Its physical layout (see below) contains several elements of advanced suburban planning: consideration of topography, waterways, and other natural features; inclusion of pre-existing roads and farmhouses; careful siting of buildings; integration of residences with community-owned open space; and a greenbelt of conservation areas and farmland. Other early suburban areas, such as the Hollywood section of Long Branch, were planned as housing developments only, but nonetheless are significant for their landscape settings and/or architecture. In fact, a great deal of Monmouth's fine early 20th century residential architecture is the early suburban housing of the county.



REGIONAL AND MUNICIPAL BOUNDARIES



REGION I

Aberdeen Township
Atlantic Highlands Borough
Hazlet Township
Highlands Borough
Holmdel Township
Keansburg Borough
Keyport Borough
Matawan Borough
Middletown Township
Union Beach Borough

Region I comprises the land area originally encompassed by Middletown Township, one of the three original townships of Monmouth County. This region, more than any of the others, reflects the diverse settlement pattern that characterizes the development of the county as a whole. The region was settled initially by three major culture groups (English/New Englander, Scottish, and Dutch); it encompasses rural, suburban and urban areas; and its heterogeneous economy was shaped by agriculture, industry, fishing, trade, defense and tourism. The existing built environment of the region retains significant elements which relate to these settlement groups and developmental forces.

EARLY SETTLEMENT

Middletown's close proximity to New York and Long Island, as well as the high soil quality and easy accessibility of its inland areas, led to its settlement and development at a very early date. Initial European settlement in Monmouth County began in Middletown in 1664; the village of Middletown was one of the original seven towns of New Jersey. By 1680 the population of Middletown was about five hundred.The geographical prominence of Sandy Hook and the Navesink Highlands gave the region strategic and navigational importance because of its position at the approach to the New York Harbor.

The earliest European settlers in the region were New Englanders from Massachusetts Bay Colony and Rhode Island who had been living in Long Island. They established Middletown as a result of the Navesink Patent of 1665. Among the original patentees (most of whom settled in Middletown) were John Bowne, John Tilton Jr., Richard Stout, William Goulding, Samuel Spicer, James Grover, Richard Gibbons, Nathaniel Sylvester, William Reape, Walter Clark, Nicholas Davis, and Obadiah Holmes. Also among the first settlers were Richard Hartshorne (1331-37 and 1331-3-9), James Hubbard, and John and Job Throckmorton. Many of these surnames remained prominent in the county's history through the next several centuries. This group of original settlers, which included both Baptists and Quakers, came to be primarily Baptists and Anglicans (Episcopalians) in the 18th century. Their original congregations are The First Baptist Church of Middletown (1331-3-11) and Christ Episcopal Church (1331-3-13). Quaker settlement concentrated in the Shrewsbury area (see Region II).

The Scots were the second major group to settle in Region I. They came from the Perth Amboy area, the center of Scottish settlement in New Jersey, during the 1680's and 1690's and concentrated in what is now Matawan and Aberdeen. They called the area New Aberdeen, and by the early 1690's a nucleated settlement had been established south of what is now Matawan. It was located at the head of navigation of Matawan Creek and came to be known as Mount Pleasant, later called Freneau. Settlement soon expanded to the north along the creek, forming the commercial village of Middletown Point (the name was changed to Matawan in the 1860's). Although there were a substantial number of Quakers among this group, the Monmouth County Scots were soon generally associated with Presbyterianism.

The third major culture group to settle in the region were the Dutch from Long Island. They first arrived in the county and region in the 1690's, settling primarily in the area known as Pleasant Valley. (See also Region V.) The Dutch settled in a pattern of dispersed farmsteads during the 18th century, without any real village center. Daniel Hendrickson and Johannes Luyster, who set up farms in the area which came to be known as Holland near Middletown village during the early 1690's (see 1331-2, 1318-8), were among the earliest of the Dutch to settle in the county and the region, as were the Schencks (1318-17,45,48), the Van Couwenhovens (1318-44) and the Smocks (1318-25,26,47) who initially settled in what is now Holmdel Township. Most of the Dutch belonged to the Reformed Church; the first Dutch Reformed Church in Region I was built in 1719, the predecessor of the church still standing in Holmdel village (1318-1-2).

Middletown (1331-3) and Middletown Point (now Matawan,1329-1) were the two major villages in Region I during the 18th century. Middletown was planned and laid out in the New England manner, which fostered clustered settlement. This concentration of population led to its importance as a center of commerce, trade, and civic affairs. Middletown Point, by contrast, developed as a result of advantages due to its geographic location, a pattern which typified subsequent town formation in the region and county. By virtue of its location several miles inland at the head of navigation of Matawan Creek, it was the most convenient point to bring agricultural produce from the inland areas of Region I and Region V. Several fortunes were made in this trade by residents of Middletown Point. The wealth of John "Corn King" Burrowes came from his ownership of several mills and storehouses; his large Georgian residence stands on Main Street (1329-113). In addition to the commercial activity generated by the New York trade, several small-scale industries operated, including a tannery (1329-14), a potash factory, and several mills, none of which have survived to the present. Due to its role as the primary commercial center for Region I, Middletown Point came to be populated by all of the major groups of the region, with English and Dutch joining the original Scots.

Several small nucleated settlements also appeared in the region during the 18th century. These developed around community focal points such as grist mills, taverns, landings, and sometimes churches or meeting-

houses. Mount Pleasant, south of Middletown Point, had a mill and tavern; Sandy New (Leedsville, later Lincroft) developed around a tavern at the junction of two major roads; the Dutch community of Holland (1331-2) grew around the mill on Mahoras Brook; and Dorsettown formed similiarly around a mill on Waacaak Creek, near the route of present day Highway 35. Landings included Browns Point (in Keyport), Shoal Harbor (1331-6), and Portland Point on the Navesink River. Baptisttown, later known as Holmdel (1318-1), grew around a crossroads and a Baptist meetinghouse, and was near Van Mater's Mill. These communities were linked by a system of roads. The major east-west route linked Mount Pleasant with Middletown Village and the Locust Point/ Portland Point area along the Navesink. It is followed at present by Mill Road in Matawan, Van Brackle Road, Holmdel Road, Crawford's Corner's Road, Holland Road, Kings Highway and Monmouth Avenue in Middletown. From this main road, several different routes led north to the bayshore landings of Middletown Point, Browns Point, Shoal Harbor and Point Comfort, and south to the settlements of Freehold, Baptisttown (Holmdel), Leedsville (Lincroft) and Tinton Falls, and to the landing at what is now Red Bank. Finally, the geographical prominence of Sandy Hook led to Region I's development as part of the system of navigational aids and security at the entrance to New York Harbor. As early as 1680, proposals were made for the construction of a fort on the Hook, and the lighthouse now standing at its northern end was first erected in 1747. (See Transportation Structures.)

Between the villages were dispersed independent farmsteads, which engaged in general purpose agriculture. Only two sections of the region remained generally undeveloped. Along the bayshore the extensive salt marshes limited settlement, and were primarily used for the harvesting of salt hay. The Navesink Highlands, at the eastern end of the region were the other area with limited population in the 18th century; much of the land belonged to the family and descendants of early settler Richard Hartshorne (see 1331-37).



Portland Place, on the Navesink River; home of the Hartshorne family since the late 17th century. (MCHSI 1331-37)

19th CENTURY CHANGE AND DEVELOPMENT

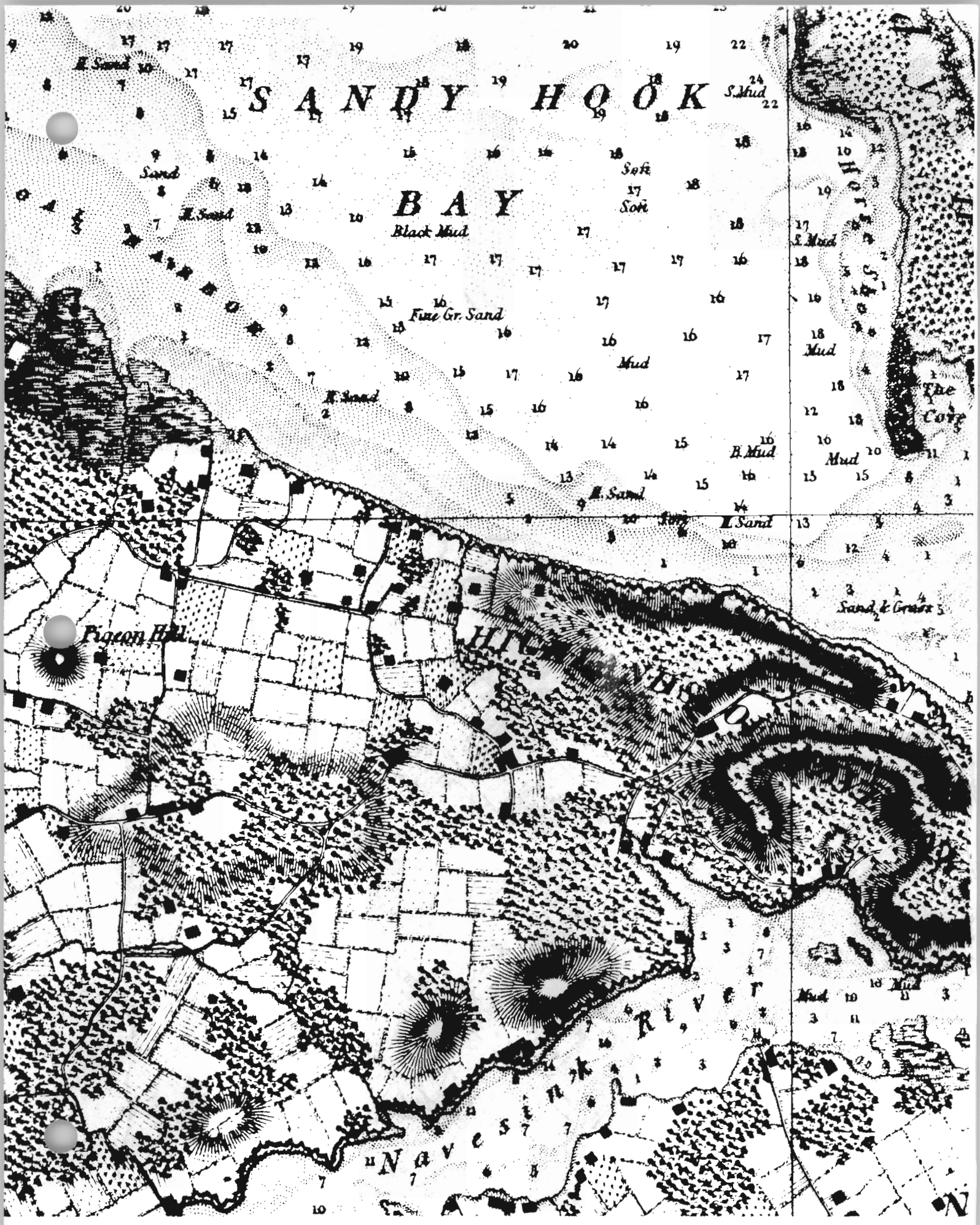
The developmental forces of commerce, industry and tourism had a major impact on the built environment and history of Region I during the 19th century. It was transformed from an area predominated by farms and villages, to one of diverse uses which included (besides agriculture) large scale industry, expanded commercial centers, a vastly improved transportation system, pockets of suburban development, and the beginnings of tourist trade.

AGRICULTURE

The high quality of the soils of Region I had made agriculture a prosperous enterprise for 18th century landowners, and improvements in markets and agricultural techniques during the 19th century allowed for an expansion of these fortunes. The fruits of this prosperity can be seen in the number and size of the large 19th century farmhouses in the region. The Aaron and John Longstreet House (1318-42) in Holmdel, built in the 1770's and greatly expanded in the 1820's or 1830's, typifies the scale and pattern of expansion of farmhouses belonging to established families in the region. Agricultural developments during this time were numerous, and included changes in farm layout and building design, improved equipment, and selective breeding of livestock. Two changes were particularly significant to farming in the region: the first was the use of marl (a locally available material dug from pits) and other fertilizers which substantially increased yields; and secondly, the growth of potatoes as a specialty crop, beginning in the 1830's. Potatoes grew very well in the clay soils of the region, and because of their bulk, local farmers were able to make use of their fairly close proximity to New York to gain a competitive advantage with lower shipping costs. Many of the large farms in the region were built on the income from their potato crop, which often acounted for 50% of the gross income of the farm.

TOWNS AND VILLAGES

The growth in farm income during the 19th century was paralleled by an expansion of the commercial areas and population centers. The most notable growth areas were Keyport, which began to develop in the late 1820's, and Red Bank in Region II, which became the other important market town for the farmers of Region I. To an extent, Keyport's growth during the 19th century occurred at the expense of its neighbor Middletown Point. The silting of Matawan Creek that resulted from agricultural runoff gradually limited its navigability. In addition, the improved road system reduced the advantage that Middletown Point had as a inland port. It remained the dominant commercial town through the first half of the 19th century (the first bank in the county was established there in 1830), but by the 1860's Keyport, with its larger facilities, had probably matched Matawan (named changed from Middletown Point in the 1860's) in importance. Matawan regained a certain advantage when the route of the New York and Long Branch



U.S. Coastal Geodetic Survey Map of 1844, showing the eastern end of Middletown. Topographical features, fields, woodland, roads, and buildings are delineated.

MIDDLETOWN POINT

Scale 30 rods to an inch

FLOUR AND GRIST MIL

Phœnix Mills—L. Cartan & Co, dealer in lumber, grain, &c
Excelsior Mills—G. Hendrickson & Co, dealers in grain, &c
Layton & Sickles Mills—dealers in grain, &c

SASH AND BLIND MANUFACTORY.

. Lamberson
. N. & R. Brown
. P. Bailey

CARPENTERS AND BUILDERS.

. N. & R. Brown
. & T. Lambertson
V. Brown

MISCELLANEOUS.

Rev. C. Webster, superintendent of schools
McChesney & Lupton, marble dealers and chimney piece manufactory.
. Painton, butcher and dealer in live stock of every kind
an Schoik & Dunn, pottery & tile manufactory
. V. Schanck tanner and leather dealer
. Reid, painter and paper hanger
V. Brown, fruit nursery
. T. Smith, stage proprietor from Middletown Point to Key Port
. Van Pelt, carpenter
aptain C. Brown, captain of propeller
aptain A. H. Hopkins, captain of sloop Lucy Hopkins
aptain J. W. Denyse, captain of sloop Caroline
. Miller, barber and hair dresser
. H. Coe, brick maker
. E Wood, "
. Maggs, "



Beers' Map of 1860, inset of Middletown Point (now Matawan). (MCHA)

Railroad was redirected to pass through the northern section of Matawan instead of Keyport in 1874. Despite this Keyport continued to be an important port for agricultural produce well into the 20th century (it was generally cheaper to ship produce by water than by rail), but the railroad allowed Matawan to achieve considerable importance as an industrial town.

Increased population also led to the development of many small villages in the region, often coalescing around a mill, store, church or an intersection of major roads, such as Chanceville (New Monmouth, 1331-5), Riceville (Navesink, 1331-4), and Chapel Hill (1331-1). Other villages, such as Cliffwood, Hazlet and Port Monmouth appeared along the paths of the railroads. Older rural hamlets such as Holmdel (1318-1) and Leedsville (Lincroft) expanded in size during this period. This increased population and community identification also led to the division of Middletown Township into smaller municipalities, particularly in the rapidly growing western area. In 1848, the township was divided roughly in half creating Raritan Township. Raritan was itself soon divided in thirds in 1857, creating the townships of Holmdel, Matawan (now Matawan Borough and Aberdeen Twp.) and Raritan (now Hazlet Twp. and the Boroughs of Keyport, Union Beach, and Keansburg). The urban areas were incorporated later in the century, Matawan Borough in 1895 and Keyport Borough in 1908. The other muncipalities of the region were formed as a result of seashore resort and suburban development: Atlantic Highlands in 1887, Highlands in 1900, Keansburg in 1917, and Union Beach in 1925.

INDUSTRY

Keyport and Matawan also emerged as the industrial centers of the region. The most important element of this industrialization was the ceramic industry, which located primarily in the Matawan area, though kilns were found as far east as present day Union Beach. These manufacturers took advantage of the available clays of the western bayshore and of the established facilities for shipping to New York. The industry, which included the manufacture of brick, tile, earthenware, stone ware, began in Matawan during the late 1820's with the manufacture of brick. A more detailed account of its growth can be found in the chapter on Manufacturing and Milling Structures.

The other major industry to have impact on Region I during the 19th century was ship building, which was centered in Keyport and Brown's Point. John Cottrell established a yard at Brown's Point in 1831, and the yard remained in operation throughout the 19th century. B.C. Terry operated the other major yard, beginning operation in Brown's Point and moving later to Lockport, on the east side of Keyport. No structure survives from these businesses. The concentration of industry in the Keyport and Matawan area left a large stock of 19th century working class housing, which is not found in significant concentrations in other sections of the region. These industries, particularly the ceramic industry, drew heavily on the indigenous black population and immigrant Irish for their work force.

RAILROADS

The availability of rail service was very important to the development of the industrial, residential and resort elements of the region. The earliest railroad in the region linked a large ferry dock at Port Monmouth with Red Bank, Shrewsbury, Long Branch, Farmingdale, and South Jersey. The route passed through the rural areas of Middletown along what is now East Road and Sleepy Hollow Road. It was originally incorporated as the Raritan and Delaware Bay Railroad in 1854, and work was complete through Long Branch in 1860. The line was reorganized as the New Jersey Southern Railroad in 1870. The most important railroad built through the region was the New York and Long Branch Railroad, which passed through Matawan, Hazlet and Middletown and formed the first all rail route to New York (now the North Jersey Coast Line). As was indicated above, Matawan benefited particularly from the construction of this rail line. Several residents of the town were on the Board of Directors of the railroad and their influence led to the realigning of the path of the railroad from Keyport to Matawan. A third railroad through the region linked Freehold with Matawan and Keyport. It was organized in 1867 as the Monmouth County Agricultural Railroad, with the intent of providing rail service for agricultural produce to the docks at Keyport. It was not completed until 1880 and so was linked to the main railroad to New York; a branch line continued on to the docks at Keyport. Another series of branch lines, constructed during the 1890's and early 1900's, connected the towns of the bayshore with the railroad at Matawan, passing through what is now Union Beach, Keansburg, Belford, and Atlantic Highlands to connect with a New Jersey Southern line from Sea Bright. These rail lines were important to the development of the resorts along the Sandy Hook Bay such as Atlantic Highlands (1304-1) and Water Witch Park (1331-7).

RESORTS AND TOURISM

The rugged and steeply pitched hills of the Navesink Highlands in the eastern end of the region became prime sites for summer resorts in the late 19th century. The design of the communities, notably Atlantic Highlands (1304-1) and Water Witch Park (1331-7), took advantage of the terrain and the vistas of Sandy Hook Bay to create rustic and Picturesque settings. Atlantic Highlands was begun in 1879 by the Atlantic Highlands Association, a Methodist camp meeting group. The plan of the community featured concentric roads ascending the hills overlooking the ocean, and included a natural amphitheater created from a ravine. Water Witch Park, built by a club of New York businessmen and architects established in 1895, was designed to encourage recreation and social interaction. The curvilinear street plan consists of gravel roads winding through dense woodland; walking paths climb the steep hills among the roads, linking Shingle Style and Period Revival residences and the clubhouse.

The hilly region on the north shore of the Navesink River developed on an individual basis. Large gentleman farms and country estates such as the Haskell (1331-22), Strauss (1331-24) and Huber (1331-10) Estates were built along Navesink River Road and Cooper Road during the late 19th and early 20th century in a variety of Period Revival architectural styles. At the same time, working class resort areas, notably Keansburg (1321-1,9) grew along the bayshore. The New Point Comfort Association, formed in 1906 by William Gelhaus and several other partners, developed the area around the Beachway in Keansburg. In 1909 they founded the Keansburg Steamship Company which provided service between Keansburg and the Battery in New York. Large numbers of visitors came from working class areas in New York City to the beach and boardwalk. Cliffwood Beach in Aberdeen was developed in a similar manner, though none of the beachfront construction survives.



The plan of Water Witch Park, as originally conceived in 1896. (MCHSI 1331-7)

20TH CENTURY SUBURBANIZATION

The 20th century in Region I has been characterized by an overall decline in the importance of agriculture, the widespread expansion of suburban residential areas, the emergence of a large electrical engineering industry, and the establishment of substantial military facilities.

Rapid travel to New York via the New York and Long Branch Railroad prompted the growth of the county's earliest commuter suburbs in Region I, most notably around Matawan (1330-1). An extensive system of streetcars built in the late 19th early and 20th century served these suburban areas. The automobile and the development of an improved road system in the region, in conjunction with declining profitability of agriculture (particularly during the years of the Depression) and the emergence of the electrical engineering industry, have contributed to the widespread suburbanization of Region I. The improvements to Route 35 and the construction of the Garden State Parkway in the 1950's greatly facilitated auto travel to North Jersey and New York, reducing commuting time and expanding the radius of New York City's suburbs. Farmland escalated in value when sold for residential subdivision, creating a disincentive for farming, a process which continues today. The long history of experimentation in communications which had occurred in the region, beginning with Marconi's experiment with wireless telegraphy at Highlands (1317-3), led to the construction of the large Bell Labs facility in Holmdel (1318-3) in 1959-65. This created additional pressures for the subdivision of farmland into residential suburbs.

HISTORICALLY SIGNIFICANT AREAS

The ten municipalities of the region include thirteen surveyed districts and four streetscapes which represent historically significant urban, suburban, and village settings; a number of these are eligible for the National Register and deserve protection and preservation (See Sites Lists). At present, the villages of Middletown (1331-3) and Navesink (1331-4) are the only National Register historic districts in the region. Keyport (1322-1,2,3) and Matawan (1329-1) are particularly important as the principal 19th century town centers of the region. In addition, there are several remaining pockets of rural landscape in Region I of high historic value. In the Pleasant Valley area of Holmdel, which includes the southwestern section of the township, there is a concentration of significant 18th and 19th century farmsteads, relating to the early Dutch settlement of the county. Nearby, in both Middletown and Holmdel townships, the lands of the former Brookdale Farm (1331-88,90,91) and the adjacent Smock Farms (1318-25,26) and Van Mater Farm (1318-24) form an important stretch of historic rural landscape and open space along the south side of Newman Springs Road and the Swimming River Reservoir. Another notable area is found in the concentration of country estates and horse farms along Navesink River Road, Cooper Road, Whipporwill Valley Road, and Locust Point Road in Middletown.

REGION II

Eatontown Borough	Rumson Borough
Fair Haven Borough	Sea Bright Borough
Little Silver Borough	Shrewsbury Borough
Long Branch City	Shrewsbury Township
Monmouth Beach Borough	Tinton Falls Borough (north half)
Oceanport Borough	West Long Branch Borough
Red Bank Borough	

The land area of Region II, which now is divided into thirteen municipalities, was once entirely part of Shrewsbury Township, one of the three original townships established in Monmouth County in 1693. Today Region II is heavily suburbanized, and includes two major urban centers (Red Bank and Long Branch). However, its historical development is remarkably varied; some of the county's earliest settlements, an active maritime economy, agriculture, 19th century seashore resorts and country estates, formative industries, and a large military base have all shaped the historic landscape of Region II.

EARLY SETTLEMENT

Although all of Monmouth's major early culture groups (see Region I) settled in Region II, the English/New Englanders came first and were by far the most numerous and influential. Initial European settlement in Region II was made by New Englanders--chiefly from Rhode Island and Massachusetts--who established Shrewsbury as one of the original two settlements of Monmouth County (Middletown was the other) under the provisions of the Navesink Patent granted in 1665. The village of Shrewsbury (see Shrewsbury Historic District, 1345-1), the nucleus of the Shrewsbury settlement, was founded at the crossroads of a major east-west Indian route (the Burlington Path, now Sycamore Avenue) and a north-south path (now Broad Street). While Middletown was the primary locus of New England Baptists in Monmouth County, the Quakers concentrated in Shrewsbury. The Quakers formed the first Friends Meeting in New Jersey at Shrewsbury about 1672 (1345-1-7), and the Presbyterians in the area had an ordained minister by 1705 (1345-1-9). The Episcopalians organized in 1702 under George Keith, a former Quaker who converted a number of Shrewsbury Friends to the established church (1345-1-1).

The Navesink Patent promoted nucleated settlement in the New England manner, but it is evident that Shrewsbury did not evolve as such. Aside from the small cluster of dwellings and meetinghouses at the crossroads corner, the land in the surrounding area (of Region II) was acquired in fairly large tracts during the late 17th century and subsequently settled in a pattern of dispersed independent landholdings. Among the first New Englanders to establish homesteads in Region II were the Allens, Whites, Wardells, Parkers, Slocums, Eatons, Wests, Lippincotts, Hances, Bordens, Throckmortons, and Lafetras; these surnames remained prominent in the region through the 19th century.

Present-day Monmouth Beach comprises much of the farm of Eliakim Wardell, a Rhode Island Quaker who obtained a large parcel between the Shrewsbury River and the ocean in 1670. About the same time John Slocum received a land grant of 372 acres in what is now Long Branch. On Rumson Neck, John Hance, Joseph Parker, and Lewis Morris (1342-14) each had sizable tracts reaching from river to river. One of the largest early landowners was Colonel Lewis Morris, a native of Monmouthshire, Wales and the uncle of the above-mentioned Lewis Morris; his influence on the early settlement and organization of the county (which he named) was substantial. In 1675 Morris purchased a 3,540 acre plantation at the falls of the Shrewsbury River, which he called Tintern Manor (now Tinton Falls, see 1336-1). On the property was a smelting furnace built a few years before by James Grover and others. The ironworks, though short-lived, were the first in New Jersey, and were the probable origin of (involuntary) African settlement in the county. Morris brought about seventy slaves from Barbadoes to work in the ironworks, and their descendants (along with other ex-slaves and free blacks) made up the populations of early black communities in the Tinton Falls and Eatontown area (see 1336-6 and 1311-17).

Throughout the 18th century, most of the people in Region II earned their living as farmers, fishermen, boatmen, millers, or tradesmen. Population remained sparce along the coast, with scattered dwellings from Black Point (Rumson) south to Whale Pond Brook (Long Branch); settlement became most concentrated in the area around Shrewsbury, Tinton Falls, and Eatontown. The village of Shrewsbury continued to be the major population center, though probably numbered no more than two hundred persons. Smaller clusters of population and commerce developed around the grist mill at Tinton Falls (see 1336-1; originally built by Bartholomew Applegate c. 1674 and later rebuilt) and a grist mill at Eatontown (erected by Thomas Eaton in the 1670's). A tavern,



The 18th century William Parker Farm in Little Silver, the last operating farm on Rumson Neck. (MCHSI 1323-19)

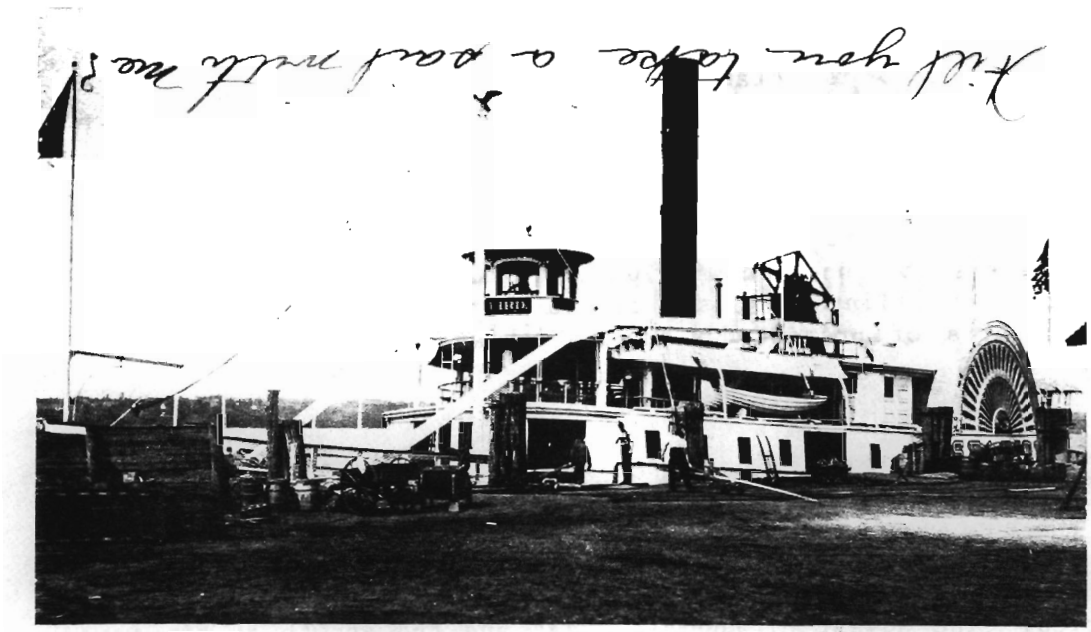
dock, and a couple of dwellings also existed at Red Bank before 1800. The correlation of early settlement locations with Indian paths (and probable habitation) is notable. The major east-west route through the region was the Burlington Path, which went through Tinton Falls and Shrewsbury to the Shrewsbury River, and terminated at the end of Rumson Neck. Parts of this route are retained in sections of Sycamore Avenue and Rumson Road. Another major Indian route ran from the headwaters of the Navesink (at Red Bank) south through Shrewsbury and Eatontown, where it connected with paths leading westward to the falls of the Shrewsbury (Tinton Falls), eastward to the sea, and continued southward (parts of present-day State Highway 35 and County Highway 537).

19th CENTURY DEVELOPMENT

Despite the continued importance of agriculture, Region II's 19th century development was most influenced by its coastal geography: the ocean shoreline, the Navesink and Shrewsbury Rivers and their bays and tributaries. The advent of the steamboat and the growth of the seashore resorts, along with the increased commercialization of traditional marine-related enterprises (fishing, boatbuilding, and shipping), substantially altered the landscape and demography of Region II, particularly after the Civil War. The railroads through the region, which were built primarily to provide access to the coast from northern metropolitan areas and the interior of the county, also led to the appearance of new industries and overall population increases (between 1870 and 1880, for example, the population of Region II rose from approximately 15,000 to over 22,000). Among the newcomers to the region were many of the 19th century immigrant groups--Irish, Germans, Jews, and Italians--as well as blacks who had migrated north. The combined result by the late 19th century was a geographically and culturally diverse region of port towns and resort communities, interspersed with farms and rural crossroads villages. Apart from the initial clustered settlements at Shrewsbury, Tinton Falls, and Eatontown, all of the towns in Region II came into existence during the 19th century. Red Bank, Fair Haven, Rumson (formerly Port Washington, then Oceanic), Little Silver (formerly Parkerville), Long Branch, Oceanport, Monmouth Beach (formerly Fishtown), and West Long Branch (formerly Mechanicsville, then Branchburg) all began as hamlets in the first half of the 19th century, while the barrier beach community of Sea Bright developed during the second half of the century. Much of the present road system is also 19th century in origin (except for some major highways and the streets of 20th century residential subdivisions), and is preserved in the network of two-lane roads which cross the region in all directions.

THE MARINE ECONOMY AND GROWTH

Boatbuilding and shipping had been present in Region II since the early years of settlement, carried on at various points along the Navesink and Shrewsbury Rivers. Records of marine-related activity are incomplete, but it is clear that the wharf facilities, boatbuild-



Steamboat "Sea Bird" at Dock, Red Bank, N. J.

Postcard, dated 1909. (MCHA)

ing establishments, fishing industry, and shipping service that emerged during the 1800-1850 period played a significant role in the development of new commercial and population centers in the region. In the early 19th century, sloops and schooners plied between Red Bank and New York, carrying market produce and passengers. Oceanport, located at the head of navigation of the Shrewsbury River, was used prior to 1820 as a storage depot for the charcoal that was burned in southern Monmouth County and shipped to New York. Beginning in the 1830's, the steamers brought a new wave of development to the region, and several local companies were formed to build steamboats and to construct docks. The wharves and steamboat landings at Red Bank, Oceanport, Fair Haven, Port Washington (Rumson), Sea Bright (river side), Branchport, and Long Branch (Pleasure Bay) spurred commercial growth and real estate development in those areas. Red Bank and Oceanport, however, became the principal ports of Region II. Prior to the coming of the steamboats, Red Bank, located on a bluff at the head of navigation of the Navesink River, was more of a geographical feature than a village, containing little more than a dock, tavern, and a few dwellings. After 1830, a bustling town grew above the dock area at the foot of Wharf Avenue (see Broad Street District, 1340-1). The port, which served the agricultural communities in surrounding Middletown and Shrewsbury townships, and a rapidly expanding shellfishing industry encouraged the steady growth of Red Bank during the mid 19th century. Oceanport, a hamlet of only forty-seven people in 1839, quickly became a prosperous port town of several hundred during the next two decades, serving as a shipping center for the farmers of central and southern Monmouth County and for James P. Allaire's Howell Iron Works (1352-1). (See Oceanport Main Street District, 1338-2.) Later in the century, in 1879, the region's largest steamboat wharf--a 600-foot iron pier--was constructed at Long Branch, during the heyday of that resort.



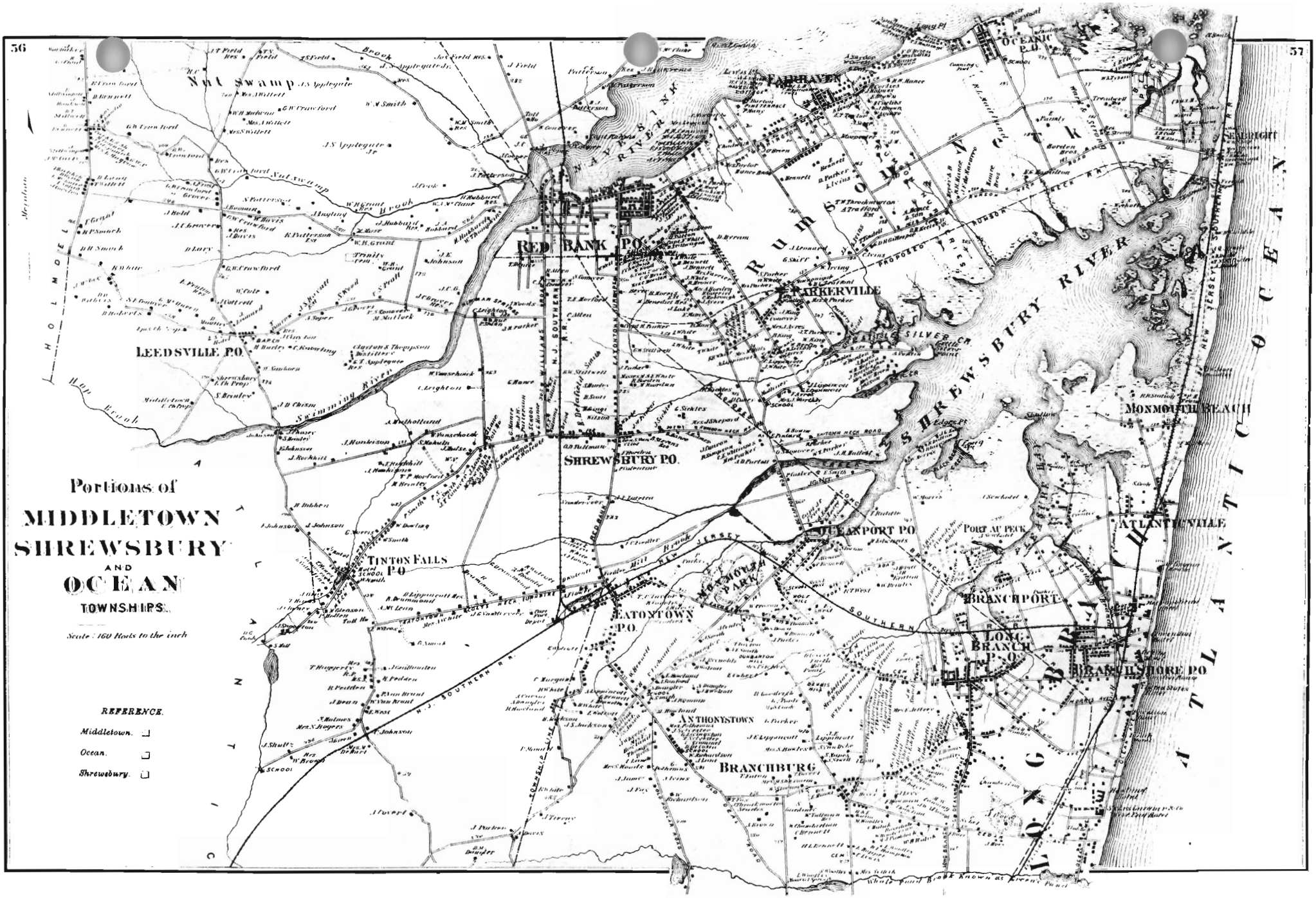
1. District Schools
2. Catholic School
3. 1st M. E. Church
4. Grace M. E. "
5. Presbyterian "
6. Episcopal "
7. Baptist "
8. Colored "
9. Catholic "
10. First National Bank.
11. Second " "
12. Riverside S. & L. Co.
13. Independent H. & L. Co.
14. Central R. R. Station.
15. Mrs. W. H. Conover, Tenements
16. Patterson & Co., Clothiers.
17. J. A. Throckmorton's Wharf.
18. Capt. John A. Worthley, Coal and Wood.
19. Spinning & Patterson, Dry Goods & Groceries.
20. Wm. Child, Stationery and Confectionery.
21. Adlum & Cole, Dry Goods and Groceries.
22. Mundy Pell.
23. Globe Hotel, J. H. Hendrickson.
24. H. T. Sacrel, Dry Goods.
25. H. W. Cooke, " and Groceries.
26. Thos. P. Morford, Planing Mill.
27. H. H. Mount, Undertaker.
28. Central Hotel.
29. S. W. Morford, Coal Yard.
30. New Jersey Standard.
31. Red Bank Register.
32. J. H. Bowne & Co., Woollen mfr.

RED BANK,

NEW JERSEY.

1881.

Bird's Eye View of Red Bank in 1881, by T.M. Fowler. (MCHA)



F.W. Beers' 1873 Atlas of Monmouth County. (MCHA)

RAILROADS

The construction of railroads further stimulated growth in Region II. The earliest railroad through the region was the Raritan and Delaware Bay Railroad, which was completed in 1861 and ran from the steamboat terminus at Port Monmouth (see Region I) through Red Bank, Shrewsbury, and Eatontown, where it veered southwest to Farmingdale; a branch line connected Eatontown with Long Branch (now Conrail). In 1870 the railroad reorganized under the name of New Jersey Southern Railroad, and consolidated with another rail line through the region, the Long Branch and Sea Shore Railroad Company. Built in 1865, this railroad originated from the steamboat wharf on Sandy Hook and ran south along the barrier beach to Long Branch (the right of way is still visible in many places, but the tracks have been torn up). The first all-rail line to New York, and the one with the greatest impact on the region's development, was the New York and Long Branch Railroad (now the North Jersey Coast Line). The route passed east of the oldest villages in the region (Shrewsbury, Tinton Falls, and Eatontown), and instead went through Red Bank in almost a direct line to Long Branch. It was completed to Red Bank and Long Branch by 1876, with intermediate stations at Little Silver and Branchport. The New York and Long Branch Railroad solidified Red Bank's rising position as the leading business town in eastern Monmouth County; on the other hand, it led to the decline of Oceanport as an important port town, by eliminating access to the Shrewsbury River except by drawbridge.

RESORTS, TOURISM, AND COUNTRY ESTATES

Some of the Jersey shore's oldest seaside resorts (Long Branch, Sea Bright, and Monmouth Beach) and finest country estates (in Rumson and West Long Branch) are located in Region II. These places were recognized early for their picturesque qualities and for their potential as "salubrious retreats." There is record of "sea-bathing" at Long Branch in the late 18th century, including families from Philadelphia. During the first half of the 19th century boarding houses sprang up at "the Branch" to accommodate summer visitors. Gordon's Gazetteer of 1834 mentioned Long Branch as "a well-known and much frequented sea-bathing place on the Atlantic Ocean...Good accommodations, obliging hosts, a clean and high shore, with a gently-sloping beach...." (Ellis, 758). Stages from Philadelphia and a steamboat from New York transported early tourists to the Long Branch vicinity. As a result of railroad construction and increased steamboat service, there was dramatic growth along Region II's seashore from the 1860's on. In Long Branch, growth occurred incrementally, without overall plan; hotels, casinos, and "cottages" large and not-so-large were built first along Ocean Avenue and several perpendicular streets inland, and a sizable commercial area grew along Broadway (1325-9) east of the old village of Long Branch. South of Long Branch proper, Lewis B. Brown purchased a parcel of about one hundred acres, laid it out in streets and lots, and began developing Elberon, which became known as the Newport of the Jersey shore. During the 1870's and 1880's some distinguished Victorian architecture was constructed at Elberon, including the Elberon Hotel and cottages (Charles McKim, 1876-77; see 1325-30),

St. James Chapel/Church of the Presidents (1325-49), Elberon Memorial Presbyterian Church (1325-50), the Elberon Casino (Peabody and Stearns, c. 1885; demolished), and an array of summer mansions. At one time there were at least nineteen buildings in Elberon which were designed by New York architect Charles F. McKim or the firm of McKim, Mead and White. (See, for example, the Moses Taylor House, 1325-48, pictured opposite.) Just west of Elberon, in what is now West Long Branch and Ocean Township (see Region III), some later palatial estates were built, notably the Murry Guggenheim Residence (1353-3) and Shadow Lawn (1353-4). The power-brokers of the Gilded Age--business tycoons, Presidents, and politicians--summered in the Long Branch area; a good descriptive history of its growth and heyday can be found in Entertaining a Nation: The Career of Long Branch, a W.P.A. Writers' Project published in 1940. Harper's Weekly, contemporary travel guides, and other iconographic sources document the physical appearance of a historic landscape which has been largely lost due to economic change, storms and the receding beach, fire, and demolition.

North of Long Branch, two other notable seaside resorts developed on the narrow neck of land between the Shrewsbury River and the ocean. Sea Bright, long a commercial fishing area, had its beginnings as a resort in 1869 when Mifflin Paul, an executive of the Long Branch and Sea Shore Railroad (completed through Sea Bright in 1865), purchased a mile-long parcel north of the lands of the Sea Bright Fishing Company. Soon thereafter he constructed two hotels, several cottages, a turnpike (part of present-day Ocean Avenue), and a bridge over the river to Rumson. In 1871 the Monmouth Beach Association was formed by a group of businessmen to plan and develop Monmouth Beach as an exclusive resort. Subsequently Ocean Avenue was completed from Long Branch to Sea Bright, a curvilinear street plan was laid out (just west of Ocean Avenue), home sites were offered for sale, and a hotel was opened in the old Wardell Farmhouse (burned 1929, but several of the hotel cottages remain; see 1333-14). By the 1890's, large rambling wood-clad houses with turreted profiles and broad verandas--Stick Style, Shingle Style, and Queen Anne in design--lined much of Ocean Avenue from Long Branch to Sea Bright.

Across the river from Sea Bright, a prestigious area of country estates and gentleman farms evolved in Rumson during the second half of the 19th century. The peninsula's rolling pastoral landscape and coastal proximity were dual attractions to city dwellers in search of rural retreat. Most of the earlier estates (of the 1870's and 1880's) extended along Rumson Road, an old route mentioned above, but by the turn of the century almost all of Rumson's land area--except the village of Oceanic and a few operating farms--was taken up in large parcels demarcated by the big house, a number of auxiliary buildings, winding carriage paths, formal gardens, and well-manicured grounds.

The development of seaside resorts and country estates in Region II produced a service economy which catered to the needs of summer visitors. The demand for hotel and restaurant workers, servants, groundskeepers, livery workers, and shop clerks brought new unskilled and semi-skilled jobs to the region. A good portion of the late 19th century working class housing which exists in a number of the region's

towns--such as Long Branch, Fair Haven, Rumson, and Red Bank--is associated with those people who worked directly or indirectly with the tourist trade. Another offshoot of resort development was the growth of horticultural nurseries and landscape gardeners in the vicinity, who laid out and provided the plant materials for the residential landscapes of seaside cottages and country estates. Among the well-known firms were Hance and Borden's Rumson Nurseries, Lovett's Nursery in Little Silver (1323-1-3), George A. Steele's Shrewsbury Nurseries, George W. Houghton's Exotic Gardens and Nurseries in Long Branch, and Richard R. Hughes, Landscape Gardener, of Long Branch.

Recreation and entertainment facilities also grew along with tourism in Region II. In addition to the various clubs and casinos that were established (for a later example, see the Monmouth Beach Bath and Tennis Club, 1333-10), a racetrack for thoroughbred horse racing (Monmouth Park) was built in 1869 between Eatontown and Oceanport. Fort Monmouth (1338-1) now stands on the site of the original track, 6000-seat grandstand, clubhouse, and stables, about one and a half miles west of the present Monmouth Park Racetrack.



The Moses Taylor House, built in 1877 and designed by Charles F. McKim, stood at 1083 Ocean Avenue in Elberon until demolished in 1982. (MCHSI 1325-48)

EARLY 20TH CENTURY

The early 20th century in Region II was characterized by the growth of industry; the gradual decline in agriculture; suburbanization, which led to the breakup of farms and estates for housing subdivisions and increased year-round residence in the shore communities; and the beginnings of a large military installation at Fort Monmouth (1338-1), which was first built as a training camp for the Signal Corps during the First World War and became known as a major center of military communications development in the United States. (See Communications Structures.) Also, most of the region's municipalities were formed in the early 20th century. The City of Long Branch and all of the boroughs (except Sea Bright, created in 1889) were incorporated after 1900. Before that time, the township of Shrewsbury (which originally encompassed all of Region II) had been subdivided over the years into sizable townships.

Although tourism remained Region II's principal "industry" during the 1900-1930 period, there was other industrial growth as well. Small-scale industry--hat factories in Eatontown, canneries in the Red Bank-Shrewsbury area, and clothing manufacturing--existed in the late 19th century, but it was not until the early 20th century that industry began to play an important role in the regional economy. Two of the largest factories in the region, however, had late 19th century origins. The Sigmund Eisner Company in Red Bank (1340-6), which manufactured men's clothing and military uniforms, had been a relatively small business in operation since the 1880's, but greatly expanded during the First World War, becoming the largest single employer in Red Bank. (See Manufacturing and Milling Structures.) In Shrewsbury, E.C. Hazard made "Shrewsbury tomatoketchup" from the late 1880's to 1935. The factory, which was located north of what are now Garden Road and Beechwood Drive, covered more than 28,000 square feet and employed two hundred people during the height of the season. Hazard's ketchup factory, along with other canneries in the county, stimulated truck farming in the area during the early 20th century.

HISTORICALLY SIGNIFICANT AREAS

Within the thirteen municipalities of Region II are a number of historically significant urban, suburban, and village settings. Of the eight districts and two streetscapes which were surveyed, only two are listed on the National Register (Shrewsbury Historic District, 1345-1, and Tinton Falls Historic District, 1336-1). Red Bank is particularly important as the region's principal 19th century town center, and its commercial-residential core (1340-1,2,3) deserves preservation and protection. Other potential historic districts exist in Fair Haven (1313-1) and Monmouth Beach (1333). Many of the region's significant historic resources--18th and 19th century farmhouses, seaside cottages, country estates, churches, public buildings, and village centers--do not exist in district concentrations, but coexist with the suburban landscape that now surrounds them. These individual resources, which are distributed throughout the region's municipalities, are in need of individual landmark protection to ensure their survival in the wake of continued suburban development.

REGION III

Allenhurst Borough
Asbury Park City
Avon-by-the-Sea Borough
Deal Borough
Interlaken Borough
Loch Arbour Village
Neptune City Borough
Neptune Township
Ocean Township
Tinton Falls Borough
(south half)

Region III, the midshore area of Monmouth County, comprises seven coastal towns and three inland municipalities (the north half of Tinton Falls lies in Region II). Up until the late 19th century the region was thinly settled due to the agricultural unsuitability of the sandy soils which cover the Outer Coastal Plain. The development of seashore resorts transformed the region's coastline during the 1870-1920 period, and subsequent suburbanization has caused another wave of dramatic environmental change to the region as a whole. Today Region III is a back-to-back mixture of urban areas (Asbury Park/eastern Neptune), seasonal shore communities, residential suburbs, highway commercial strips, office complexes, and rural remnants.

EARLY SETTLEMENT

Up until the 19th century, the land area of Region III was part of Shrewsbury Township, and much of its early history is related to the initial settlement at Shrewsbury (see Region II). Many of the same English/New England families (Quaker, Baptists, and Presbyterians) were the first European inhabitants in the region. There were no nucleated villages prior to the 19th century; settlement was sparse and scattered, and the generally unproductive soils of the region inhibited the agricultural development which occurred in most of the county. Before 1700 the area below Whale Pond Brook (present-day Deal, Allenhurst, and eastern Ocean Township) was known as Deal, after a place in southeastern England. By the beginning of the 18th century a handful of settlers had established homesteads in the vicinity, along Great Pond (Deal Lake), Hog Swamp Brook, Poplar Brook, and Whale Pond Brook. Among the earliest settlers were the Wooley family, Quakers from Rhode Island (see 1337-1 in Ocean Township). By 1713 William Jeffery had acquired a 120 acre tract on Whale Pond Brook, "at a place commonly called and known by the name of Deal." (Monmouth County Deeds, Book H, 76; see 1337-3). Farther south, in the Asbury Park area, Samuel Whyte and his descendants owned a large tract from Hog Swamp to the beach (see 1337-4 on page 55).

Among the other surnames which appear in the early land records are Corlies, West, Allen, Brinley, Tucker, Fields, Fleming, Stout, and Drummond. Gavin Drummond, a Scotsman, acquired over a thousand acres by the early 1700's. His descendants figured prominently in the 18th century commercial life of the region, owning two mills on the streams which feed Deal Lake. Another 18th century saw and grist mill was operated by the Brinley family on Whale Pond Brook.

Early settlement also occurred along the upper Shark River, where a Presbyterian meeting house was established by 1734, a tavern was in operation by 1812, and a small group of settlers built homesteads along an old Indian route which ran along the north side of the river to the sea (Old Corlies Avenue). By the 1830's the place was known as Shark River Village (later called Greenville, then Hamilton) and had a hotel, blacksmith shop, large store, Methodist church and several dwellings (see 1334-2,5,6,7). East of the village, on Jumping Brook, John Fields built a grist mill about 1825, and below the village on Shark River, William Remsen erected a mill in 1859. The 700-acre County Poor Farm, or Alms House, purchased in 1801 by the County Freeholders, was also located nearby, on the present site of Shark River Golf Course (1334-4).

Several smaller clustered settlements developed as a result of being on major routes through the region during the early and mid 19th century. Oceanville, also called Deal P.O. (now Oakhurst), coalesced around a crossroads (Monmouth Road and Park Avenue), on lands in the center of the early Deal settlement and near a mill on Whale Pond Brook (see 1337-6,7,13). Other hamlets included Centreville (now Wayside; see 1336-3), New Branch (Avon), Neptune village (Neptune City), Green Grove, and Logantown (Whitesville). Until the development of the seashore resorts, however, most of the region's population remained dispersed along the routes which crossed the region. Several of these routes are retained in sections of Monmouth Road, Old Corlies Avenue, Jumping Brook Road, Green Grove Road, Highway 71, Bangs Avenue, Wayside Road, Deal Road, and Park Avenue among others.

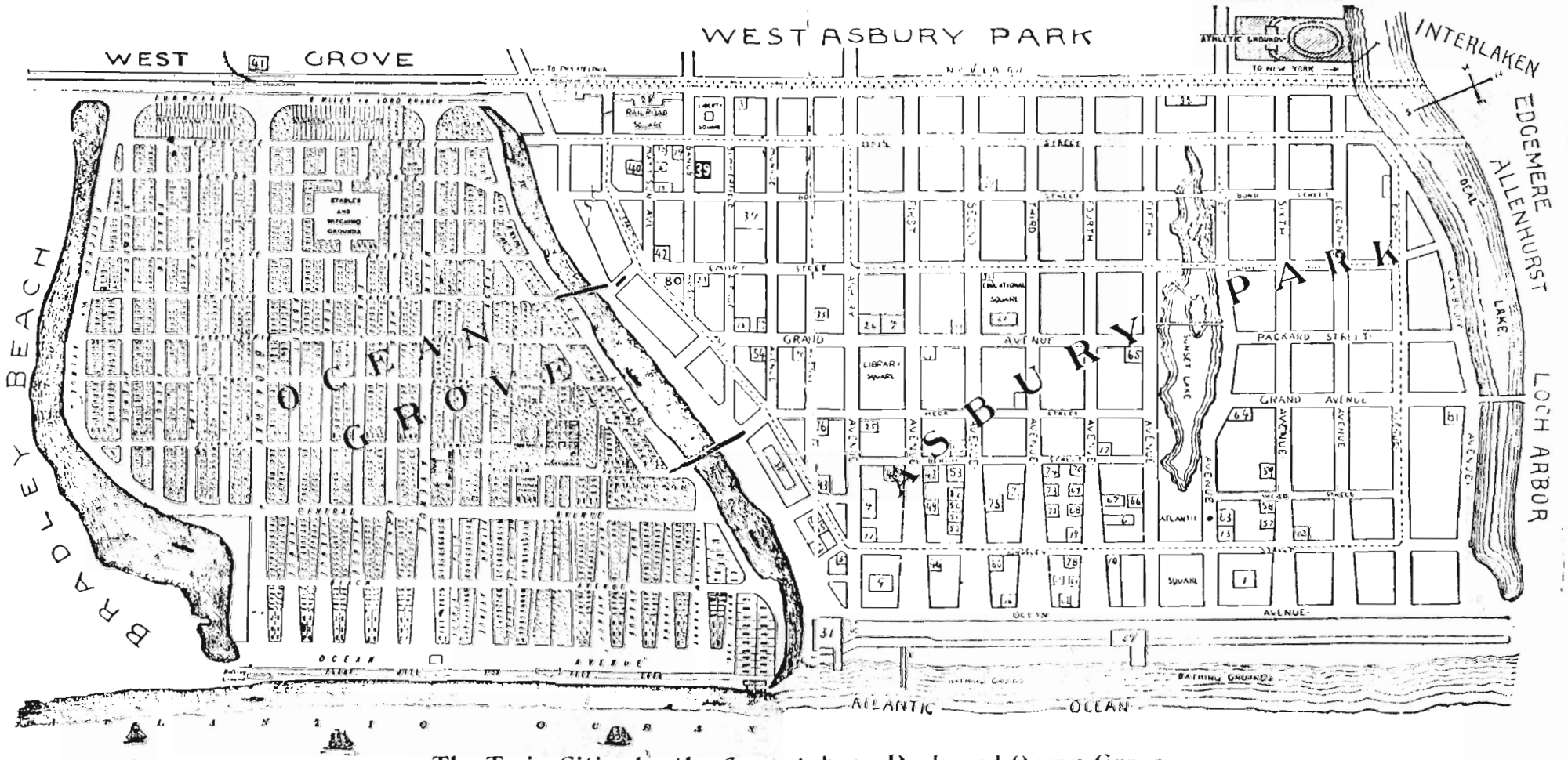


The Samuel Whyte House reputedly dates in part from the late 17th century. It originally stood on Summerfield Avenue in Asbury Park and is now located in Ocean Township. (MCHSI 1337-4)



Beers Atlas of 1873, showing part of Region III at the beginning of seashore resort development. Oceanville (Deal P.O.) is now Oakhurst, Centreville is now Wayside, and Greenville (Shark River P.O.) is now known as Hamilton. (MCHA)

Asbury Park and Roundabout



The Twin Cities by the Sea—Asbury Park and Ocean Grove.

From a promotional tabloid, late 19th century. (MCHA)

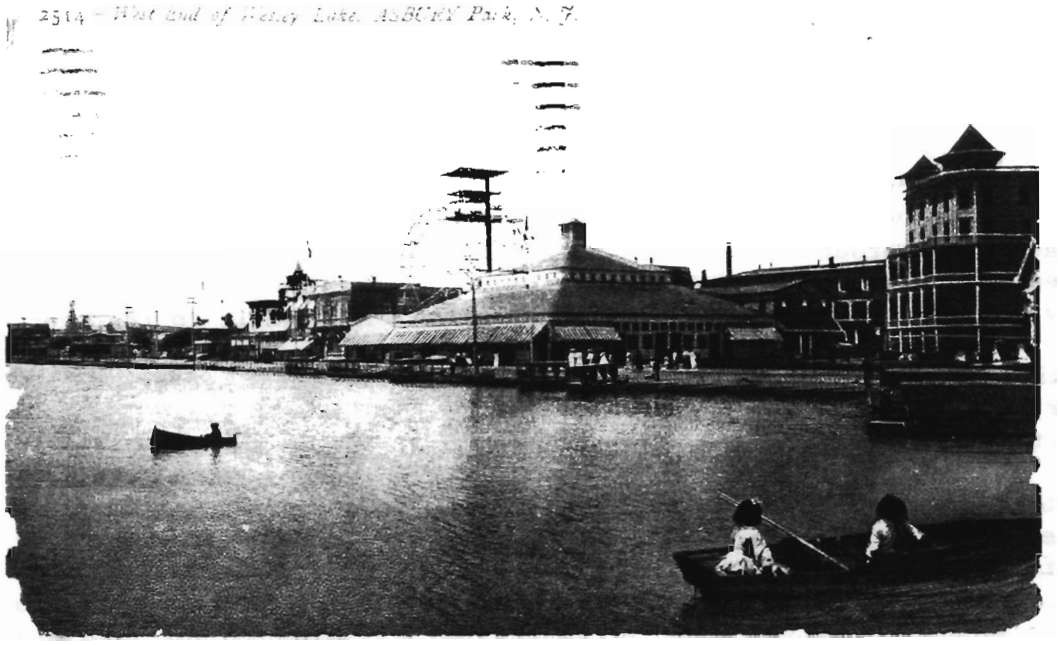
SEASHORE RESORTS AND TOURISM

As in Region II, visitors began coming to the seashore in Region III during the first half of the 19th century, staying at the few inns, boardinghouses and farmhouses which were scattered along the sparsely-populated coast from present-day Deal to Avon. During that time, there were reportedly fewer than fifty year-round inhabitants between Great Pond [Deal Lake] and the Shark River. Gordon's Gazetteer of 1834 noted that in the area around Deal "there are several boarding-houses at this place, where from fifty to one hundred persons may be comfortably accommodated." Most of these were located along or near the old shore road (State Highway 71).

After the Civil War full-scale development of the seashore resorts began. The first was Ocean Grove, founded in 1869 by the Ocean Grove Camp Meeting Association as a religious retreat "free from the dissipations and follies of fashionable watering-places." (Ellis, page 853) See the Ocean Grove Historic District, 1334-1. Two years later, in 1871, James A. Bradley of New York, apparently inspired by his recent conversion and the area's developmental promise for wholesome recreation and rejuvenation, purchased a five hundred acre tract on which he built Asbury Park, named after the founder of Methodism in America. Both Ocean Grove and Asbury Park were laid out on formal grid-iron plans with well-defined edges, bordered by lakes on the north and south, by the ocean on the east, and the railroad tracks on the west (this was to become a characteristic pattern for subsequent shore communities in Monmouth County). Ocean Grove's layout, however, is clearly more condensed and village-like, consisting of small lots and narrow streets lined with cottages and seasonal tents which are set close to the road. Bradley's plan for Asbury Park, on the other hand,



Tents in Ocean Grove. (MCHSI 1334-1)



1908 postcard of Wesley Lake in Asbury Park, view towards the Palace Amusements Carousel and Ferris Wheel (MCHSI 1303-22). Collection of the Monmouth County Historical Association.

HISTORICALLY SIGNIFICANT AREAS

Due to the dispersed pattern of settlement and recent suburbanization of the inland areas of Region III, significant concentrations of historic resources exist primarily along the shore and are associated with the early seashore resorts. Ocean Grove (1334-1) is the only National Register historic district in the region, and is also protected under Neptune Township's Board of Architectural Review, though this ordinance needs to be strengthened in order to be truly effective. Potential local districts also exist in Asbury Park, Allenhurst, Avon and Deal, where significant examples of late 19th/early 20th century seashore resort architecture are found. In Asbury Park, the principal area of remaining historic resources is located along or near the Grand Avenue axis; another important area includes the residential blocks of early 20th century housing north of Sunset Lake, between Main Street and Park Avenue. Future redevelopment of Asbury Park's beachfront also should include the preservation and protection (by local ordinance and/or deed restrictions) of several notable structures on or near the boardwalk, namely the Convention Hall (1303-33), the Asbury Park Casino and Carousel (1303-21), Palace Amusements Carousel and Ferris Wheel (1303-22), and the Berkeley-Carteret Hotel (recently renovated). In addition to the areas above, local preservation ordinances are needed to ensure the protection of the considerable number of individual historic rsources which have been documented in all of the region's municipalities.

REGION IV

Belmar Borough
Brielle Borough
Manasquan Borough
Sea Girt Borough
South Belmar Borough
Spring Lake Borough
Spring Lake Heights Borough
Wall Township

The eight municipalities of Region IV encompass the original land area of Old Wall Township, which included all of the southeastern corner of the county between the Shark River and the Manasquan River. Though the region has experienced substantial suburban growth since the 1940's, there is still a diversity of significant resources related to early settlement, agriculture, the maritime economy, and seashore resorts which have shaped its historical landscape.

EARLY SETTLEMENT

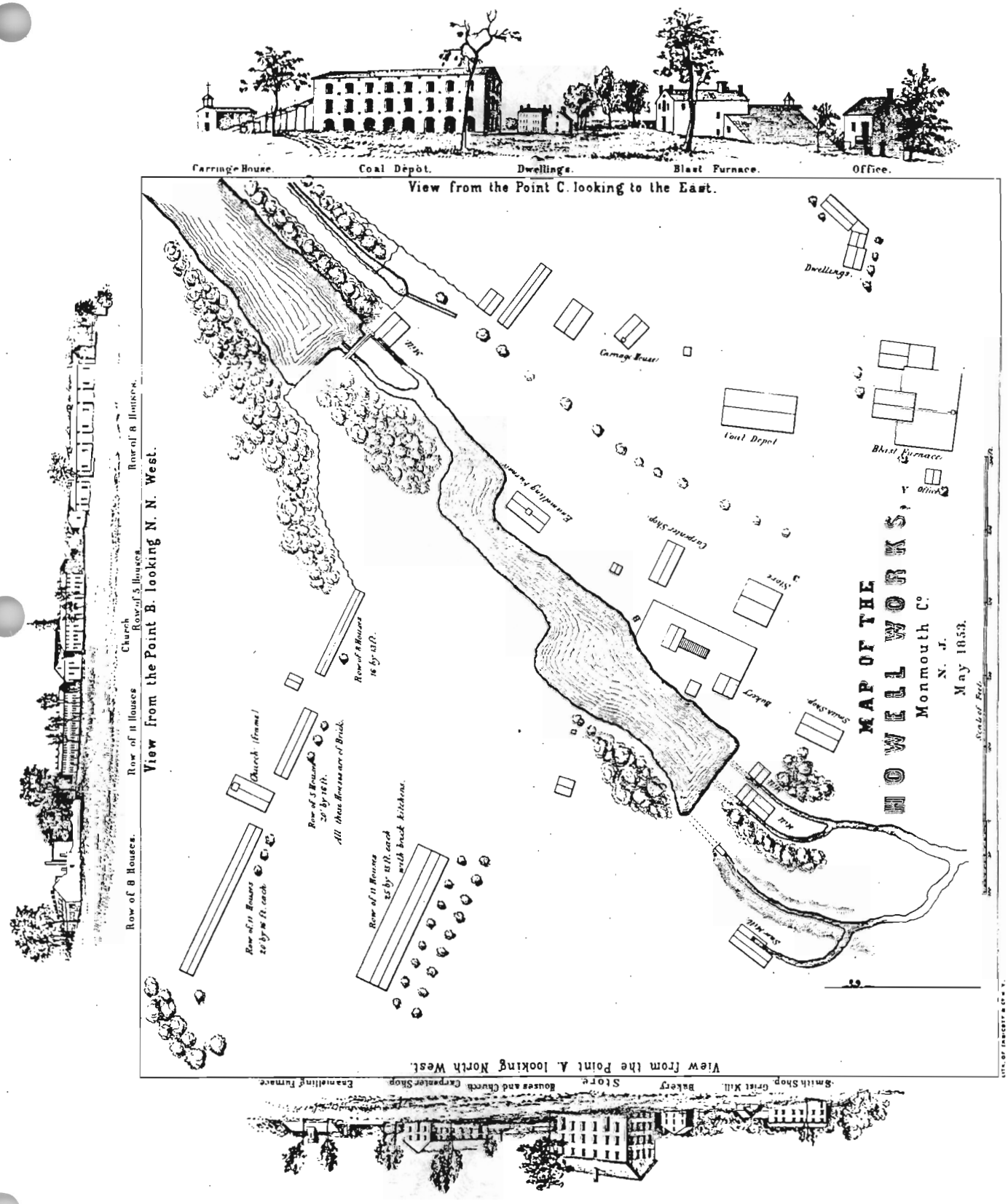
Water has not only defined Region IV's physical boundaries but also the nature of its early settlement. The estuaries of the Shark and Manasquan Rivers, which had been popular fishing areas of the Indians, also provided abundant catches of fish, clams, oysters, and crabs for the European settlers who followed. From an early time fishing and boating were combined with agriculture, which was never of major importance due to the generally unsuitable soils of the Outer Coastal Plain. Beginning in 1685 land in the region was acquired in large tracts by patentees from the original Middletown and Shrewsbury settlements, most of whom resold their lands in smaller subdivided parcels during the late 17th and early 18th century. As in Region III, there were no nucleated villages prior to the 19th century; settlement was sparse, in a pattern of dispersed independent landholdings. Some of the earliest settlement occurred along the upper Manasquan River, in the vicinity of present-day Allenwood, where the Allens established homesteads along an old Indian trail which ran southward over the Manasquan River (now Allenwood Road). At the river crossing, a bridge (known as Old Squan Bridge) was built by the mid 18th century, near the site of the existing bridge (1352-4). Other early families such as the Longstreets (1308-13), Osborns (1308-8, 1308-9, 1352-17) and Pearces (1308-14) located homesteads downstream. Many of the region's first businesses also sprang up along the banks of the river--taverns, docks, fisheries, saltworks (during the Revolution), boatworks (at Union Landing, now Brielle), an iron forge (probably in existence by the late 18th century, near the site of what later became Allaire), and a saw mill (by 1750, above Allaire). Other early mills in the region were established on Wreck Pond Brook--a saw mill by 1751 owned by Thomas Tilton; a grist mill of uncertain origin, later owned by the Osbornes (1349-4, recently burned); and a saw mill run by the Brinley family, on the pond adjacent to the Brinley house still standing (1352-25). Unlike other areas of the county, however, villages did not grow up around these mills.



The Osborn Curtis House, built early 19th century, is among the oldest buildings now standing in Manasquan. (MCHSI 1327-4).

Small clustered settlements began to develop during the early 19th century, most as a result of being on major transportation routes. In the 1830's Manasquan (then Squan Village) consisted of a few dwellings and shops clustered around the Osborn House Hotel at the intersection of a road from the north to the Manasquan Bridge (South Street) and a road from the west to the shore (Main Street); by mid-century Manasquan had become the region's major town center (see 1327-1). Allenwood also coalesced around a crossroads (see 1352-6, 1352-8). The linear hamlet of New Bedford developed along a stage route where related businesses sprang up along its path, including stores, a hotel, a carriage and wheelwright shop, and blacksmith shops (see 1352-16). Others were Glendola, formerly known as Hopeville and before that Chapeltown, after the Independent Methodist Church which had been established there in 1813; and the Blansingburg area, where a Quaker meeting house had stood since the early 18th century (1352-10), and a school (1352-23) and store (1352-22) were in operation by the 1830's. Until the development of the seashore resorts, however, most of the population was distributed along the land routes which crossed the region. Much of this early road system is preserved in the network of existing roads such as Allaire Road, Allenwood Road, Ramshorn Drive, Old Mill Road, New Bedford Road, Highway 71, Old Bridge Road and others.

The most distinctive aspect of Region IV's early history was the ironworks at Allaire, located five miles upstream on the Manasquan River. In 1803 an existing ironworks in the vicinity was identified as the Williamsburg Forge, and in 1814 the Monmouth Furnace was constructed to provide pig iron for the forge. From these beginnings, James P. Allaire built the Howell Works and an entire industrial village which operated until the 1850's. For further description see Manufacturing and Milling, page 167; also see Allaire Village District, 1352-1.



Map of Howell Works in 1853. (MCHA)



F.W. Beers' 1873 Atlas of Monmouth County, showing Old Wall Township. (MCHA)

MID TO LATE 19TH CENTURY DEVELOPMENT

After the closing of Howell Works in the 1850's, the river trade, marine-related enterprises, and agriculture remained the basis of the region's economy through the mid 19th century. The first railroad through the region, incorporated as the Farmingdale and Squan Village Railroad in 1867, was completed in 1872. This line, which became the Freehold and Jamesburg Agricultural Railroad in 1878, provided east-west rail service from the seacoast at Squan Village (with stops at Allenwood and Allaire) by way of Farmingdale and Freehold to Jamesburg, where it connected with the trans-Jersey line to Trenton and Philadelphia. The New York and Long Branch Railroad (later the Central Railroad of New Jersey) was opened to Sea Girt by 1875 but was not completed to the Manasquan River until 1880.

Between 1870 and 1880 the population of Old Wall Township (then encompassing the whole of Region IV) rose from 2,671 to 3,829, reflecting the impact of railroad construction and the beginnings of seashore resort development in the region. The general pattern of development for each resort was similar; each began as a speculative real estate venture, laid out as a residential subdivision on a rectangular grid street plan, with provision for a railroad station and initially one major hotel. The configurations of the various communities were determined largely by geographical features such as water bodies, the railroad, and the old shore road (Highway 71), as well as the boundaries of purchased farm properties in each area.



The New York and Long Branch Railroad Bridge over Shark River at Belmar is a single-leaf bascule type bridge constructed in 1935-37. (MCHSI 1306-9). In the foreground are boats and piers which are part of the considerable marine activity in the Shark River basin.

The resort community of Sea Girt, bound by Wreck Pond on the north and Stockton Lake on the south, was developed by the Sea Girt Land Improvement Company beginning in the mid 1870's, although most construction occurred after 1890. The land on which Sea Girt was built had been the property of Commodore Robert Stockton, later Governor of New Jersey (see 1344-8). A notable feature of Sea Girt's plan is the small beachfront section of Crescent Park, which has a curvilinear street layout.

In addition to those areas mentioned above, the older coastal villages of Squan and Union Landing (the oldest part of what is now Brielle) also were transformed by the wave of seashore resort development during the 1870-1900 period. Squan changed its name to Manasquan, and incorporated as a borough in 1887. Homes on large parcels were built along the inlets, and new waterfront subdivisions were laid out, including Sea View in 1872 (thirty acres southeast of old Manasquan village) and Brielle in 1881 (from which the present borough, in which it is located, took its name).

EARLY 20th CENTURY TRENDS

Although agriculture, fishing and boating remained important in Region IV, the economy gradually became dominated by the seashore resort trade during the 1900-1930 period. Manasquan changed in character from a rural village to a coastal resort community, with considerable new construction in the town center as well as on the periphery. Likewise there was substantial infill growth in and around the older seashore resort communities, resulting in the formation of new municipalities. The borough of Sea Girt incorporated in 1917, Brielle in 1919, South Belmar in 1924, and Spring Lake Heights in 1927. In northern Wall Township, the Marconi Telegraph Company built a radio research and transmitting station in 1913-1914 (see 1352-14), which later became the U.S. Army's Evans Signal Lab and played an important role in early radar experimentation. (See also Communications, page 181.) Elsewhere in Wall Township, the inland areas remained rural until suburban development began after World War II.

HISTORICALLY SIGNIFICANT AREAS

Due to the thinly dispersed pattern of settlement in the region until the late 19th century, and subsequent suburban growth, most of the region's oldest historic resources do not exist in district concentrations. The only National Register district in the region is Allaire Village (1352-1). In Spring Lake, a local historic district (and possibly a National Register district) may be formed from the high number of well-conserved residences and guesthouses which comprise some of the finest seashore resort architecture along the Jersey coast. Small groups of individually-documented sites also exist in the Allenwood, New Bedford, and Blansingburg sections of Wall Township. For the most part, however, the region's historic resources stand as individual "landmarks" in an emerging suburban landscape, and due to ongoing development pressure, local preservation ordinances are needed to protect them.

REGION V

Colts Neck Township	Freehold Township
Englishtown Borough	Howell Township
Farmingdale Borough	Manalapan Township
Freehold Borough	Marlboro Township

Region V comprises the five large townships of central Monmouth County and the three sizable boroughs that are wholly enclosed by them. Until recent years the region has been the agricultural heartland of Monmouth County. It is now the county's most rapidly developing area, a transitional mixture of towns and villages, farms, expanding residential suburbs, and sprawling corporate offices and industrial plants.

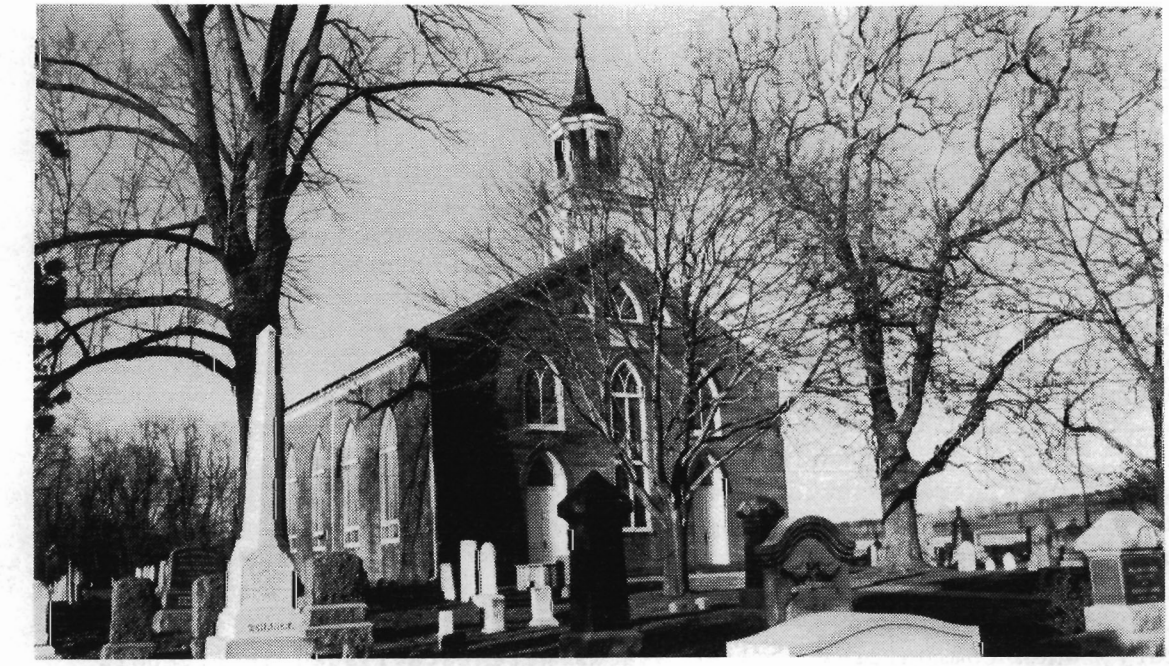
Region V has the largest land area of any region in the county; its 195 square miles make up 42% of the county's total. The high quality soils of the Inner Coastal Plain cover most of the region's land, though the northwestern section includes the sandy and swampy area around Burnt Fly Bog, and the sandy soils of the Pinelands cover the southern section of the region. These sandy areas flanking the productive soils of the central portion of Region V largely account for the historic concentration of settlement in a wide band that extends from the northeast to the southwest through the region.

EARLY SETTLEMENT

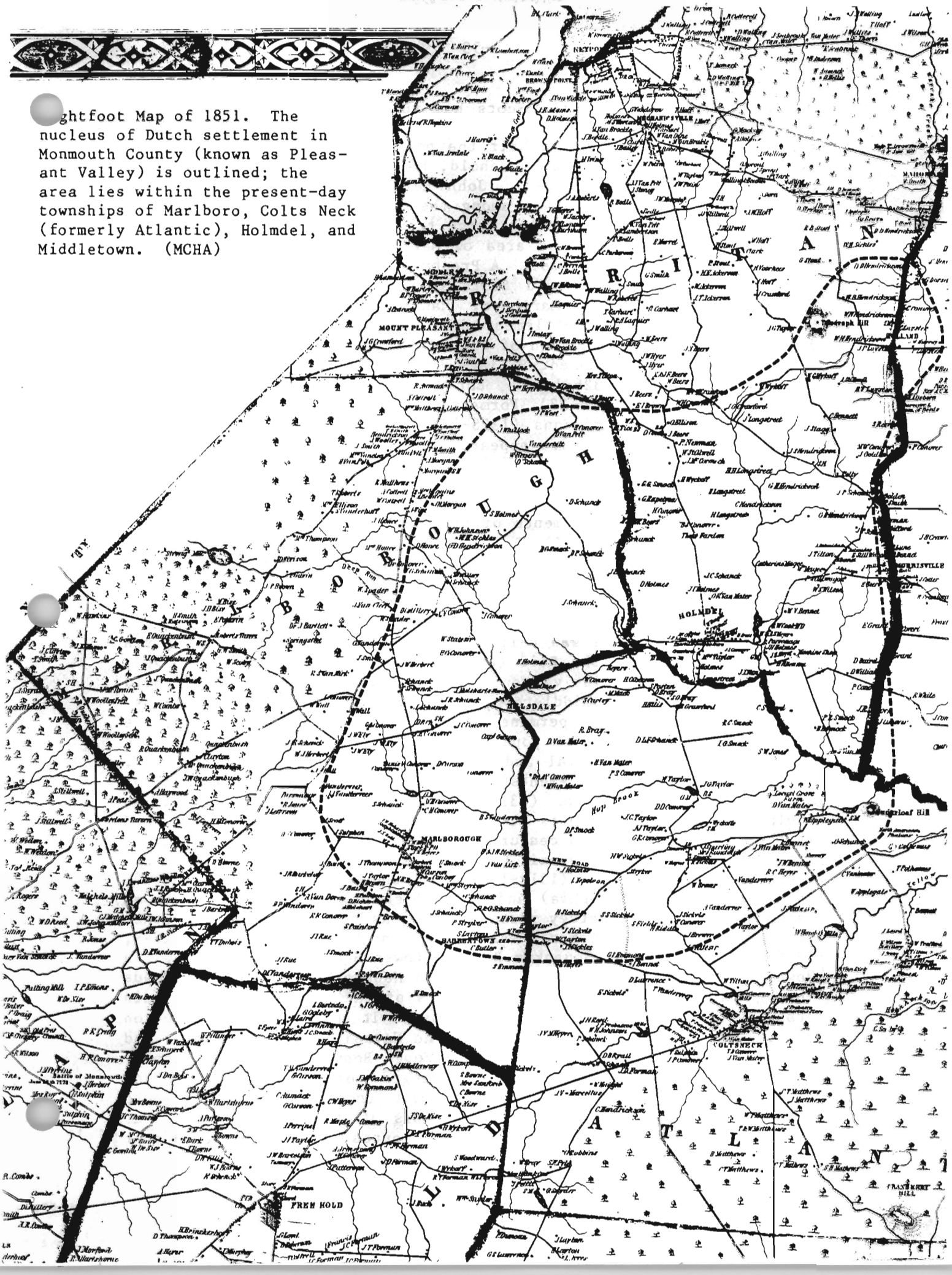
All of the major 18th century Monmouth County culture groups had settled in Region V by the end of the 17th century. New Englanders came to the region from their primary settlements in Middletown, Shrewsbury, and Tinton Falls, and settled in eastern Colts Neck, and spread to the Freehold vicinity. Half of the Dutch-settled area of Pleasant Valley is in the region, covering northeastern Marlboro Township and the northern half of Colts Neck, the area drained by Hop Brook and Swimming River. Scottish settlement, originating from Matawan and from the Raritan Bay area in Middlesex County, covered much of the northern and western sections of the region: western Marlboro, Manalapan, and northern and western Freehold Township. African slaves were associated most strongly with the the Tinton Iron Works and with the Dutch, though all of the culture groups employed them and they were among the early inhabitants in Region V. However, African populations had a limited impact on the development of the region until they began gaining freedom on a large scale in the 19th century, when communities of free blacks were established in Freehold and Manalapan. One of the earliest black churches in Monmouth County was organized in 1836 in Manalapan (Woodville A.M.E. Church, 1326-19); another, in Freehold, was formed in 1848 (Bethel A.M.E. Church, 1315-25; moved to present site in 1895).

New Englanders made up a relatively small proportion of the 18th century population of Region V, even though they were the original owners of much of the land encompassed by the Navesink Patent. Most of the New Englanders' settlement appears to have been located in the fertile areas of southern Colts Neck, northern Howell and in eastern Freehold. Lewis Morris and Peter Tilton owned large tracts in what is now Colts Neck in the 1670's. John Hampton had a plantation along the old Burlington Path in the 1680's, and Cornelius Thompson had built a house along the Burlington Path in Manalapan in 1702 (destroyed by fire in the 1960's) which was also used as a courthouse prior to 1715. The Parkers also had large landholdings in the vicinity of Smithburg (1316-7,8; 1332-8).

The Dutch settlement in Pleasant Valley extended into eastern Marlboro and northern Colts Neck. Jacob Van Dorn of Gowanus, Brooklyn purchased one of the earliest Dutch tracts in the section between 1697 and 1701. It was 675 acres (see 1328-9) and a mill was built on the property about 1714. Daniel Polhemus of Flatlands acquired land in the Phalanx area of Colts Neck in the early 18th century which remained in the Polhemus family until the mid 20th century (1309-34, 1309-37). Some of the other early Dutch families along the Hop River included the Van Maters (1309-29), Smocks (1309-25,45) Schencks (1309-43, 1328-13) and Covenhovens (1309-10, 1328-9), all of whom intermarried extensively. The first Dutch Reformed congregation in Monmouth County was established in the Pleasant Valley area about 1699, and their first building was erected about 1709 (see 1328-10). Pleasant Valley remained strongly Dutch well into the 19th century.



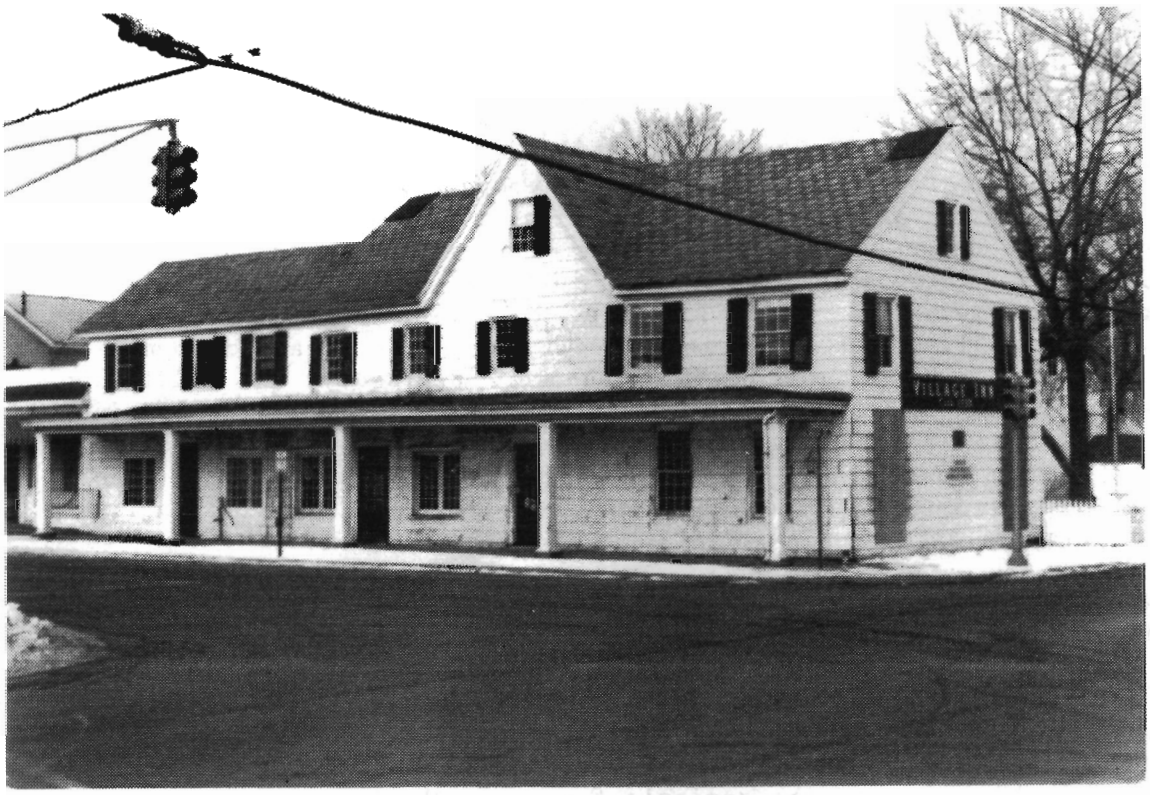
The First Dutch Reformed Church of Freehold (now Marlboro Township), built 1826-27 and known as Old Brick Church, is the third edifice of the county's oldest Dutch Reformed church. Characteristic of the dispersed manner in which the Dutch settled, the church was not built in a village but along a road, among the farmsteads of the congregants. (MCHSI 1328-10)



ghtfoot Map of 1851. The nucleus of Dutch settlement in Monmouth County (known as Pleasant Valley) is outlined; the area lies within the present-day townships of Marlboro, Colts Neck (formerly Atlantic), Holmdel, and Middletown. (MCHA)

During the 18th century the Scots had the largest population of the various culture groups in Region V. An observer in 1745 ascertained that they made up more than half the population of Freehold Township (which at the time included Freehold, Manalapan, Marlboro, and parts of Colts Neck and Millstone). John Reid, the overseer of Scottish settlement in New Jersey, was among the first of the Scots to settle in the county. He purchased a large tract of land he named "Hortensia" in the Pleasant Valley area of Marlboro in 1683, and had moved there by the 1690's (1328-18). A Presbyterian meeting was established by 1706, located at the Old Scots Burying Ground near the Garrett Conover Farm (1328-28) in Marlboro. Manalapan and Freehold became the heart of the Scottish settlement during the 18th century. This is reflected in the construction of the new Presbyterian meeting house in 1731 in what is now Tennent Village (precursor of the present church built in 1751; see 1326-1-5). Early Scottish families in the area included the Rheas (1316-33), Formans (1326-2, 1316-4,6,29,30), Craigs (1316-26, 1326-6), Andersons (1326-12), Reids (1326-11), and others. French Hugenot surnames also appear frequently in the areas settled by the Scots, including Dubois (1326-4, 1316-22), Perrine (1326-1-1, 20,24), and Rue.

Unlike the initial settlements of the Navesink Patent by New Englanders (see Regions I and II), Region V was characterized at the outset by settlement of dispersed farmsteads, with small clustered settlement occurring around commercial nodes such as mills or taverns, or in the case of Freehold, around the county courthouse. Freehold, originally known as Monmouth Courthouse, was among the earliest of the villages. The county court house was built there in 1715, after land was given for that purpose by John Reid (not the same person discussed above), apparently as a speculative venture. Previously court had been held in various places in Middletown, Shrewsbury and Freehold townships. The establishment of the permanent courthouse in Freehold reflects the ascendency of the Scottish populations at the time. During the 18th century a small commercial and service village developed around it. The other clustered settlements in the region grew around grist mills, most notably Englishtown (1312-1), Turkey Town (later known as Adelphia, 1319-1), and Colts Neck (1309-1). Englishtown was developed in the early and mid-18th century on lands owned by the English family around the mill on Matcheponix Creek. A tavern was established in the town during the 1760's (1312-1-15, now known as the Village Inn). Both Turkey Town (Adelphia) and Colts Neck developed as a result of being on major trans-Jersey routes as well as being mill sites. Other smaller clustered settlements were located at Van Dorn's Mill (1328-9, 1318-38) in Marlboro, Squankum Bridge (Lower Squankum, 1319-19,20) in Howell, and Bennett's Mill (1326-18) in Manalapan. The major roads through the region were various branches of the Burlington Road, main trans-Jersey route through central Jersey. It connected Burlington on the Delaware River with the towns of the Navesink, via Crosswicks and Cream Ridge, weaving a curving path through Bennett's Mill, Freehold, and Colts Neck. Other branches diverged north from the town of Freehold to the port at Middletown Point (now Matawan), and south along the Manasquan River to the landings at Manasquan and Brielle. Scattered segments of these 18th century routes survive in the current road system of Region V.



The Moses Davis Tavern (Village Inn) in Englishtown was originally a 1½ a story cottage built about 1730. The house was converted into a tavern by Moses Davis in the 1760's and expanded several times during the 19th century. (MCHSI 1312-1-15)

AGRICULTURE AND 19TH CENTURY DEVELOPMENT

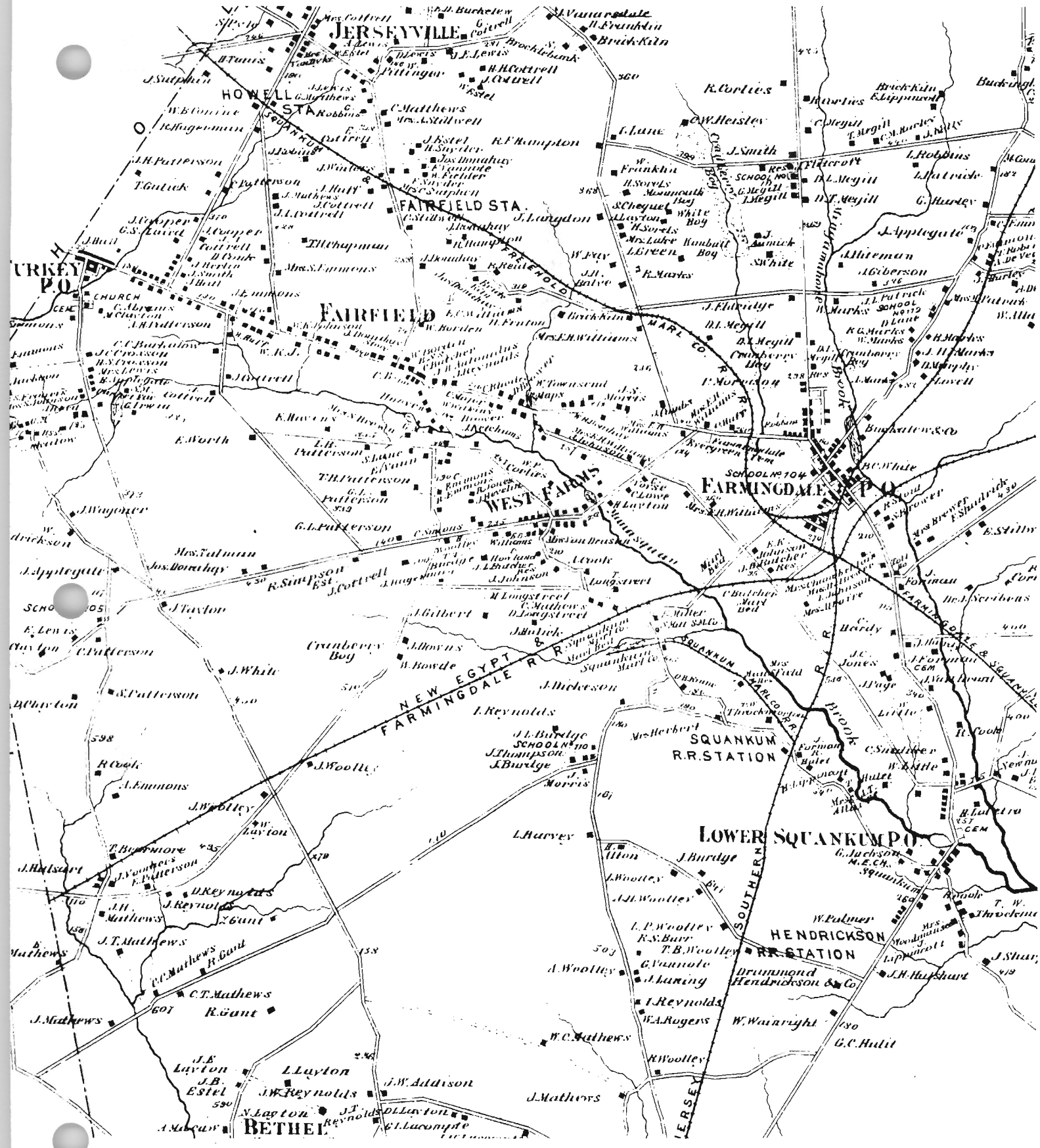
Agriculture accounted for the vast majority of economic activity in the 18th century, and advancements in agriculture during the 19th century accounted for much of the growth of the region during that time. The most notable of these improvements was the introduction of the use of marl (glauconite) as a natural fertilizer, in the late 18th century, and the discovery of large deposits of the material throughout the region. The widespread use of marl had two major effects on the region. First, it was especially beneficial to the cultivation of potatoes, which became the base of the region's agricultural fortunes during the 19th century. Potato farming was particularly important in Colts Neck, Marlboro, Manalapan and Freehold, and often accounted for half of a farm's annual income. Secondly, because of the large quantities of marl in the region, it became a major county export. One of the earliest deposits was found in 1768 on the Smock Farm east of Marlboro Village (1328-1, 19, 26, 27); those pits, located on a branch of Big Brook, remained productive throughout the 19th century. The county's most important marl pits were discovered in the 1830's along the Manasquan River and Mingamahone Creek which flows into it, at Upper Squankum (now Farmingdale, 1314-1). The marl business transformed what had been relatively poor and sparcely populated section of Region V into an important agricultural area. During the third quarter of

the 19th century Farmingdale (the name was changed in 1854) became a local railroad center for the shipment of marl, with lines leading north, west, and south to destinations all over the county and state (see map opposite).

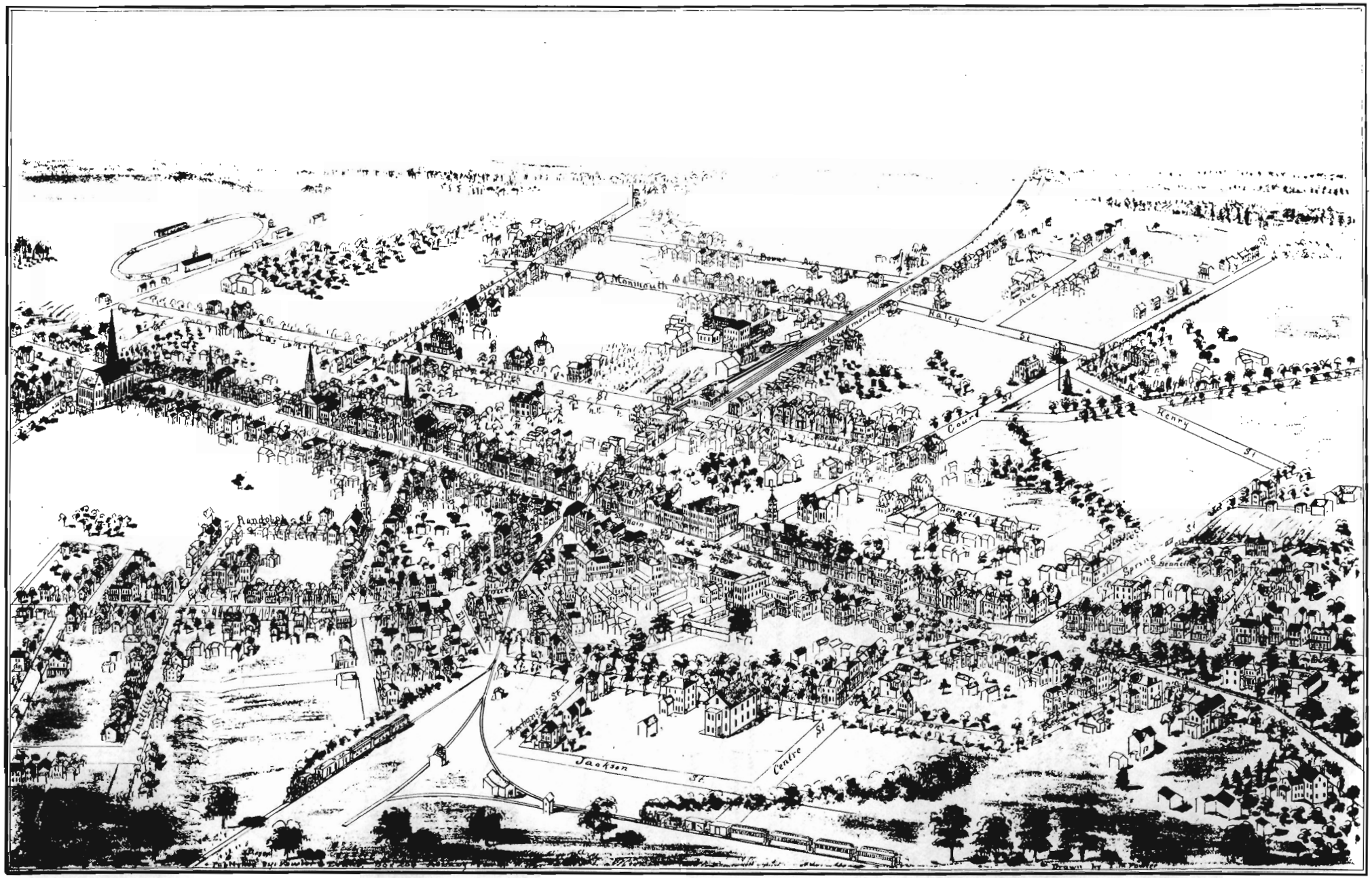
The agricultural fortunes and growth in population of the region led to the creation of several new municipalities in the 19th century. Most of the region was originally part of Freehold Township created in 1693. Howell Township was created in 1801 when it subdivided from Shrewsbury Township. (Wall Township, in Region IV, subdivided from Howell in 1851.) Colts Neck, originally known as Atlantic Township, was formed in 1847 from parts of Freehold, Shrewsbury, and Middletown townships. The following year, in 1848, the remainder of the original Freehold Township was divided roughly into thirds, forming Manalapan and Marlboro townships. The regional commercial centers were incorporated as boroughs in the late 19th and early 20th century: Englishtown in 1888, Farmingdale in 1903, and Freehold in 1919.

The relatively great distance of farms in Region V from the important port towns of Matawan, Keyport, Red Bank, and Manasquan made the development of roads and railroads a high priority for the area. Numerous turnpike and plank road companies were established in the region during the 19th century, and the first railroad in the county was built in the region. The Freehold and Jamesburg Railroad, completed in 1853, linked the region's farmers with the primary rail line of New Jersey, the Camden and Amboy Railroad. Rail service was soon expanded to Farmingdale with the establishment of the Squankum Marl and Railroad Company in 1866. The Raritan and Delaware Bay Railroad was extended from Port Monmouth and Red Bank to Farmingdale by 1861. The third railroad through Farmingdale, the Farmingdale and Squan Village Railroad, was incorporated in 1867; it was the final link connecting the Camden and Amboy Railroad with the shore when it was completed in 1872. The region's last rail link with the market-places was the Monmouth County Agricultural Railroad, which connected Freehold with Matawan and Keyport through Marlboro and Wickatunk when it was complete in 1880.

While the delivery of marl and agricultural produce to market was the major reason for the construction of the rail lines, they also fostered industrial activity in several of the towns they served, primarily in Freehold but also in Englishtown and Farmingdale. Minor industrial activity, primarily related to food processing, had been present in the region prior to the construction of the railroads. Several distilleries were located in Manalapan, as well as Marlboro, Freehold and Colts Neck. Laird's Applejack Distillery in Colts Neck (1309-13) is the only survivor of these distilleries. In addition, one of the earliest canning operations in the state was established at the North American Phalanx in Colts Neck (1309-4,40), and several brickyards were in operation in northern Howell township near Jerseyville. Large industrial enterprises appeared in Freehold shortly after rail service was initiated in 1853. The Combs and Bawden Foundry was established in 1856, the first of several metal processing concerns in the town. Others included the Stokes File and Rasp Company (1315-1) and the Zimmerman Manufacturing Company (1315-24). The Brakeley Cannery (1315-73) was established in 1882 on another spur of the



Beers Atlas of Monmouth County, showing the Farmingdale area and part of Howell Township in 1873. (MCHA)



Bird's Eye View of Freehold 81, by T.M. Fowler. (MCHA)

Freehold and Jamesburg line; it was the largest cannery to operate in the county. The V. Henry Rothschild and Company Shirt Factory was built on the line to Keyport in the 1880's, later converted to the A. and M. Karagheusian Rug Mill (1315-31; see Manufacturing and Milling Structures). This influx of industry transformed Freehold from a relatively small agricultural market town and county seat to an important industrial center with a sizeable urban population, and brought new groups of settlers to the region, including eastern and southern Europeans, Jews, Russians, and Welsh. The railroad also brought a cannery to Englishtown, a file factory to Tennent in Manalapan, and a foundry, tannery, cider mill, lumber yards, and gunpowder factory to Farmingdale.

Region V was also the site of an important mid-19th century utopian experiment, the North American Phalanx. Established on the ideas of Charles Fourier in the 1840's in eastern Colts Neck Township, the organization sought to create a self-sufficient agricultural settlement on communal principles. Among the leaders were Arthur Brisbane, Horace Greeley, and Charles Sears. By 1850 there were 190 members, who lived in several large communal buildings and operated a grist mill, cannery, marl business, school, as well as a large farm on the 670 acre site. The Phalanx continued for twelve years until 1855 when the property was sold. The area is still known as Phalanx but only the Marcus Spring Cottage (see 1309-4; includes maps and drawings of the Phalanx) survives from the experiment; the Phalanstery, the central meeting hall of the community, was burned in the 1970's. A good discussion of the North American Phalanx can be found in Dolores Hayden's Seven American Utopias: The Architecture of Communitarian Socialism.

EARLY 20TH CENTURY GROWTH AND CHANGE

During the first half of the 20th century Region V experienced a continuation of the agricultural specialization that began in the mid 19th century with the concentration on potato farming. A decrease in the acreage of small grain crops was met with an increase in garden crop production, dairy farming, and horse raising. The most important new element of the increasing agricultural specialization in the region was the introduction of large scale poultry farming in the previously unproductive areas of Howell and southern Freehold Township. Helped by the efforts of the Jewish Agricultural Society, many urban Jews moved to the Farmingdale area during the 1920's and 1930's and established a large number of poultry farms. By the end of the 1930's the county was the leading egg producer in the nation, and home to more Jewish farmers than any other county in New Jersey. Many other eastern European immigrants also entered poultry farming during the same period. Due the changing economic conditions, poultry farming went into decline in the late 1950's and 1960's, which has left a legacy of abandoned chicken houses.

Suburbanization has had the strongest geographical impact on the region in the 20th century. Spurred by post World War II road construction and the accelerated exodus from the cities, large scale suburban-

ization reached the region in the late 1950's. U.S. Highway 9 has become the corridor of this development. Marlboro, Manalapan Freehold, and in recent years Howell, have become bedroom communities for New York and North Jersey, thus transforming the economy and land use of the region.

HISTORICALLY SIGNIFICANT AREAS

Despite widespread suburban growth and the ensuing decline of its historic agricultural base, Region V retains a high number of historic resources, including significant concentrations in several areas. These resources lack preservaton protection and are greatly underrepresented on the National Register; at present there is only one district listed (Monmouth Battlefield; see Manalapan Township Sites Map). Freehold Borough is particularly important as the principal urban center of the region as well as the county seat, and contains a wealth of 19th century buildings (see proposed district boundaries on the Freehold Borough Sites Map). The other surveyed districts in the region--in Englishtown, Farmingdale, Colts Neck village, Marlboro village, Adelphia, and Vandenburg--are also significant to the historic identity of the region, yet their rural village character is threatened by recent unsympathetic construction and encroaching suburban development.

There are several pockets of relatively intact historic rural landscape in Region V. The Pleasant Valley area of Colts Neck (the northern part of the township) has been largely suburbanized, though farmsteads remain along Conover Road, Crine Road, Hillsdale Road, and Willow Brook Road. There are two particularly significant rural corridors in Colts Neck, both with a concentration of outstanding early farmsteads: Route 537 east of Route 34 is notable for its large horse farms, and the rolling lands along Phalanx Road are still actively cultivated. In Manalapan, a large rural tract has been preserved as part of the Monmouth Battlefield State Park, although several of the buildings are in poor and deteriorated condition. A number of large 19th century farms are located along Route 33 in Manalapan, but this expansive agricultural landscape is endangered by local zoning which is permitting (and therefore causing) commercial strip development along the highway. In Howell, the area around Adelphia-Farmingdale Road and Howell Road east of Adelphia is still agricultural, with a number of important farmsteads. All of these resources--buildings and their historic settings--are vulnerable to residential subdivision and (where zoning permits) construction of office complexes.

REGION VI

Allentown Borough
Roosevelt Borough
Millstone Township
Upper Freehold Township

Region VI, located in the extreme southwestern corner of Monmouth, is the most sparcely populated section of the county and is characterized by open farmland in grains, soybeans, hay, and pasture. Punctuating the farmland are several villages and scattered forested areas. Woodland is concentrated especially in the southern section of Millstone where the pinelands extend into the township. The agricultural landscape of dispersed farmsteads that comprised most of Monmouth County in the 18th, 19th, and first half of the 20th century still predominates Region VI, particularly Upper Freehold Township. The area is still actively farmed, retains most of its 19th century road system, and has been affected by suburbanization to only a limited degree. Unlike the rest of the county, most of Region VI is drained by creeks (notably Crosswicks Creek, Doctors Creek, and Assunpink Creek) that flow into the Delaware River rather than the Atlantic Ocean or the Raritan River. This geographical factor, as well as proximity to population centers and transportation routes to the southwest, has linked the region more closely with the Delaware River Valley than with the remainder of Monmouth County.

EARLY SETTLEMENT

In spite of the region's geographical connection with the Delaware River Valley, much of its early settlement originated from the older areas of eastern Monmouth County, namely the New England Baptist and Quaker communities of Middletown and Shrewsbury. During the late 17th and early 18th century land was acquired and patented in large tracts. Between 1688 and 1695 a group of Middletown's early settlers purchased a tract of about 3500 acres in the Cream Ridge area, known as the Middletown Mens Lots, from the Scots Proprietors. Some of the Middletown Baptist families who settled there in the early 18th century included the Holmeses (1351-29,30,76), Throckmortons (1351-71), Ashtons (1351-67), and Cowards (1351-70,71). Imlaystown (1351-2) to the north was settled initially by Richard Saltar, also of Middletown, and Mordecai Lincoln, who came from Massachusetts. During the 18th century, various members of Middletown's Lawrence family owned extensive lands north of Imlaytown and along what is now Holmes Mill Road (1351-35,50,75). The Cox family, also Middletown Baptists, were numerous in northern Upper Freehold Township (1351-13). The Upper Freehold Baptist Meeting (Old Yellow Meeting House, 1351-79) was established in the 1720's as a branch of the Middletown congregation. Among the notable early settlers from Shrewsbury was Nathan Allen, a Quaker, who acquired land in 1706 on Doctors Creek, upon which he built a mill; the village of Allentown developed around it (see Allentown Historic District, 1302-1). Between about 1735 and 1740 Samuel Rodgers, also of Shrewsbury, bought the land and constructed the first mill at what is now Walnford (see 1351-77).

Scots and Dutch also migrated to Region VI during the first half of the 18th century. The two groups are historically associated because of common membership in the Presbyterian Church (which was theologically similar to the Dutch Reformed Church). A Presbyterian congregation was formed at Allentown by 1722 (see 1302-1-224) and at Perrineville by 1785. Scots and Dutch settled principally in the northern part of Region VI, but were found throughout the area. In 1706 William Montgomery, a Scot, acquired 500 acres of land along Old York Road above Allentown; his estate, known as Eglinton, remained in the family for several generations (now demolished). In 1725 another Scot, Patrick Imlay of Wickatunk (in Marlboro Township), purchased the mill complex of Richard Saltar in what became known as Imlaystown. He was the first of many Imlays in Upper Freehold. Members of the Perrine family, French Hugenots who came from Staten Island, settled in Millstone by the 1720's (1332-6) near what is now the village of Perrineville. Some of the early Dutch families in the area included the Wikoffs (1351-13, 29), Hendricksons (1351-2, 53, 73), Longstreets (1351-39), and Schancks.

The southwestern corner of Region VI was settled by English Quakers from Burlington County and Philadelphia, who concentrated in the area along Crosswicks Creek in Upper Freehold Township. In 1698 Anthony Woodward, a Quaker from Derbyshire, England who had emigrated to Ches-



The fieldstone wing of this house, built by Anthony Woodward about 1700, is among the oldest buildings in Upper Freehold and a rare example of early stone construction in Monmouth County. The large Federal Style main block was added by the Woodwards about 1800. (MCHSI 1351-64)

terfield Township in Burlington County, purchased 2500 acres of land between Crosswicks Creek and Province Line Road. His original plantation (1351-64) became the site of several Woodward family farms during the 18th and 19th centuries (1351-10, 19, 27, 37, 65). The village of Arneytown, along the Burlington County Line, was founded by Burlington County Quakers after 1705, as was the East Branch Friends Meeting (originally known as Robbins Meeting) at Wrightstown, which was formed in the 1720's. Richard Waln, a Philadelphia merchant and a Quaker, acquired the mill site that he named Walnford in 1772, and was the progenitor of the Waln family in Upper Freehold (1351-77, 11, 22, 25, 28).

For the most part, the region's major 18th century towns have continued to be its principal town centers, a testament to the high degree of historical continuity in the region. Allentown (1302-1) developed around Nathan Allen's grist mill and along a major north-south route known as the "Lower Road" (later called York Road). The small mill village quickly became an important crossroads town. Imlaystown (1351-2) grew up around mills on Doctor's Creek and Buckhole Creek, in addition to the forge established by Saltar and Lincoln. The grist and saw mill communities of Hornerstown (1351-1) and Prospertown on Lahaway Creek were both established in the second quarter of the 18th century, as was Walnford (1351-77) further downstream on Crosswicks Creek. Arneytown coalesced around a Quaker meeting house during the mid 18th century. The area which is now Millstone Township was much



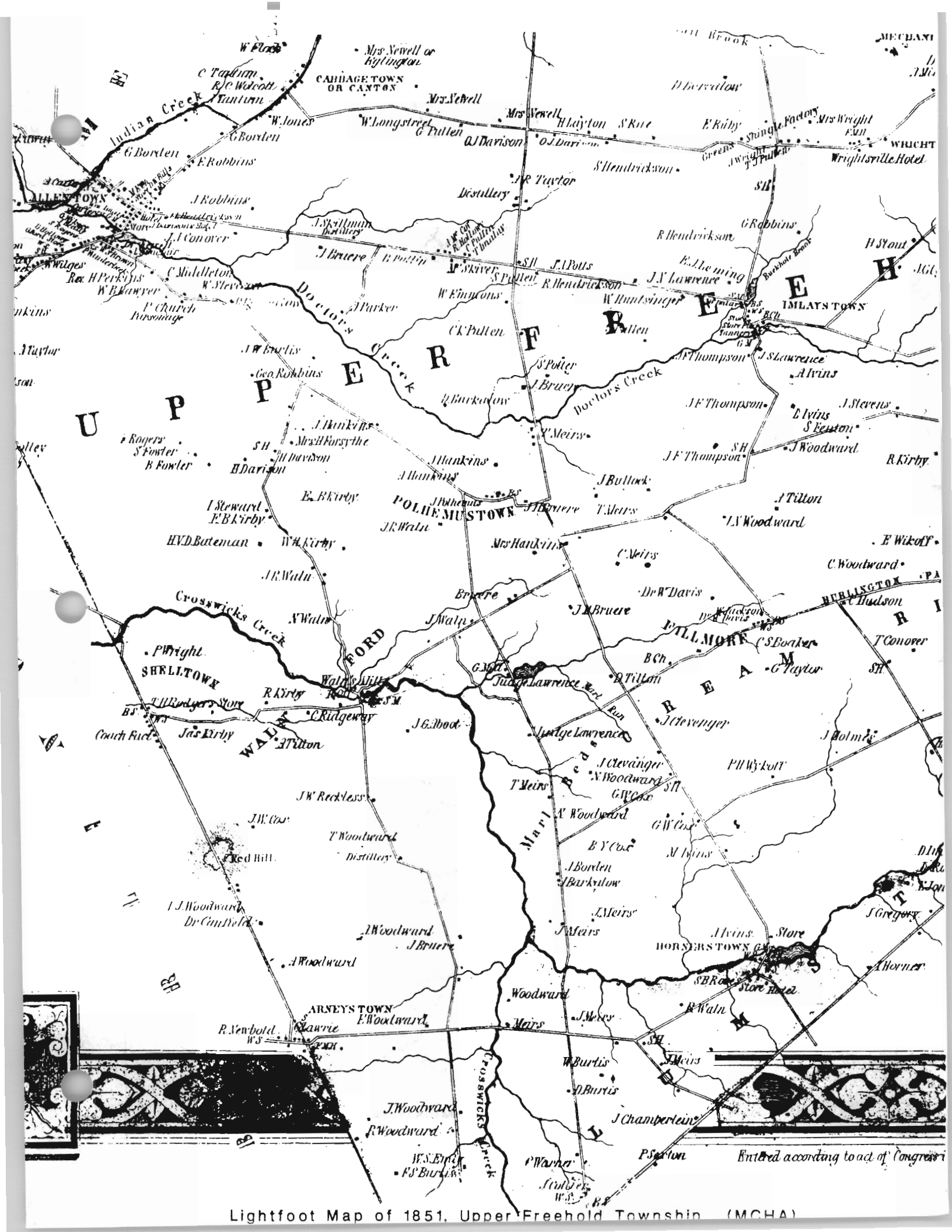
Abel Cafferty's Grist Mill, located on Doctor's Creek in Allentown, was built in 1855 to replace the original mill erected by Nathan Allen in 1706. (MCHSI 1301-1-55)

slower to develop during the 18th century, due to its hilly terrain and expanses of sandy soils. Clusters of 18th century settlement occurred at Gaston's Mill at Perrineville, and along the Burlington Road at Burnt Tavern (so named after the original tavern was destroyed by fire in 1806), later called Charleston Springs. Another early tavern, the Willow Tree Tavern, was located on Stage Coach Road near what later became Clarksburg.

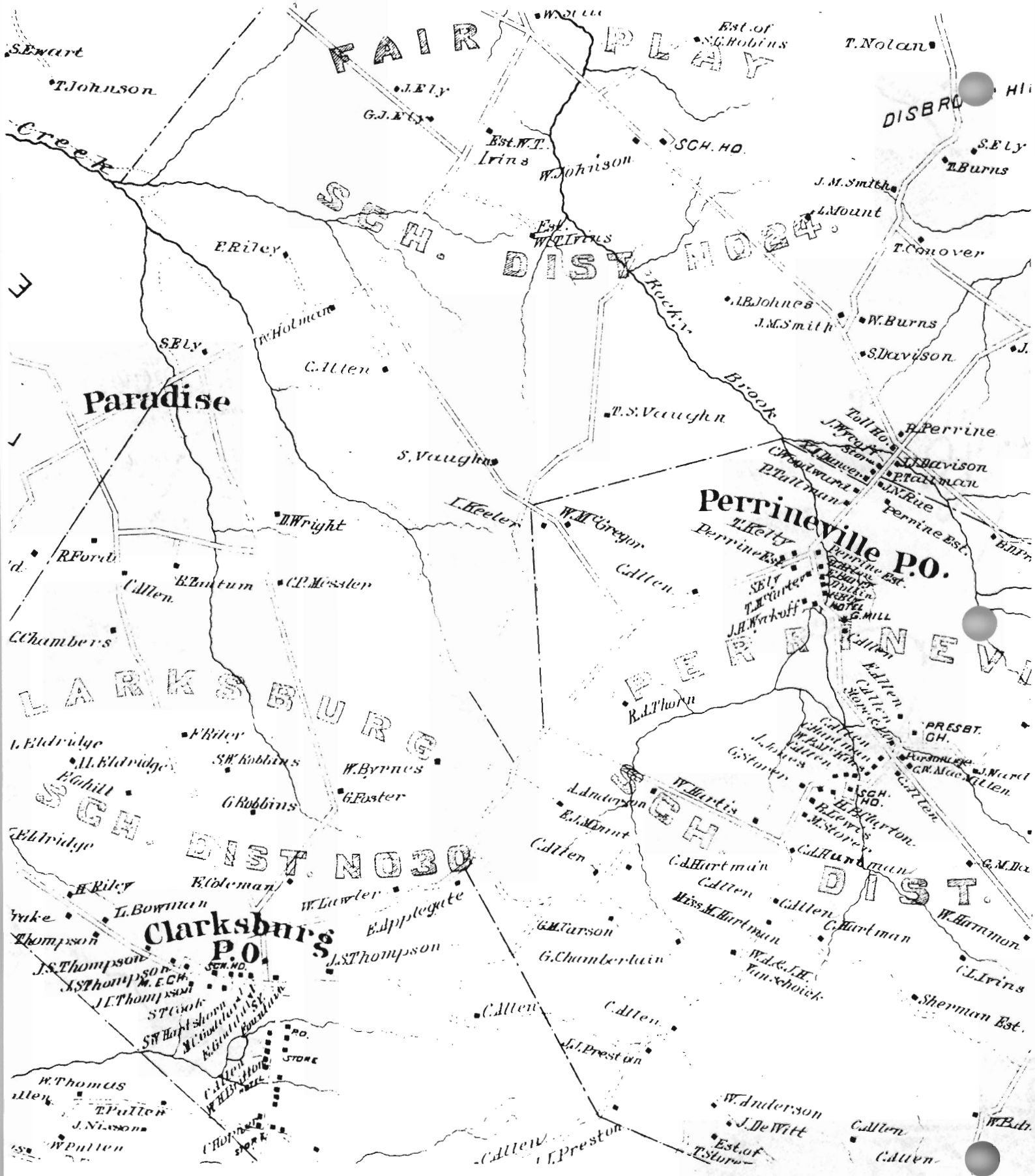


Rural inns were important to the early development of Millstone Township because it was roughly midpoint on trans-Jersey routes between settlements on the Delaware River and the Navesink. In 1851, Millstone had at least nine hotels while having a population of under two thousand. Only two of these hotels remain: the Parker/Smithburg Hotel (1332-8) and the Clarksburg Inn (pictured above; 1332-12-1). Built in 1834 by John Clayton, the Clarksburg Inn replaced the 18th century Willow Tree Tavern as the major inn in the village.

A substantial portion of the 18th century road system has survived to the present in Region VI. Old York Road (the "Lower Road"), which forms part of the boundary between Upper Freehold Township and Mercer County, is an early route connecting the Delaware and Raritan Rivers via Crosswicks and Cranbury. Elements of the Burlington Road, a major Indian path between the Delaware and Navesink, have survived on the Red Valley-Emley's Hill Road in Upper Freehold. Much of another early route from Allentown to Freehold is still followed by the New Canton-Stone Tavern Road in Upper Freehold and Stage Coach Road in Millstone. This road diverges at Clarksburg (Backbone Hill Road), going north to Englishtown, Middletown Point (Matawan), and South Amboy.



Lightfoot Map of 1851, Upper Freehold Township (MCHA)



Wolverton Atlas of 1889, showing part of Millstone Township. The Borough of Roosevelt is now located at the spot labeled "Paradise." (MCHA)



The construction of the Cream Ridge Creamery in 1881 is indicative of the rising importance of dairying in Upper Freehold in the late 19th century. (MCHSI 1351-31)

19TH/EARLY 20TH CENTURY GROWTH AND CHANGE

The 19th century improvements in agriculture which benefited the other sections of the county were also important to the farmers in Region VI. However, the emphasis on potato and truck farming that characterized the agriculture of central Monmouth county during the 19th century did not occur in Region VI. Agriculture tended to concentrate on mixed farming, small grains and livestock; farmers sold produce locally at milling complexes such as Walnford (1351-77). Marl was available at Hornerstown (1351-1, 11, 12) and was shipped by the Pemberton and Hightstown Railroad, which was completed in 1867 and was the only railroad service in the region.

The lack of a developed transportation system appears to have limited the influx of industrial and suburban growth which affected the other regions of the county during the second half of the 19th century. The basic patterns of the agricultural economy and land use which had been established in the 18th century continued well into the 20th century. The changes that did occur were the result of the shifts of farm layout and agricultural practices, such as the specialization of farm buildings, and the emphasis on dairy farming in Upper Freehold and on poultry farming in Millstone during the 20th century. Otherwise, the road network and population concentrations had been largely established by the 1820's. Virtually every road in the region today (except some 20th century residential subdivision roads and Interstate 195) is indicated on the Lightfoot map of 1851.

The four muncipalities which make up Region VI were created through the division of Freehold Township. Upper Freehold Township was formed prior to 1731, and Millstone Township was created from Freehold and Upper Freehold in 1844. The Borough of Allentown was incorporated in 1889 and the Borough of Roosevelt was incorporated in 1946. The formation of Roosevelt (see 1341-1) has been an exception to the general pattern of organic, unplanned land development in the region. First known as Jersey Homesteads, the town was a New Deal community planned and built during the 1930's by the federal government's Subsistence Homesteads Division and the Resettlement Administration. Built with the purpose of decentralizing industry and providing a rural homestead for urban workers, the town was originally an agro-industrial cooperative populated by Jewish garment workers from New York City. Especially notable is the town's physical plan, based on the Garden City Idea with curvilinear streets, community-owned open space, and agricultural green belt, as well as its Bauhaus-influenced architecture. (See illustration of plan on page 12.)

HISTORICALLY SIGNIFICANT AREAS

Region VI has three historic districts listed on the National Register of Historic Places: Allentown (1302-1); Roosevelt (1341-1); and Imlaystown (1351-2). Hornerstown (1351-1) and Ellisdale (1351-66) are potential historic districts. The overall rural agricultural character of the region is intrinsically important in a county developing as rapidly as Monmouth. However, within the region there are two areas which have a particularly high concentration of historically significant structures and farms. One is the area along Crosswicks Creek, which includes most of the southwestern corner of Upper Freehold Township, and is bound roughly by Province Line Road on the west; Hutchinson Road and Arneytown-Hornerstown Road on the south; Holmes Mill Road on the east; and Extonville-Polhemustown Road on the north. The other is the Cream Ridge area, which is centered around Red Valley-Emley's Hill Road (th old Burlington Path), and includes sites along the parallel route of Holmes Road as well as several intersecting roads (Unnamed Road, a.k.a. Wygant road; Harvey Road; Meirs Road; Smith Mill Road; and Imlaystown-Prospertown Road). A smaller concentration of surveyed sites occurs along another early route, the Old York Road, between New Canton-Stone Tavern Road and Sharon Station-East Branch Road. This corridor includes significant 18th and 19th century farmhouses and farmsteads in both Upper Freehold Township and Washington Township (Mercer County).

SUMMARY OF STRUCTURE TYPES AND ARCHITECTURAL HISTORY

SUMMARY OF STRUCTURE TYPES AND ARCHITECTURAL HISTORY

This section of the report outlines Monmouth County's building history, and is organized by categories of use so that particular groups of buildings (such as schools) may be viewed together. There is an attempt to provide a historical cultural context for specific kinds of buildings rather than to dwell solely on architectural analysis. Within and among the various use categories, however, there is description of the chronological development of construction and stylistic expression, including plan, materials, facade treatment, and building technology. Those who are unfamiliar with architectural styles and terminology should refer to the following readily-available guides:

John Blumenson, Identifying American Architecture: A Pictorial Guide to Styles and Terms, 1600-1945 (American Association for State and Local History, 1977).

Carole Rifkind, A Field Guide to American Architecture (New American Library, 1980).

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Georgian window, Tennent Church (MCHSI 1326-1-5)

RESIDENCES

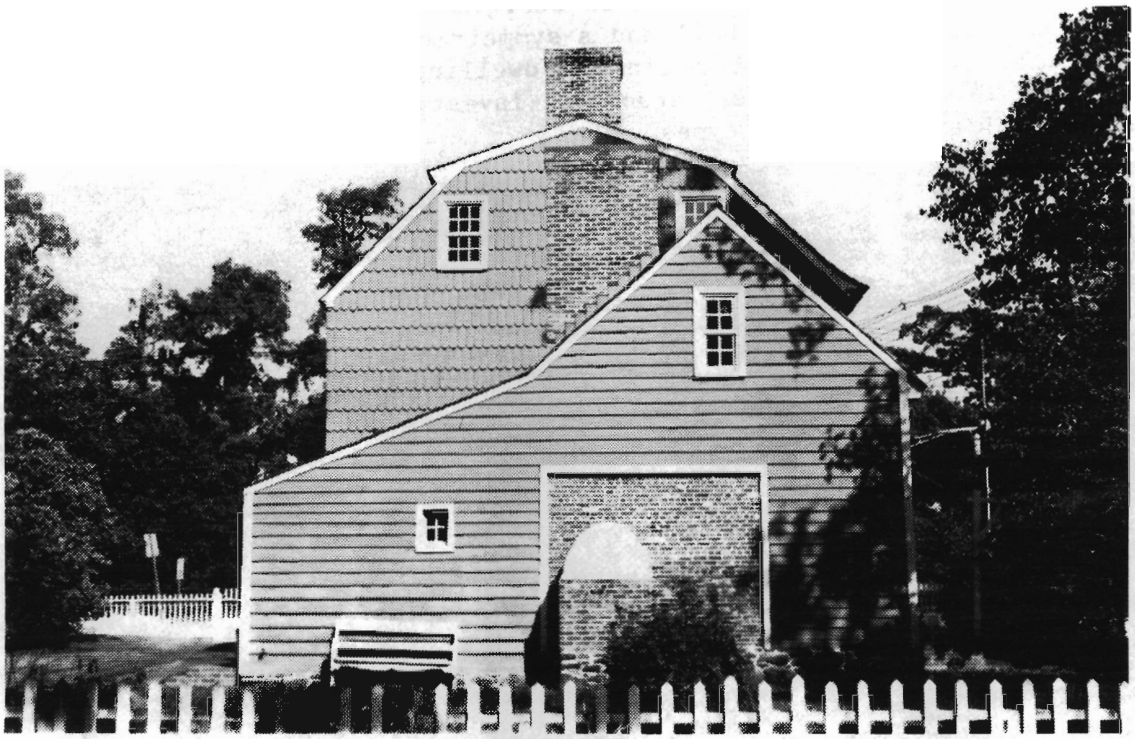
More than three-quarters of the inventoried sites are residential structures, including farmhouses, urban and suburban dwellings, seashore resort cottages and country estates. While the literature on American building tradition and stylistic development provides a rich cultural context for the historical analysis of Monmouth County's diverse residential architecture, it is not the purpose here to write such a history. This chapter presents brief summaries, roughly chronological, of the major house types and styles which are found in Monmouth County residential building from the late 17th century to about 1930. Early traditional types (pre-1850) are covered first, followed by architectural styles. A few styles are omitted for lack of representation in the survey or the existing built environment. The general local characteristics--plan/form, materials, facade treatment, and culture group associations--are given, along with time period and distribution within the county. Survey examples illustrate typicality and variety.

In general, pre-1850 residential styles and types are concentrated in northern and central Monmouth County, in Allentown and Upper Freehold. High-style architecture of the late 19th and early 20th century is concentrated along the coast, in the seashore resort towns which developed during the late 19th century, and in other town centers such as Freehold and Red Bank.

The detached single-family dwelling of wood construction is the historical norm for residential construction in Monmouth County, as in much of the northeastern United States. Early settlers lived in small 1-1½ story houses of heavy timber frame construction (see traditional house types). Even after the introduction of the Georgian Style about 1750, historical evidence such as the Middletown Tax Duplicate of 1798 suggests that most Monmouth residents continued to live in small traditionally-built dwellings. High-style dwellings remained in the minority until the mid 19th century. Traditional framing systems of north European derivation--heavy timber H-bent and brace frames with mortised and tenoned joints--were utilized until the mid 19th century, when the light member balloon frame came into use. Clapboard and wood shingling have always predominated over brick and stone in local construction; beaded clapboard and round-butt shingles were regionally characteristic until the early 19th century. Locally burned brick, though available in the 18th century, was seldom used for the exterior walls of houses, though commonly found on foundations and for the infill of the timber frame. A highly localized use of brick is found on a group of Federal farmhouses in Upper Freehold, where the influence of the lower Delaware Valley culture region reached into the county (see Federal Style). Some other early 19th century brick houses of note include the Roberts House in Middletown (1331-99), the Longstreet House in Holmdel (1318-42), the Osborn House in Brielle (1308-8), (1308-8), the Bartleson House in Freehold (1315-85), and the workers rowhouses in Allaire (1352-1). During the 1830-1860 period brick was also employed to a greater extent in prosperous trading towns such as Keyport and Matawan, where brick was made (see Greek Revival Style). Fieldstone and dressed stone are even rarer

in residential construction, appearing on a very few early dwellings in in western Monmouth (see the Woodward House, 1351-64, and the Coward-Hendrickson House, 1351-71, in Upper Freehold), and on a handful of early 20th century mansions (see Shadow Lawn, 1353-4).

Most houses are accruals of additions and modifications over time, adapted to changing family size, functions, incomes, and tastes. Two major patterns of expansion are evident from surveyed sites of the 18th and 19th centuries: (1) Addition of a larger lateral wing (commonly a three bay Georgian plan) to the original 1-1½ story structure; often two more bays were added to complete the full Georgian plan (sometimes incorporating the original cottage); (2) Addition of a long rear ell, often as large or larger than the original house, creating an overall L-shaped dwelling; this is commonly found on I-houses and on town dwellings, where narrower lots prohibited side expansion. Houses also exhibit a number of changes, built over a period of time, which obscure the original physical character but nonetheless are part of their historical evolution. These include window and doorway replacements, roofline and cornice alterations, exterior siding changes, and modifications to porches. As a result most houses, especially those built before 1850, are composites of several styles and types rather than "pure" examples. In the following , therefore, it is well to remember that classification of houses into styles and types is a somewhat arbitrary process, and that the significant facts about Monmouth County's residences are the inter-relationships over time between "folk" and "elite" influences, regional and national trends, ethnic groups, and other cultural factors shaping residential form and design.



Profile of Allen House, Shrewsbury Borough. Several characteristics of early local building are shown: a 1½ story kitchen wing with beaded clapboard siding, exposed hearthback and "beehive" oven; and a lateral Georgian main block with gambrel roof and round-butt shingles. (MCHSI 1345-1-8)

EARLY TRADITIONAL HOUSE TYPES

DUTCH-AMERICAN HOUSE

The traditional dwellings of Dutch settlers are not only among the earliest house types found in Monmouth County but they also constitute a distinct and highly significant group of buildings in the historical landscape. These houses are not pure Dutch nor are they "Dutch Colonial" in style; rather they are residential forms which are hybrids of traditional Dutch building and its adaptation to the New World, and thus they are called Dutch-American. "Dutch" building tradition also should be understood within the larger cultural tradition of the Low Countries and northern Europe as a whole.

Unlike the stone Dutch houses of northern New Jersey, the Monmouth County Dutch built their dwellings of wood, clad in shingles or clapboard. Dutch-American houses are identified by their framing structure and floor plan in conjunction with a number of secondary characteristics. Local Dutch houses are built upon the H-bent frame, which is based upon structural units of large posts spanned by heavy joists. Among the floor plan variants (all 1½ stories), the most common and perhaps the earliest is the one-room plan, a rectangle of squat squarish proportions with a garret above and a steeply pitched gable roof. Extended one-room plans, consisting of two rooms side by side (sometimes with two doors), are also found. Less common is the four-room plan, with two large front rooms and two smaller back rooms, and no through-hall; this plan type may show Georgian stylistic influence in the use of a partial center hall and a symmetrical facade arrangement. Combinations of plans may occur in one dwelling, due to the practice of building in wings. Further structural investigation is necessary to determine all existing plan types.



Dutch cottage wing on Jan Schenck House, built early to mid 18th century with later alterations. Holmdel Township. (MCHSI 1318-45)



Holmes-Hendrickson House, Holmdel Township. The wing dates from 1720-1750 and the main block was built about 1754. (MCHSI 1318-27)

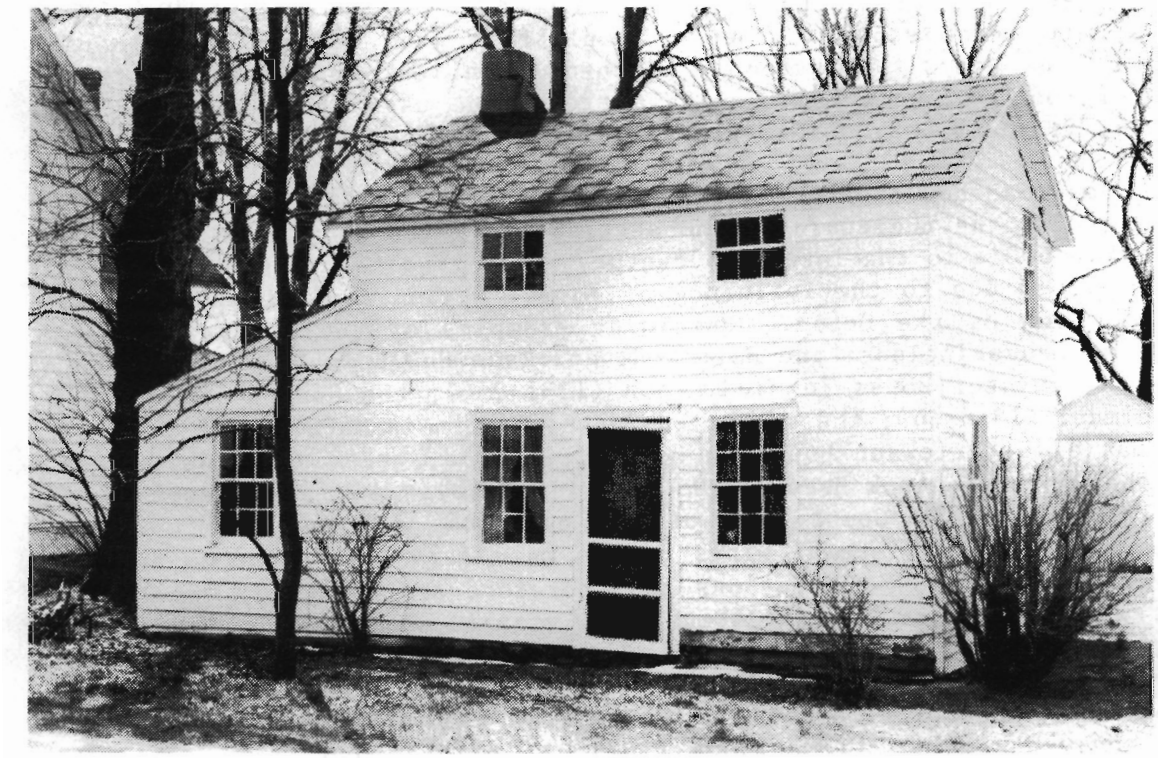
Additional identifying features of local Dutch-American houses include flared eaves on the front and rear; entrances on the south front, eave side; large jambless fireplaces, which are located within the room and are framed above with a hood; exposed hearthbacks; split-leaf "Dutch" doors; and front stoop ("stoep"), a platform with benches on either side of the door. The steeply pitched gable roof is universal; the gambrel roof, a traditional building technique used in many parts of Europe, is found only on Georgian houses of the latter 18th century.

Dutch-American houses are located in the Pleasant Valley area (see map on page 52), the nucleus of Dutch settlement in the county. They date from the 1690's to the late 18th century, when traditional Dutch building declined due to the influence of formal styles and the increasing assimilation of the Dutch. Remaining examples of the larger Dutch-American house include: the Holmes-Hendrickson House in Holmdel (1318-27); the Luyster House in Middletown (1331-2-4); the Covenhoven House in Holmdel (1318-44); the so-called Hunn's Tavern in Matawan (1329-17); the Daniel Hendrickson House in Holmdel (1318-8, greatly remodelled); and the Garret Schenck House in Holmdel (1318-48). Most Dutch-American houses in Monmouth County are of the one-room or extended one-room types and exist as lateral wings on the main farmhouse. The majority are obscured beneath alterations and therefore are difficult to document without structural investigation; visible, however, may be the original 1½ story squarish form and the steep gable roof with overhanging eaves. Representative examples include the wings on the following sites: the Conover-Crine House in Colts Neck (1309-2-2); the Van Dorn-Covenhoven-Ely House in Marlboro (1328-9); and the Jan Schenck House in Holmdel (1318-45).

ENGLISH COTTAGE

One of the first house types to appear in Monmouth County (and possibly the most prevalent of the existing 18th century types) was a 1½ story one-room-deep dwelling with either a one room plan or a two room plan, and an interior gable end chimney. Known as a "British cabin" (so called by folklorist Henry Glassie) or an English cottage, this house in all identified local examples is of heavy timber frame construction with clapboard or shingle siding. It has either a two, three, or four bay facade; the three bay central entry version appears to be most common in Monmouth County (although this is difficult to determine since many have substantial fenestration alterations). The main elevation often, but not always, has knee wall windows. Shed lean-tos on the side and rear are prevalent. Few examples of this house type remain as free-standing structures; most exist as wings on larger houses (either predating the main house or contemporaneous with it), and are particularly common as the kitchen wings on Georgian Style houses.

The English cottage was built in large numbers by English/New England settlers from the time of initial European settlement until the early 19th century. It is found in all types of early settlements throughout the county. The larger two-room plan with a four bay facade is found mainly in Middletown. For characteristic variations of the English cottage, see 1308-13 in Brielle (free-standing, three bay central entry); 1331-4-24 in Middletown (three bays with end bay entry); 1351-19 in Upper Freehold (with addition of second story); 1347-7 in Spring Lake Heights (with lateral one bay wing); 1331-32 in Middletown (18th century ell on 19th century house); 1331-5-3 and 1331-4-27 in Middletown (larger two-room plan with four bay facade).



The Hall House in Howell Township, built early 19th century, is a late example of the type but one of a few which exist as free standing dwellings. (MCHSI 1319-10)

DEEP COTTAGE

The so-called deep cottage is a 1½ story, two-room deep dwelling which is either one or two rooms wide. Due to the limited structural investigation done as part of this survey, plan variations of this type in Monmouth County are not well understood. If they follow other regional examples, plans vary and may consist of two, three, or less commonly, four rooms (constituting, it may be argued, several separate types). Likewise facades may have two, three or four bays with center, off-center, or end doorways. Like the English cottage, local examples are all of wood construction and the chimney is on the interior gable end. Side and rear wings and lean-to additions are common.

Geographer Peter Wacker has called this type the East Jersey deep cottage, associated with settlers who migrated to New Jersey from New England and Long Island. The origins of this type appear to be both English and continental European; its variations warrant additional research. The deep cottage was built in the county through the end of the 18th century, and is found primarily in the oldest settlement areas of northeastern Monmouth. Survey documentation indicates that fewer numbers of this early house type remain than the English cottage. Good examples include 1336-1-5 in Tinton Falls; 1331-47 (east wing) in Middletown; 1318-23 and 1318-29 (illustrated below) in Holmdel.



Early to mid 18th century deep cottage in Holmdel Township, believed to have been built by the Bennett family. (MCHSI 1318-29)

GEORGIAN-INFLUENCED 1½ STORY TYPES

The influence of Georgian and later classical styles resulted in the transformation of several traditional house types. Among these are three 1½ story types which are found in numbers in Monmouth County: (1) A 1½ story one-room-deep dwelling with a regular three bay facade, end bay entry, and interior gable end chimney. Plans may or may not include a separate side stairhall. This is essentially a Georgian modification of the English cottage form. For examples, see 1322-27 in Keyport, 1323-1-1 in Little Silver, 1345-3 in Shrewsbury, and 1331-4-25 in Middletown.

(2) A 1½ story two-room-deep dwelling with a side-hall plan, regular three bay facade, and one or two interior gable end chimneys. There are often knee wall windows on the main facade. This type appears to be a Georgian modification of the two-room-deep 1½ story types. For examples, see 1331-29, 1331-61, 1331-69, and 1331-107 in Middletown.

(3) A 1½ story one-room-deep dwelling with a regular five bay facade, central entry, and chimneys located within each gable end. Plans are two rooms wide, with or without a center hall; rear shed additions are common. Most have knee wall windows on the main facade. For examples, see 1323-11 in Little Silver, 1318-53 in Holmdel, 1331-15, 1331-4-21, 1331-50, and 1331-72 in Middletown.

All surveyed examples of the above types are wood-clad and date from the early 19th century. They are found principally in northeastern Monmouth, and are concentrated heavily in Middletown. The detailing on many of these houses would classify them as Greek Revival Style.



The west three bay section (left in photo) of this house is an example of type two above; it was added c. 1830-50 to an earlier three bay English cottage. Middletown Township (MCHSI 1331-29)

TWO STORY, TWO-ROOM-DEEP, CENTER DOOR HOUSE

This house type is a full two stories high, two rooms deep, and one room wide. Of squarish proportions, the plan may consist of two rooms (one in back of the other) or three rooms (one large room and two smaller rooms). The facade is three bays wide with a center door; there are usually only two bays on the second story. Chimneys are located within the interior gable end. All surveyed examples are of wood construction. This center door house type, which is evidently English and urban in origin, was built in limited numbers in Monmouth County during the 18th and early 19th centuries, with no clear patterns of distribution. Representative examples include 1319-29 in Howell, 1316-16 in Freehold Township, 1311-2 and 1311-27 (center section) in Eatontown, and possibly 1325-68 in Long Branch.

It is possible that in Monmouth County there is a second type variation of the center door house, which has a one room plan. Additional field investigation is necessary to determine the plans of existing three bay center door houses; most one-room-deep examples appear to be two rooms wide and therefore would be classified as I-houses. Another related center door house type, which is two rooms deep and two rooms wide, and is common in the lower Delaware Valley and Pennsylvania, was not found in Monmouth County.



This center door house, located on the old Burlington Path in Freehold Township, probably dates from the late 18th/early 19th century. It is wood shingled with a fieldstone foundation; earlier 6/6 sash windows are visible on the sides. The porch is a later addition. (MCHSI 1316-16)

I-HOUSE

The I-house, which is believed to be English in origin, is a two story dwelling, one room deep and two or more rooms wide, with internal gable end chimneys. Room plans and fenestration may be symmetrical or asymmetrical, and occasionally there are two front doors (as on the example below). Facades are generally three, four, or five bays wide. Common Georgian-influenced subtypes include (1) a side-hall plan with a regular three bay facade, and (2) a center-hall plan with a symmetrical three or five bay facade. Rear ells (often as long as the main block), shed additions, and porches are characteristic. In Monmouth County, I-houses are almost always wood-frame with clapboard or wood shingle siding. I-houses are numerous throughout the county; the earliest documented examples date from the first quarter of the 19th century, and some even have Federal detailing (see 1315-6, now demolished). The early three bay I-house with a central entry is found in many of the county's rural villages (see Hornerstown, 1351-1, and Imlaystown, 1351-2, in Upper Freehold). During the second and third quarters of the 19th century, the two Georgian subtypes were popularly combined with Greek Revival and Italianate styling in the construction of both farmhouses and "village dwellings." (For examples, see 1331-92 in Middletown; 1322-25 in Keyport; 1314-1-10 in Farmingdale; 1332-5 in Millstone; 1351-28 in Upper Freehold; and 1340-47 in Red Bank.) I-houses continued to be built until the late 19th century, especially in the more remote areas.



I-house with asymmetrical four over five bay facade, built early 19th century. Upper Freehold Township (MCHSI 1351-69).



I-house, side-hall Georgian subtype, built second quarter 19th century. Englishtown Borough (MCHSI 1312-1-14)



I-house, center-hall Georgian subtype, built early 19th century. Wall Township (MCHSI 1352-19)

ARCHITECTURAL STYLES

GEORGIAN

The Georgian Style, inspired by classical forms which were revived by English architects during the reign of the first three Georges, is believed to have been introduced to Monmouth County about 1750 with the construction of Tennent Church in Manalapan (1326-1-5), followed soon thereafter by the first Georgian dwellings (notably the Covenhoven House in Freehold, 1315-72, and the Burrowes House in Matawan, 1329-1-13). Monmouth County's Georgian houses show the various influences of Dutch, New England/Long Island, and Delaware Valley building practices. Nearly all, however, utilize the 2½ story three bay side-hall plan of formal composition, and typically have lateral 1½ story kitchen wings. Five bay center-hall Georgian houses are exceedingly rare; see, for examples, the Lloyd House in Middletown (1331-88), the Imlay House in Allentown (1302-1), and Walnford in Upper Freehold (1351-77). Almost all are wood-frame and sided with shingles (often round-butt) or clapboard (which may be beaded). A few brick examples, laid in Flemish bond, are found in Upper Freehold (see 1351-19 and 1351-29), where other Delaware Valley influences such as the pent roof are localized. Roofs are gabled, rather steeply pitched and sometimes with flared eaves on the front and rear, or they may be gambrel (such as on the Allen House in Shrewsbury, 1345-1-8, or the Hendrickson House in Holmdel, 1318-6). Eaves are often treated as a cornice, which may include emphatic modillions. Chimneys are usually located in the interior end wall but occasionally are inset one bay from the gable end; exposed hearthbacks are also a common feature. Double-hung sash windows generally have 12/12, 9/9, or 9/6 lights; a combination of paneled and louvered shutters is used widely. The Dutch-type split-leaf door with a hood overdoor is found mainly in central and northern Monmouth, and there are a few high-style double-leaf Georgian doors. The basic enframement of doorways includes molded surrounds and a four or five-light rectangular transom, and may be embellished by full or half sidelights, entablatures, and pilasters. (See especially the doorway on Marlpit Hall in Middletown, 1331-3-19.)

Georgian houses were constructed in 18th century settlement areas of the county between about 1750 and 1800. The overall Georgian plan and form persisted in rural Monmouth through the mid 19th century. In a sense, Georgian building became "traditional." Indeed, regional Georgian forms were carried forward into the early 20th century Colonial Revival, and even today are exhibited symbolically in new housing. Georgian houses constitute one of the most outstanding groups of architectural resources in the county, and were almost always included in the inventory, even when considerably altered. Important concentrations are found in Middletown, Colts Neck, Holmdel, Marlboro, and Upper Freehold Townships. In addition to those already cited above, the following examples represent the diversity of Georgian residential buildings in the county: the Mount House in Middletown (1331-1-13); the White House in Shrewsbury (1345-1-15); the Covenhoven House in Colts Neck (1309-10); the Smock House in Holmdel (1318-47); the Holmes House in Marlboro (1328-16); the Morris-Saltar House in Rumson (1342-14); and the Horsfull House in Upper Freehold (1351-4).



Monmouth County Georgian doorway with a split-leaf paneled door, molded surround, and four-light transom. Coward House, Upper Freehold. (MCHSI 1351-70)



The Polhemus House in Colts Neck, built mid 18th century, combines an English Georgian plan with Dutch framing and details. (MCHSI 1309-37)

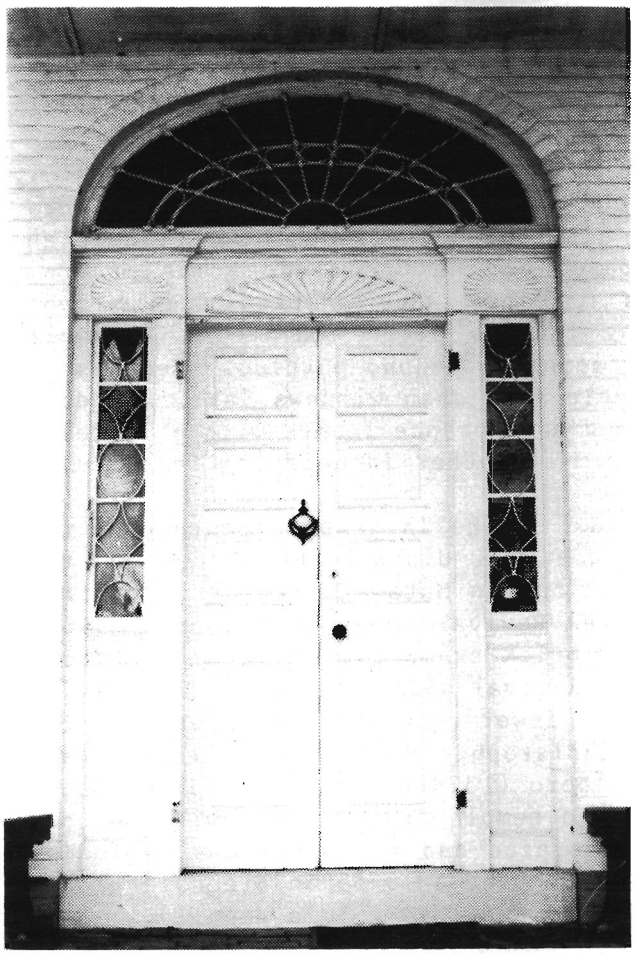


Robert Woodward House, built c. 1815-1830, Upper Freehold Township. (MCHSI 1351-37)

FEDERAL

In America, the term "Federal" or "Federalist" is associated with Neo-classical buildings of the 1785-1830 period, echoing the style popularized in England by architect Robert Adam. Federal proportions and ornament are slender and more delicate than the earlier Georgian Style. The elliptical and oval shape appear in gable windows, entry transoms, and on the millwork, along with motifs such as urns, garlands, and festoons. In Monmouth County the full Georgian plan comes into widespread use for the first time, along with the three bay side-hall plan and a few early I-houses. The hip roof makes its first appearance on high-style residences, although a moderately-pitched gable roof with narrow eaves is more common. Chimneys tend to be taller and narrower; twin end chimneys are prevalent, sometimes bridged with a parapet end wall. In addition to wood-clad exteriors, Flemish bond brick is also utilized, particularly in Upper Freehold. Windows usually have larger lights (6/6), and most entries have a full classical enframement, some featuring detailed carved wood muntins and cast lead ornament in the sidelights and transom. Traditional regional building practices are less apparent on the Federal house, though elements such as exposed hearthbacks and Dutch split-leaf doors are still found. Late Federal dwellings of the 1830's tend to exhibit Greek Revival influences.

The Federal Style came late to Monmouth County and was never widespread. Nonetheless, this small collection of houses--built between about 1800 and 1830--comprise some of the county's most elegant and well-crafted domestic architecture. The Federal Style is concentrated



Doorway on the Samuel Wright House in Upper Freehold, built 1810. (MCHSI 1351-50)

in western Monmouth County, and reached its fullest expression in Upper Freehold, where there is a notable group of brick-constructed farmhouses. Among these are the Samuel G. Wright House, known as "Merino Hill" (1351-50), the best high-style Federal house in the county; the Robert Woodward House (1351-37); the Abraham Tilton House (1351-20); the James Lawrence House (1351-35); the Anthony Woodward House (1351-64); and the Joshua Cox House (1351-3). In nearby Allentown, there is the pent-roofed Abel Cafferty House (1302-1). Substantial wood-frame Federal farmhouses are also well-represented in Manalapan; examples include the John Conover House (1326-1-1), the James English House (1326-10), and the James Perrine House (1326-20). Elsewhere, in eastern Monmouth County, there are outstanding singular examples of Federal architecture, such as "Portland," the Robert Hartshorne House in Middletown (1331-108) and the Aaron and John Longstreet House in Holmdel (1318-42), as well as various more typical examples of Federal-era construction, such as the Leonard House in Middletown (1331-51), the old Dutch Reformed Church parsonage in Marlboro (1328-21), the Ely House in Holmdel (1318-38), the Thomas I. Bedle House in Matawan (1329-1-33), the Forman Osborn House in Spring Lake (1348-44), and the Abraham Osborn House in Brielle (1308-8).

GREEK REVIVAL

The Greek Revival was the most prevalent of the house styles between 1830 and 1860, rising out of the new republic's nationalistic spirit and its romantic identification with Greek democracy, as well as a widespread admiration for all things related to classical antiquity. Assisted by builders guides which popularized the style, carpenters constructed low-pitched gable or hip roofed dwellings of various plan types, with classical ornament based on the Greek and Roman orders. Columns, capitals, friezes, and moldings were adapted freely from classical precedent, and building facades often emulated the temple form, with a full pedimented end-facing gable and portico. Returns at the eaves, bold cornices, 6/6 double-hung sash windows, attic windows in the frieze beneath the eaves, and an entrance framed with pilasters, sidelights, and/or an oblong transom are other identifying features.

As a group Greek Revival houses make up the largest percentage of remaining pre-1860 residences, and are well distributed throughout the county, with significant concentrations in Matawan, Keyport, and Fair Haven. In Monmouth County the Greek Revival house is commonly a wood dwelling painted white, with a few brick examples. Several plan/form variations are evident in the Greek Revival housing stock. The temple-form house is the least common, with fewer than five examples; see the Richmond House (1315-38) and the Christopher House (1315-39) in Freehold, the Hendrickson House in Marlboro (1328-17), and the Brown House in Matawan (1329-1-11). The modified temple-front house, with an end-facing gable (usually with a full cornice and eaves returns) alluding to a pediment, is also relatively rare (see 1315-55 in Freehold, 1329-1-10 in Matawan, 1328-1-5 in Marlboro, and 1319-1-5 in Howell).



Temple-front house, built second quarter 19th century, in Freehold Borough. (MCHSI 1315-38)



The Greek Revival main block of this house in Middletown was added to the 18th century ell. (MCHSI 1331-89)

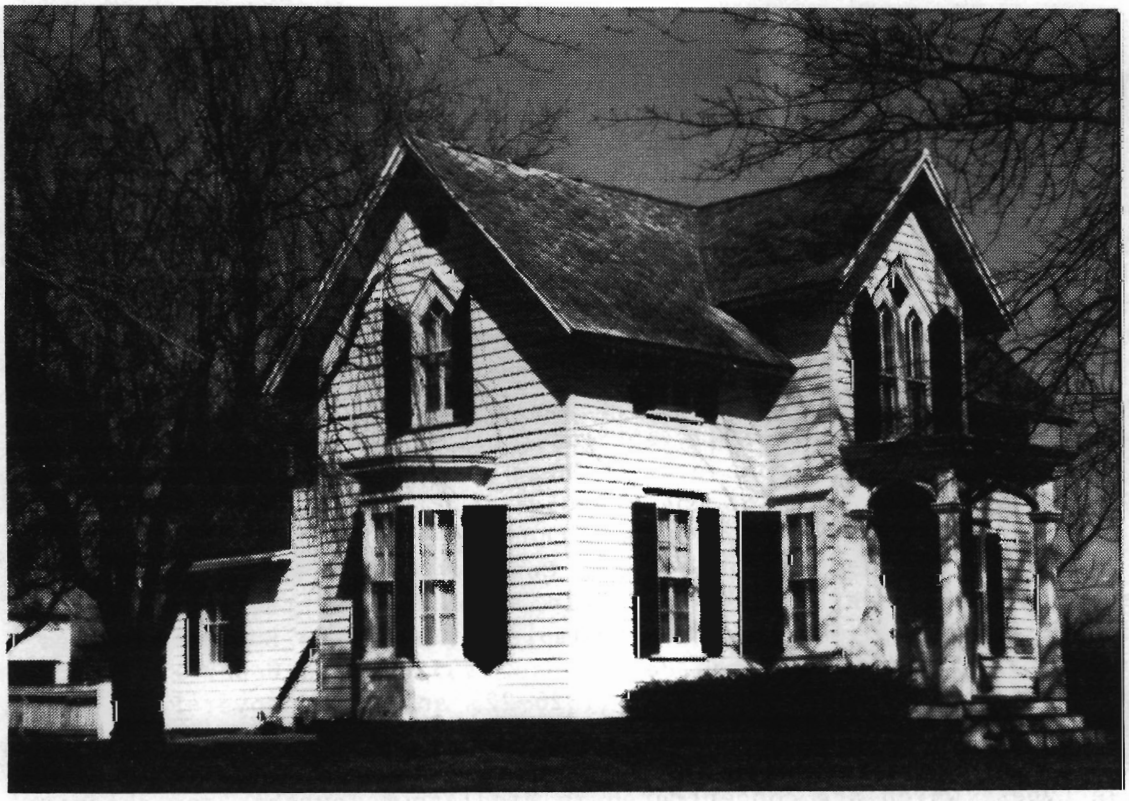
Most of the Greek Revival houses in the county employ the two-thirds (three bay, side hall) Georgian plan with a side-facing gable roof. A well-developed cornice, attic windows, and Doric order porches are common. The following represent a cross-section of the numerous surveyed dwellings of this kind, which were popularly built in towns and villages: 1331-89 in Middletown, 1345-1-5 in Shrewsbury, 1313-1-15 in Fair Haven, 1329-1-25 in Matawan, 1322-17 in Keyport, 1323-24 in Little Silver, and 1353-14 in West Long Branch.

Farmhouses and high-style Greek Revival houses of large scale are usually five bays wide with a center-hall, having either a full Georgian plan or an I-house plan. These are localized in Matawan and Keyport, the major towns of the pre-Civil War period, and in a number of rural townships. In Matawan, see the high-style brick houses built by S. Potter (1329-1-20) and Garret Conover (1329-1-26), as well as the Stillwell House (1329-1-18). In Keyport, see the Bedle House (1322-3-14). Some good farmhouse examples include the Edward Woodward House (1351-10) and the James Hall House (1351-58) in Upper Freehold, and the Ellis House in Manalapan (1326-22) and the Conover-Patterson House in Middletown (1331-23). In addition to those variations above, Greek Revival styling also appears on several traditional 1½ story house types, which are concentrated in Middletown Township and characteristically have knee wall windows and a frieze panel on the main facade (see descriptions and examples of these types on page 75).

GOTHIC REVIVAL

Monmouth County's housing at mid century evidenced a gradual evolution of architectural plan and details at all income levels. In the Gothic Revival Style, pointed arches and picturesque massing replaced the rectangular openings and classical symmetry of the Greek Revival. Andrew Jackson Downing's publications, which illustrated "Picturesque" dwellings in rustic settings, helped to spark an interest in both Gothic Revival and Italianate (see pages 87-88) styles of architecture. Downing's books showed numerous residential designs, many of them drawn by architect Alexander Jackson Davis, for varieties of "Gothic" cottages and "Italian" villas. Versions of "Norman" cottages and "Swiss" chalets were also illustrated.

Although the use of Gothic elements can be found in residential and church design from the early years of the 19th century, Gothic Revival houses were built only between about 1850 and 1870 in Monmouth County. Characteristics of the style include sharply pitched roofs, often with a cross gable in the center of the facade; decorative carving or cusping at bargeboards; and lancet or triangular-headed windows and openings. Vertical board and batten siding or smooth finish stone were the preferred materials for the exterior of the Gothic dwelling, but in Monmouth County clapboard was used most often. Downing-inspired houses may employ a T-plan or an asymmetrical composition with a tower, although many local examples are built upon the center-hall, side-hall, or I-house plan types.



Charles W. Patterson House in Howell Township, built 1859. (MCHSI 1319-7)

With a few notable exceptions (such as the Patterson House in Howell, 1319-7; the Meirs House in Upper Freehold, 1351-32; the Schanck House in Marlboro, 1328-24; and the Marcus Spring Cottage in Colts Neck, 1309-4), the Gothic Revival was not a popular farmhouse style in Monmouth County. Locally this was a residential style chosen by town and village dwellers. Though their aggregate number is relatively small, good examples of the Gothic Revival are found in most every major town and village of the mid-century period. See the Reformed Church Parsonage in Colts Neck village (1309-1-7); 99 Broad Street in Freehold (1315-9); 79 First Street in Keyport (1322-1-4); the Brewer House in Marlboro village (1328-1-7); 272 Main Street in Matawan (1329-1-34); the William D. Bailey House in Matawan (1329-21); 12 Grand Avenue in Navesink village, Middletown Township (1331-4-11); the John W. Stout House in Red Bank (1340-17); and the Dr. Peter Campbell House in Shrewsbury (1345-1-26).



Dr. Peter Campbell House, Shrewsbury Borough, built about 1860. (MCHSI 1345-1-26)

ITALIAN VILLA, ITALIANATE, AND VICTORIAN ITALIANATE

Sixteenth century palazzo designs and the villas of rural Tuscany provided the architectural vocabulary for a popular residential style in the mid 19th century. Varieties of the "Italian Style," as it was often called--Italian Villa, Italianate, and Victorian Italianate--are numerous among the residences built in Monmouth County from the 1840's through the 1880's. The greatest number and the most widely distributed of these are the Italianate dwellings, usually built on three or five bay center-hall plans or on three bay side-hall plans. In rural areas, the preference for the five bay form persists on Italianate houses. Local stylistic characteristics include a gable or hipped roof, generally of moderate pitch and sometimes topped with a cupola; wide overhanging eaves and bracketed cornice; clapboard siding; straight, round, or segmental arch windows with pronounced cornices; tall first floor windows; double-leaf transomed doorway; and long porch. Italianate houses of the 1830-1860 period often contain Greek Revival elements as well. Large farmhouses in the Italianate mode are found in every rural township of central and western Monmouth County. For examples, see the A.P. Cobb House in Manalapan, built 1870 (1326-1-3); the James S. Giberson House in Upper Freehold, built 1850's (1351-43); the T.W. Ryall House in Colts Neck, built c. 1870 (1309-19); the Bond House in Freehold Township, built 1860's (1316-14); and the J.W. Burtis House in Upper Freehold, built 1850's (1351-3). Likewise, Italian-



The J.W. Burtis House in Upper Freehold (MCHSI 1351-3). The simple cubic form of this 1850's Italianate residence is enhanced by the cupola, wide bracketed cornice, ornate pilastered doorway, and full porch.



Well-conserved Victorian Italianate house in Freehold, built about 1872 by Joseph T. Laird. (MCHSI 1315-43)

ate dwellings constitute an important part of the architectural fabric of the county's older towns and villages, with notable concentrations in Freehold, Red Bank, Keyport, Matawan, and Allentown; the sites at 117 West Main Street in Freehold (1315-84), 218 Broad Street in Red Bank (1340-10), 99 Main Street in Matawan (1329-1-14), and 405 South Street in Brielle (1308-11) are representative.

On the other hand, there are relatively few examples in Monmouth County of the Italian Villa Style, which typically features a "T" or "L" shaped plan with a prominent off-center or corner square tower, and wide overhanging eaves. See the stuccoed Elnathan Field House in Middletown, built c. 1872 (1331-96), the Holmes Murphy House in Freehold (1315-84), and 154 Broad Street in Eatontown (1311-8). The Victorian Italianate house, a highly decorated version of the Italianate Style, generally has a complex plan with an end-facing gable and a variety of scroll-sawn wooden ornamentation on cornices, porches, windows, and entrances. Victorian Italianate residences are found mainly in the principal 19th century town centers, exemplified by the Samuel G. Fairchild House in Keyport (1322-1-6) and Joseph T. Laird House in Freehold (1315-43), and to a limited extent along the shore.

FRENCH SECOND EMPIRE

Houses built in the French Second Empire Style always have a mansard roof, which has a double slope, the lower usually longer and steeper than the upper. The mansard is derived from Francois Mansart (1598-1666), a premier French architect who developed the roof type. In American residential construction, the distinctive mansard roof was often grafted onto a two or three story house form with an imposing Victorian Italianate facade. Brackets, segmental and round arched openings, elaborate moldings, and square towers are common elements. A projecting central pavilion, often extending above the rest of the house, is a standard feature of high-style examples.

The French Second Empire or "Mansard" Style was the favored style of the county's affluent and growing merchant class during the 1860's and 1870's, and as such it did not filter into the general housing stock. Consequently these dwellings are found mainly in the prosperous trading towns of the time, with limited representation in the newly-developing seashore areas (see, however, 1325-40 in Long Branch, 1342-11 in Rumson, and 1348-41 in Spring Lake). The richest concentration of Second Empire residences is in Red Bank; some examples are the W.W. Conover House (1340-18), one of a number along the riverfront, the T. White House (1340-11), and the Allen House (1340-32). In Freehold, see the G. Taylor House (1315-23) and the C. Bowne House (1315-18); in Eatontown, the Harmon House (1311-24); in Keyport, the J.B. Winterton House (1322-3-24) and 75 First Street (1322-1-3); and in Matawan, the D.G. Ryer House (1329-28), the best singular example of French Second Empire residential architecture in the county.



D.G. Ryer House, Matawan Borough. (MCHSI 1329-1-28)

VICTORIAN GOTHIC

A later version of the Gothic Revival, known as High Victorian Gothic or Victorian Gothic, was popular during the 1870's and 1880's. Though complex pinnacled plans and polychromatic exterior treatments are the hallmarks of the style, Victorian Gothic houses in Monmouth County (which are always of wood construction) are distinguished chiefly by the heavy turned and carved trim on the gables, eaves, and porches, in contrast to the lighter "gingerbread" trim of the earlier Gothic Revival. Most Victorian Gothic residences are found in the late 19th century seashore resort towns, with a smaller number in the county's major towns and villages. For prototypical examples, see 1315-69 in Freehold Borough; 1325-8 in Long Branch, and 1331-3-8 in Middletown village. Also see the Stick Style (following page), which tends to overlap with the Victorian Gothic.



237 Brighton Avenue,
Long Branch. (MCHSI 1325-8)

STICK STYLE

Stick Style buildings are expressive of the wooden framing system which underlies the wall. An asymmetrical composition, often complicated by a tower and intersecting wings, is decorated by "stickwork" on the outside walls, in a pattern of vertical, horizontal, and diagonal boards. Steeply pitched gable roofs, cross gables, broad overhanging eaves with oversized brackets and knee braces, trusses in the gable ends, and large verandas are characteristic. The overall effect resembles "an interwoven basketry of sticks" (Vincent Scully, The Shingle Style and the Stick Style, p. lviii).

The sources of this vertical, structurally expressive style are found in the residential designs published by Andrew Jackson Downing in the 1850's. By the 1860's well-developed Stick Style houses had been built on the East Coast, including much of the earliest seashore resort architecture in Monmouth County. Today there are few intact Stick Style buildings along the Monmouth coast between Sea Bright and Elberon; notable examples include Sea Cliff Villa in Long Branch, designed by Edward T. Potter in 1868 (1325-46); Elberon Hotel Cottage, designed by architect Charles F. McKim about 1877 (1325-30); 138 Ocean Avenue in Monmouth Beach (1333-13); and a few former Club House Hotel cottages in Monmouth Beach (see 1333-4, 1333-6). Stick Style dwellings also were built widely in the Asbury Park-Ocean Grove area (see 1334-1), in Atlantic Highlands and Spring Lake through the 1880's, but have survived in limited numbers. For Stick Style variations in Monmouth County, see the James Dougherty House in Spring Lake (1348-18), the Hathaway House in Eatontown (1311-6), and 33 Fourth Avenue in Atlantic Highlands (1304-1-4). Also see The Seaside Cottage (page 93-94).



1870's Stick Style dwelling in Monmouth Beach, designed in the manner of a "Swiss Style chalet." (MCHSI 1333-13)



Stick Style and Eastlake ornamentation is combined on the Littlefield House in Eatontown Borough. (MCHSI 1311-5)

EASTLAKE

Eastlake ornament is a distinctive form of architectural decoration which is found on Victorian Gothic, Stick and Queen Anne Style houses. The mechanical lathe, gouge, and chisel created the robust knob-like forms, bulbous furniture-like posts, and three-dimensional brackets which are Eastlake trademarks. Named after English designer Charles Locke Eastlake, the Eastlake mode reached America in the early 1870's and was popular in Monmouth County for over two decades. The spool balusters and spindle frieze on the tiered veranda of the 1880's Asbury Park house below (1303-37) are characteristic of Eastlake trim.

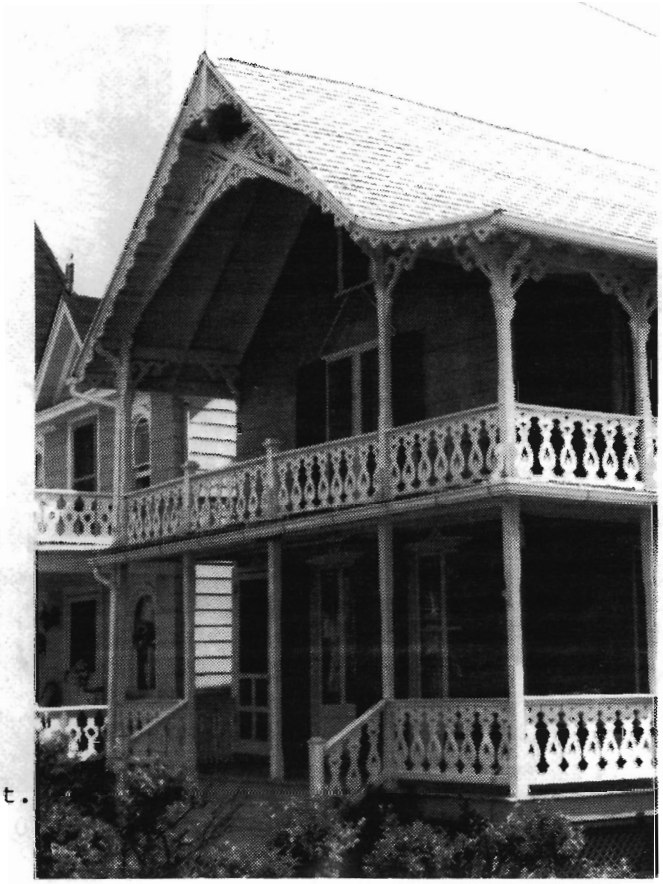


THE SEASIDE COTTAGE

The "seaside cottage" is a Victorian hybrid, and refers in this report to a popular type of summer house built along the Monmouth shore during the 1870's and 1880's. These "cottages" (as they were called) are such a distinctive aspect of the shore's architectural landscape that they are given a separate page herein. Although they vary in size and in individual detailing, "seaside cottages" can be identified by their narrow two story plans (usually two or three bays wide, and either rectangular or T-shaped), two-tiered verandas, and prominent end-facing gables with a variety of millwork trim. Stick Style, Eastlake, Victorian Italianate and Victorian Gothic elements are found in the decorative millwork, and in the window and door treatments. These houses, inspired by Downing's "villas" and other patternbook plans of the day, are found all along the shore from Atlantic Highlands to Manasquan, with an important concentration in Ocean Grove (1334-1). A few prototypical examples include 1005 Bergh Street in Asbury Park (1303-6), 414 Ocean Park Avenue in Bradley Beach (1307-9), 123 Union Avenue in Manasquan (1327-19), and 401 Eleventh Avenue in Belmar (1306-3).



401 Eleventh Avenue in Belmar, built about 1880. (MCHSI 1306-3)



Ocean Grove Historic District. (MCHSI 1334-1)



414 Ocean Park Avenue, Bradley Beach. (MCHSI 1307-9)



Chamberlain House in Spring Lake, built 1880's. (MCHSI 1348-43)

QUEEN ANNE

Beginning in the 1880's and lasting until about 1900, the Queen Anne was an important style of residential building in America. The exterior wall surface of the Queen Anne house combines a variety of materials, shapes and textures on an asymmetrical, irregularly massed house form. Brick, stucco, stone, patterned shingles and clapboard are often combined on exterior walls, which may be decorated with elaborate turned and pressed millwork, art glass and metalwork. Towers turrets, balconies and projecting bays further complicate the silhouette of the Queen Anne house.

The 1876 Philadelphia Centennial Exposition helped to create a taste in America for rural medieval English houses, on which the early Queen Anne style was based. The well-published work of English architect Richard Norman Shaw in the late 1860's, and the work of Boston architect H.H. Richardson in the 1870's furthered the influence of the early phase of the style. In succeeding years, Queen Anne dwellings acquired a less medieval appearance, entering a phase known as "free classic." This phase emphasized classical details and had a smoother facade treatment, enhanced by fewer exterior materials. The 1893 World's Columbian Exposition in Chicago, which celebrated classical architecture, contributed to this direction.

Queen Anne residences are numerous among the county's late 19th century housing stock, ranging from flamboyant summer mansions along the shore to simpler patternbook designs in the rural villages. Most are concentrated in the shore communities, notably in Spring Lake, and in major towns such as Freehold and Red Bank. In general, the Queen Anne was not a popular farmhouse style in Monmouth County, though it is found in agricultural market towns such as Allentown, Farmingdale, and Marlboro. The list below provides a small sampling of the design variations which are evident in the county's Queen Anne housing: 236 Corlies Avenue in Allenhurst (1301-1-12); 503 Eighth Avenue in Asbury Park (1303-13); 58 Lincoln Avenue in Atlantic Highlands (1304-7); 111 West Main Street in Freehold (1315-66); 126 Main Street in Keyport (1322-3-23); 415 Broadway (1325-15), 25 Fifth Avenue (1325-29), and 100 Lincoln Avenue (1325-36) in Long Branch; 458 Navesink River Road in Middletown (1331-77); 13 Beach Road in Monmouth Beach (1333-2); and 76 Norwood Avenue in Ocean Township (1337-10). Among the excellent collection of Queen Anne houses in Spring Lake, the following are noted: the Katzenbach House (1348-13), the Maloney House (1348-27), 101 Passaic Avenue (1348-32), the Lemuel Wells House (1348-42), and the Chamberlain House (1348-43).



76 Norwood Avenue in Ocean Township, built 1890's. (MCHSI 1337-10)

SHINGLE STYLE

The Shingle Style, which is essentially a suburban and resort style, developed from the Queen Anne Style and drew inspiration from the traditional shingled houses of New England. Shingle Style houses, which date from the 1880's and 1890's, are typified by a uniform sheathing of unpainted wood shingles, with stone and brick used as accent materials. The roof is a dominant element. The gabled and gambrel roofs have broad planes, often intersecting, and may sweep down over an ample veranda. Grouped windows, small window panes, and wraparound porches are standard features. Massing is still complex, but the overall composition is more integrated than the Queen Anne.

Although excellent examples of the Shingle Style remain in Monmouth County, principally in the shore area, there has been a tremendous loss (perhaps the county's greatest architectural loss) of Shingle Style dwellings due to storm, the receding beach, economic change along the northern Monmouth coast, and of course demolition. Ocean Avenue from Sea Bright to Elberon once had an impressive collection of Shingle Style buildings. Among these were several commissions by notable architectural firms such as McKim, Mead and White, Peabody and Stearns, and Lamb and Rich. The Elberon section of Long Branch, which was formerly a showcase of Shingle Style architecture, has but a few intact survivors; the landmark Moses Taylor House, designed by Charles F. McKim, was demolished during the course of this survey.



MacDougall House in Water Witch, Middletown Township. (MCHSI 1331-7-2)



1890's Shingle Style house in Avon-by-the-Sea. (MCHSI 1305-12)

A good collection of Shingle Style houses still exists in the Water Witch Club area of Middletown Township (see 1331-7, also discussed in the Region I historical narrative). The Walter I. MacDougall House (1331-7-2), designed by architect Lyman Ford in 1898, is among the best surviving examples of the Shingle Style in Monmouth County. Other notable Shingle Style dwellings, all originally constructed as summer homes, are located in Atlantic Highlands, Rumson, Monmouth Beach, Avon-by-the-Sea, and Spring Lake. For representative surveyed examples, see the William A. Street House in Rumson (1342-3), designed by McKim, Mead and White in 1883-84; 82 Ocean Avenue in Monmouth Beach (1333-11); Woodland Avenue at Second Avenue in Avon-by-the-Sea (1305-12); 46 Prospect Avenue in Atlantic Highlands (1304-1-12), 306 Eighth Avenue in Asbury Park (1303-12), 117 New York Boulevard in Sea Girt (1344-5); and 1402 First Avenue in Spring Lake (1348-7).

COLONIAL REVIVAL

Colonial Revival buildings represent the movement toward classical unity and simplicity which had been evolving in the latter phase of the Queen Anne Style and in the Shingle Style. The work of McKim, Mead and White during the 1880's had a substantial influence on the emerging Colonial Revival, as did the 1893 World's Columbian Exposition in Chicago. Colonial Revival designs draw upon Georgian, Federal and traditional regional colonial forms, usually combining historical details and contemporary elements but sometimes reproducing 18th century prototypes with historical accuracy.

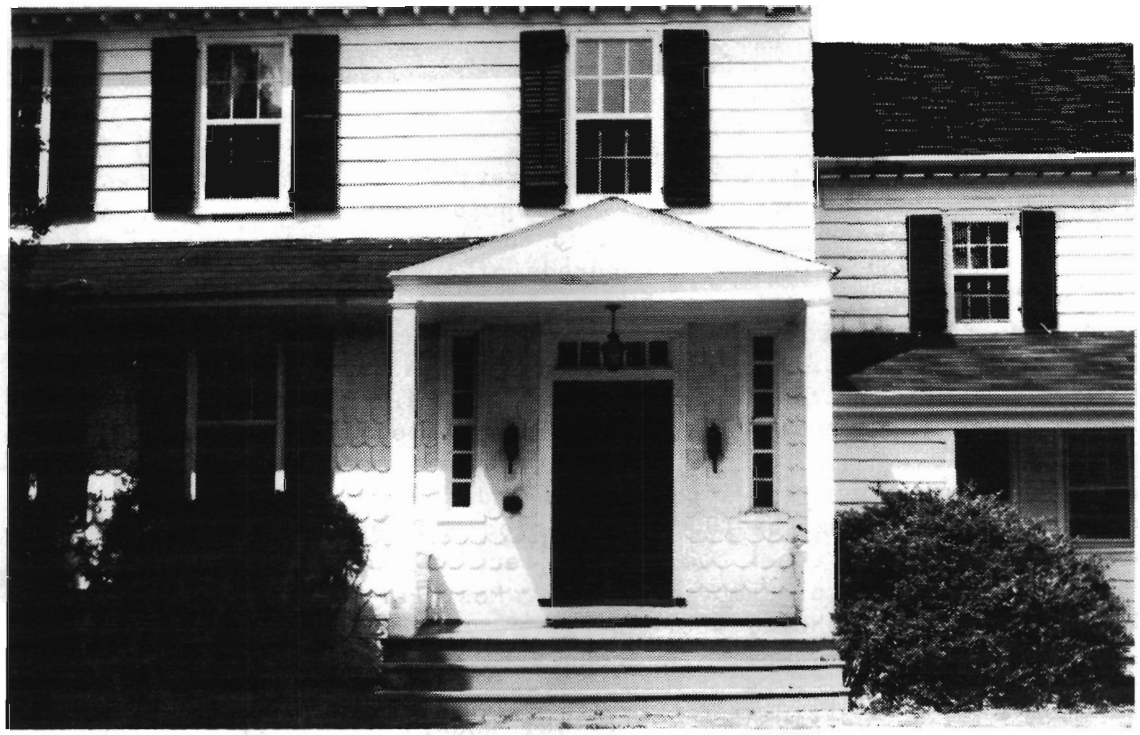
Colonial Revival dwellings were first built in Monmouth County in the beginning of the 1890's, and dominated residential construction throughout the early 20th century. The early phase of the Colonial Revival--before about 1910 in Monmouth County--is notable for the assimilation of diverse historical motifs into original compositions. The best of these houses occur along the shore, with concentrations in eastern Middletown, Rumson, Monmouth Beach, West Long Branch, Allenhurst, Avon-by-the-Sea, and Spring Lake. Typically these are substantial wood-clad structures, more or less rectangular in form, and larger in scale than colonial precedents. Prominent roofs (gable, hip, gambrel, or a combination thereof), large single-light sash windows (often grouped in two's or three's), wide pilastered entry ways, and columned porches are characteristic. Some examples include 105 Cedar Avenue (1301-1-6) and 205 Elberon Avenue (1301-1-15) in Allenhurst; 509 Second Avenue in Asbury Park (1303-40); 205 Lincoln Avenue in Avon-



205 Lincoln Avenue in Avon-by-the-Sea, built c. 1900. (MCHSI 1305-4)

by-the-Sea (1305-4); 692 Westwood Avenue in Long Branch (1325-60); 61 Locust Point Road in Middletown (1331-60); 64 Ocean Avenue in Monmouth Beach (1333-9); and the Julian Mitchell House in West Long Branch (1353-18). In comparison, there are relatively few academic examples of the Colonial Revival in Monmouth County; notable, however, is the Andrew Varick Stout House in Middletown (1331-78), a formal brick Georgian mansion designed by John Russell Pope in 1918. A number of the new gentleman farms in eastern Monmouth County also were built in the Colonial Revival. For example, see the large porticoed Georgian Revival residence in Middletown built in 1893 for William P. Thompson, designed by the New York architectural firm of Carrere and Hastings (1331-88).

The Colonial Revival also had a significant impact on the county's 18th century houses, many of which were "updated" during the period. Local architects such as Warren H. Conover of Freehold, his son J. Hallam Conover, and Spafford C. Schanck--whose family names date from the early settlement of the county--specialized in Colonial Revival buildings as well as renovations of older Monmouth County farmhouses. These renovations are of special interest because they tended to incorporate traditional local building elements such as the flared eave, Dutch door and stoop, and round-butt shingles. Facades usually became more stylized, but remained in keeping with the spirit of regional building tradition. Most of Monmouth County's Georgian houses exhibit some of these colonial "revivals;" see, for examples, the Bowne-Crawford House in Holmdel (1318-4) and the Morris-Saltar House in Rumson (1342-14).



The 18th century Morris-Saltar House in Rumson received Colonial Revival alterations/additions in the early 20th century. (MCHSI 1342-14)



J. W. Morrell House in Allenhurst, built c. 1905. (MCHSI 1301-1-28)

PERIOD REVIVAL

The Colonial Revival was part of a larger revival of period architecture during the early 20th century. Popular periodicals such as Suburban Life and Country Life encouraged the taste for the rustic, or suburban setting, and illustrated hundreds of possibilities for revival designs. Period Revival houses were patterned after such diverse historical sources as English Tudor cottages, Meditteranean villas, provincial French dwellings, and Spanish Colonial missions. "Quotations" from historical architecture were used freely to produce houses which were nonetheless modern in planning and composition.

Period Revival dwellings of various sizes and styles were constructed in Monmouth County during the 1900-1930 period--as infill in the larger towns, in the seashore resort communities, and in the newly-developing suburban areas of eastern Monmouth County. Most Period Revival houses are located along the shore, where heavy growth continued throughout the early 20th century. While the county has a wide range of Period Revival housing, most of the surveyed sites in this study date from before 1920. Consequently Period Revival houses of the 1920's and 1930's are under-represented in the survey, in proportion to their actual numbers and collective architectural significance.

Significant concentrations of large-scale Period Revival residences are found along Navesink River Road in Middletown, and in Rumson, Allenhurst, and Deal. A good collection of more characteristic Period Revival dwellings is found in the borough of Interlaken. For a variety of surveyed examples, see the J. Wallace Morrell House in Allenhurst (1301-1-28), which combines "Spanish villa" motifs with modern concrete construction; 285 Norwood Avenue in Deal (1310-1-7), an excellent example of the Spanish Colonial Revival mode; 214 Buttermere Avenue in Interlaken (1320-5), a half-timbered Tudor "cottage;" 335-345 Broad Street in Red Bank (1340-14), a five story stuccoed apartment building with Spanish Colonial Revival detailing; the Herbert Strauss Estate in Middletown (1331-24), a gentleman farm designed on "French Norman" models; 799 Navesink River Road in Middletown (1331-81), a well-executed French Provincial reproduction; and the Hans Huber House in Middletown (1331-10), which is inspired by the architecture of the Alpine region.



Hans Huber House in Middletown, built 1927. (MCHSI 1331-10)

BUNGALOW: TYPE AND STYLE

As a house type, the bungalow, or small house, originated in the 19th century, and was commonly used in the construction of laborers' cottages in many areas of the country. The Ocean Grove bungalows built by the Camp Meeting Association in the late 19th century (see 1334-1) are among the earliest bungalows in Monmouth County. The one or one and one-half story houses built in the county during the 1900-1940 period represent the Bungalow Style, a link with the American Arts and Crafts tradition, which flourished during the early 20th century. The Bungalow Style was promoted by Gustav Stickley's Craftsman Homes and various other published building plan books, including those of the Sears, Roebuck and Company.

The bungalow took many forms, from Japanese pagoda to Swiss chalet to rustic cottage, but usually maintained its low-pitched overhanging roof, spacious open porch, and large chimney mass. Wood shingles were the favored exterior material, but brick, stucco, and fieldstone were often used in combination. Exposed rafters, splayed porch piers, and truss work on the porch gables are standard features.

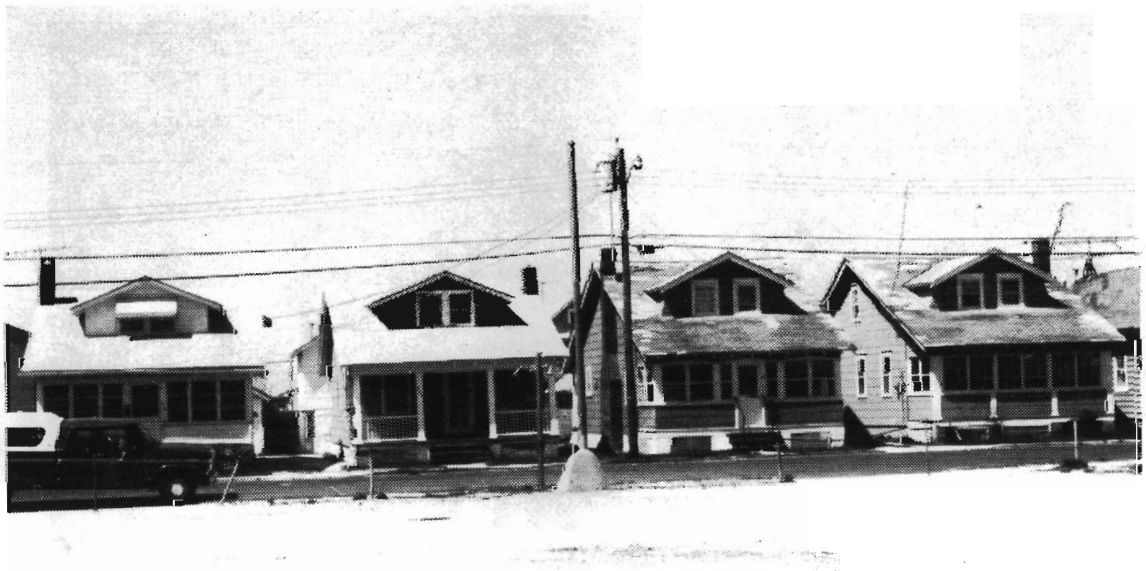
Most bungalows in Monmouth County were built in the shore communities, as infill in older neighborhoods as well as in newly-developing areas. Representative surveyed examples include 1321-2 in Keansburg, 1340-15 in Red Bank, 1348-11 in Spring Lake, 1337-18 in Ocean Township, 1307-5 in Bradley Beach, and 1331-52 in Middletown. Concentrations of modest bungalows, built initially as summer homes, are found in Keansburg (see 1321-10, 1321-12) and in Manasquan (see 1327-13).



412 Ludlow Avenue in Spring Lake, built 1918. (MCHSI 1348-11)



15 Linton Place in Keansburg. (MCHSI 1321-12)



1930's bungalows in Manasquan. (MCHSI 1327-13)

INTERNATIONAL STYLE

Influenced by modernist architecture in Europe of the 1920's, and new building materials and construction techniques, the International Style in America represented a revolutionary, though relatively limited, change in residential building. The International Style is characterized by a striking lack of historicism, minimal detail, and precise geometric form. Smooth wall surfaces (usually stucco or concrete), flat roofs, cantilevered and projecting floors, and horizontal bands of windows are standard features.

In Monmouth County there are few singular examples of this industrial-appearing style of the mid 20th century; it did not filter into the housing stock as previous styles had because it departed so radically from regional building and cultural preferences. However, an early and simple expression of the International Style is represented in a unique group of about two hundred houses which were constructed during the mid 1930's as part of the federally-built planned community of Jersey Homesteads (now the Borough of Roosevelt, see Jersey Homesteads Historic District, 1341-1). Architect Louis I. Kahn is attributed with the eventual designs of the houses, which are built of concrete block painted white and follow the functional unadorned modernist aesthetic. While their design and construction were the object of much comment and criticism, the choice of Bauhaus-influenced architecture for Jersey Homesteads must have seemed appropriate to the experimental nature and underlying principles of the original community. Modern architecture, in the view of its early adherents, was not only to fulfill the functional needs of the 20th century but also to assume a social role in bringing about a reformed and collective society.



Jersey Homesteads house, built 1936. Roosevelt Borough, Jersey Homesteads Historic District. (MCHSI 1341-1)



Deal Lake Court in Asbury Park, built 1930's. (MCHSI 1303-23)

MODERNE

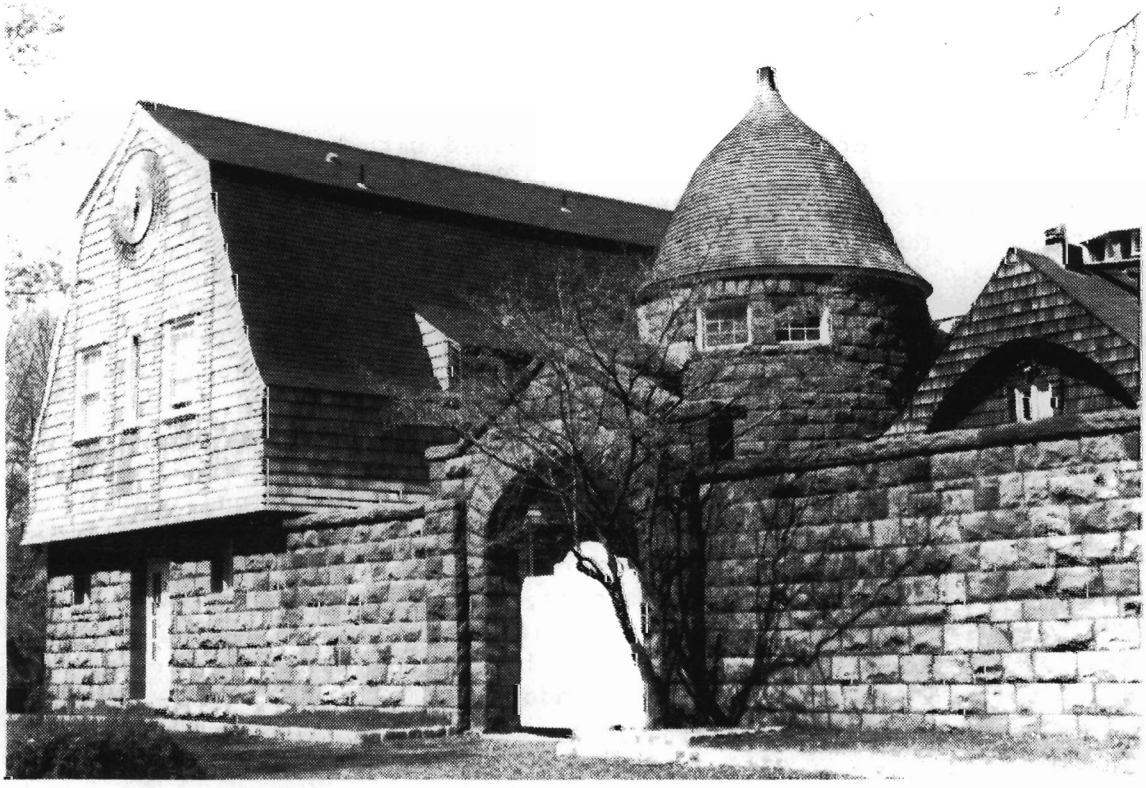
In America the International Style was mixed with streamlined decorative ideas called Art Deco, or Moderne, which had gained currency with the 1925 Paris Exposition Internationale des Arts Decoratifs et Industrielles Modernes and had prospered in this country with the angular, cubic setback skyscraper of the 1920's. The style engendered a flat-surfaced dwelling, usually in stucco, brick, or concrete block painted white, and often employing rounded corners, translucent glass blocks, porthole windows, tubular steel railings, and metal casement windows.

Monmouth County's few residential examples of the "Streamlined Moderne" phase of the International Style are located along the shore and date from the 1930's and early 1940's. Deal Lake Court in Asbury Park (1303-23), a stucco apartment complex built during the 1930's, has the rounded corners, glass blocks, and railings associated with the style. Another good example is in Rumson at 17 Wardell Avenue (1342-35), a small white stucco dwelling with prominent overhanging rounded corners and metal casement windows.

CARRIAGE HOUSES

Carriage houses are adjuncts of residential building practice and design and they also are domestic outbuildings, thus bridging this chapter with the following one. Carriage houses appear in urban, suburban, and rural areas of the county and have survived in a variety of sizes and forms, ranging from the high-style examples in the Rumson area to the smaller and simpler buildings that doubled as stables. Most of the remaining carriage houses are located in urban and suburban settings; fewer carriage houses exist in rural areas because their function tended to duplicate that of the farm's wagon house.

The largest and most stylized of the Monmouth County carriage houses are found on the suburban estates of the Rumson, Locust, and Little Silver area surrounding the Navesink and Shrewsbury Rivers. These estates, dating from the late 19th and early 20th century, were built mainly by wealthy New Yorkers as second homes. In many cases, the carriage house may be all that remains of these estates, as the main house frequently became too large to maintain and the land was subdivided. Of the several surveyed examples in this category, the Borden Carriage House (1342-19) is among the finest. Constructed in the late 1880's, the handsome Shingle Style/Richardsonian Romanesque building is significant as part of the early work of New York architect Thomas Hastings, who in 1886 formed a partnership with John Carrere. It is now a single-family residence on a subdivided lot; as is typical with many carriage houses, it is located close to the road while the main house (now gone) was well set back.



Borden Carriage House, Rumson Borough. (MCHSI 1342-19)

Other examples of carriage houses are found in the suburban communities along the shore and in town centers such as Freehold, Keyport, and Red Bank. Most are wood-frame buildings of the late 19th century, usually built from patternbook plans and often reflecting the style of the main house. Originally they consisted of one or two bays for a carriage or wagon, and a stall section for a horse and possibly a dairy cow. Many have been converted into automobile garages, studios, and/or small apartments. Surveyed carriage houses in Brielle (1308-6), Avon (1305-4), Freehold (1315-64), Monmouth Beach (1333-1) and Spring Lake (1348-13) are representative of this variety.



Osborn Carriage House, Brielle Borough. (MCHSI 1308-6)

Many of the carriage houses in rural areas resemble barns, such as those at Walnford in Upper Freehold (1351-77) and Longstreet Farm in Holmdel (1318-28). The Italianate Style of Rev. A.P. Cobb's carriage house in Manalapan (1326-1-3), built in 1870, is similar to the design of the house and as such is atypical of carriage houses in rural agricultural areas of Monmouth County (pictured on following page).



A.P. Cobb's Carriage House, Manalapan Township. (MCHSI 1326-1-3)

BARNS AND OUTBUILDINGS



Wright-Bullock Farm, Upper Freehold Township. (MCHSI 1351-41)

The free-standing farmstead is one of the most dominant features of Monmouth County's remaining 18th and 19th century landscape. Structure types, site arrangements, and land use patterns--the cluster of buildings and spaces that comprise farmsteads--usually are not recorded adequately in most Historic Sites Inventories, which tend to concentrate on the farmhouse, apart from its setting and outbuildings. While a complete in-depth analysis of farmsteads was not possible within the scope of this project, the Monmouth County Historic Sites Inventory did improve upon the standard survey methodology by using a building complex form which was designed to document the various farmstead structures as well as farm layout and primary landscape features. Along with farmhouses and tenant houses (described in the previous chapter on residences), the survey documented outbuildings and structures such as barns, wagon sheds, corn cribs, hog/sheep/poultry houses, windmills, fencing, summer kitchens, smokehouses, ice houses, well houses, and privies. All of these are summarized briefly in this chapter.

Over one hundred farmsteads were recorded on the building complex forms, and many more farmhouses and outbuildings were recorded on individual structure forms. Most of the surveyed farmsteads are concentrated in the townships of Upper Freehold, Holmdel, and Colts Neck, followed by Freehold, Middletown, Marlboro, Manalapan, Millstone, and Howell. In general, the building complex form was used for the older and more complete farmsteads and for notable gentleman farmer estates. Sometimes, however, the appearance of one outbuilding of singular significance (such as a Dutch barn) was the determining factor in recording a farm site on the building complex form. (For example, the Denise Hendrickson Farm in Holmdel, 1318-6.) In the more developed areas of the county the remains of 18th and 19th century farms often include only the farmhouses and one or two small outbuildings on one to five acre parcels. In these cases, the building complex form was not used, but the site was indicated as a former farm.

Several facts emerged relating to the construction and design of Monmouth County's farmsteads. The building traditions of both English and Dutch settlers are reflected in farmstead construction, and show cross-cultural influence as well (for example, the Anglo-Dutch barn). However, analysis to date has not revealed significant differences among ethnic groups in farm site arrangement. Architecturally, the number of traditional or vernacular farm buildings is very high, and traditional building practices linger well into the 19th century, despite the increased use of published barn plans. Except for simple stylistic references such as brackets, cupolas, and round-arch sash windows, academic design on outbuildings appears mainly on the gentleman farmer estates of the late 19th and early 20th century. The most pronounced example of this trend occurs on the Herbert Strauss Estate in Middletown (1331-24), which includes an array of farm buildings in the French Norman style. In addition, the vast majority of construction is wood-frame reflecting the abundant woodland resources, lack of quality building stone, and regional building preferences. Brick, which was available locally, was used only rarely in the construction of outbuildings (except smokehouses).

A number of broad patterns are also evident in the evolution of the county's farmsteads over time. The first is the increase in number and specialized uses of the farm buildings, a result of changing farm practices (discussed in this chapter). The second is a change in the layout of the farm complex as a whole. 18th century farms tend to have a more dispersed layout, with little enclosed space within the farmstead. The major buildings (notably the farmhouse and the main barn) generally have a southerly orientation, regardless of the location of the road. In most cases, the 18th century layouts of early farms have been obscured by 19th century additions and changes. Many of the county's significant farmsteads are 18th century (and even late 17th century) in origin, but all of the existing buildings (except the farmhouse and perhaps a section of a barn) are 19th century, thus producing a combination of 18th and 19th century site arrangements and building practices. (For good examples, see the Barnes Smock Farm in Holmdel, 1318-25; the Joseph Holmes Farm in Upper Freehold, 1351-76; and Hockhockson Farm in Colts Neck, 1309-15.)

In contrast, 19th and early 20th century farmsteads in Monmouth County tend to be oriented toward the road, and utilize a variety of courtyard plans to enclose and control spaces. Courtyards may be laid out perpendicular to the road or parallel to the road, but are almost always located behind or to the side of the house. For a comparison, see the Henry D. Ely Farm in Holmdel (1318-37) and the Joseph Holmes Jr. Farm in Upper Freehold (1351-30). Longitudinal plans, where all of the buildings are placed in a line parallel with the road, also exist in western Monmouth County but are relatively uncommon (see 1326-21 in Manalapan Township).

Despite differences in farm layout, there is commonly a strong division between the buildings related to domestic activities, such as summer kitchens and smokehouses, and those related to the farm, such as barns and corn cribs. A farm lane often separates the areas. Unlike the connected farmsteads of New England, the Monmouth County farmhouse is never attached to any of the farm buildings. Farm buildings, though, often are attached (or placed adjacent to one another) in order to organize farmyard space and to create work areas. The layouts of late 19th and early 20th century gentleman farmer estates are more variable than those discussed above, and tend to reflect academic design precedents rather than traditional farm building practices. (Note, however, that some of Monmouth County's gentleman farms were remodelled from existing older farms, so that interesting combinations of the traditional and the elite sometimes appear.)

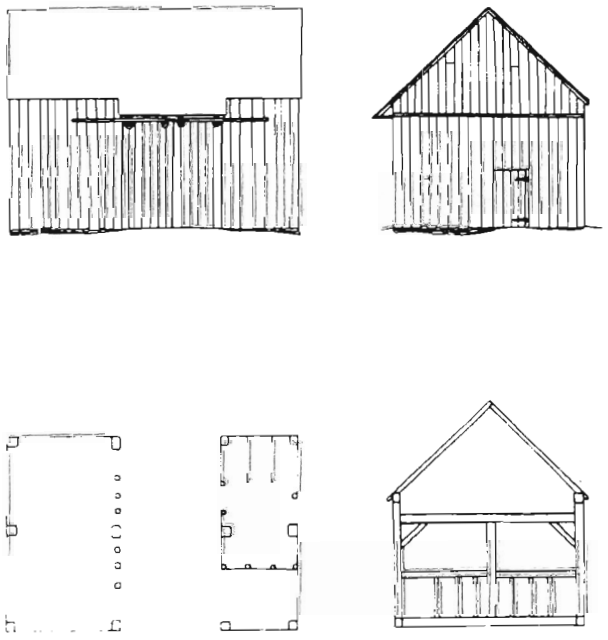
Evidence regarding the setback of farmsteads from the road is not conclusive. A number of early and mid 18th century farms are located on the road (such as the Crawford Farm in Holmdel, 1318-4, and the Luyster Farm in Middletown, 1331-2-4) while others are situated at least 500 feet off the road (such as the Smock Farm in Colts Neck, 1309-14, and the Coward Farm in Upper Freehold, 1351-70). Likewise, farms of 19th century origin vary in their setback distances from the road. In Howell Township, for instance, the Gulick Farm (1319-14) is located approximately 1000 feet from the road, while the John C. Patterson Farm (1319-6) is located on the road. Similar comparisons of contemporaneous farmsteads can be found in most all of the county's rural townships.

Future study of Monmouth County's farmsteads should include additional investigation on historical land use patterns, farm size, ethnic building and siting preferences, vegetation, archeological resources, as well as the continued documentation of agricultural buildings. Using a combination of criteria (such as age, ethnicity, rarity, extent of modification, stages of agricultural history, and archeological potential), farmsteads should be prioritized for their preservation and protection.

TRADITIONAL GENERAL PURPOSE BARNS

Barns in Monmouth County have evolved in both form and function since their first appearance as part of the initial European settlement in the late 17th century. This evolution consists of a shift from general purpose barns of traditional form and construction techniques, to barns with a more specialized function, built from plans largely diffused through pattern books generated by the progressive agricultural press. General purpose barns were the most important agricultural outbuildings on Monmouth County farms during the 17th, 18th, and most of the 19th century. On the earliest farms they were often the only agricultural building. The general purpose barn served a variety of functions; hay and grain were stored there, and the floor of the main bay was used as a threshing area. Wagons and other farm equipment were also kept in the barn, as was the important livestock, chiefly the horses and the one or two milk cows of the farm.

Two major traditions of barn construction--English and Dutch--are found in the existing 18th and 19th century barns of Monmouth County, representing the two broadly defined culture groups to initially settle the area. The distribution of these barn types follows the settlement patterns of the ethnic group that built them. The Dutch barn is found in the area known as Pleasant Valley while English barns are found throughout the rest of the county, wherever the various different English-speaking groups (including New Englanders, Scots, and Delaware Valley Quakers) settled. Anglo-Dutch barns and bank barns, two sub-types of the English and Dutch building traditions, were also documented in the inventory.



English Barn: elevations, plan, and section. (Glassie)

ENGLISH BARNS

Of the county's traditional barns, English barns appear in largest numbers, have the widest geographical distribution, and were built over the longest period of time. They were common from the time of early settlement until well into the second half of the 19th century, although most of those still standing were built after 1800.

English barns have a rectangular three-aisle plan under a gable roof with the ridge running parallel with the length of the building. The barns are built in framing units known as bents which span the width of the building; four bents was the minimum size. The doorway is located in the center of the side wall, and often another entrance will be found on the opposite side, providing a through passage for wagons, and a windy area for threshing and winnowing grain. Horses and cows were sheltered in stalls on each side of the central threshing floor. The earliest surviving English barns tend to be one story in height, while later barns are larger in scale, usually two to two and a half stories.

With the construction of additional bents, English barns could be expanded at either end. The Throckmorton Barn (1331-95) at Poricy Park in Middletown Township probably dates from the late 18th century and is a good early example of the English barn type. The Ely Barn (1332-5) in Millstone and the large barn on Hemlock Hill Farm (1309-39) in Colts Neck are later representatives.



Craig Barn, Freehold Township. (MCHSI 1316-26)

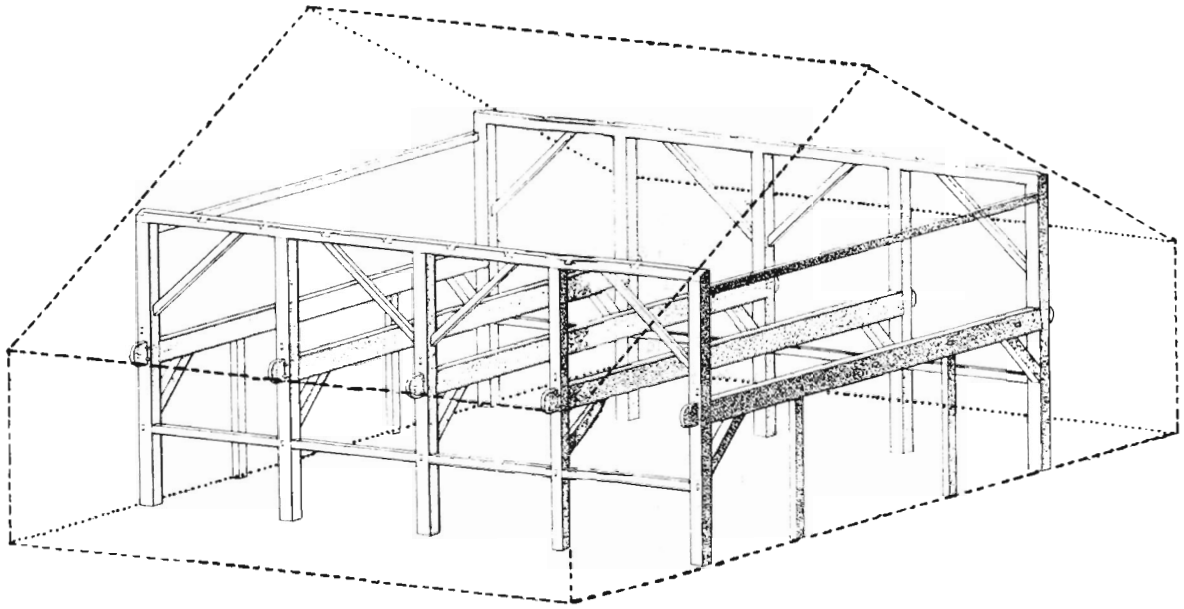
DUTCH BARNS

The general purpose barn of Dutch construction had a much more limited area of distribution in the county. Only four examples survive, all dating from the late 18th or very early 19th century. Three of these barns are located within a mile radius of each other in Holmdel Township, and the fourth stands in neighboring Middletown Township. These include the Schenck Barn (1318-45), the Longstreet Barn (1318-28), the Hendrickson Barn (1318-6), and the Covenhoven Barn (1331-45). Dutch barns are larger and have a different form and framing system than English barns. They tend to be almost square, with a broad gable roof sloping from two to two and a half stories at the ridge to low one story side walls. In contrast to English barns, the wagon entrances and doorways of Dutch barns are located in the gable ends. The distinguishing feature of Dutch barn construction is the massive H-frame bents which form the core of the structure. These units are composed of large posts spanned by heavy through-tenoned anchor beams with diagonal braces. The wide central aisle that is formed by these H-frames is flanked by smaller side aisles, where livestock and farm equipment were kept.

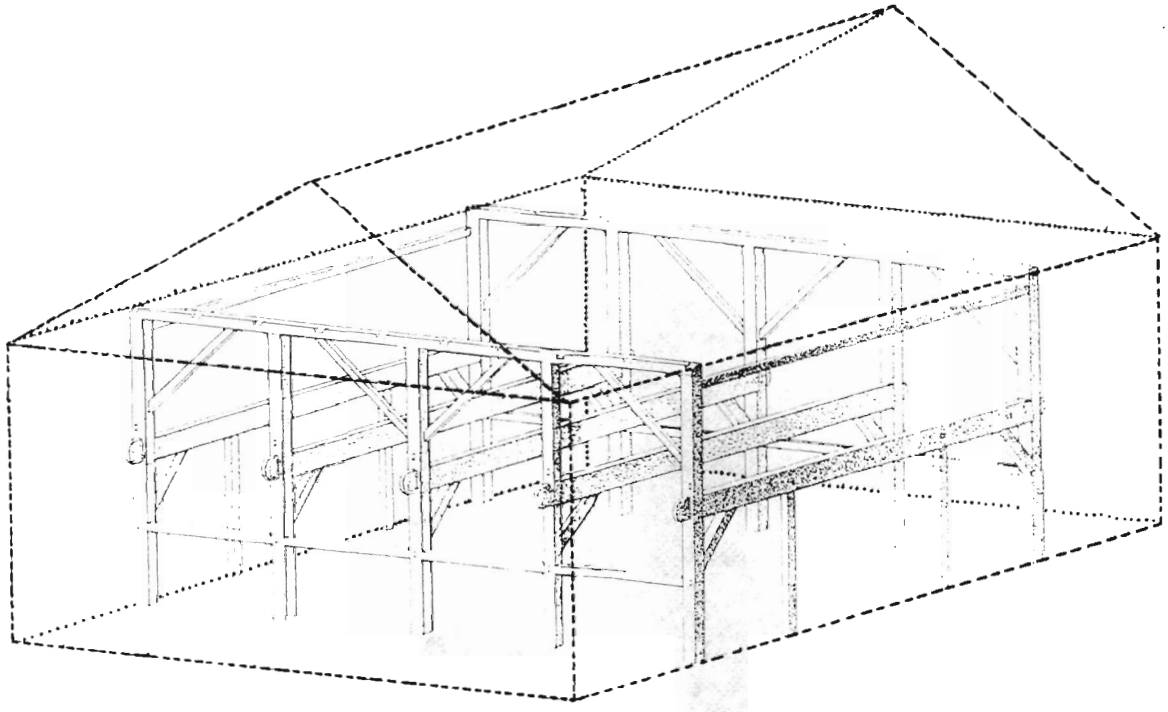
The Dutch barn is highly significant as a rare early American barn type, principally found in Dutch-settled areas along the Hudson River Valley in New York and in Bergen, Somerset, and Monmouth counties in New Jersey. It is derived from the loshoe or einbarn of the Netherlands, which was a combined house and barn under a single thatched roof. The house and barn became separated in the Americas due to the greater risk of fire from burning wood versus the peat which was used in Europe. A divided house and barn were also considered evidence of higher social standing.



Schenck Barn, Holmdel Twp. (MCHSI 1318-45)



DUTCH BARN, showing central framework; dotted lines indicate total space occupied by barn. (Fitchen)



ANGLO-DUTCH BARN, showing central framework common to Dutch Barn; dotted lines indicate total space occupied by barn. (Adapted from Fitchen)

ANGLO-DUTCH BARNS

A sub-type of the Dutch barn is the Anglo-Dutch barn. It is built on the core of a Dutch barn frame, but has the external appearance of an English barn, an effect achieved through the addition of framing elements to the side aisles. These barns, like the Dutch barns, are found in the Pleasant Valley area. They appear to be virtually unknown outside of Monmouth County (although Fitchen identifies one re-built example in Columbia County, New York, and another is on Long Island). Yet in Monmouth County, this barn type considerably outnumbers true Dutch barns; nine Anglo-Dutch barns have been identified to date and two others have been dismantled in recent years. The barns on the Williamson-Sickles Farm in Colts Neck (1309-41), the Schenck Farm in Holmdel (1318-17), the Smock Farm in Holmdel (1318-25), and the Van Dorn/Covenhoven/Ely Farm in Marlboro (1328-9) are important examples of this type.

As with most early barns, these are difficult to date accurately, but in large part they appear to date from the late 18th century through the first half of the 19th century. Some Anglo-Dutch barns were built in this hybrid form and some were reconstructed from older Dutch barns. In either case, they seem to be a physical manifestation of the acculturation of the Monmouth County Dutch into the surrounding English community. This process is also found in the Anglicization of the Dutch surnames in the late 18th century (Covenhoven to Conover, Ten Eyck to Ackerman, Van Sicklen to Sickles), in the introduction of English to the services of the Dutch Reformed Church in 1760, and in the use of the Georgian style in Dutch farmhouses. The Anglo-Dutch barns allowed the Dutch farmer to continue working with familiar barn arrangements and allowed the Dutch barn builder to use long-practiced construction techniques, while at the same time presenting the appearance of integration into the English-based community which surrounded them.

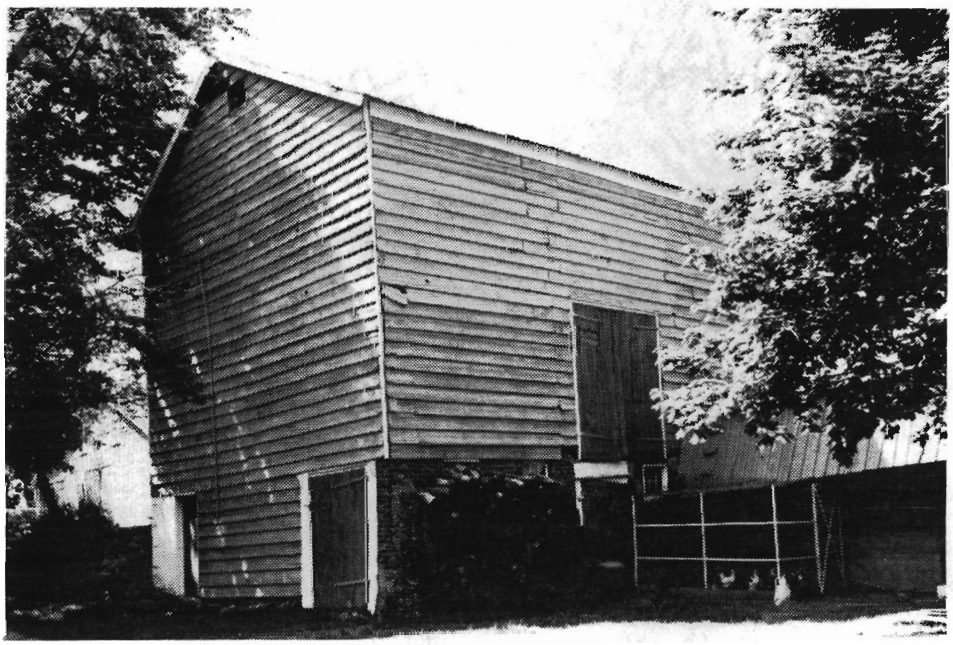


Williamson-Sickles Barn, Colts Neck Twp. (MCHSI 1309-41)

BANK BARNS

The bank barn is another modification of the general purpose barn to appear in Monmouth County. Local examples of the bank barn are generally English-plan barns which are built into a hill so that on one side the threshing floor and storage area can be reached directly with a wagon, while on the other side, the foundation is fully exposed, providing ground level access to the basement. Livestock, particularly cattle, were kept in the basement, while hay and feed could be stored on the floor above, increasing available storage area and facilitating the feeding of livestock. The barn on the Hendrickson Farm in Upper Freehold Township (1351-73), which has a date of 1821 inscribed in its stone foundation, is an example of a banked English barn. Another relatively early bank barn (dating from the first half of the 19th century) is on the Antonides Farm in Holmdel Township (1318-33). Anglo-Dutch barns in Monmouth County were also built on banks (see 1328-9), but none of the surviving Dutch barns appear in that form.

Bank barns first appeared in the German settlements of Pennsylvania in the 18th century; farmers in the Northeastern states also built two-level "basement barns." Because of settlement and migration patterns, early (pre-1850) examples of bank barns in Monmouth County are probably a continuation of the Yankee basement barn tradition rather than a result of culture diffusion from Pennsylvania. (Also, there are no verified extant examples of the traditional Pennsylvania bank barn in Monmouth County.) By the mid-19th century, agricultural publications were promoting the bank barn as an efficient way of keeping both livestock and feed in one building, and facilitating their movement through the barn. The popular diffusion of bank barns through the agricultural press is reflected by their general occurrence over much of the county, particularly in the hillier areas.



Antonides Barn, Holmdel Twp. (MCHSI 1318-33)

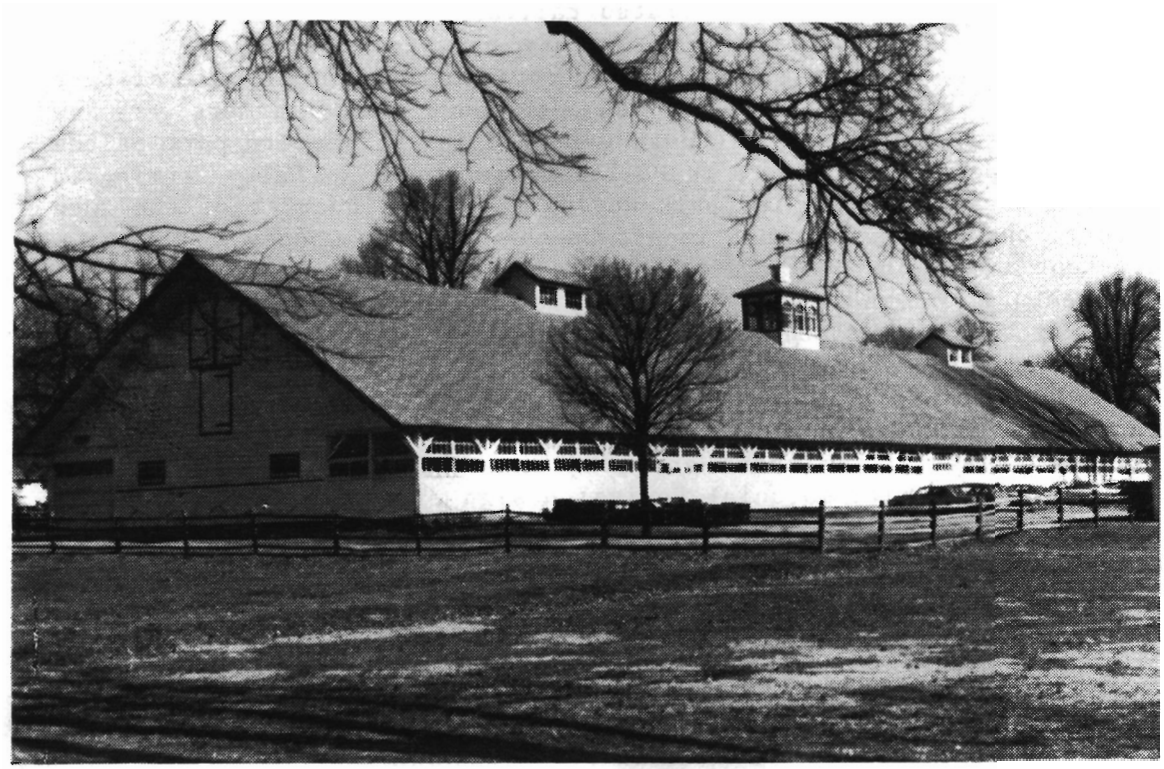
SPECIALIZED BARNS AND AGRICULTURAL OUTBUILDINGS

The second half of the 19th century was a period of considerable development and specialization in New Jersey agriculture. The progressive agriculture movement, through farm journals, agricultural societies, and state sponsored experimentation and education, provided farmers with new approaches to farming and farm building design. This led to the construction of general purpose barns which were designed for efficient use of space and movement of livestock, produce, and people through the barn, as well as the construction of barns and outbuildings for specialized functions. The plans of some of the larger general purpose barns expanded on the principles of the bank barn by providing access at two or three different levels. Livestock were stabled on the ground floor; the main floor contained a granary, threshing area, and room for equipment and machinery, and sometimes a hay mow; and hay and feed were kept on the upper level. The main barns on the John Schanck Farm in Marlboro (1328-13) and Hop Brook Farm in Holmdel (1318-18) are good examples of the large 19th century general purpose barns of this type.

As a result of the promotional effort to improve the appearance of the farm, agricultural buildings also began to incorporate materials and stylistic elements from residential buildings such as brackets, cupolas, and sash windows. But unlike their domestic counterparts, which utilized new construction techniques such as the balloon frame, most of Monmouth County's 19th century barns continued to use heavy-timbered mortise and tenon framing.



Large general purpose barn (b.1899) on Hop Brook Farm, Holmdel Twp. (MCHSI 1318-18)



Withers Horse Barn, Middletown Twp. (MCHSI 1331-88)

HORSE BARNS

Because of the long-term importance of horse breeding and raising in Monmouth County, large horse barns and paddocks are distinctive features of the historical landscape, particularly in Colts Neck and Middletown. 19th and early 20th century horse barns are usually long rectangular buildings, one and a half to two stories in height, of wood-frame construction; the horse stalls are on the first floor and the hay mow is on the second floor, loaded by a trolley system through large hay doors on the gable end. Multiple doorways and windows on the first story (providing light and easy access to the stalls) are also characteristic. The bank form, which was popular for cattle barns, was utilized rarely for horse barn construction. Horse barns have survived in considerable numbers; the wood-shingled barn on the Polhemus Farm in Colts Neck (1309-12) is typical of 19th century horse barns in Monmouth County. Larger, more stylized versions are found on the gentleman farmer estates; a notable late 19th century example is the Withers 40-Horse Barn on Brookdale Farm in Middletown Township (1331-88, now Thompson Park). Two outstanding Period Revival horse barns of the early 20th century include a brick and wood-sided one styled after a Pennsylvania forebay barn (on Bayonet Farm in Holmdel, 1318-31) and cut stone stables designed in the French Norman manner (on the Herbert Strauss Estate in Middletown, 1331-24).

DAIRY BARNS

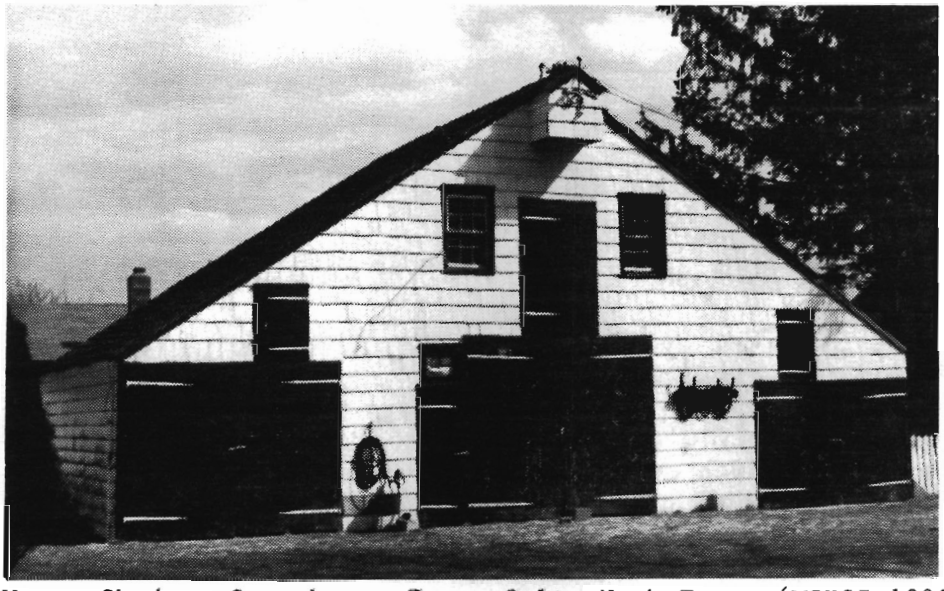
The introduction of the refrigerated railroad car and the invention of pasteurization in the late 19th century prompted the development of large-scale dairy farming because milk could be shipped to more distant markets. The primary markets for Monmouth County dairy farmers were New York City and New Jersey, although dairymen in the western part of the county shipped milk products to Philadelphia as well. Dairy farming in Monmouth County reached its peak during the first quarter of the 20th century, and left a distinct impact on the Monmouth County farm. Cows were kept either in the large multi-purpose barns of the late 19th/early 20th century, or in specialized dairy barns. These dairy barns were generally the largest buildings on the farm, and characterized by their very high roofs --usually gambrel or rainbow in form--and their concrete interior floors. The high roofs improved ventilation and increased available hay storage area, and the concrete floors made the barns easier to clean. The barns are predominantly wood-framed and wood-clad, and often have Colonial Revival design elements. A substantial number of early 20th century dairy barns still stand in Monmouth County, particularly in Upper Freehold Township where dairy farming was most prevalent. Representative examples of surveyed dairy barns are located on the Wooley Farm in Ocean Township (1337-14), the Taylor Farm in Upper Freehold Township (1351-15), the Van Dorn Farm in Marlboro (1328-6), and the Foreman Farm in Freehold Township (1316-3). Adjacent to the dairy barn is the silo, the other structure associated with dairy farming. Few of the early wooden silos remain.



Dairy Barn, Upper Freehold Twp. (MCHSI 1351-15)

WAGON HOUSE/CORN CRIB

The combination wagon house/corn crib is the most common remaining agricultural building in Monmouth County, excepting the general purpose barn. Its survival is due in part to its adaptable form, which allowed for alterations to fit the changing needs of the Monmouth County farmer. In its earliest form the building combined corn cribs with wagon and equipment storage; subsequently it was expanded to hold additional equipment, and was often converted to other uses such as potato storage, shelter for livestock, and garages for trucks and automobiles. Because the function of the building was related to both the farm (for its feed storage) and to the house (as wagon and carriage house), it was usually located in an intermediate area of the farmstead, between house and farm buildings. Wagon houses have a general distribution throughout the county; excellent 19th century examples exist in most of the county's rural townships.



Wagon Shed on Covenhoven Farm, Colts Neck Twp. (MCHSI 1309-10)

The oldest surviving examples consist of two parallel corn cribs, under a single gable roof, with a passage between them through which a wagon could be driven. Corn was loaded over the top of the cribs and removed through doors on the ends. The slatted sides of the cribs allowed for the corn to dry. The ends of the wagon passage may be open or enclosed by double-leaf doors with strap hinges. One of the oldest documented structures of this type, dating from the early 19th century, stands on the Jan Schenck Farm in Holmdel (1318-45). Adaptations to this basic form include the addition of one or two bays on the outer sides of the corn cribs, as well as the placement of windows and loading doors in the upper gable ends. The three bay wagon shed is the most common version found in the county, and occurs both as a single bay shed expanded to three bays, or as a three bay shed in original plan. Later examples (late 19th/early 20th century) tend to be slightly larger, reflecting the increased size of equipment, but the overall plan and massing remain consistent. For surveyed examples of wagon house variations, see 1309-10, 1326-4, 1351-50, and 1318-11.

HOG AND SHEEP HOUSES

The houses for smaller animals, particularly sheep and hogs, have few survivors in Monmouth County. These buildings tended to be temporary, except on farms that kept large populations of hogs or sheep. Hogs, especially, hogs did considerable damage during day-to-day use; consequently the buildings had a rather short lifespan. In addition, hog and sheep farming fell out of favor in the county during the 19th century, so these outbuildings were found on only a limited number of farms after about 1880. Both hog and sheep houses were low, one story wood-frame structures, usually set directly on the ground. They were connected to a set of pens that allowed the animals to be separated when necessary. Examples of these building types can be found at Longstreet Farm (1318-28) in Holmdel, a living historical farm. Both are reconstructions of structures originally built in the second half of the 19th century.

POULTRY HOUSES

Poultry farming was of only minor importance to Monmouth County farmers during the 18th and 19th century. Poultry was kept primarily for domestic use, providing eggs and meat for the home, with the surplus going for trade at market. The chicken houses were small, holding twenty to forty birds on the average. They were usually located near the house, as chickens were traditionally the responsibility of the female members of the household.

The development of the incubator in the 1880's, and ready access to large urban markets, facilitated introduction of large scale chicken and egg farming to Monmouth County. Its rapid growth in the early and mid 20th century made Monmouth County the largest egg producing county in the nation for several decades prior to World War II. The center of egg production in Monmouth County was in the previously marginal agricultural areas of Howell, southern Freehold Township and Millstone. Chicken farming requires only a small amount of acreage, and does not need high quality soil (sandy soils were in fact preferred because of their better drainage). Consequently, it was possible for people to start poultry farming without the large investment required for general farming, thus providing agricultural opportunity for large numbers of immigrants from the urban areas of New York and northern New Jersey. The Jewish Agricultural Society was especially active in attracting immigrant Jews to Monmouth County and assisting them in starting farming.

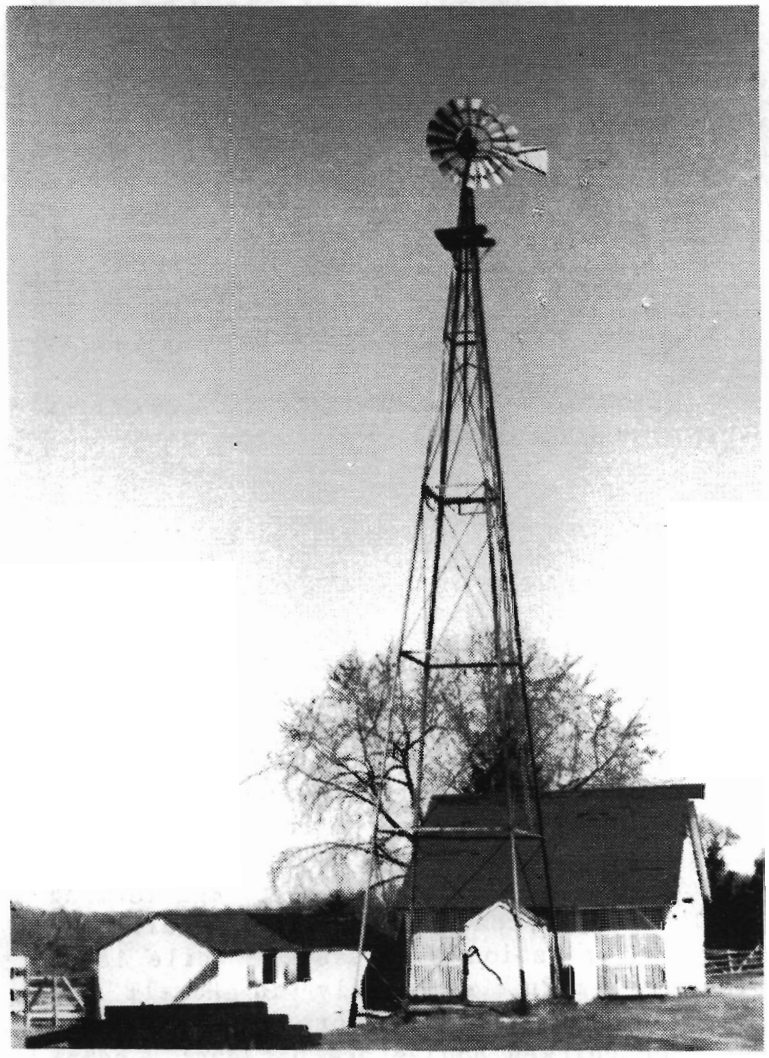


Chicken House, Howell Township. (MCHSI 1319-28)

Most of the 20th century Monmouth County chicken houses have a similar form. They are very long, one story buildings, usually of wood-frame or concrete block construction, under a shed roof. The buildings consist of a row of separate rooms with large window areas on the front wall, and roosts located at the rear. A conveyor was located along the inside of the front wall, and carried the gathered eggs to a larger room at the end of the building where they were kept prior to sale. The chicken house on Route 9 in Howell (1319-28) is typical. Egg farming went into decline in the 1950's due to changing economic conditions, and very few of the farms are in operation at present. While large numbers of the chicken houses remain, especially in Howell and Millstone townships, the vast majority are in poor condition. In contrast to the wagon houses, the chicken houses are not easily adaptable to alternative functions, and so are left to deteriorate.

WINDMILLS

The small mass-produced windmills which were developed during the second half of the 19th century were common structures on Monmouth County farms prior to their replacement by gas and electric pumps in the 20th century. They were among the tallest features of the rural landscape, and served to mark farmsteads in much the same way as water towers presently identify towns. Windmills operated small water pumps that provided a steady supply of water for farm animals. They were manufactured and sold as units, and set on top of steel frameworks approximately fifty feet in height. Most of the windmills still standing are derelict. The windmill on the Daniel Hendrickson Farm in Holmdel (1318-8) is intact; another in Middletown (1331-29), made by Aermotor of Chicago, appears to be in operating condition.



Windmill on Hendrickson Farm, Holmdel Twp. (MCHSI 1318-8)



Post and rail fence on Conover Farm, Holmdel Twp. (MCHSI 1318-16)

FENCING

Fencing in the agricultural areas of Monmouth County served a variety of functions. It marked the boundaries of the farm property; enclosed livestock, separating it from farmland and other livestock; defined the various areas of the farm yard and house yard; and provided a decorative function.

Several fence types are found on Monmouth County farms. Prior to the introduction of barbed wire in the 1870's, wooden zig-zag or snake fences were commonly erected around the outer edges of the farm. The zig-zag fences were easy to put up, but were wasteful of wood and space. The fence on the Ridgeway Farm in Upper Freehold (1351-74) is the only surveyed example of this type in the county. Other types of fences which had a similar function include hedgerows, stone walls, and stump fences, though of these, only hedgerows are known to have been used in the county. Fences closer to the farmsteads were often post and rail, with three to five rails set in holes in the posts. These fences enclosed sections of the farm yard such as paddocks, hog lots, and gardens. Three-board fences were (and are) used widely on Monmouth County's horse farms; the tops of these fences traditionally were painted the colors of the stable racing silks. Picket fences and wrought iron fences were used primarily around the house, ornamenting as well as defining the house yard. Pointed-top picket fences with one-inch square posts were the most popular in the county; a good example is on the Patterson Farm in Howell (1319-6).

DOMESTIC OUTBUILDINGS

The major domestic outbuildings found in Monmouth County at the present include summer kitchens, smokehouses, ice houses, well houses, and privies. Because of their house-related functions, these structures tend to be located closer to the house than to the farm buildings. Domestic outbuildings were once common in towns as well as on framsteads; most remaining examples, however, are located principally in farm (or former farm) settings.



Summer kitchen on Mount Farm, Millstone Twp. (MCHSI 1332-11)

SUMMER KITCHENS

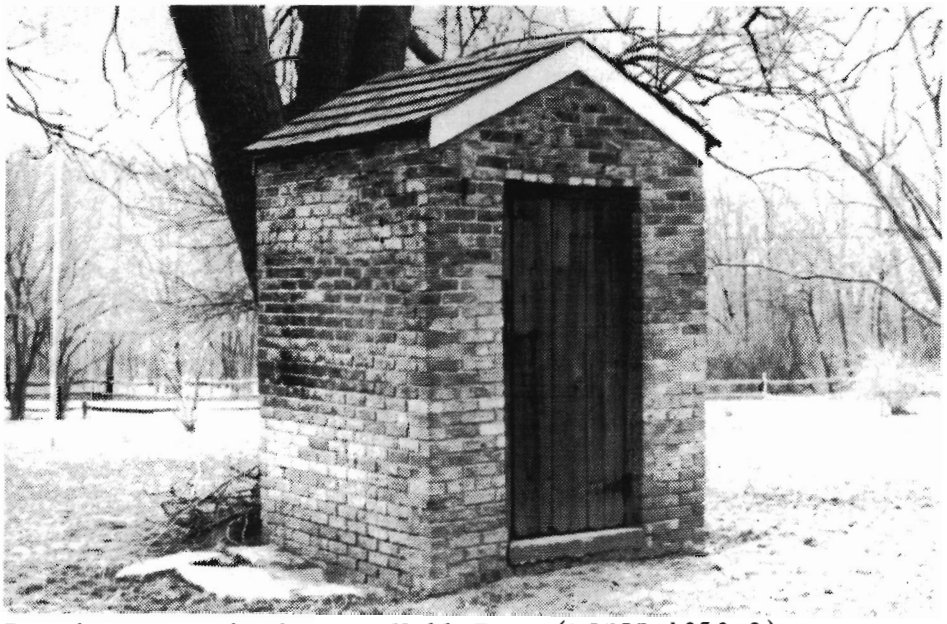
The function of the summer kitchen is most closely related to that of the house, so it is usually situated near the kitchen area of the main house. This building served as a second kitchen for activities that were too unpleasant to be done inside the main kitchen because of heat, odor, or messiness. Summer kitchens also provided additional storage space, and at times were used for temporary housing for farm workers.

Surviving summer kitchens in Monmouth County date primarily from the 19th century, and are one or one and a half story wood-frame structures with one-room plans; they are generally small in scale and of simple design. The wood-shingled summer kitchen on the Addison Mount Farm (1332-11) is representative of the one story form. The Isaac Smock summer kitchen (1309-45) is a larger one story example, and is locally atypical because of its ornamental millwork trim and because

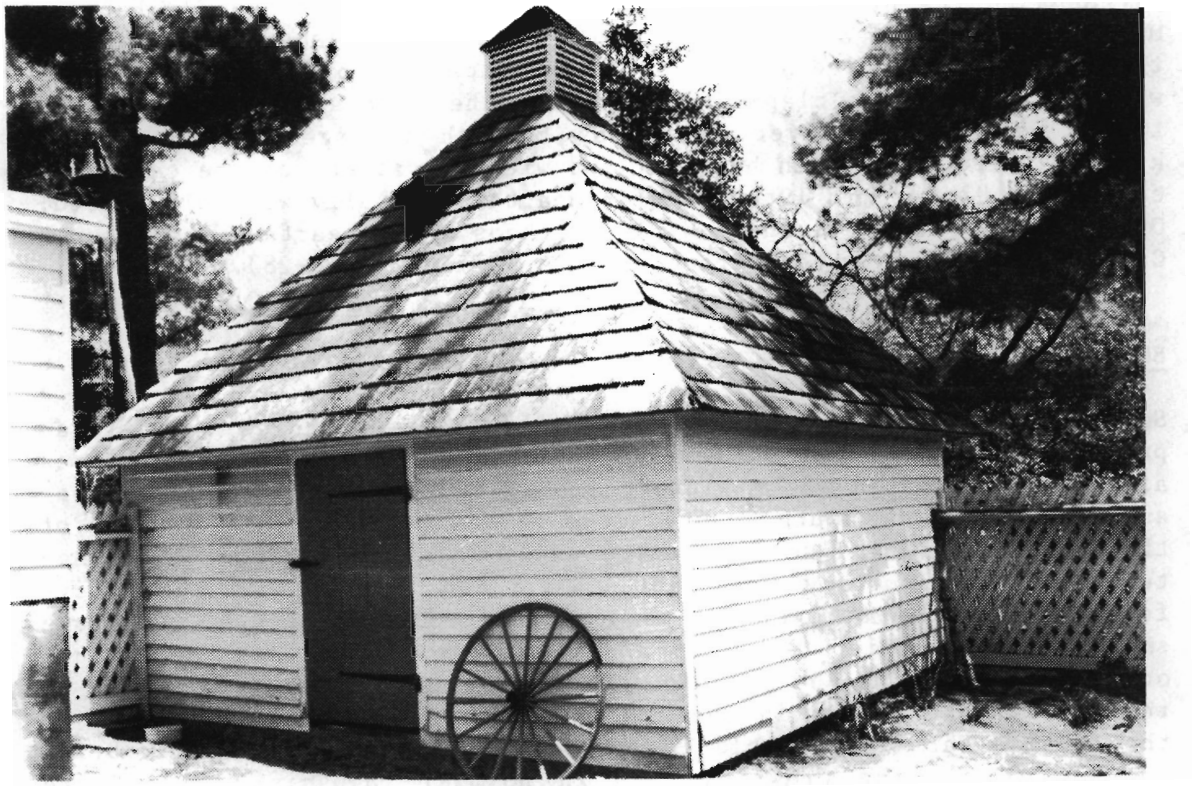
it is connected to the main house by a protected walkway. The summer kitchens on the Wyckoff farm in Holmdel (1318-51) and the Ely Farm in Millstone (1332-5) are both one and a half stories and nearly square; the former is shingled and has an asymmetrical two over two bay facade, while the latter is clapboarded and has the form and fenestration of the traditional two over three bay English cottage. Early summer kitchens were built with hearths, but with the advent of the cast iron cook stove in the mid 19th century, hearths gradually were eliminated. One of the few surviving summer kitchens with hearths in Monmouth County is located on Longstreet Farm in Holmdel (1318-28).

SMOKE HOUSES

Smoke houses are associated with summer kitchens through their food-processing function. Meats were cured and preserved in the smoke houses after butchering in early winter, providing meat for year-round consumption. Most Monmouth County smoke houses served only the needs of the family farm, and so were quite small in size. They were characteristically one story in height with a square plan, averaging five feet to a side. Most were of masonry construction, though wood-frame smoke houses do exist (see 1309-37 and 1328-6). The brick smoke house on the Brand Farm in Wall Township (1352-9) is highly typical of remaining smoke houses in the county, while the stone smoke house on the Foreman Farm in Freehold Township (1316-6) and the two-tier brick smoke house on the Crawford Farm in Holmdel Township (1318-4) are among the finest surveyed examples. The large wood-frame smoke house at Walnford (1351-77) is a rare surviving example of a smoke house built for large volume production. During the late 18th and early 19th century, it smoked hams for sale in Philadelphia markets, with destinations as distant as Portugal. The commercial function of the building is reflected by its location opposite the grist mill, rather than near the kitchen wing of the main house.



Brand Farm smoke house, Wall Twp. (MCHSI 1352-9)



Ice house at Walnford, Upper Freehold Twp. (MCHSI 1351-77)

ICE HOUSES

Ice houses, like smoke houses, were erected for both commercial and farm purposes. The existing ice houses in the county are all found in farm settings. These have a relatively small capacity, intended to store the ice that was harvested from farm ponds during the winter. The typical ice house is a low squarish structure with a deep foundation, and a gable or hip roof. The interior walls were sheathed to provide insulation, which was supplemented by sawdust between the layers of ice blocks. Most ice houses appear on the well-to-do farms; the ice houses on the Richard Waln Farm (1351-11), the Coward Farm (1351-70), and Walnford (1351-77) in Upper Freehold are representative of those found in the county. (Commercial ice harvesting operations were also in operation in the county, notably in Matawan, although no structures from these operations are known to exist.)

WELL HOUSES

Well houses protected the farm well, and housed the mechanism by which the water was retrieved. These structures were located as close to the house as the water source allowed. In Monmouth County they are commonly wooden and square, such as the shingled one which stands on its original site next to the Jacob Van Dorn House in Marlboro (1328-6), but masonry examples also exist, as do well houses which are round or polygonal in form. Well houses were common features on Monmouth County farms until they were replaced by pumps beginning in the late 19th century. Well houses have become symbolic of past rural life, and consequently they have often been preserved or reconstructed as part of Colonial Revival restorations.



Well house on Van Dorn Farm, Marlboro Twp. (MCHSI 1328-6)

PRIVIES

Privies were the most temporary structures on the Monmouth County farmstead. With few exceptions they were of frame construction and were moveable, so that they could be moved once the pit was filled. Multiple-hole privies were preferred because they did not require frequent moving. Placement was usually a compromise between convenience and sanitation, a moderate distance from the house, yet downwind and away from the water supply. The privy at the Jacob Van Dorn House in Marlboro (1328-6) is typical; an unusual brick privy is standing on the property of the John Lawrence House in Upper Freehold (1351-35).

RELIGIOUS BUILDINGS

Monmouth County's places of worship--meetinghouses, churches, camp meeting grounds, synagogues, and temples--are well represented in the inventory. Although numerically they comprise only about five percent of the surveyed sites, religious buildings of all ages, denominations, ethnic groups, architectural styles, and geographical areas within the county are included. These buildings are often the major landmarks in their communities because of their visual and architectural prominence as well as their seminal roles in the settlement and social history of their environs. Religious buildings in Monmouth County follow no particular locational pattern; they are situated along roads, often at or near a rural crossroads or (if in town) at a major intersection, but never (as in the New England manner) at the focal point of a village green or town commons.

17th - 18th CENTURY

Monmouth's earliest religious buildings are associated with the Baptists, Quakers, Presbyterians, Dutch Reformed, and Episcopalians (Anglicans). These groups all established congregations in Monmouth County between 1668 and 1702, though none of their first houses of worship survive. Local histories and church records, however, provide us with descriptions of these structures and indicate their locations. For example, the first edifice of the Dutch Reformed Church in Marlboro (then part of Freehold), built about 1700, was "about twenty feet square, with a steep gable roof. The sides were shingled. The door was in the middle of one of the sides, and was quite large. There was a window on each side of the door. There were partitions within, but one room occupied the whole space." (Ellis, p. 731-732.) In general, the early meetinghouses were simple unadorned rectangular or square buildings of wood frame construction with gable or hipped roofs, wood shingled exteriors, and entry (or entries) on the long side and the pulpit opposite. The interiors often had galleries along one or more sides.

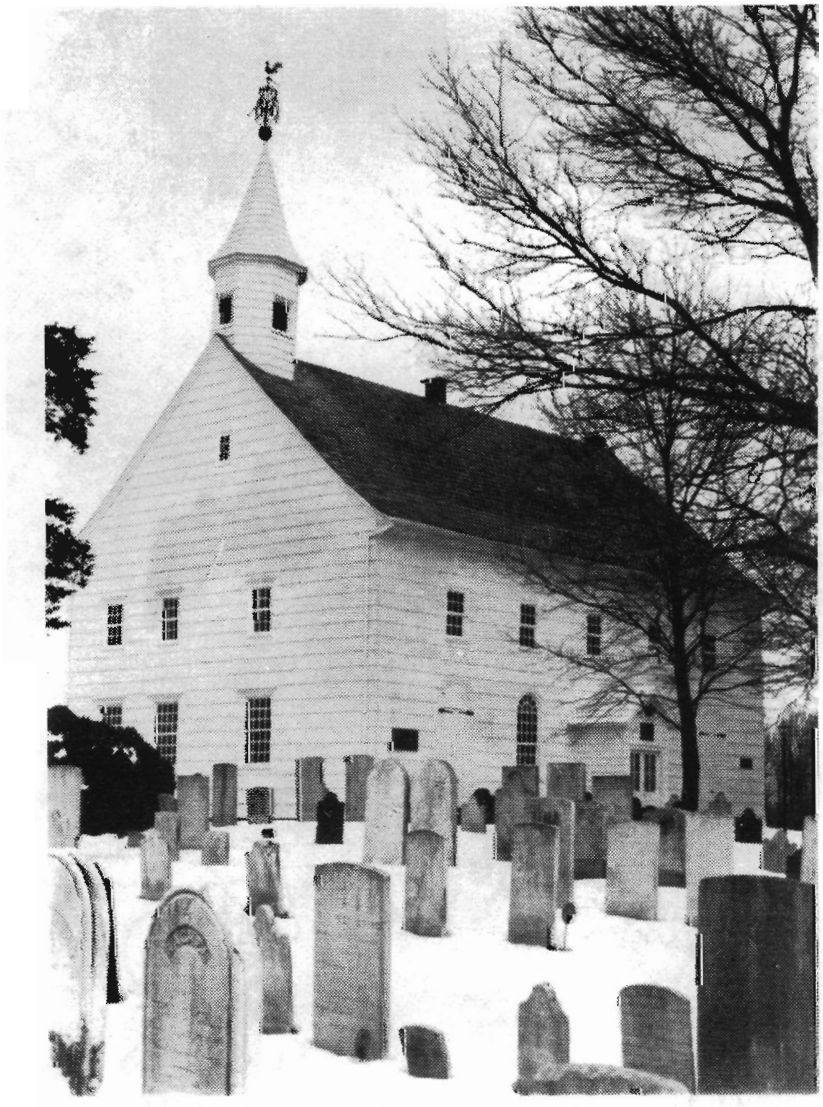
The only remaining example of the early traditional meetinghouse form in Monmouth County is the Upper Freehold Baptist Meeting, also known as the Old Yellow Meeting House (1351-79). Constructed about 1766, the building measures 46 feet by 26 feet and is four bays by two bays, with one door on the south elevation and two later doors on the west gable end. The brick-lined walls, originally covered with wood shingles, are sided with clapboards, some beaded and some plain. The double-hung sash windows have 9/6 lights on the first story and 6/6 lights on the second.



Upper Freehold Baptist Meeting (MCHSI 1351-79), in process of restoration. Photo courtesy Monmouth County Historical Association.

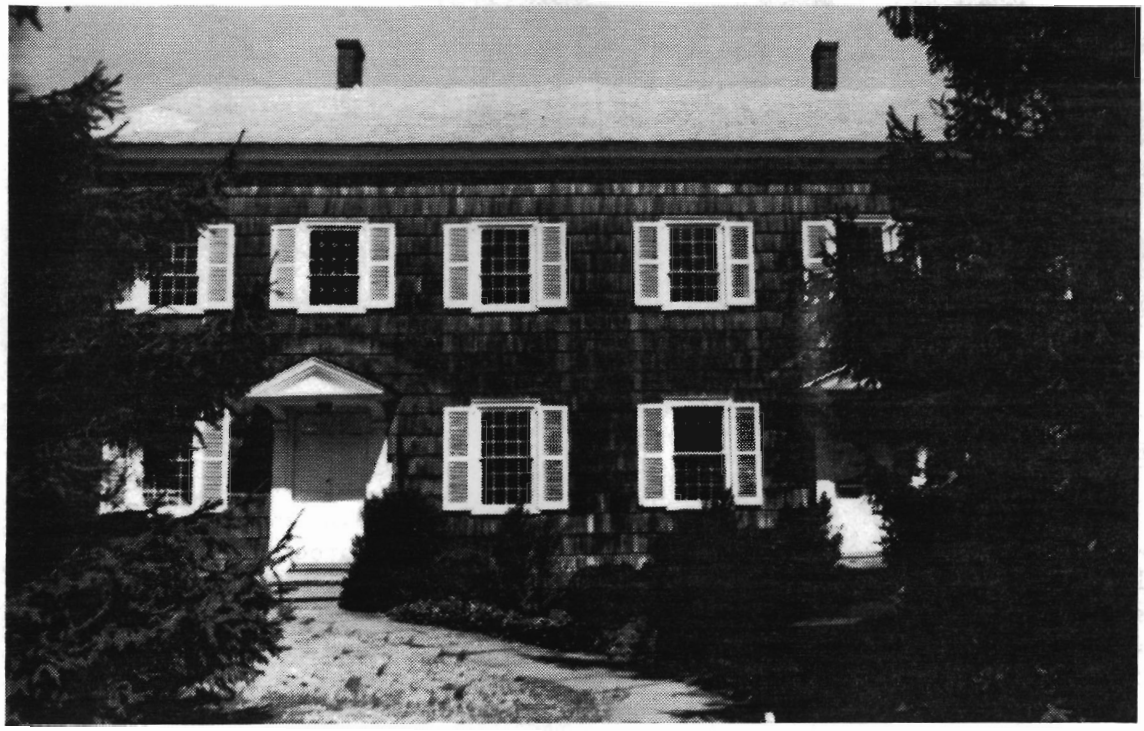
GEORGIAN

The construction of Tennent Presbyterian Church (1326-1-5) in 1751 introduced Georgian Style building to central Monmouth County. Master builder John Davies' work on Tennent Church appears to have set a stylistic prototype for several closely-related early Georgian dwellings in Monmouth County, in particular the Covenhoven House in Freehold (1315-72) and the Burrowes House in Matawan (1329-1-13). Frame with long wood shingles, the two story church (60 feet by 40 feet) has a five-part south facade with round-headed sash windows and round-headed doors. Its steep gable roof has flared eaves and a modillion cornice; the octagonal steeple on the west end features a hand-forged rooster weathervane. The interior follows the characteristic meetinghouse arrangement with balconies on three sides and the pulpit on the long wall opposite the entries.



Tennent Presbyterian Church. (MCHSI 1326-1-5)

Two other Georgian-influenced churches of 18th century origin are Christ Church in Shrewsbury (1345-1-1) and St. Peter's Church in Freehold (1315-90). These are the oldest Episcopal parishes in the county and replaced early 18th century structures. Unlike the meetinghouses of other denominations, Christ Church and St. Peter's were both constructed on the two-aisle nave plan of the established church. Christ Church, built about 1769, is a three bay by four bay shingled structure with a central entry on the front gable end, round-headed windows, and restrained classical trim. A chancel was added in 1844 and the bell tower dates from 1874. A notable original feature on the building is the brass English crown weathervane. St. Peter's, begun about 1771 and completed around the turn of the century, originally had two vertical-panel doors on the front gable end with two small windows above and large 12/16 sash windows on the nave. The octagonal belfry is an ornate element for provincial New Jersey churches of the period. The late 19th century Gothic alterations and chancel addition confirmed the Episcopal character of the building.



Shrewsbury Friends Meeting. (MCHSI 1345-1-7)

The Shrewsbury Friends Meeting House (1345-1-7) in Shrewsbury Borough is an example of the Georgian influence on later meetinghouse design in Monmouth County. Although built in 1816 the structure follows earlier meetinghouse precedents in plan, proportion, and facade arrangement. The two story shingled structure is 40 by 60 feet in size and has a six bay south elevation with separate entries for men and women. However, the molded cornices, large 12/12 and 12/8 sash windows, and the double-leaf three-panel doors with pilastered enframements and pedimented hoods are all distinctly Georgian stylistic elements. This is the fourth building used by the Shrewsbury Quakers, who formed the first Friends meeting in New Jersey about 1672.

19th CENTURY



Navesink Baptist Church, Middletown Township. (MCHSI 1331-4-12)

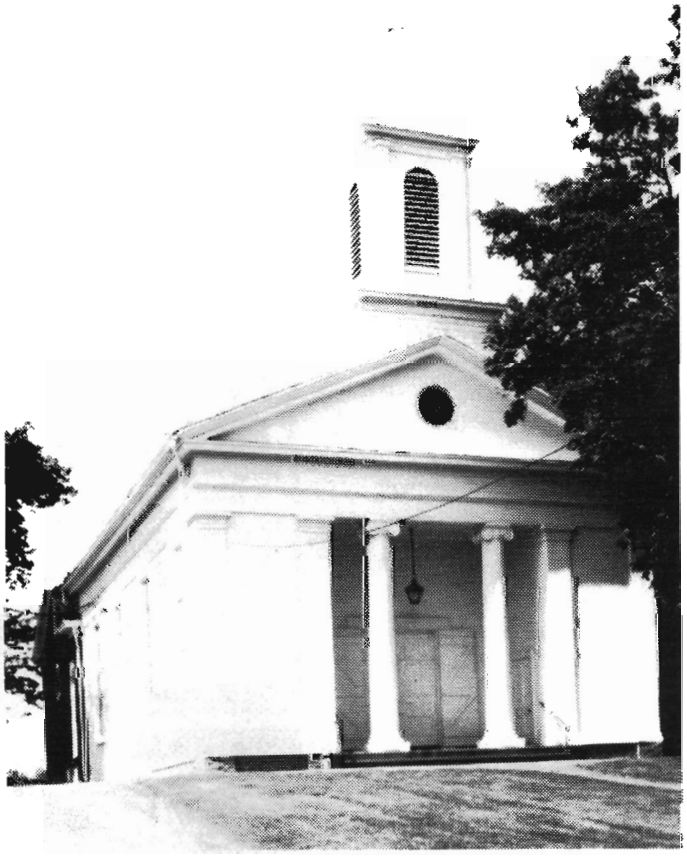
GREEK REVIVAL

As in other areas of the country, religious revivals and population growth during the second quarter of the 19th century produced a church-building boom in Monmouth County. The Greek temple form and classical orders were adopted for the design of many of these new church edifices. A number of Greek Revival churches are known to have been built in the 1830's, but only a few are still standing. The earliest surviving examples are two Baptist churches in Middletown. The First Baptist Church of Middletown (1331-3-11), constructed in 1832 by builder Oliver Sprout, is five bays deep and has the scale and massing of a traditional New England meetinghouse. Its three-part pedimented Greek Revival facade has flush board siding, pilasters, and fluted Ionic columns flanking the central double doorway. The Navesink Baptist Church (1331-4-12), built in 1832 as a mission church, is a one story shingled structure, with a low-pitched pediment, portico, triple-hung sash windows, and two pilastered entries with large flat crowns.

The Allentown Presbyterian Church (1302-224), built in 1837 with additions in 1858, is one of a very few pre-Civil War masonry churches in Monmouth County. The two story red brick structure is designed in the form of a Wren-Gibbs church, with a pedimented Doric order portico and a multistage tower located behind the front pediment. A similar brick

temple-front church, but without the portico, was erected in 1835-37 by the First Presbyterian Church of Freehold; it was demolished soon after the present sanctuary (1315-68) was completed. A later example of a brick Greek Revival church is the Calvary Methodist Episcopal Church in Keyport (1322-55), built in 1856-59 with a large 1902 tower addition.

Also in Keyport, a center of so much Greek Revival building in the county, is a well-conserved example of the prototypical wood-frame Greek Revival church found in the area. The Dutch Reformed Church (1322-3-30), constructed in 1848 by builder William Morgan, is the earliest standing church edifice in Keyport. Its characteristic three bay temple front has a low-pitched pediment, Doric pilasters, and a tall recessed double-leaf paneled doorway. The Colts Neck Reformed Church (1309-1-2), a temple-front church of taller proportions and more refined detailing, was built in 1854-55 by Ebenezer Goltra of Long Branch and is the most well-developed example of Greek Revival church architecture in Monmouth County. Its facade is sided with flush horizontal boards and the recessed oversized double-leaf door is flanked by fluted Ionic columns. Other Greek Revival churches include the Manasquan Presbyterian Church (1327-1-1), built in 1848; Port Monmouth Baptist Church (1331-5-2), built in 1855; Englishtown Presbyterian Church (1312-1-1), built in 1860; Marlborough Baptist Church (1328-1-3), built in 1860; and Shrewsbury Presbyterian Church (1345-1-19), an 1821 structure with an 1845 Greek Revival facade.

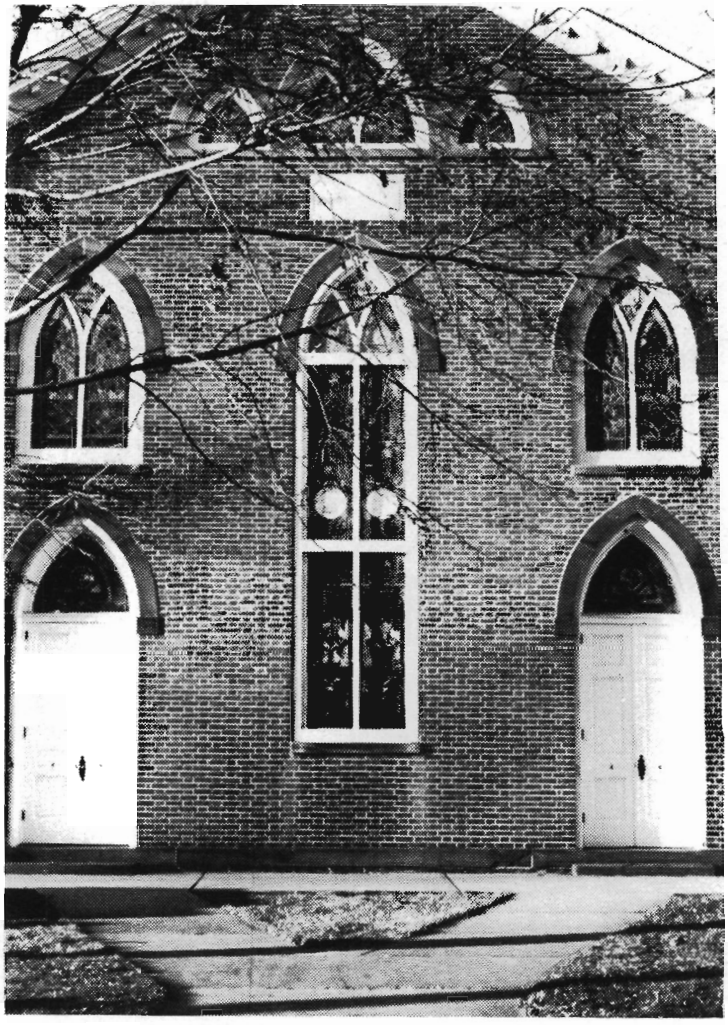


Colts Neck Reformed Church, Colts Neck Township.
(MCHSI 1309-1-2)

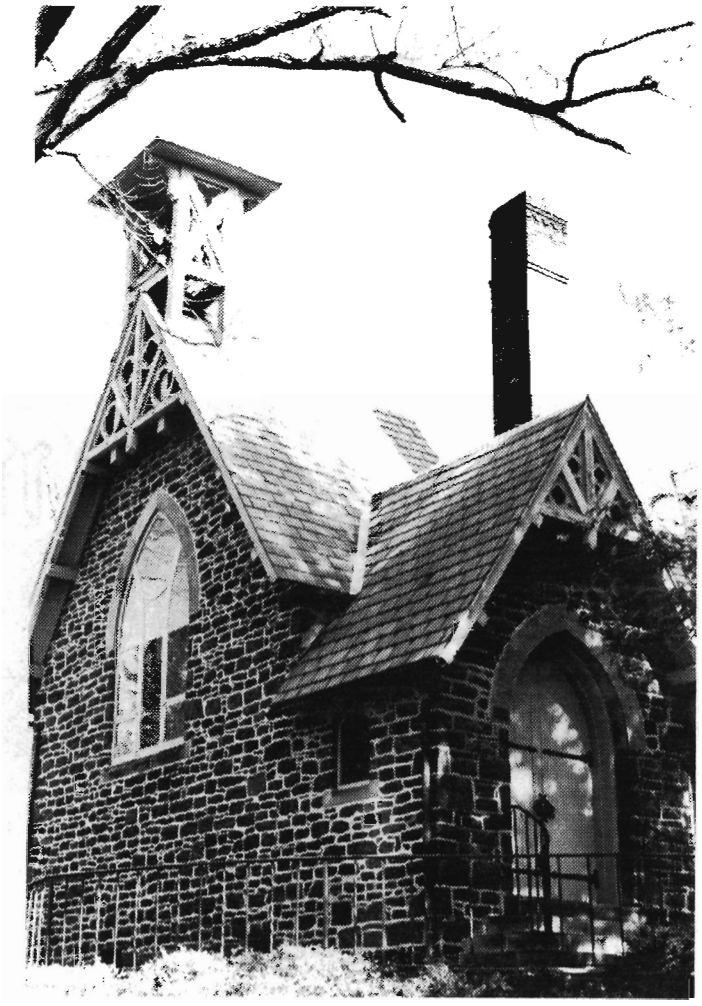
EARLY GOTHIC REVIVAL

The Gothic Revival came to America from England, and beginning in the 1820's, Gothic forms and prototypes were used in the designs for American churches. Early Gothic Revival churches in Monmouth County have basilican or cruciform plans, steep pointed gables, and central steeples. The hallmark feature is the pointed arch; pinnacles, bargeboard, and window tracery are also characteristic. Surfaces tend to be monochromatic, usually stone or brick in Monmouth County. Churches of the Early Gothic Revival mode were built in the county through the 1870's, when later expressions of Gothic forms were already in ascendance (see Stick Style and Victorian Gothic).

In Monmouth County there are relatively few churches in the Early Gothic Revival Style, which locally was used almost exclusively by the Episcopal church. The first congregation to build in the Gothic, however, was the First Dutch Reformed Church ("Old Brick Church") of Freehold, now Marlboro Township (1328-10). Built in 1826-27 of red brick laid in Flemish bond with sandstone trim, it is an unusually early example of the Gothic Revival in New Jersey.



Old Brick Reformed Church, Marlboro Township.
(MCHSI 1328-10)



All Saints Church,
Middletown Township.
(MCHSI 1331-74)

Christ Church in Middletown (1331-3-13), a clapboard-sided building with lancet-arch windows built in 1835-36, and Trinity Episcopal Church in Matawan (1329-1-6), constructed of red brown brick in 1850-51, also illustrate the early use of Gothic styling. The finest Early Gothic Revival church in the county, and the first one to be designed by a professional architect, is All Saints Memorial Church in Middletown (1331-74), erected in 1864. Architect Richard Upjohn's design for the rural Gothic church relies upon the color and texture of the warm "peanut stone" walls and upon his refined sense of Gothic proportions. Among the other surveyed examples are St. James Episcopal Church in Eatontown (1311-7), built of random coursed sandstone in 1866; St. George's Episcopal Church in Rumson (now Rumson Country Day School, 1342-4), dating from 1874; and St. Catherine's Catholic Church in Holmdel (now Holmdel Historical Society Museum, 1318-49), built in 1879 and one of a few remaining with vertical board and batten siding.



Clarksburg M.E. Church, Millstone Township. (MCHSI 1332-13)

BELFRY TYPE CHURCH

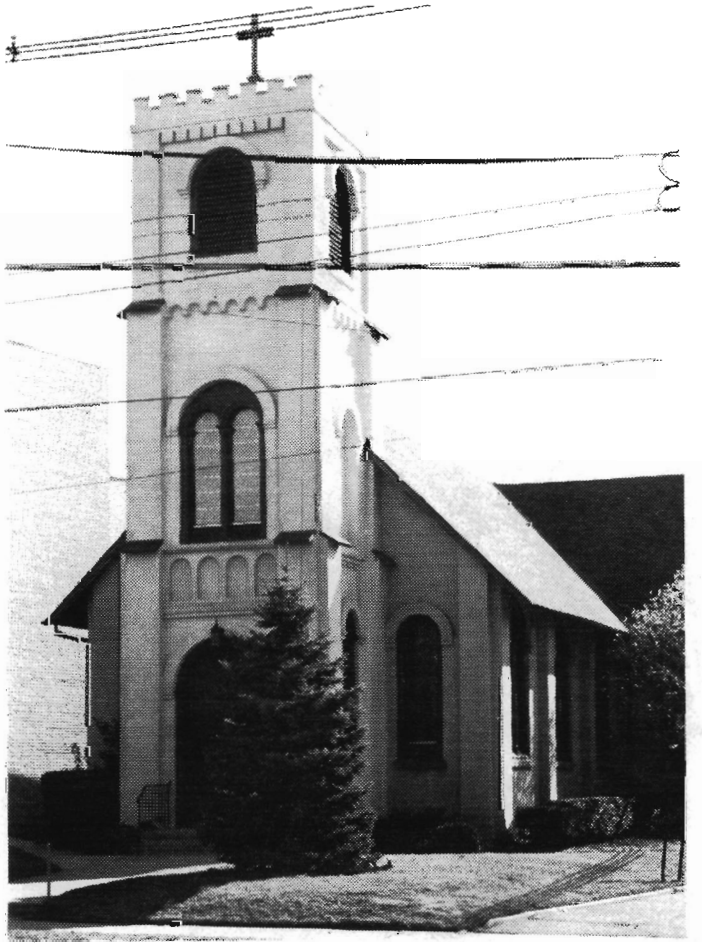
The belfry type church, a simple boxlike rectangular structure with a center-aisle nave plan, frontal portico and a belfry (either a bell-cote or a projecting front tower), became extremely popular for 19th century rural and village churches throughout the country. Though inspired by the Gothic Revival in form, these churches generally lack applied ornament or stylistic reference, except for the use of arched windows of some kind. In Monmouth County these buildings are almost always sided with clapboard.

The belfry type church was built by all denominations, but especially by less affluent congregations. Many of the remaining examples are in the rural areas of the county. A number are associated with early black communities which were in existence prior to the Civil War, notably the Eatontown A.M.E. Church (1311-17), built 1846; Macedonian A.M.E. Zion Church in Tinton Falls (1336-7), built 1884 (lacks belfry); Bethel A.M.E. Church in Freehold (1315-25), built 1895; and the African Baptist Church in Freehold (1315-93), built 1897. Other representative examples include Clarksburg M.E. Church in Millstone (1332-13), built 1845; Emley's Hill M.E. Church in Upper Freehold (1351-68), built 1855; Centerville M.E. Church in Ocean Township (1337-16), built 1882; Second Baptist Church in Keyport (1322-14), built 1893; and the Free Church of Allenwood in Wall Township (1352-6), built 1895.

ROMANESQUE REVIVAL

Monmouth County's churches of the 1850's and 1860's were more frequently Romanesque than Gothic. The Romanesque Revival is a round-arch medieval style characterized chiefly by the repetition of the round-arch form in openings, arcades, and wall embellishment. Monochromatic smooth exteriors, wall buttresses, corbeled tables, and gabled towers with pyramidal roofs are also identifying features. The most stylized Romanesque Revival churches in Monmouth County are: Trinity Episcopal Church in Red Bank (1340-23), an 1850-51 stuccoed brick edifice with a predominant front square tower; First Baptist Church in Keyport (1322-2-23), constructed of red brick in 1860 with a later steeple; and First Presbyterian Church*(1315-68), the finest example of Romanesque Revival in the county, built in 1871 of Trenton brownstone with a tall gabled corner tower. Most documented sites in this style, however, retain the clapboarded rectangular form, with the tower treatment and round-arch openings as allusions to the Romanesque style. See the Freehold Methodist Church (1315-60), built 1857-58; The Reformed Church of Freehold (1315-53), 1859 remodelling of earlier building; Matawan Baptist Church (1329-129), built 1860; Marlborough Dutch Reformed Chapel in Marlboro village (1328-1-4), built 1869; and Jerseyville Methodist Church in Howell (1319-15), built 1869-72.

* of Freehold

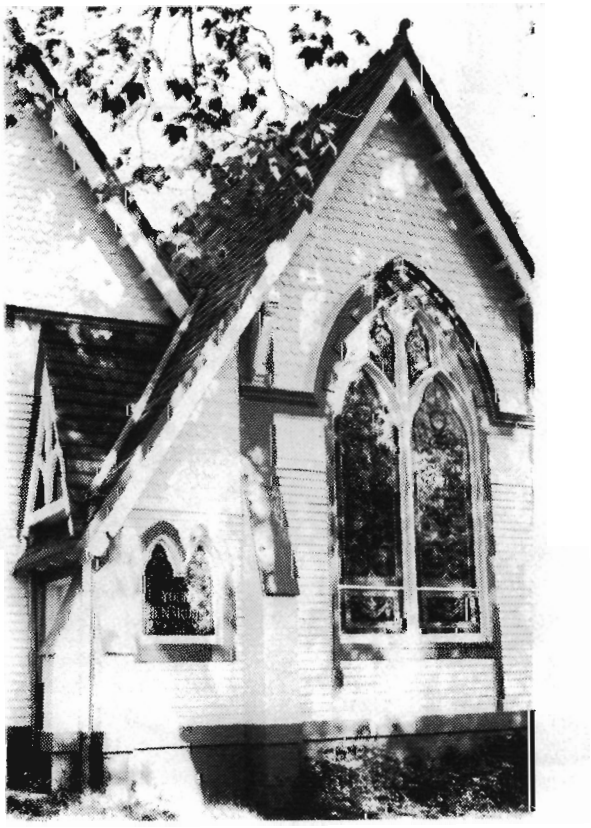


Trinity Episcopal Church,
Red Bank Borough.
(MCHSI 1340-23)

LATE 19th CENTURY STYLES

Ecclesiastical architecture of the late 19th century was as stylistically varied as residential building. Of these styles, Victorian Gothic churches are the most numerous. Victorian Gothic designs were popular in Monmouth County during the 1870's and 1880's for churches of all denominations and in all areas of the county. Materials of contrasting color and texture, tall vertical proportions, complex plans, irregular profiles, and exaggerated Gothic forms are identifying features of the Victorian Gothic Style. In wood, the special version of this style was the Stick Style, which played upon the structural expression of wood by using clapboard in combination with articulated wooden beams, vertical boarding, and shingles. In masonry, the polychromatic effect was achieved through juxtaposing different colors of brick and stone on exterior wall surfaces.

A sampling of the many excellent Victorian Gothic churches in the county is listed below. The majority of these are of wood construction: St. John's Episcopal Church in Little Silver (1323-8), the earliest surveyed of the group, dating from 1876-78, and one of a few board and batten Stick Style churches remaining in the county; First Presbyterian Church in Keyport (1322-2-24), built 1879; Church of the Holy Trinity in Spring Lake (1348-25), built 1880; Fisk Chapel in Fair Haven (1313-2), built 1882 for the African M.E. Bethel Church, a black congregation organized in 1858; Church of the Holy Cross in Rumson (1342-32), built 1885; Freehold Baptist Church (1315-58), the most well-developed example of Victorian Gothic church architecture in the county, designed by Isaac Pursell of Philadelphia in 1889-90; Riceville M.E. Church (now



Freehold Baptist Church,
Freehold Borough.
(MCHSI 1315-68)

Navesink Methodist Church) in Middletown (1331-4-6), rebuilt 1889; Farmingdale Methodist Church (1314-1-6), built 1894; First Presbyterian Church in Long Branch (1325-55), built 1894; and the Ocean Grove Auditorium (Ocean Grove Historic District, 1334-1), built 1894. Among the masonry-constructed Victorian Gothic churches in the county are several small brick churches of similar design, all built during the late 1870's for newly-organized rural Catholic parishes in the county; see St. Mary's Church in Colts Neck (1309-1-8), St. Joseph's Church in Millstone (1332-20), and St. Gabriel Church in Marlboro (1328-11). Larger brick Victorian Gothic edifices stand in Freehold (St. Rose of Lima Church, 1315-78, built 1881-82) and in Long Branch (St. Michael's Catholic Church, 1325-43, dedicated in 1891).



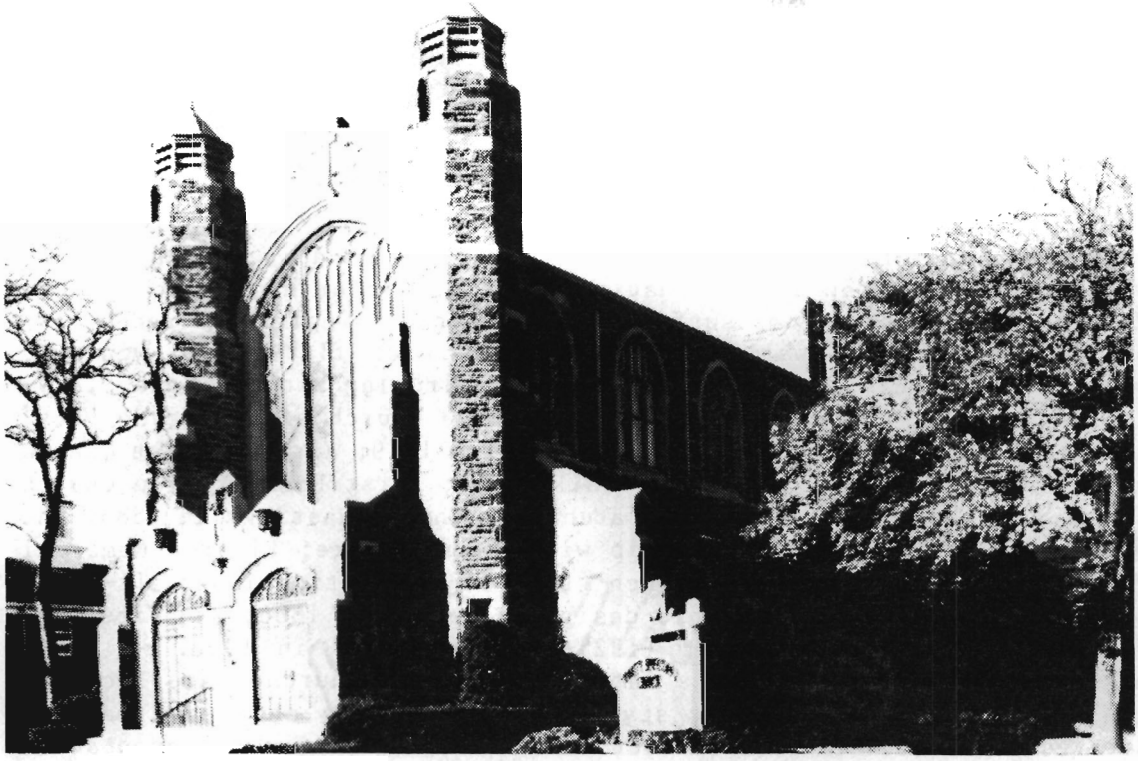
First Presbyterian Church, Rumson Borough. (MCHSI 1342-18)

Queen Anne and Shingle Style elements are also found in church designs of the period, often in combination with the Victorian Gothic. These features include exterior surfaces of patterned shingles and red brick, or uniform shingled walls; horizontal bands of flat-topped windows; small-light sash; large circular and semi-circular windows; and classical detailing. Notable among these are the Church of the Seven Presidents in Long Branch (1325-66), dating from 1879; First Baptist Church of Atlantic Highlands (1331-48), built 1883; First Presbyterian Church of Rumson (1342-18), designed by architect Thomas Hastings in 1886, the same year he formed a partnership with John Carrere; Elberon Memorial Presbyterian Church in Long Branch (1325-67), a distinguished all-shingled building of English Gothic design dedicated in 1886; and First Reformed Church in Long Branch (1325-19), completed in 1902. A small minority of Monmouth County's late 19th century churches are Richardsonian Romanesque, a masonry style of round arches and heavy massing derived from the work of architect H.H. Richardson. Two representative examples include the First Baptist Church in Red Bank (1340-28), built 1893, and St. Luke's M.E. Church in Long Branch (1325-36), built 1894.

EARLY 20th CENTURY

Historical designs--Romanesque, Gothic, Roman Renaissance, English and Spanish Colonial--continued to be used in early 20th century churches, though with simpler massing and compositions. Most Monmouth County churches of the period are Late Gothic Revival, with smooth masonry surfaces and restrained detailing. Among the best of these are two handsome rock-faced stone churches with tall narrow naves, designed by Clarence W. Brazer of New York: Trinity Episcopal Church in Asbury Park (1303-1), built in 1911, and St. James Episcopal Church in Long Branch (1325-13), completed in 1913. Other representative examples include St. Elizabeth's Catholic Church in Avon (1305-2), built 1908; St. Rose's Catholic Church in Belmar (1306-15), built 1926; and St. John's Episcopal Church in Avon (1305-13).

Four other surveyed sites exemplify church architecture of the period. St. Catherine's Catholic Church in Spring Lake (1348-10), completed in 1907, was designed by architect Horace Trumbauer after a Renaissance church in Rome, and is notable for its historicist styling and the exquisite materials employed throughout. St. Anne's Catholic Church in Keansburg (1321-4), built in 1916, is one of the few true examples of the Spanish Colonial Revival Style in Monmouth County. The First Methodist Church in Asbury Park (1303-18), erected 1920, has a Lombard-Romanesque design with arcaded brick walls and a central dome. St. Alexander Nevesky Russian Orthodox Church (1319-13), built about 1936, is the largest and most highly designed of several Russian Orthodox churches in southern Howell Township. These churches serve a community of Cossacks who began arriving in the area in the 1930's.



Trinity Episcopal Church, Asbury Park. (MCHSI 1303-1)



St. Catherine's Church,
Spring Lake Borough.
(MCHSI 1348-10)



St. Alexander Nevesky Church, Howell Township. (MCHSI 1319-13)



Brothers of Israel Synagogue, Long Branch (Demolished).

SYNAGOGUES AND TEMPLES

Jewish settlement in Monmouth County dates from the early 18th century, but not until after the Civil War did sizable Jewish communities begin to develop, first along the shore and later, during the early 20th century, in the western and southern parts of the county. (For a history of Jewish settlement, see Peddler to Suburbanite: The History of the Jews in Monmouth County, New Jersey by Alan S. Pine et. al.) Surveyed synagogues illustrate various facets of Jewish history in the county. One of the earliest established Jewish communities was at Keyport, a commercial seaport with easy access to New York City. The United Hebrew Congregation, founded by German Jews in Keyport in 1880, was housed for many years in a former bank building (see 1322-2-2). Long Branch became the major Jewish community in the county, and it was there that the first synagogue, named Temple Beth Miriam, was built in the 1880's (now demolished), catering to the German-Jewish elite who summered at Long Branch in the late 19th century. Beginning in the 1890's, Jews from eastern Europe were coming in numbers to the county. Largely as a result of this new wave of immigrants, Jewish population in Monmouth County rose substantially in the following three decades and several new congregations were formed. Brothers of Israel in Long Branch, an Orthodox congregation of eastern European Jews established in 1898, constructed the synagogue on Second Avenue in 1918 (see 1325-52). Demolished in the mid-1980's, the building's elaborate Romanesque-influenced facade once had three circular stained glass windows depicting the Torah, Star of David, and the menorah.

Other centers of Jewish population developed in the towns of Asbury Park, Freehold, and Red Bank, while a significant number of Jewish farmers (many of whom were engaged in poultry farming) settled in the rural areas around Farmingdale and in Millstone during the early 20th century. In 1910 a group of Jewish farmers in Perrineville (Millstone Township) organized a congregation, the First Hebrew Farmers Association of Perrineville, and in 1926 the present synagogue was built (see 1332-10). The largest concentration of Jewish farmers in the county was in the Farmingdale-Howell area but the old Jewish community center (which also served as a synagogue) is no longer standing. In Roosevelt, a federally-built planned community originally settled by Jewish garment workers, there is a synagogue which dates from 1956 (see Jersey Homesteads Historic District, 1341-1).

Three Buddhist temples in Howell Township comprise the most unique category of religious structures in Monmouth County. The temples serve the largest Lamaist Buddhist community in the western world, consisting of approximately two hundred families. The community is made up of Kalmucks, descendants of the Mongol nomads of Genghis Khan, who eventually settled near the mouth of Volga River in Russia and became Cossacks. They emigrated to the Freewood Acres section of Howell Township during the 1950's, encouraged by the Russian Cossacks who had already settled in the area. Temple Choephel-Ling (1319-26), dating from 1976, is the newest and most highly designed of the three temples. The building has a three-tier pagoda roof, and is a smaller version of the Golden Pavilion, built by the Chinese for the 1930 World's Fair in Chicago.



Buddhist Temple Choephel-Ling, Howell Township. (MCHSI 1319-26)

CIVIC AND INSTITUTIONAL BUILDINGS

Surveyed sites in this category include schools, the county courthouse, town and borough halls, librairies, post offices, fire stations, water works, organizational buildings and meeting halls, and health institutions. These various community-related structures comprise approximately six per cent of inventoried sites in the county.

SCHOOLS



Georgia Road School, Freehold Township. (MCHSI 1316-20)

ONE-ROOM SCHOOLS

One-room schools dating from the second and third quarters of the 19th century make up the majority of surveyed school sites. Wherever such buildings still stand with some degree of architectural integrity, they were generally included in the survey. One-room schools served the educational needs of villages and rural areas of Monmouth County until the early 20th century. Their lasting symbolic significance for many communities is demonstrated by the relatively high number of one-room schools which are owned and used by local municipalities or organizations (such as historical societies and the Grange). Some have also been converted into residences, or have been moved onto private property to ensure their preservation. Typically these buildings are one-story wood-frame rectangles, three bays wide and three or four bays deep, with an entry (or double entry) on the front gable end. Clapboard is the

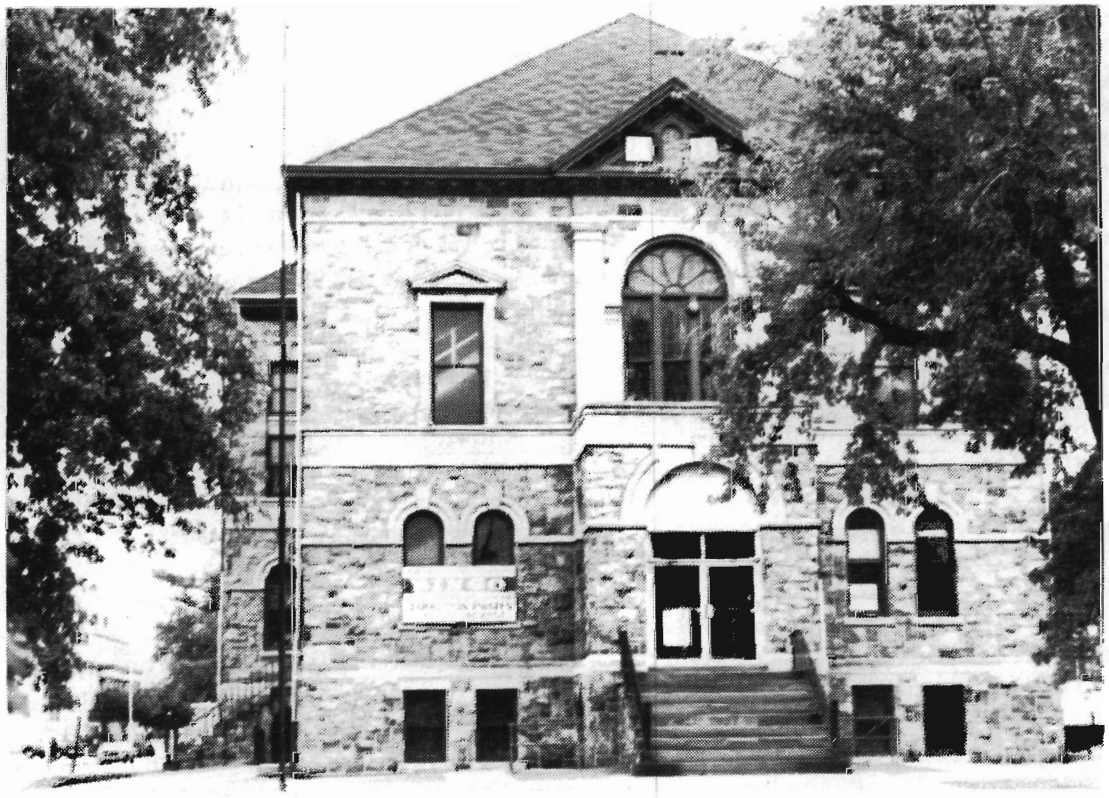
most prevalent siding, followed by wood shingles. Windows are 6/6 or 4/4 double-hung sash, and doors are usually single-leaf and paneled, sometimes surmounted by small transom lights. Shed roof entry porches are also characteristic. Additional features may include a louvered belfry, boxed and bracketed cornices, louvered window shutters, and turned porch posts. A partial but representative list of surveyed one-room schools, all built in the 19th century, includes: Georgia Road School (1316-20) in Freehold Township; Freehold Corner School District No. 15 (1316-32)), also in Freehold Township; Montrose School No. 5 (1309-31) in Colts Neck Township; Ardena Public School No. 2 (1319-25) in Howell Township; Jerseyville School (1319-67), also in Howell Township; Union School No. 9 (1331-67) in Middletown Township; Egglington School (1351-15) in Upper Freehold Township; Blansingburg School (1352-26) in Wall Township; Thompson Grove School (1326-26 in Manalapan Township; and Holmdel Village School No. 1 (1318-1) in Holmdel Township.

PRIVATE ACADEMIES AND SCHOOLS

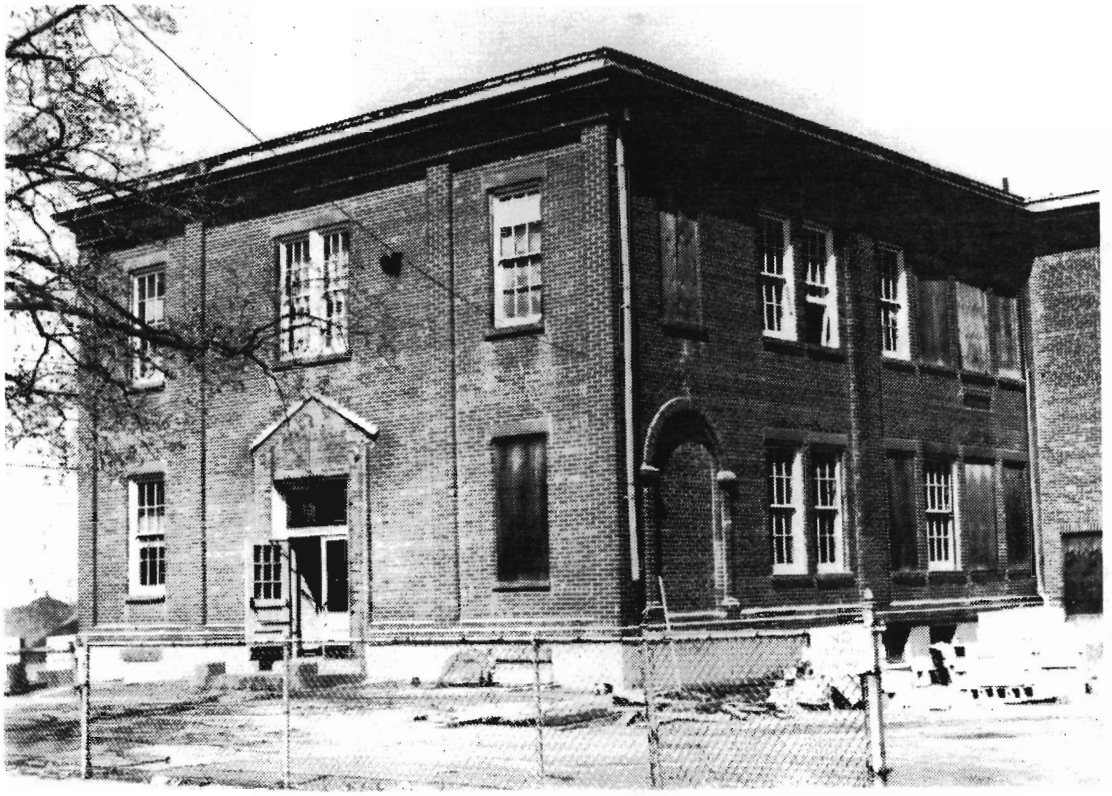
Private academies were first established in Monmouth County during the 18th century, but none of these buildings remain. The oldest academy still standing, and a well-conserved example of early school architecture, is the Franklin Academy in Middletown village (1331-3-7). Built in 1836, the two story shingled building is 24 by 32 feet, three bays by three bays, with a gable roof, 12/12 sash windows, and a cupola. Franklin Academy was a private school until 1851, when it was incorporated into the Middletown school district, and now serves as a private residence. The site was recorded by HABS in 1937 and is part of the Kings Highway Historic District (NHRP 1974).

Several other 19th century private schools represent a variety of architectural expression and geographical locations within the county. In Freehold the Monmouth School, commonly known as the Woodhull School, was established as a boys preparatory school in 1844 and was housed for about ten years in a large Greek Revival/Italianate residence of mansion proportions which still stands on West Main Street (1351-51). (The buildings of two other 19th century academies in Freehold, the Freehold Institute for Boys and the Young Ladies Seminary, are no longer in existence.) The Presbyterian Academy in Allentown (1302-1-225), a two story red brick edifice constructed in 1856 (with later additions) on the site of an older academy, is one of a very few buildings in the county which exhibit stylistic elements of Roman [Jeffersonian] Classicism. The Glenwood Institute in Matawan (1329-1-4), first known as the Middletown Point Academy, is a large three story Italianate structure which was built in 1857 and enlarged in 1874. The school's alumni included many locally prominent people such as Garrett A. Hobart, President of the Society for Useful Manufactures in Paterson, N.J. and later Vice President of the United States under William McKinley. In the early 1900's the school became the Matawan Military Academy, closing in 1915. The Keyport Academy (1322-2-7), a two story wood-frame Greek Revival structure built on a raised basement, was founded by George W. Holmes about 1862. The school offered teachers training and operated until about 1892. St. James Catholic School in

Red Bank (1340-49), built in 1879, is the original school building for St. James Catholic Church and is one of the oldest Catholic schools in the county. (St. Rose of Lima Church in Freehold opened the first Catholic school in Monmouth County in 1875, but the original building has been demolished.) Red Bank Lumber Company now occupies the old St. James School, which is a two story Italianate building constructed of red brick with a hipped roof, corbeled cornice, arcaded pilasters, and segmental-arch 4/4 sash windows. In Long Branch there are two other early Catholic schools of note. Our Lady Star of the Sea Academy (1325-26) was founded as a girls high school in 1885. The building, a three story French Second Empire house dating from the 1870's, formerly had been the summer residence of Daniel Dougherty of Philadelphia. It has been expanded and modified over the years. Star of the Sea Lyceum (1325-24), originally a boys high school, is located on the same street as the girls school. Built in 1900-1901, the three story rock-faced masonry structure combines Renaissance and Richardsonian Romanesque elements in a formal composition featuring cut stone trim, a pedimented central pavilion with pilasters, and pedimented and round-arch openings.



Star of the Sea Lyceum, Long Branch. (MCHSI 1325-24)



Mechanic Street School, Red Bank. (MCHSI 1340-3)

LATE 19th-EARLY 20th CENTURY PUBLIC SCHOOLS

Larger, more substantial public school buildings began replacing the old one-room wooden schools in the late 19th century. However, very few of these public schools remain. Mechanic Street School (1340-3) in Red Bank, constructed in 1870-1871, is the earliest of these schools still standing. The original section is two stories high and fifty feet square, with pilastered brick walls, a three-part facade, and 6/6 sash windows. The building's Italianate character has been diminished by later alterations (such as the removal of the cornice trim, eaves brackets, and louvered belfry); recently it has been renovated for reuse as office space. Another contemporaneous public school of Italianate design is the Manasquan School (1327-17), a two and a half story red brick building with segmental and round-arch openings which was erected in 1879-1880. Broadway School in Long Branch (1325-18), erected in 1890, is another excellent local example of school architecture from the period. It is a two and a half story, red brick hipped roof building with a five-part facade, pedimented projecting pavilion, and round-arch double-hung sash windows bordered with small panes. The decorative brickwork and intact cornice trim are also notable. The New Bedford School in Wall Township (1352-13), constructed on a one story cross plan with round-arch windows and a central belfry, exemplifies wood-frame school con-struction of the late 19th century. It was erected in 1897 in front of the older one-room schoolhouse.



Neptune High School, Neptune Township. (MCHSI 1334-1)

Monmouth County's early 20th century schools were designed almost exclusively in the Georgian or Colonial Revival style. Although they vary in size, plan, and detail, these schools are predominantly red or yellow brick with hipped roofs, classical wood trim, and large multi-light sash windows. The following selected sites illustrate the stylistic variety of Colonial and Classical Revival schools constructed between 1900 and 1930 in Monmouth County: Oakhurst School (1337-8), built in 1900; Freehold High School (1315-28), built in 1908; Neptune High School, located in the Ocean Grove Historic District (1334-1); East Keyport School (1322-57), built in 1909; Bradley Beach School (1307-2), built in 1910; Keansburg Public School (1321-7-1), built in 1912; and Court Street School (1315-15), built in 1921/1926. Court Street School, which provided separate education for black children in Freehold, is notable as one of the principal structures associated with the history of Freehold's black community. In addition to the school's central educational role, it also has served as a place for a wide range of social and cultural functions.

Other surveyed sites which exemplify the development of public school architecture in the early 20th century include: Keyport High School in Keyport Borough (1322-18), a yellow brick Collegiate Gothic building constructed in 1927; and Roosevelt Elementary School in Roosevelt Borough (1341-132), built in 1937, a white concrete International Style building which contains a celebrated mural by the artist Ben Shahn.

CIVIC BUILDINGS

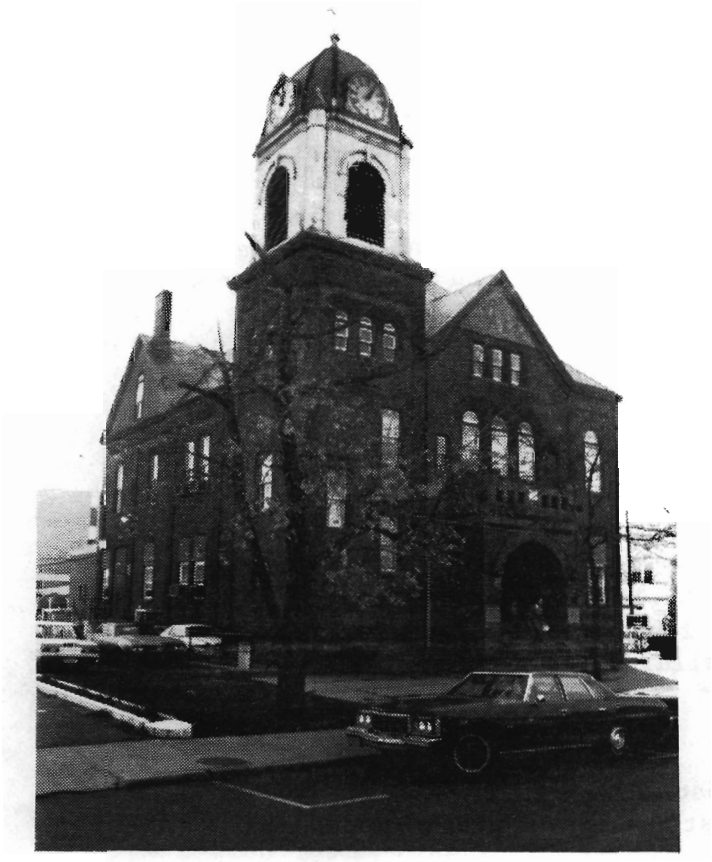
Buildings related to local government and public services are concentrated in the more densely populated towns along the shore, where the need for community services was necessarily greater than in the county's villages and rural areas. Courthouses, town and borough halls, post offices, librairies, fire stations, and water works generally follow national design precedents and less commonly show the imprint of traditional or regional building. In large part, this is because all of these structures still standing date from the late 19th or early 20th century.

COUNTY COURTHOUSE

The old Monmouth County Courthouse (now the Hall of Records, 1315-34), located in the county seat of Freehold Borough, is a Georgian Revival reworking of an 1874 Italianate building which was damaged severely by fire in 1930. Although the exterior wall treatment and stylistic detail were changed in the rebuilding, features of the earlier structure which are still evident include the asymmetrical ten bay fenestration, central pediment, round-headed windows, columned portico, and similar clock tower. This is the fifth courthouse to be built on this principal crossroads corner in Freehold, formerly known as Monmouth Court-house the first county court building was erected on this site in 1715.



1930 County Courthouse. (MCHSI 1315-34)



Shrewsbury Town Hall,
Red Bank. (MCHSI 1340-34)

TOWN AND BOROUGH HALLS

The earliest surviving town and borough halls date from the 1870's to the 1890's. Rural examples are generally simple rectangular wood-frame buildings with end-facing gable roofs; some were built originally as schools or stores. (See Navesink Hall, 1331-4-15, and Upper Freehold Township Hall, 1351-2-5; the old Marlboro Township Hall, 1328-1-1, has been demolished recently). A typical brick municipal building of the period, and one that served dual purpose as borough hall and fire station, is located in Keyport (1322-2-11) and dates from 1885.

The best remaining 19th century town hall, however, is the Shrewsbury Town Hall (1340-34) in Red Bank. Constructed in 1892, the red brick Richardsonian Romanesque structure with tower and round-arch openings is designed in the era's most popular mode for civic buildings. After Red Bank's separate incorporation, the building became the Red Bank Borough Hall; the offices of the Red Bank Police Department are now housed there. In recent years the clock tower has been restored.

In contrast to the towering 19th century town halls, suburban municipal buildings of the early 20th century often counterparted the scale and architectural character of the surrounding residential area. The Deal Borough Hall (1310-1-5), a 1924 Tudor Revival building nicely situated on a corner lot, is an excellent local example of this genre.

POST OFFICES

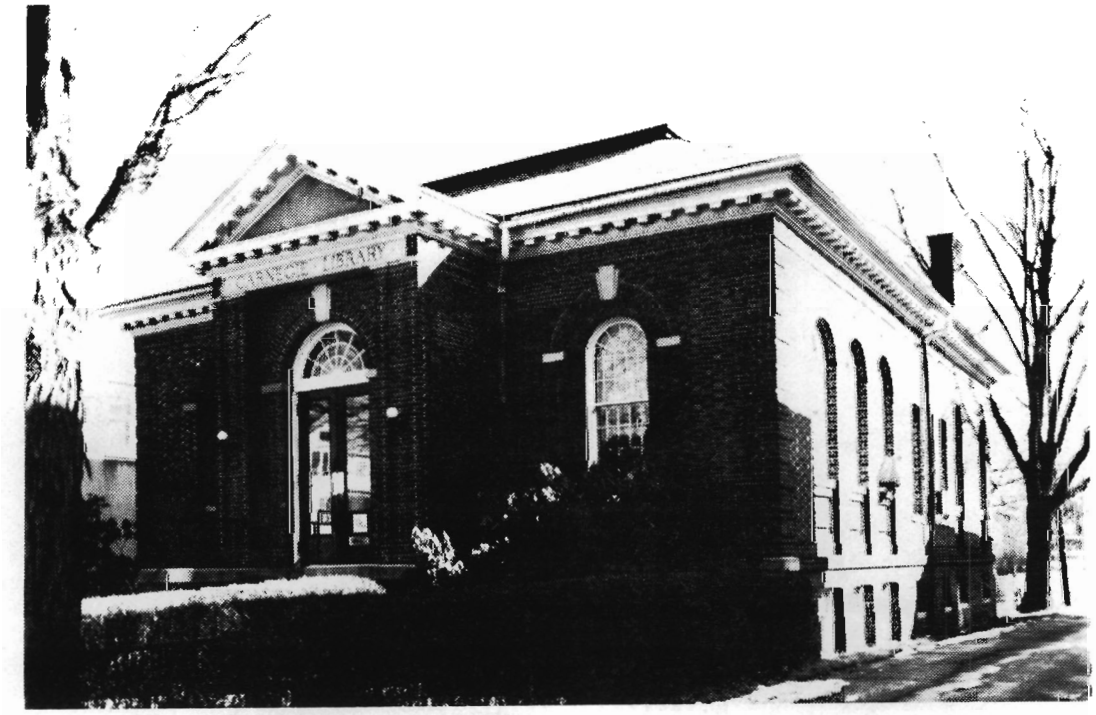
The first post offices in Monmouth County were located in general stores or in the postmaster's residence. Sometimes post offices operated out of small buildings which were adjuncts to larger stores, such as the mid-19th century Locust General Store and Post Office in Middletown (1331-56). In Freehold Borough, the post office was located for a time in the Laird Building, an Italianate commercial block at 23 West Main Street (see 1315-46). In Spring Lake Beach (a section of the present borough of Spring Lake), an 1882 Queen Anne residential building served as the post office for many years; in the early 20th century it was moved from its central location and is now a single-family dwelling (1348-54). Gradually post offices acquired their own separate structures with their own architectural expression. Early 20th century examples often were designed in the formal manner of Georgian or Renaissance buildings. The Long Branch Post Office (1325-54), a Georgian Revival edifice erected in 1914, and the Asbury Park Post Office (1303-4), a marble-faced Renaissance Revival building completed in 1910-12, are the best post offices of the 1900-1930 period in Monmouth County. Both provide good historical models for design quality in civic architecture.



Long Branch Post Office, Long Branch. (MCHSI 1325-54)

LIBRARIES

A number of libraries were inventoried, mostly dating the early 20th century. Many of these were constructed with funds raised by local library associations or donated by the Carnegie Foundation. A representative sample of surveyed libraries is given here. Among the oldest is the Asbury Park Library (1303-14), begun in 1881 and completed during the 1890's. Originally Queen Anne in character, with dark red brick walls and a three story tower, the building was classicized in later alterations. Two stained glass windows, one a Tiffany and the other attributed to D. Crescenzi of Philadelphia, are the building's most notable remaining original features. The origins of the library date from 1878, when the Asbury Park and Ocean Grove Library Association was formed; the City of Asbury Park purchased the building in 1901 and since then has operated it as the main public library.



Freehold Public Library, Freehold Borough. (MCHSI 1315-37)

One of the earliest known Carnegie libraries in Monmouth County is the Freehold Public Library (1315-37) on East Main Street, completed in 1904. Its formal Georgian Revival design--executed in red-brown brick laid in Flemish bond with constrasting stone and wood trim--is an early and well-conserved example of what became Freehold's predominant institutional style, also seen on the old courthouse (as rebuilt, 1315-34), several schools (such as 1315-28), and the Monmouth County Historical Association (1315-21), among other buildings. The Keyport Public Library (1322-3-1), erected in 1913, repeats the form and massing of the Freehold Library, with a three bay facade, pedimented central pavilion, truncated hip roof, and round-arch windows and doors.

The work of New York architect Edward L. Tilton, who designed numerous Carnegie libraries, is represented in at least two handsome library buildings in Monmouth County: Belmar Public Library (1306-20), a stuccoed Colonial Revival structure built in 1913-14, and Long Branch Public Library (1325-14), a 1920 red brick building which revives the forms of Roman (Jeffersonian) Classicism. Carrere and Hastings, architects for the New York Public Library, also planned the Elberon Library (1325-37), a modest but fitting Colonial Revival building with wood shingle siding constructed in 1910-11.



Belmar Public Library, Belmar Borough. (MCHSI 1306-20)

Monmouth County also has several libraries which are located in buildings that serve multiple functions. The Spring Lake Community House (1348-14) contains not only a library but also a theater-auditorium, recreation hall, and meeting rooms. Architect Frank E. Newman of New York did the design for the Jacobethan Revival building, begun in 1917 and completed in 1923. The library of the Monmouth County Historical Association in Freehold (1315-21) is located in a multi-purpose building which also houses the Association's administrative offices and a museum. Constructed in 1931 from the plans of Freehold architect J. Hallam Conover, the two and a half story red brick structure is designed in the form of a Georgian mansion and is a fine example of Period Revival architecture in Monmouth County.

FIRE STATIONS

Some of the earliest hook and ladder companies in Monmouth County were organized in the 1870's , such as those in Freehold, Asbury Park, Red Bank, and Keyport. The prototypical fire station of the late 19th centuryis a two story brick Italianate structure with a low sloped roof, decorative cornice, bell tower, and three upper bays (commonly 2/2 sash windows) over the first story garage bay and doorway. Several stations of this period remain, though most have been altered to accommodate larger equipment or new uses. Two representative examples included Navesink Hook and Ladder Company No. 1 in Red Bank (1340-1-8), built in 1880 and still serving as a fire house, and Good Will Hook and Ladder Company in Freehold (1315-92), erected in 1874 and now a store.

HEALTH INSTITUTIONS

Two major health institutions were inventoried, both dating from the 20th century; the Farmingdale Tuberculosis Preventorium in Howell Township (1319-24) and the New Jersey State Hospital at Marlboro (1328-8). The site of the Farmingdale Tuberculosis Preventorium contains approximately twelve early 20th century buildings; the major structure, which was built in 1912 and is Colonial Revival in style, is now the Howell Township Hall. The Preventorium was established in 1909 as a home for children from ages 3 to 17 (primarily from New York City) whose parents were afflicted with tuberculosis. The land for the facility was donated by New York newspaperman Arthur Brisbane. The institution closed in 1967. The State Psychiatric Hospital at Marlboro encompasses 946 acres and about thirty buildings, mostly Jacobethan Revival in style. The buildings and the the park-like setting were designed to reduce the institutional character of the hospital. The first six residential buildings were constructed around a green in 1931; five additional residences were completed shortly thereafter. The main building, added in 1939 for use as a children's psychiatric hospital, is a three and a half story Jacobethan Revival structure which features multiple patterns of brickwork, half-timbering with stucco, and steeply pitched slate roofs.

ORGANIZATIONAL BUILDINGS

The meeting halls of Monmouth's various political, social, ethnic, and fraternal organizations reflect the varied interests of a pluralistic culture. Architecturally they are varied too, ranging from small astylistic wood-frame buildings, to upstairs quarters of downtown office buildings, to substantial free-standing Mission Style and Classical Revival structures. There were no documented meeting halls dating before the 1870's, and most fall within the 1890-1930 period. Some of the earliest standing meeting halls exist in rural areas and small towns; these buildings commonly have two story rectangular plans with gable or hipped roofs, wood-frame construction, and little or no stylistic detail. Examples of this type are the Junior Order of American Mechanics Hall, later Allenwood Grange No. 193 in Wall Township (1352-18), built in the 1890's; Columbia Hall (Knights of Pythias) in Englishtown (1312-1-17), built 1891; and Red Men Hall, Squankum Tribe

No. 139 in Farmingdale (1314-1-11), built in 1895. All Cossacks Hall in Howell Township (1319-30), a simple one and a half story wood-frame building with a steeply pitched gable roof, is historically associated with the Cossack community in Howell; it was originally the Oak Glen School in the late 19th century. In the larger towns, organizational quarters often were located in the upper floor(s) of an office or commercial block, such as Elks Hall in the First National Bank Building in Asbury Park (1303-30), a Richardsonian Romanesque building constructed of red brick and sandstone about 1886. Early 20th century examples of meeting halls in urban areas include Odd Fellows Hall in Matawan (1329-1-22), a two story brick building with Beaux Arts elements erected about 1905; the Elks Club Building in Asbury park (1303-31, superceded 1303-30), a four story Classical Revival building of brick construction dating from 1923; and the American Legion Home in Belmar (1306-1), a large stuccoed Mission Revival structure built in 1925 and now the Belmar Municipal Building.



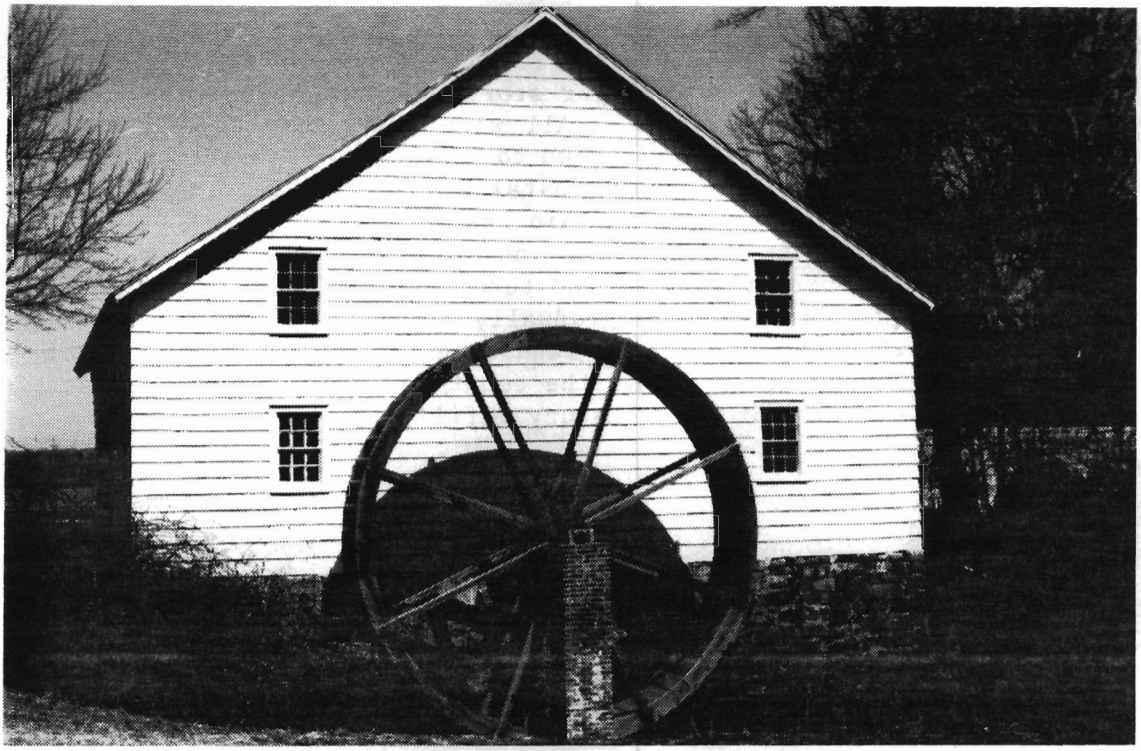
Columbia Hall (Knights of Pythias), Englishtown. (MCHSI 1312-1-17)

MANUFACTURING AND MILLING

The heavy agricultural emphasis that characterized Monmouth's economy in the 18th and 19th centuries meant that much of the county's industrial output also was related to agriculture. The major structures associated with the food processing industry were grist and flour mills, canneries, creameries, and distilleries. (Saw mills and fulling mills, which were often part of the grist mill complexes, no longer exist in the county.) In addition, the shops of small-scale artisans such as blacksmiths, wheelwrights and carpenters/cabinetmakers could be found in the major towns, small villages, and rural areas. Although Monmouth County's economy was based primarily on agriculture well until the 20th century, non-agricultural industry existed at a very early date, and was economically important during most of the county's history. The iron works at Tinton Falls were established in the 1670's (see Tinton Fall Historic District, 1336-1), and iron production and metal fabrication became a major industry in the 19th century. Other historically significant industries include ceramics and brickmaking, textile and clothing manufacture, and shipbuilding (no structures were found that survive from the county's early shipbuilding industry).



A late 19th century view of Taylor's Mill in Manalapan (no longer standing) shows a good example of a grist and saw mill complex in operation.



Ely's Mill, Holmdel Township. (MCHSI 1318-38)

GRIST AND FLOUR MILLS

Grist and flour milling was the earliest of the agriculture-related industries to appear in Monmouth County. One of the first tasks that the earliest settlements undertook was the construction of a grist mill. In 1668, the town of Middletown made an agreement with Robert Jones of New York to build and operate a grist mill for the town's use. So great was his importance to the town that he was given land for the mill, land in the town, assistance in building the mill, and he was allowed to keep 1/12 of the grain milled as payment for his services. A grist mill was the nucleus of early villages such as Allentown (1302-1), Imlaystown (1351-2), and Englishtown (1312-1). Local grist milling reached its peak in the mid-to-late 19th century. The development of the rolling mill process and the expansion of the railroad system led to the consolidation of flour and feed milling in transportation centers in the Midwest, such as Chicago and Duluth. Nevertheless, as late as 1890, at least twenty-eight grist mills were in operation in the county.

Seven grist mills presently exist in Monmouth County. Four are in the western section of the county: Waln's Mill in Upper Freehold (1351-77); Reuben Hendrickson Grist Mill in Imlaystown (1351-2-6); Cafferty Grist Mill in Allentown (1302-1-55); and Clifford Snyder Grist Mill in Manalapan (1326-25). Ely's Mill in Holmdel (1318-38) is a 1975 restoration of an 1820's mill. The other two extant grist mills are located nearer the shore, in Tinton Falls (1336-1-2) and in Spring Lake Heights (1349-4). Of these, four have been adapted to new uses (three are restaurants and one serves as an office) and are missing much of their internal machinery. Although most are built on or near 18th century mill

sites, all of the existing mill structures date from the 19th century, with the possible exception of the mill at Tinton Falls (1336-1-2). All are wood-frame, and at two to four stories in height are the tallest buildings in their vicinities. All were water-powered (no wind-powered or tidal-powered mills are known to have existed in the county), though many had gas or steam engines installed later to provide supplementary power. Four of the mills retain their mill ponds. All of the major water-power systems were used on Monmouth County's mills--overshot, undershot, breast wheels, and turbines--though the more efficient breast wheels and turbines gradually replaced other varieties. Most mill sites were set in an open landscape, with only a minimum of vegetation. The remaining mills in the county are now found in wooded surroundings, the result of 20th century infill growth.



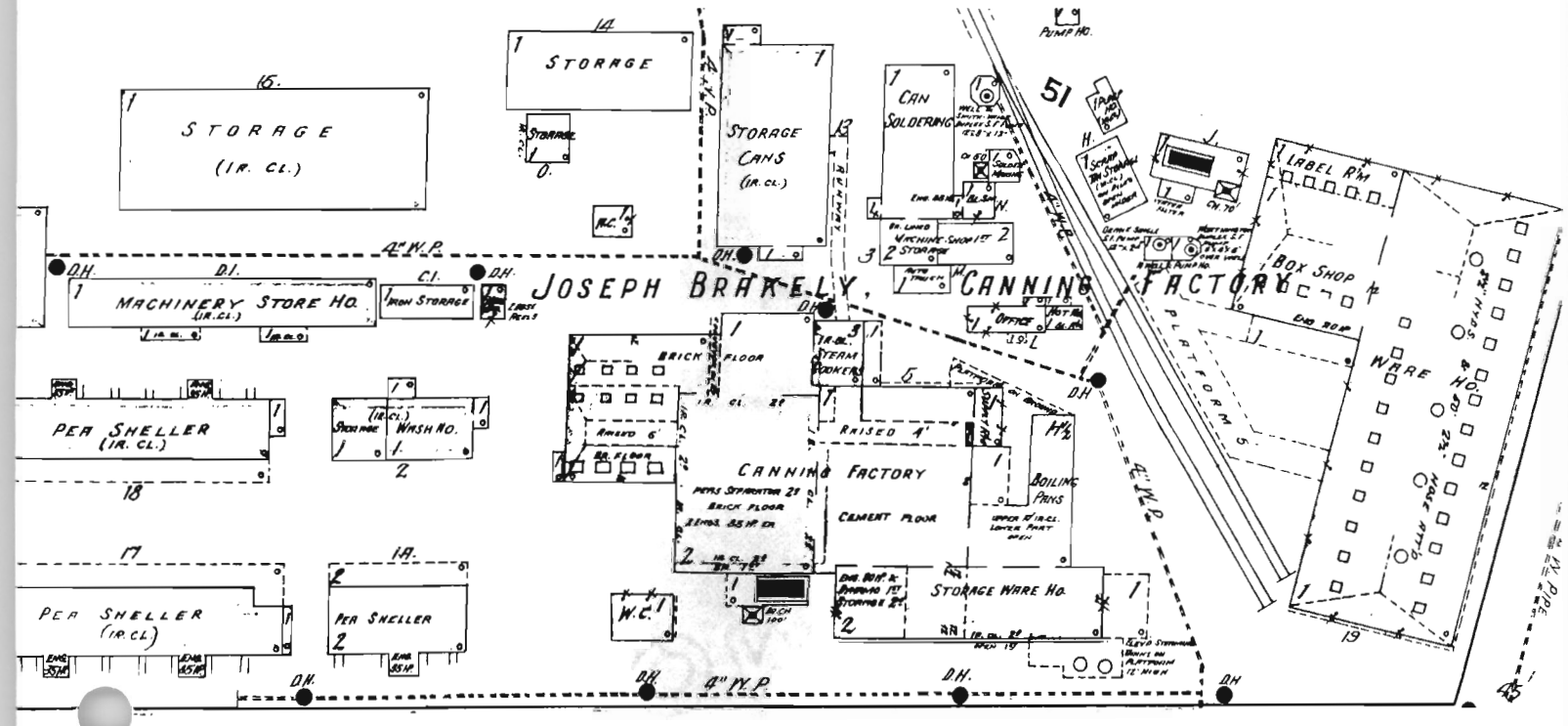
Waln's Mill, Upper Freehold Townhip. (MCHSI 1351-77)

The grist mill at Walnford in Upper Freehold (1351-77), built 1872-73, is the best preserved of the county's mills, and follows an historical pattern similar to the other mills in the county. It is the third mill on the site; the two previous structures had burned, a common hazard of grist mills due to the flammability of grain dust. The earlier mills were powered by wheels, while the current mill has a turbine, made by the Risdon Company of Mt. Holly. The mill utilized a variety of elevators and chutes to move grain, feed and flour around the mill, which were important labor saving devices developed by Oliver Evans in the early 19th century (as published in his Young Millers and Millwright's Guide). Shortly after the construction of Waln's Mill, which utilizes stone milling, the technology for rolling mills was developed, which allowed a much higher output. Snyder's Mill in Manalapan (1326-25), built in 1888 with rolling machinery, was considered a very sophisticated mill at the time.

CANNERIES

Commercial canning developed in Monmouth County in the mid-19th century and became a major part of the county's industrial production during the second half of the 19th century and early 20th century. These factories canned some of the considerable produce of the county's market gardens, in particular tomatoes, beans and peas. The canned vegetables could then be shipped to much more distant markets than had been possible previously.

The earliest cannery in the county, and one of the earliest in the state, was started in the 1840's at North American Phalanx (1309-4), the Fourierist utopian community located in what is now Colt's Neck. The Bucklin family, members of the Phalanx, continued to operate the cannery after the community dissolved, and started other canneries in Keyport and Matawan. Canneries were established in most of the major farm market towns, particularly Freehold, Red Bank and Keyport. Usually they were located near transportation facilities, such as dock areas or railroad lines. Of the six county canneries that were in operation in the 1890's, parts of only two remain: Brakeley Cannery in Freehold (1315-73) and Keyport Canning Works (1322-53). The Brakeley Cannery, the largest in the county, was established in 1882 and ceased operation in 1929. The remains of the complex consist of a collection of one story brick and metal-clad buildings--including the canning house, office, warehouse, storage sheds, and other structures--which are clustered around an abandoned railroad siding. Unlike other canneries in the county, the Brakeley Cannery raised much of its own produce instead of buying from area farmers.



Joseph Brakeley Canning Factory, Freehold Borough. Section of 1916 site plan from Sanborn map. (MCHSI 1314-73)

CREAMERIES

Creameries developed in Monmouth County during the late 19th century, when farmers began to consolidate the butter and cheese-making process. Previously butter and cheese production had been a home or individual farm industry, and consolidation was thought to be more efficient. Creameries operated in the dairy farming regions of the county, particularly in the Upper Freehold area, until the early 20th century, when improvements in pasteurization and refrigeration allowed for the expansion of whole milk sales, limiting the necessity to preserve milk by making butter and cheese.

Creameries were generally located along streams so that sufficient water would be available to keep the milk products cool. Three creameries are known to have operated in Monmouth County: one in Colts Neck, one in Allentown (1302-1), and one in the Cream Ridge area of Upper Freehold (1351-31). The Cream Ridge Creamery, now a single-family residence, was established in 1880 by Collen B. Meirs, a prosperous local dairy farmer. The two and a half story wood-frame structure has clapboard siding and 6/6 sash windows, and is set alongside a gully formed by a tributary of Crosswicks Creek.



Cream Ridge Creamery, Upper Freehold Township. (MCHSI 1351-31)

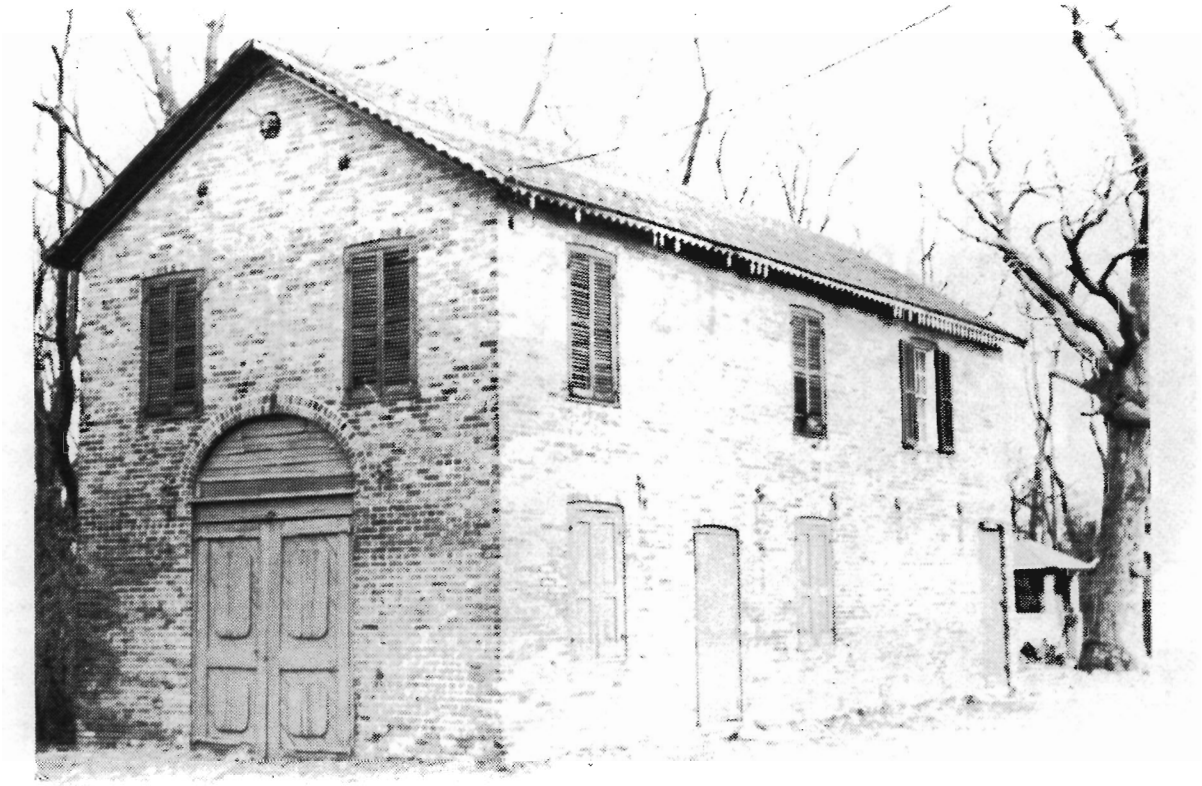


Laird's Applejack Distillery (Still House, Barrel Warehouse, Office), Colts Neck Township. (MCHSI 1309-13)

DISTILLERIES

Applejack and apple brandy distilleries were an important element of the local food processing industry in Monmouth County as early as the mid 18th century. The production of applejack created a commodity that was easy to sell, comparatively easy to transport, and provided a way of preserving orchard produce. Distilling gained great popularity with New Jersey and Monmouth County farmers, particularly in remote areas with little access to the New York and Philadelphia markets.

The early distilleries were small in size but many in number (Freehold Township alone had sixteen in 1832); many were probably supplements to the regular farm operation. During the 19th century, distilleries decreased in number but increased in average size. They also became concentrated in the Freehold-Manalapan area, although most townships had at least one distillery. During the 20th century, the increased availability of other liquors, and then Prohibition, resulted in the closure of most of the county's distilleries (though there was an increase in the number of "moonshine" distilleries on farms). Today, only Laird's Distillery in Colts Neck Township (1309-13) remains in business; in fact, it is the only applejack distillery still in operation in the entire United States. Lairds formerly operated out of a number of small, one and two story structures of brick and wood-frame construction clustered around a tributary of Yellow Brook. A modern distilling and bottling plant has been constructed, but the older buildings still stand on the original site.



Jackson Morris Blacksmith Shop, Wall Township. (MCHSI 1352-16)

ARTISANS SHOPS

Shops operated by small-scale artisans, or "mechanicks" in the earlier vernacular, were once found throughout the county, in both urban and rural settings. Blacksmiths, wheelwrights, cabinet makers, carpenters, potters, harness makers, wagon makers, tanners, and coopers primarily served local markets, both making and repairing items. In rural areas artisans tended to cluster in the villages, around mills, general stores, and other places of trade. In the larger towns they were often found in a single neighborhood, sometimes indicated by a place name or a street name, such as Mechanicsville (south of Keyport), Mechanic Street in Red Bank, and Mechanic Street in Freehold.

Of these artisans, the blacksmiths were the most common, and the majority of the documented shop buildings in Monmouth County are blacksmith shops. The Truax Blacksmith and Wheelwright Shop in Middletown village (1331-3-2), which dates from the early 19th century, is among the oldest surviving blacksmith shops in the county. It is a low one story building of brick construction, with a later stucco veneer, and has hinged doors for both wagons and people. The interior is dimly lit, which aided the smith in judging the temperature of the iron by color. Another early blacksmith shop is located on the old Burlington Path in Upper Freehold Township (1351-69). Although its exact origins are still in question (it may be an 18th century structure rebuilt in the early 19th century), the one story sandstone building is a rare surviving example of stone vernacular construction in Monmouth County.

Most rural blacksmiths worked a local trade but others, particularly those with access to railroads and the expanded markets they allowed, had a geographically larger trade. Charles Hurley's Blacksmith and Carriage Shop in Shrewsbury Borough (now Lawes Coal Company, 1345-1-11), located adjacent to the tracks of the former New Jersey Southern Railroad, followed this pattern. The original section of the two story wood-frame building dates from about 1875 and has a gable roof, clapboard siding, and 6/6 sash windows; a large addition was made about 1889 when the business expanded to include farm equipment and coal sales. Other good examples of blacksmith shops, all dating from the mid 19th century, are located in Wall Township (Jackson Morris Blacksmith Shop, 1352-16, and Allenwood Blacksmith Shop, 1352-8), Colts Neck village (1309-1-4), and Tinton Falls village (1336-1-5).

Examples of other varieties of artisans shops which existed in the county are much less common. They were often part of another building such as a dwelling or barn, and were of less permanent wooden construction. The Joseph Bailey Chair Shop in Keyport (1322-1-8), probably built about 1840-1850, is a well-conserved example of a free-standing shop building. It is a small one and a half story clapboarded structure, rectangular in form, with a gable end-facing roof, small 6/6 sash windows, and a simple off-center doorway. Unlike many other artisans shops, this one is located in a residential area. A few artisans shops still exist in Allentown (for example, Byard Chair Shop and Savidge Harness Shop, 1302-1), but by and large the small wooden shop buildings which formerly lined the streets of Monmouth's towns have been demolished or replaced by larger brick commercial buildings.

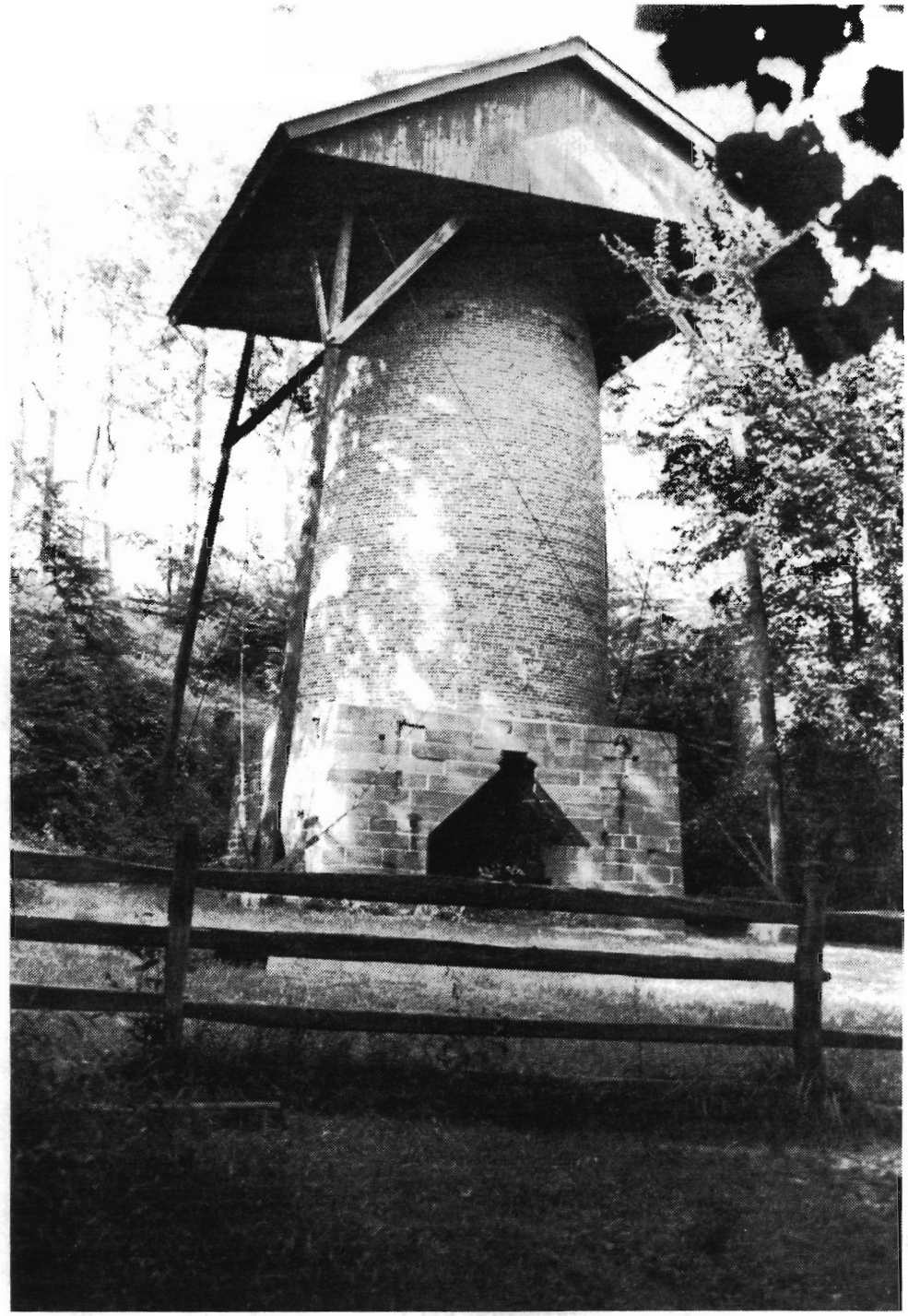


Joseph Bailey Chair Shop, Keyport Borough. (MCHSI 1322-1-8)

IRON PRODUCTION AND METAL FABRICATION

Lewis Morris' Tinton Iron Works, the first iron works in New Jersey, operated from the 1670's to about 1700, and were located along Pine Brook north of what is now Tinton Avenue (there are no surviving structures; see Tinton Falls Historic District, 1336-1). Following the closing of the Tinton Falls iron works, large scale industry disappeared in the county for almost one hundred years. It returned in the early 19th century when a forge was established on the site of what later became James P. Allaire's Howell Works (1352-1, now Allaire State Park). Allaire, a New York founder, purchased the property in 1822 and invested heavily in it over the next fifteen years. By the 1830's a village of over sixty buildings had been built, containing a large percentage of all the brick construction then existing in the county. (A number of these buildings remain; the site is presently under restoration and reconstruction.) The company town complex included industrial buildings--the furnace, coal houses, grist and saw mills, blacksmith and wheelwright shops--as well as dwellings, stores, and a church. Howell Works, which produced mainly hollow ware, was the largest industrial complex to have been built in the county until the mid 20th century, and the only explicit example of a company town in the county. (The planned communities of the North American Phalanx, 1309-4, and Jersey Homesteads, 1341-1, provide alternative examples of industrial community organization.) Until it closed in the 1850's, Howell Works was the major population center of the otherwise sparcely settled pinelands area of the county, in what is now Howell and Wall townships. Howell Works also led to the expansion of port facilities at Oceanport (see 1338-2), and the improvement of the road system between the works and the port, notably what is now Shafto Road.

After the construction of the Freehold and Jamesburg Railroad in 1853, Freehold became the center of foundry work and metal fabrication in the county. Combs and Bawden, the earliest foundry in Freehold, was established by John Bawden in 1856 as the Freehold Foundry and Machine Shop. In the 1870's he formed a partnership with Gilbert Combs, a coal dealer, creating a business that employed upwards of fifty people, producing stoves as well as machine parts. (The buildings are now gone.) Other metal fabrication shops in Freehold included the Stokes Brothers File and Rasp Company (1315-1) and the Zimmerman Manufacturing Company (1315-24). The Stokes Brothers factory includes a small complex of one and two story brick and metal-clad buildings constructed between the 1880's and about 1915. The Zimmerman Manufacturing Company, established by champion bicyclist Arthur Zimmerman, made bicycles during the 1890's in a two and half story wood-frame factory building adjacent to the railroad tracks on Elm Street. Metal siding has been added to the long trapezoidal structure, but the exterior is otherwise intact. Although Freehold was the center of the metalworking industry in the county from the 1850's to the early 20th century, metal fabrication companies appeared in other sections of the county as well. Antisell Piano-Forte Manufacturers was located in the Matawan area (now Aberdeen Township, 1330-3) during the late 19th century; the firm later became the Matawan Iron and Steel Company, and the remains of the large complex still stand on Church Street.



Furnace, Howell Works. Wall Township. (MCHSI 1352-1)



Matawan Tile Company (Shipping Building), Matawan. (MCHSI 1329-13)

CERAMIC AND BRICKMAKING INDUSTRY

The western bayshore region of Monmouth County, encompassing the Matawan and Keyport area, was the eastern edge of a larger center of ceramic and brick manufacturing that extended to the Amboys in Middlesex County. This industry flourished in the county between the 1830's and the 1950's. Production included earthenware, stoneware, later 19th century "novelty ware," tile, and brick. The availability of the necessary clays was an important draw for these industries to this area. In the 1830's, according to local tradition, the clays from what is now Terhune Park in Matawan were dug to make the brick for the Garret P. Conover House (1329-1-26) an the Thomas J. Bedle House (1329-1-33). By 1838, Richard Low was making earthenware in the town, and during the 1840's Abial Price was working in the area. In 1852 Josiah Van Schoick and Ezra Dunn established the Van Schoick and Dunn Pottery Works (later Dunn-Dunlop, then Dunlop and Lisk) in Matawan which produced earthenware, stoneware, and tile through the 1950's when the complex was destroyed by fire. Large-scale brickmaking in the county began in the lowlands around Matawan Creek prior to the 1850's. By 1870, ten brickyards were producing thirty-five million bricks yearly, employing 373 people for an average of eight months a year. Most of the brick was shipped by barge to New York City, but the brickyards supplied the local market as well. All that survives of this considerable activity is the remains of a lime kiln (1329-10) off the end of Bank Street in Matawan.

During the late 19th century, and for the first three decades of the 20th century, ceramic tile became the major product of the county's ceramic industry. The J.L. Rue Company moved to Matawan from South Amboy in 1880, and produced a Rockingham style pottery until 1903. In that year the firm was acquired by B.K. Eskeson and became the Matawan Tile Company (1329-13), which produced floor and wall tile. Examples

of the tile company's work can be seen on the exteriors of the one and two story brick buildings on the site; J.L. Rue's 19th century kiln building also remains. Several other tile companies, such as the Atlantic Tile Works in Aberdeen, also operated in the area during the same period. Today the industry is almost completely gone from the county; the H. and R. Johnson Company in Keyport is the only sizable ceramics firm in operation.

TEXTILE AND CLOTHING MANUFACTURE

The manufacture of textiles and clothing was a major part of Monmouth County's industrial output from the late 19th century to the mid 20th century. Two companies dominated production in the county: V. Henry Rothschild and Company, later the A. & M. Karagheusian Rug Mill (1315-31) in Freehold, and Sigmund Eisner Company (1340-6), headquartered in Red Bank. Both firms were established in the 1880's and expanded substantially during the 20th century. Both employed large numbers of immigrant workers, and were the largest single employers in their respective towns. The buildings they occupied were among the largest in the county at the time of their construction.

The Rothschild shirt factory began as a fairly large concern, operating out of a long two story brick building (the original section, dating from about 1887, still stands on Jackson Street). The factory was converted to a rug mill in 1904, and over a number of years large four and five story brick and concrete additions were constructed, eventually making the complex two blocks long. The Eisner Company, by contrast,



Rothschild Shirt Factory, later Karagheusian Rug Mill. Freehold Borough. (MCHSI 1315-31)

began as a cottage industry in Sigmund Eisner's home on Mechanic Street in Red Bank. Eisner manufactured men's clothing, and his business grew considerably during the Spanish American War with contracts for military uniforms. The first section of his Red Bank factory was constructed in 1902-1905 on Bridge Street, and was expanded at that location through 1917, but subsequent expansion was into other buildings around the county, including the Jersey Central Traction Company's car barns in Union Beach (1350-1), the Zimmerman Manufacturing Company building in Freehold (1315-24), and a fourth site in Long Branch.

A third clothing factory in the county is important more for social and political reasons than for its impact on Monmouth's industrial economy. The Workers Aim Cooperative Association Factory in Roosevelt (1341-1), completed in 1936, is part of the New Deal planned community originally known as Jersey Homesteads, which was developed in the 1930's by the federal government's Resettlement Administration. The factory, constructed for the manufacture of garments and as the economic mainstay of the community, was intended to be part of an integrated system which would provide both industrial and agricultural production for the town, and was run cooperatively by the workers. It operated as a cooperative garment factory for only a short time, and has served a variety of functions since the 1940's. The building is also significant as an early example of the International Style in central New Jersey. The design incorporates Bauhaus stylistic elements into a one story steel-frame rectangle, 100 feet long and 220 feet wide, with concrete exterior walls (originally painted white), continuous bands of large industrial-type windows, and rounded recessed door surrounds.



Workers Aim Cooperative Association Factory, Roosevelt Borough. (MCHSI 1341-1)

TRANSPORTATION

Structures relating to land, water, and air transportation in and around Monmouth County account for forty-seven of the surveyed sites, and date from the 18th to the early 20th century.

LAND TRANSPORTATION

Land travel has always been a major concern of county residents, particularly those living in inland areas. Complaints about the quality of roads have been a regular part of every municipality's problems since the 17th century, and a variety of road improvement methods have been utilized. Plank roads, built by laying boards across the roadway, were a mid 19th century approach to new road construction. Several plank roads were proposed, but reportedly only three were built. In the late 19th and early 20th century, gravel was used frequently for road stabilization, as on Iron Ore Road in Manalapan. Although subsequent development of the county's road system has obliterated the structural evidence of these early efforts, a number of early routes remain wholly or partially intact and should be preserved as part of the historical landscape. Bridges and railroad structures are the surveyed sites associated with land travel.

BRIDGES

Bridges appear in the county in two major forms: fixed bridges, which were built to facilitate travel over small inland streams; and moveable bridges, which are located in the coastal areas to accommodate both land and water traffic. Monmouth County's fixed bridges are older and more numerous than the moveable bridges. They are typically of steel truss construction, and were purchased from bridge companies in New York, Philadelphia, and as far away as Ohio. Warren and Pratt types of through and pony trusses are the most common. The Province Line Road Bridge (1351-61) in Upper Freehold and the Preventorium Road Bridge (1319-23) in Howell, which date from the 1890's and have had few alterations, are good examples of truss bridges found in the county. The Allenwood-Lakewood Road Bridge in Wall Township (1352-4), built by the King Iron Bridge Company of Cleveland, Ohio, has an earlier steel arch design patented in 1867. It was constructed between 1871 and 1890 on the site of the Old Squan Bridge, an important 18th century crossing over the Manasquan River. Some fixed bridges were built high enough to allow limited water traffic beneath them, such as the Front Street Bridge over Swimming River at Red Bank, but the construction of most fixed bridges in the shore areas demonstrated the progressive decline of the county's inland ports. For example, fixed bridges spanned Matawan Creek farther and farther downstream as Matawan's shipping interests grew weaker. The New York and Long Branch Railroad Bridge, built in the 1870's, symbolized Matawan's end as a port (1329-1).



Preventorium Road Bridge, Howell Township. (MCHSI 1319-23)

The location, size, and design of the moveable bridges in the county reflect the diverse and competing interests of those involved in land travel and those involved in water travel. Two of the three types of moveable bridges (swing, lift and bascule) are found in the county; there is one swing bridge and the others are bascule bridges. The swing type is the earlier design, pioneered in the 1830's with wooden trusses. An unusual three-way swing bridge once connected Highlands and Sea Bright, which allowed for separation of water, railroad, and road traffic. Due to major traffic problems it was replaced by a bascule bridge in the 1930's. The county's only surviving swing bridge carries Belford's Main Street over Compton's Creek (1331-6), and preserves upstream access from the still active commercial fishing harbor of Shoal Harbor (Belford).

The double-leaf bascule bridge in Belmar (1306-7) that carries Main Street over the Shark River Inlet is typical of existing moveable bridges in its form, design and date of construction. The concrete and steel structure was designed by Morris Goodkind in an Art Deco influenced style, and was fabricated and erected by the American Bridge Company in 1932-33. Similar bridges span Matawan Creek (Highway 35), the Navesink River (Oceanic Bridge), the Shrewsbury River (Highway 36), and the Manasquan River (Highway 35). Several of these were W.P.A. projects. The Fisk Avenue Bridge in Manasquan (1327-2) is an unusual example of the bascule type. It is of wood construction, and was formerly hand-operated at its original location on the Manasquan and Bay Head Canal. In some ways it is similar to the early moveable bridges of the 18th and early 19th century which were lifted by a counterbalanced pole. The bridge is now operated by an electric motor.

RAILROAD BUILDINGS AND STRUCTURES

Railroad transportation was introduced to the county in 1853 with the construction of the Freehold and Jamesburg Agricultural Railroad, which linked Freehold with Jamesburg and the Camden and Amboy Railroad. Rail service in the county expanded steadily throughout the second half of the 19th century, and saw the formation of several different railroad companies, as well as an extensive system of streetcar lines. Surveyed structures relating to travel by railroad and streetcar include passenger stations, station houses, sidings, warehouses, trestles, bridges, car barns and powerhouses. The railroad system in the county served two major functions. Along the developed areas of the shore, it primarily moved passengers. In the inland agricultural sections, however, the railroad primarily moved agricultural supplies and produce, notably marl, an important natural fertilizer which was dug in large quantities in the county during the 19th century. The surveyed sites illustrate this difference; the majority of the railroad structures in urban areas are passenger stations, while in rural areas they are mainly warehouses and sidings.

The architecture of Monmouth County's passenger stations reflects the late 19th century Victorian tastes that were in fashion when the railroads were built. Like their counterparts in the large cities, these stations were viewed as gateways to the towns in which they were located. Each of the major railroad lines designed their stations in one or two identifiable styles. The New York and Long Branch Railroad, the principal passenger line in the county, was constructed during the 1870's and utilized a two story Stick Style design in its original depots. The recently restored Red Bank Station (1340-31) is the best



Red Bank Passenger Station, Red Bank Borough. (MCHSI 1340-31)

surviving example of the design; similar remaining examples include the stations at Matawan (1329-9) and Manasquan (1327-8). Later stations on the same line, built by the Central Railroad of New Jersey in the 1890's, utilized Richardsonian Romanesque design elements, such as those at Little Silver (1323-16) and Elberon (1325-34). The Freehold Branch of the Central Railroad of New Jersey erected one story passenger depots in a Stick Style/Queen Anne design with wide overhanging bracketed eaves, typified by the stations at Marlboro (1328-27) and Freehold (1315-32). The larger Neoclassical railroad stations which were built at the turn of the century in the principal cities of Long Branch and Asbury Park have been demolished.



J.H. Rue Potato Warehouse, Marlboro Township. (MCHSI 1328-19)

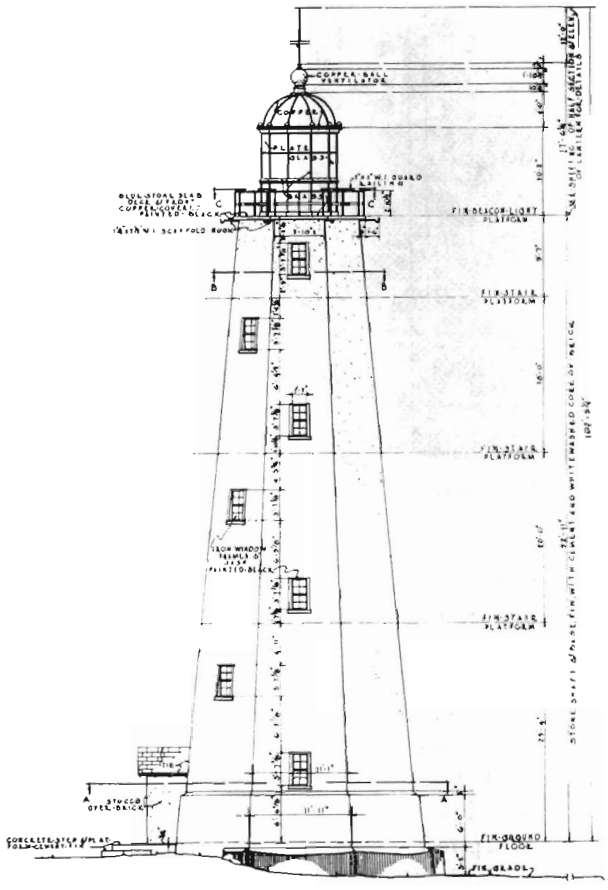
In the rural areas of the county, railroad buildings related to the marketing and transportation of agricultural produce were surveyed. The J.H. Rue Potato Warehouse (1328-19) in Marlboro is a significant example of this building type. It is located at the heart of the county's potato farming area, and is one of many points from which potatoes were shipped to markets in Newark and New York. The low brick building has a deep cellar for storage, and lies adjacent to the railroad. In Upper Freehold where cereals were a more important farm product, the only grain elevator in the county stands, on the Pemberton and Hightstown Railroad at Davis Station (1351-40). Grain elevators, quite common in the Middle West, are rather rare in New Jersey because small grain farming was in decline by the early 20th century.

Very little has survived of the extensive system of streetcars that covered the county during the late 19th and early 20th centuries. The Jersey Central Traction Company car barns and the accompanying power house (1350-1 and 1350-3) located in Union Beach are the only surveyed buildings in the county that relate to the streetcar system.

WATER TRANSPORTATION

Monmouth County's geographical position has made it an extremely important element of the coastal navigation system for the approaches to New York Harbor. In addition, the active coastal and fishing trade in the county has required a local system of water transportation aids. Three categories of structures relating to water transportation have been recorded in the survey: large navigational structures which served international shipping entering New York Harbor; structures relating to local shipping and fishing; and the buildings that were part of the U.S. Lifesaving Service, located along the ocean shore.

The most dramatic and well known of the navigational aids in Monmouth County are those that controlled the approaches to New York Harbor. Two structures are particularly notable in this respect. The Sandy Hook Lighthouse (NRHP 1966), built 1764 and rebuilt 1857, is the earliest and is located on the northern end of the Sandy Hook peninsula. It has a classic lighthouse form, being tall and slender and octagonal in plan. The other is the Navesink Lighthouse, also known



361 Lighthouse Sandy Hook, New Jersey. 1764; major repairs, 1857.

Sandy Hook Lighthouse. Historic American Engineering Record (HAER).

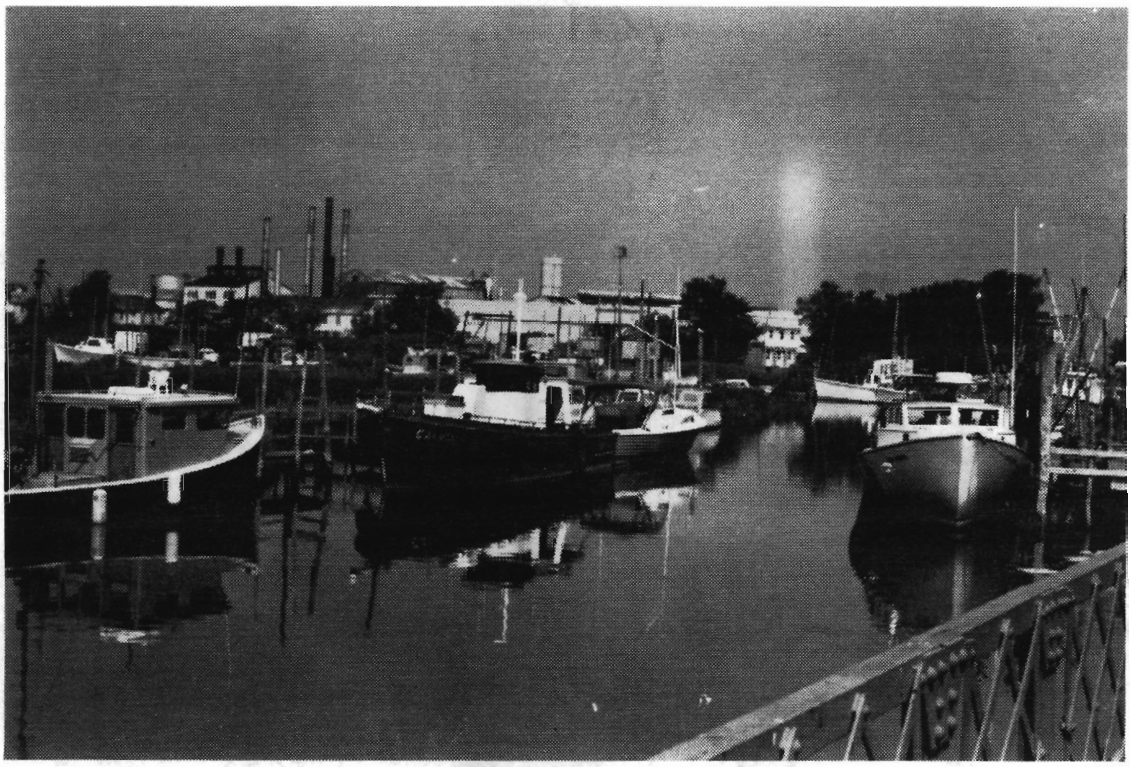
as Twin Lights, built in 1866 (1317-3; NRHP 1970). It is a large sandstone structure with two beacons that resembles a castle. Both of these lighthouses take advantage of a geographical prominence, the extension of Sandy Hook penninsula into Lower New York Harbor, and the high bluff of the Navesink Highlands respectively. Smaller lighthouses are also found along the bayshore and seacoast. The Chapel Hill Beacon (1331-42) faces into Sandy Hook Bay. It is the only surviving example of at least three that were built along the bayshore during mid-19th century, with two others being located at Leonardo and Keansburg. It is a simple one story building of frame construction which has a three story section for the beacon rising from the center. A lighthouse of brick construction is located at Sea Girt (1344-7).



Sea Girt Lighthouse, Sea Girt Borough. (MCHSI 1344-7)

Matawan (1329-1), Keyport (1322-2) and Red Bank (1340-1) were the centers of local shipping in Monmouth County, and Oceanport (1338-2) and Brielle were among the smaller ports. Matawan (then known as Middletown Point) was the dominant port during the 18th and early 19th century, while Keyport and Red Bank flourished during the 19th century. In addition, many of the streams along the shore (such as Comptons Creek) as well as the rivers (such as Manasquan River) were navigable, providing port access a few miles inland. Agricultural produce made up the bulk of the goods shipped form the county, though bricks and ironware (see Manufacturing and Milling Structures) were also important local products. Manufactured items were brought to the county on the return trips from New York, which made these port communities major mercantile centers in the county. Passenger service was also an important element of local shipping business. Prior to the construction of

the New York and Long Branch Railroad in the 1870's, ships provided the quickest passage to the city for travelers, so a number of the shore towns (Keansburg, Atlantic Highlands, Fair Haven, and Long Branch to name a few) had their own piers for steamboat traffic. Steamships continued to provide passenger service to New York well into the 20th century. Little structural evidence survives of this considerable activity. The pilings of the wharves and piers are still visible in Keyport and Keansburg, and the port area of Red Bank is now a park. Of the several commercial fishing harbors which are still active in the county, Shoal Harbor (1331-6) at Belford is the best preserved and probably best represents the county's marine past. The Keyport Fishery, formerly J. and J.W. Ellsworth's Fish Market (1322-65), is the only surviving building of that town's large oyster harvesting business. The only large ships that currently leave the county use the massive Earle Naval Weapons Pier (1331-100), which extends two miles out from the shore at Leonardo. It was built during the Second World War and is not typical of piers once found along the Monmouth shore; in fact, it may be the largest pier of its type in the nation.



Shoal Harbor, Belford, Middletown Township. (MCHSI 1331-6)

The third major element of marine architecture in the county is the system of lifesaving stations that was established along the ocean shore in the late 19th century. They were built in response to the frequent shipwrecks that had occurred there over the years. The U.S. Lifesaving Service was established in 1876 so that the responsibility for rescuing passengers from shipwrecks did not fall soley on shore residents. It subsequently evolved into the U.S. Coast Guard. The earliest lifesaving stations were small sheds that housed surf boats and equipment. The building of this type that formerly stood on Sandy Hook is now preserved at the Twin Lights State Historic Site (1317-3). In the fourth quarter of the 19th century a series of nine stations was built along the Monmouth County shore from Sandy Hook to Manasquan. Two different designs of these stations can be found. The earlier form, which dates from 1876, is a one and a half story frame building of Stick Style design modelled after one built for the 1876 Centennial Exposition at Philadelphia. The Stations at Long Branch (1325-44) and Spring Lake (1348-34) are the two surviving examples of this type. The other surviving stations date from the 1890's and have a larger Shingle Style design, comprising a residential/office area, a garage, and a lookout tower. Four of this type remain, at Sandy Hook, Monmouth Beach (1333-8), Manasquan (1327-12), and Long Branch (1325-44).



U.S. Lifesaving Station No. 5, Long Branch. (MCHSI 1325-44)



Hanger #4, Fort Monmouth, Oceanport Borough. (MCHSI 1338-1-6)

AIR TRAVEL

An important structure relating to early air travel is found in the Fort Monmouth District of Oceanport (1338-1). Early experimentation in land-air communication was conducted there by the U.S. Army Signal Corps when it was known as Camp Alfred Vail. In December 1917, four hangers of frame construction were built to house the aircraft. The smallest of them, Hanger #4 (1338-1-6), is the sole survivor. The large communications complex of Fort Monmouth grew from this early experimentation. (See also Communications Structures.)

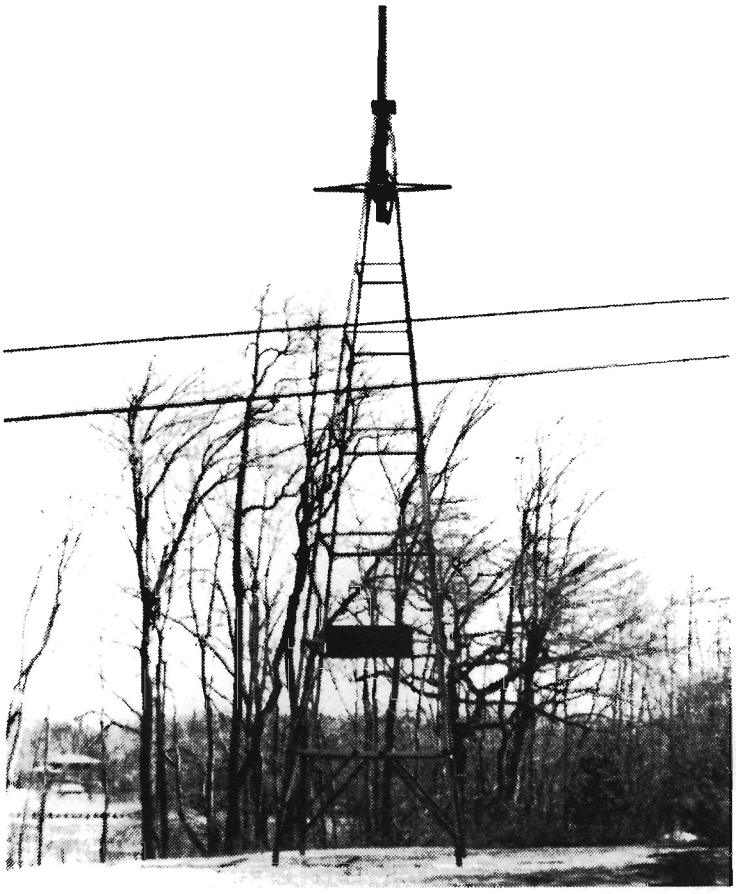
The Aeromarine Company, located in Keyport, was an early manufacturer of airplanes. It was established in the 1920's, but subsequent alterations to the factory site prohibited its inclusion in the survey.

COMMUNICATIONS

Monmouth County has several sites of national significance which are related to the development of communications technology, including wireless telegraphy, radar, satellite and space communications, advancements in the telecommunications system, lasar, and computers.

Lighthouses, the earliest remaining communications-related structures in the county, are discussed with water transportation sites. (See Transportation Structures.) The Navesink Lighthouse (1317-3), strategically situated on the Navesink Highlands to guide ships past Sandy Hook and to defend the entrance to the New York harbor, is also associated with an early and well-publicized use of wireless telegraphy. In 1899 Guglielmo Marconi set up a receiving station at the lighthouse to bring newsbreaking ship-to-shore radio coverage of the British-American yacht race later known as the America's Cup Race.

In 1913-1914 the Marconi Wireless Telegraph Company constructed Belmar Station in Wall Township (1352-14) for experimentation in commercial transatlantic radio communications. It was from the Belmar Station in January of 1914 that Edward Armstrong and his colleagues demonstrated the first regenerative circuit to receive intercontinental communications. The station at Belmar originally included six permanent buildings and approximately thirty radio antenna towers. Only one tower remains; it was rebuilt and moved 250 feet from its original location in 1974 (1352-14). The most prominent structure of the Marconi complex



Radio antenna tower, Belmar Station. Wall Twp. (MCHSI 1352-14)

is the Belmar Station Hotel, also known as the Marconi Building (listed on the State Register in 1975). The two and a half story red brick Mission Style hotel, built to house station personnel, has an elongated U-shaped plan and features a red tile roof and a long veranda overlooking the Shark River inlet. The Army purchased the entire 93-acre site in 1941, and the hotel became the headquarters of the Evans Signal Laboratory. Additional buildings of simple utilitarian design (including a number of cubical wooden structures) were subsequently erected as radar research facilities for the U.S. Army Signal Corps. On January 10, 1946 the Signal Corps' Project Diana (located on the Evans post) made the first radar contact with the moon, thus providing the basis for later satellite and space communications.

Fort Monmouth (1338-1) has been the center of military communications development in the United States during the 20th century. First established in 1917 as a training ground for the Signal Corps and as a radio research laboratory (see also page 180), Fort Monmouth later became the headquarters of the Signal Corps in 1929. A wide variety of communications equipment and techniques were developed under the Fort Monmouth aegis (including Evans Signal Lab and Deal Test Site). The combined work of Fort Monmouth and Bell Laboratories (see below) makes Monmouth County a major center of communications systems research in the country.

The Deal Test Site (1337-17), located on a 208-acre tract now owned by Ocean Township, includes steel-framed antenna towers, transmitting stations, laboratory buildings, and shop structures mostly dating from the 1920's. Listed on the State Register in 1981, the site is significant for the instrumental experiments in ship-to-shore radio telephony and



Deal Test Site, Ocean Township. (MCHSI 1337-17)

short wave communications which were carried out there by the Western Electric Company and Bell Laboratories between 1919 and 1953. The U.S. Army Signal Corps conducted radar and satellite tracking experiments at the facility from 1953 to 1973.

During the 1930's Bell Laboratories expanded its research facilities in Monmouth County, principally in Holmdel Township. Research at Holmdel during the 1930's helped to establish reliable long-distance radio telephony and as a by-product, founded the science of radio astronomy. In 1959, Bell Labs erected a mammoth new research center in Holmdel on a 465-acre site acquired in 1929. Designed by Eero Saarinen and Associates, Bell Labs (1318-3) is Monmouth County's singular example of modern architecture by an internationally-known architect. The original structure (completed in two phases, 1962 and 1965) consists of four five-story office-lab blocks of reinforced concrete, all under one roof, with corridors running around the outside periphery. Surrounding the entire framework is a vast curtain wall of aluminum-framed gray reflective glass. The four long-span blocks are separated by a cross-shaped interior court, five stories high, ringed with galleries at every floor level, and topped with a skylit roof. Observers have not only noted the forceful arresting qualities of the mirrored-glass monolith, but have also praised the interior planning. Of the spirit of the design, Saarinen stated that "its material and structure should appear as a giant pavilion on a central axis of a park-like garden, comprising the driveways and a reflecting lagoon." (Arch. Record, Oct. 1962). A partial list of the multi-faceted communications research at this facility includes: (1) engineering of the switching and transmission system for the entire telephone network; (2) operation support systems (computerized trouble-shooting of the telephone system); (3) light-wave communi-cations (fiber-optics); (4) lasar research; (5) early work on digital switching systems; (6) computers and software.

About one mile northwest of the major Bell Labs research center in Holmdel, at Bell Labs Crawford Hill installation (1318-3A), Arno Penzias and Robert Wilson established the validity of the "big bang theory" in 1965, for which they won the Nobel Prize in 1978. Crawford Hill is also the site of significant satellite communications research, including the development of Telestar I in 1962 and Telestar II in 1963.

COMMERCIAL, ENTERTAINMENT, AND RECREATION

Surveyed structures in this category encompass a wide and eclectic range of sites including early inns and taverns, seashore resort hotels, store buildings of all kinds, office blocks, banks, diners, theaters, clubhouses, beach pavilions and boardwalk structures, casinos, carousels, and park structures.



Mount's Tavern (Moore's Inn), Freehold Township. (MCHSI 1316-10)

TAVERNS, INNS, AND HOTELS

Social activity in early Monmouth centered around the hostelries and taverns, which are the oldest remaining commercial structures in the county. Taverns and inns were established in the villages and along major transportation routes (such as the Burlington Path), sometimes engendering the formation of new settlements. Hostelries were operating in Monmouth County from the early 18th century, and by the mid 19th century most every town and village had one such establishment. A number of these are still standing, though they constitute a minority of those once in existence. The buildings are generally vernacular in form, commonly elongated wood-frame structures of two or three stories which have been expanded and altered several times over the years. Other inns operated out of dwellings, and thus are residential in form and appearance. Some of the county's remaining early inns (all dating from before 1850, and many 18th century in origin) that were documented in the survey include: Colts Neck Inn (1303-1-3); the Moses Davis Tavern (1312-1-15) and the Village Hotel (1312-1-8) in Englishtown; the American Hotel in Freehold (1315-36); Mount's Tavern in Freehold

Township (1316-10); Our House Tavern in Howell (1319-5); John Hendrickson Hotel in Upper Freehold (1351-2), erected in 1898 to replace an older hotel on the site; Marlboro Hotel in the village of Marlboro (1328-1-2); Hunn's Tavern in Matawan (1329-17), which was originally a residence and served as a tavern during the Revolutionary War; Clarksburg Inn in Millstone (1322-12); Parker/ Smithburg Hotel in Millstone (1332-8); Union Hotel in Red Bank (1340-1-10), located in the port area; the Allen House in Shrewsbury (1345-1-8), which was known as the Blue Ball Tavern in the mid 18th century and has been restored to that period; and the John Brown Hotel in Tinton Falls (1336-3).

With the development of the seashore resorts during the second half of the 19th century, hotels were constructed all along the shore from Atlantic Highlands to Manasquan, as well as on the major river inlets. Rambling wood-clad hotels averaging three to five stories in height, ringed with verandas, and trimmed with a variety of late Victorian millwork, dominated the beachfronts of resorts towns along the Monmouth coast. A relatively small number of these structures remains. A representative sampling of surveyed hotels from the 1880-1930 period is listed here: the Hotel Drake in Asbury Park (1303-43); the Metropolitan Hotel in Asbury Park (1303-3); Hotel Norwood in Avon (1303-5); Hotel Norwood in Long Branch (1325-7); The Aurora, one of a number remaining in Ocean Grove (1334-1); the Peninsula House in Sea Bright (1343-6), the only large-scale wooden hotel remaining on the beachfront; the Thomas Devlin Hotel in Sea Girt (1344-4); the Warren Hotel in Spring Lake (1348-47); and the Essex and Sussex Hotel in Spring Lake (1348-29), one of the last of the old grand hotels on the Jersey shore.



Thomas Devlin Hotel, Sea Girt Borough. (MCHSI 1344-4)



19th century general store in Wall Township. (MCHSI 1352-22)

STORES, BANKS, AND OFFICE BLOCKS

With the exception of the grist and saw mills (see Manufacturing and Milling), Monmouth County's early places of businesses seldom deviated from the residential scale of one to three stories. Store buildings were simple vernacular structures built as free-standing units, usually sided with clapboard but sometimes faced with brick. Ornamentation was minimal. The county's surviving early store buildings date mainly from the mid 19th century, and are located mostly in rural areas and villages. For a variety of examples, see the Allentown Historic District (1302-1); the Colts Neck General Store (1309-1-1); a former store building in the village of Adelphia in Howell (1319-1-2); Locust General Store in Middletown (1331-56), a mid 19th century building with a later pressed-tin storefront; Rice Hatsell's Store in Navesink village, Middletown (1331-4-5); Miner Supply Company in Red Bank (1340-20); a mid 19th century general store in Hornerstown, Upper Freehold (1351-1-4); and Frank Newman's store in Wall Township (1352-22), constructed as a general store in the mid 19th century with later additions and alterations (illustrated above).



The Joseph Maurer Building in Keyport, built in 1877. (MCHSI 1322-2-1)

The Italianate store blocks of the late 1860's and 1870's are the county's first truly urban commercial forms. These buildings are characteristically of brick construction, two to four stories in height, with ornamental cornices and window enframements. Though seldom distinguished as individual buildings, they are nonetheless of great collective significance to the historic fabric of Monmouth County's older "main streets" and village business districts. Buildings in the Commercial Italianate Style are concentrated in the major 19th century towns, notably in Keyport (see Front Street District, 1322-2) and Red Bank (see Broad Street District, 1340-1).

Stylized store buildings, banks, and office blocks of the 1880-1930 period comprise the majority of commercial structures in the survey. These evidence a variety of architectural treatments, in addition to the Commerical Italianate Style which continued to be popular until the end of the 19th century. 81 Main Street in Manasquan (1327-1-10) is representative of the wood-frame Second Empire commercial buildings erected in the new shore towns during the 1870's and 1880's. The First National Bank of Asbury Park (1303-30), built about 1886, is a good local example of the Richardsonian Romanesque Style. Steinbach's Department Store (1303-8), also in Asbury Park, is the county's largest pre-1930 store building, with Commmercial Style facade elements. Also illustrative is the Perrine Store in Freehold (1315-46-1); the D.H. Hills Drug Company in Spring Lake (1348-1), an early use of the Colonial Revival in storefront design; the Keansburg National Bank (1321-7-1), an excellent Neoclassical bank of the 1920's; and the Palace Diner in Keyport (1322-2-3), one of a number of "streamlined" stainless steel diners included in the survey.



First National Bank of Asbury Park, built c. 1886. (MCHSI 1303-30)

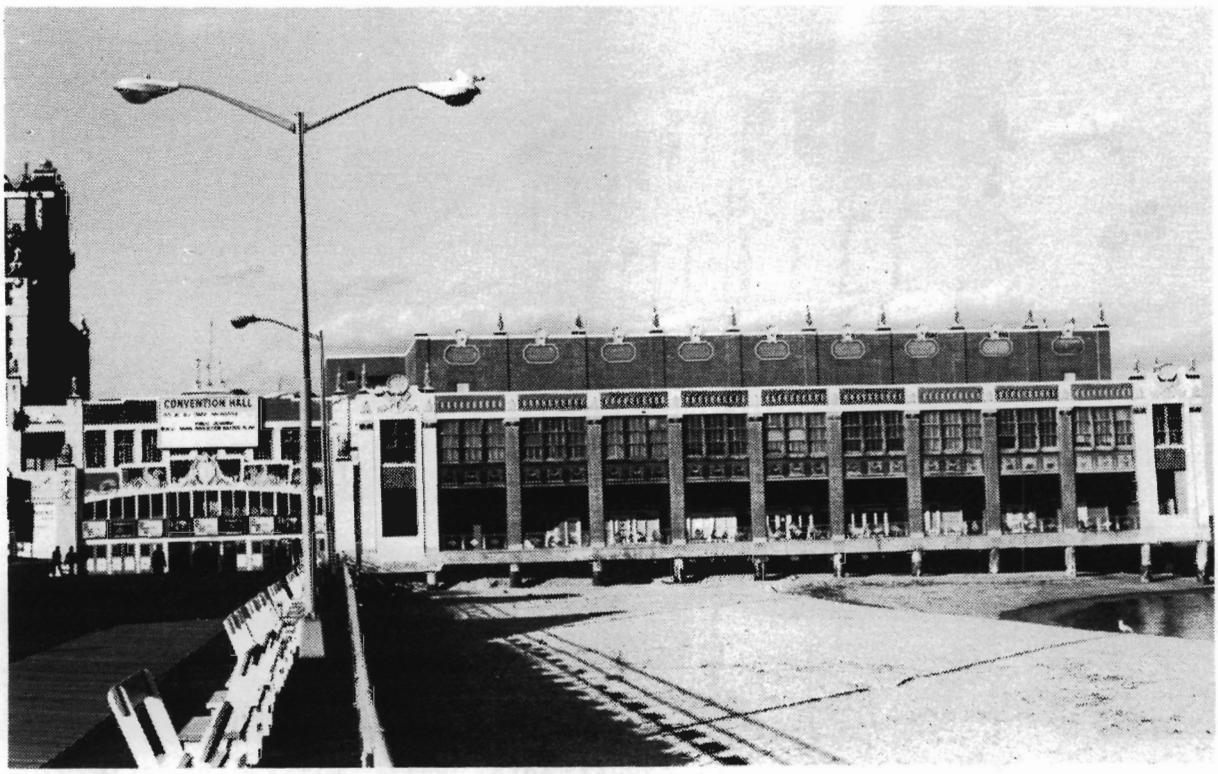


Steinbach's Department Store in Asbury Park, built 1897 with early 20th century additions. (MCHSI 1303-8)

ENTERTAINMENT AND RECREATION

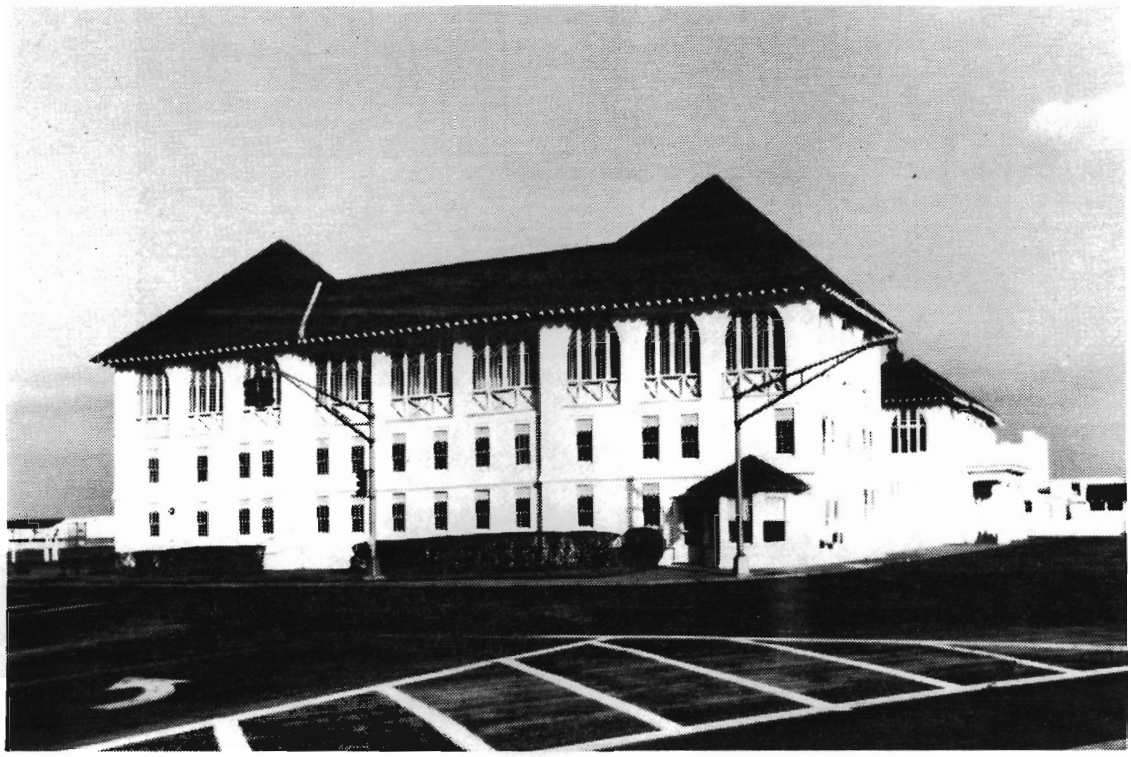
The late 19th and early 20th century development of the seashore resorts along the Monmouth coast has left a distinctive (though greatly diminished) group of resources relating to recreation and entertainment. The architecture of these structures was conventional in many cases, but the "playground" aspect of the resorts also produced structures which were architecturally playful as well.

Documented sites associated with recreation and entertainment fall into two broad categories: the public domain and the private domain. In the public domain are the boardwalk structures, casinos and carousels, dance halls, theaters, beach pavilions, and park structures. Most existing sites date from the early 20th century, replacing late 19th century structures mainly lost to storm and fire. Surveyed examples include the Palace Amusements Carousel and Ferris Wheel in Asbury Park (1303-33), which dates from the late 19th century; the Asbury Park Convention Hall (1303-33), built 1928; the Asbury Park Casino and Carousel (1303-21), which features a circular carousel pavilion of steel and glass; the Keansburg boardwalk (1321-1), which also includes a notable carousel (1321-1-1) and two former dance halls (1321-1-2 and 1321-1-3); and the Thirteenth Avenue Pavilion in Belmar (1306-11), one of the few remaining Colonial Revival beach pavilions in the county. The rustic wooden footbridges in



Asbury Park Convention Hall, built 1928. (MCHSI 1303-33)

Spring Lake (1348-38 and 1348-39) and the rustic park pavilion in Allenhurst (1301-1-19) are early 20th century reproductions of an early style for beach pavilions and park structures built along the shore. The Missouri Pavilion in Spring Lake (1348-31), now a private residence, is the last of several structures from the 1876 Philadelphia Centennial Exposition which were moved to Monmouth resort towns.



Monmouth Beach Bath and Tennis Club. (MCHSI 1333-10)

Private clubs comprise the other category of structures associated with recreation and entertainment. These include fishing, boating, tennis, bathing, and golf clubhouses of the late 19th and early 20th century. The oldest and most architecturally significant of these is the Sea Bright Lawn and Tennis Club in Rumson (1342-21), a Stick Style clubhouse dating from the mid 1870's. Other notable examples include the Monmouth Beach Bath and Tennis Club (1333-10); the Water Witch Clubhouse in Middletown (1331-7-8); the Monmouth Boat Club in Red Bank (1340-1-9); the Belmar Fishing Club in Belmar (1306-10); the Shrewsbury Yacht Club in Fair Haven (1313-6); and the Sun Eagles Country Club in Eatontown (1311-20).



The Keansburg boardwalk. (MCHSI 1321-1)

SITES LISTS AND MUNICIPAL MAPS

SITES LISTS AND MAPS

Below is a list of all sites included in the Monmouth County Historic Sites Inventory. Sites location maps are also provided for each municipality. The sites lists are arranged by municipality and then alphabetically by street address or geographical location. Next to each site is a determination of its eligibility to the National Register of Historic Places.** Eligibility is notated by the following symbols:

Y = Yes
N = No
P = Possible
D = District

Sites which are located within eligible districts but which are also individually eligible are labeled "Y" instead of "D". The "Possible" category is limited to those properties which require additional research on construction date, quality of the interior (interiors generally were not examined), ownership history, and/or degree of alteration in order to determine eligibility.

The survey project followed federal standards for National Register eligibility which are set forth in "How to Apply the National Register Criteria for Evaluation" (National Park Service, Department of the Interior, 1982). National Register eligibility is subject to review and final approval by the Office of New Jersey Heritage and the New Jersey State Review Board of Historic Sites. Eligibility may change due to building alterations made subsequent to this survey. Since the initial field work for this project was completed during 1980-1982, determinations of eligibility on the survey forms are superceded by those on the below updated lists.

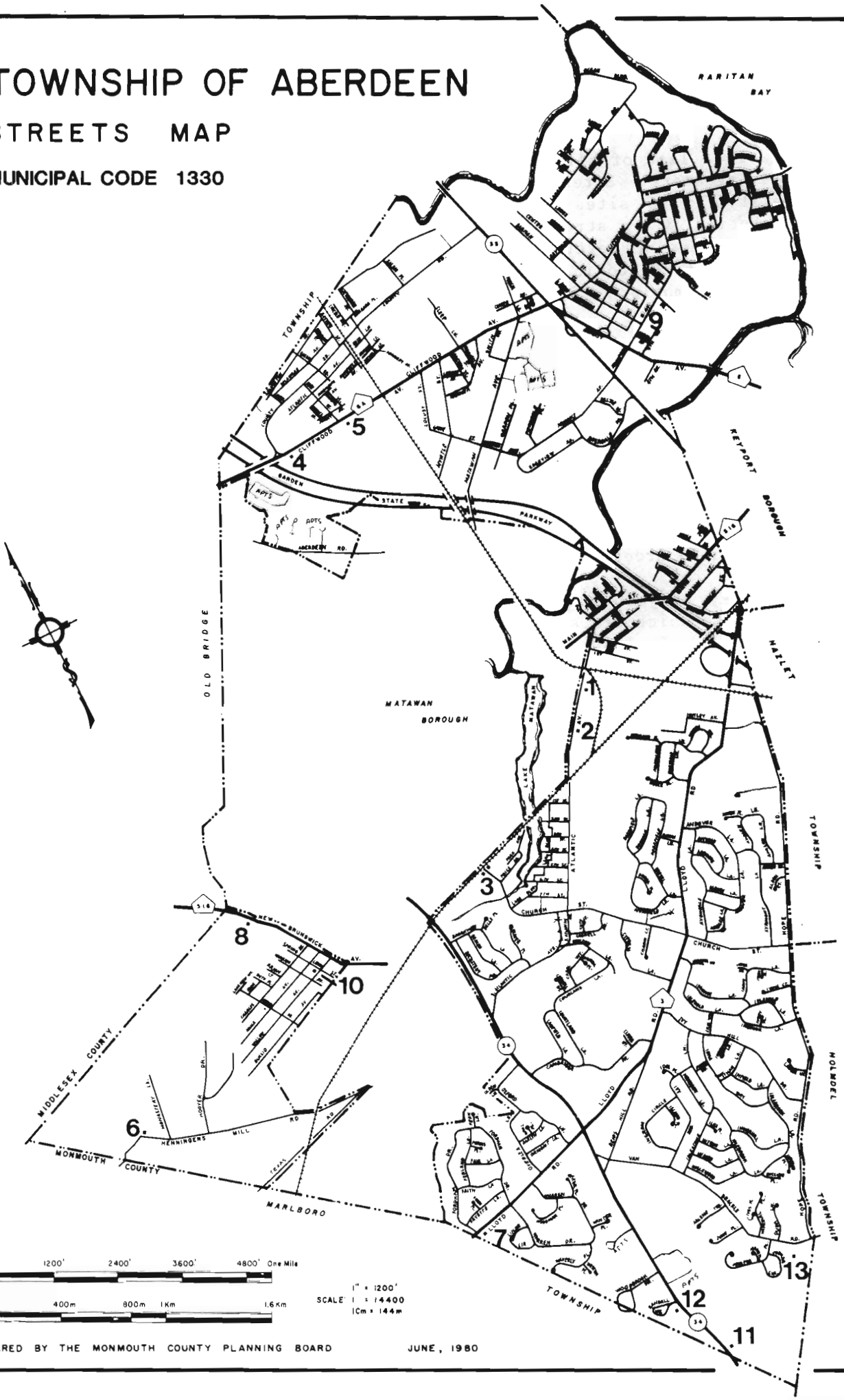
1990 UPDATE
Sites which have been destroyed since the survey report was first printed in 1986 are indicated "DEMOLISHED" in the right column on the sites lists.

**The National Register is the official list of properties significant in American history, architecture, archeology, engineering, and culture. The National Register was established by the Historic Sites Act of 1935 and the National Historic Preservation Act of 1966, as amended. It is maintained and expanded by the National Park Service on behalf of the Secretary of the Interior. Properties listed on the National Register receive a limited form of protection and certain benefits. For information concerning the effects of listing, contact the Office of New Jersey Heritage in Trenton (609-292-2023).

TOWNSHIP OF ABERDEEN

STREETS MAP

MUNICIPAL CODE 1330

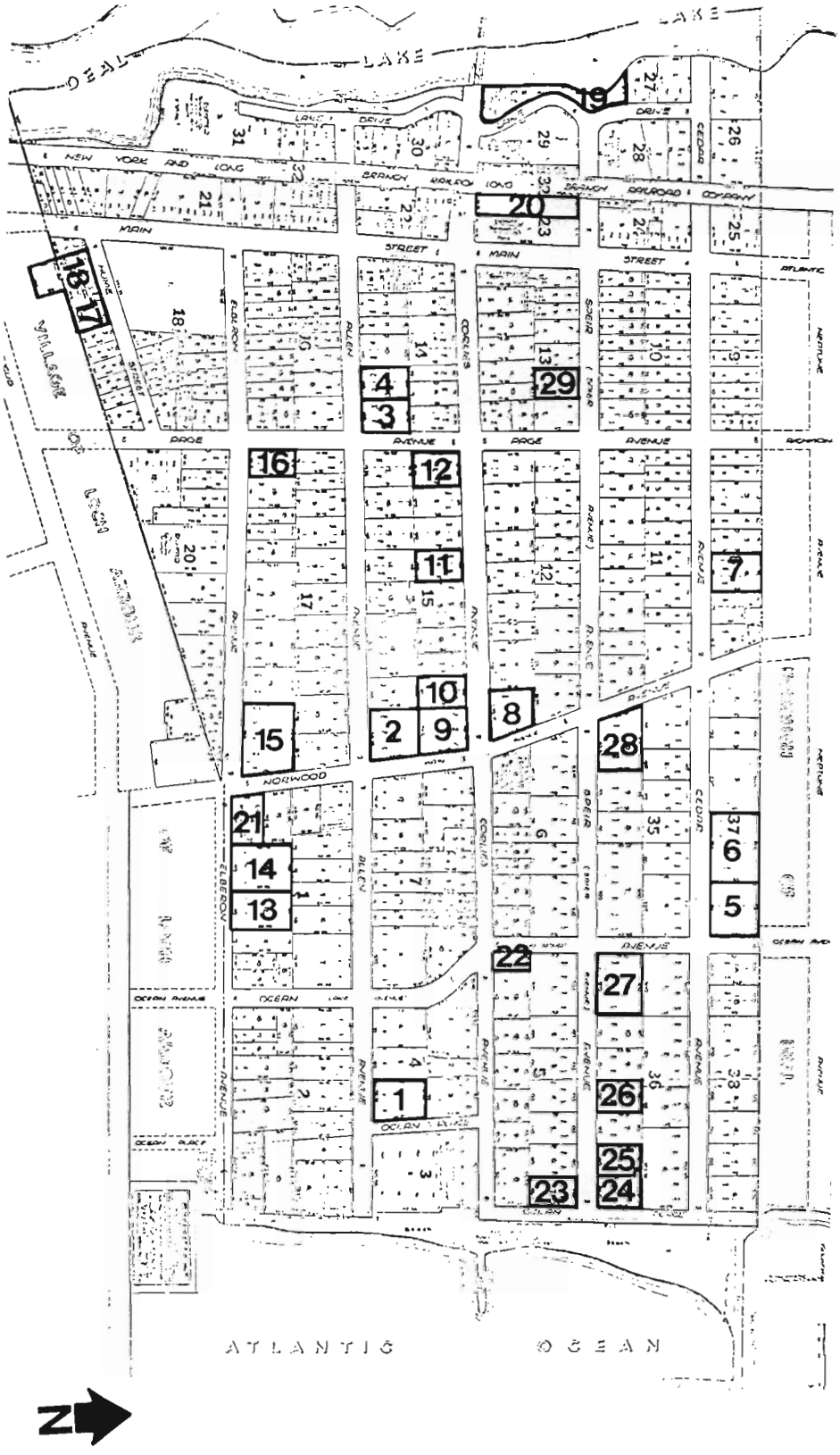


PREPARED BY THE MONMOUTH COUNTY PLANNING BOARD JUNE, 1980

ABERDEEN TOWNSHIP: 1330

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1330-1	59 Atlantic Avenue	N
1330-2	93 Atlantic Avenue	N
1330-3	100 Church Street	N
1330-4	Cliffwood M.E. Church 63 Cliffwood Avenue	N
1330-5	193 Cliffwood Avenue	N
1330-6	276 Henninger Mill Road	P
1330-7	156 Lloyd Road	N
1330-8	48 New Brunswick Avenue	N
1330-9	686 Prospect Avenue	N
1330-10	207 Spring Lawn Street	N
1330-11	NE side State Highway 34, 0.2 mi. SE of Woodbrook Road	N
1330-12	518 State Highway 34	N
1330-13	James Mathias Van Brackle House 218 Van Brackle Road	Y

ALLENHURST BOROUGH



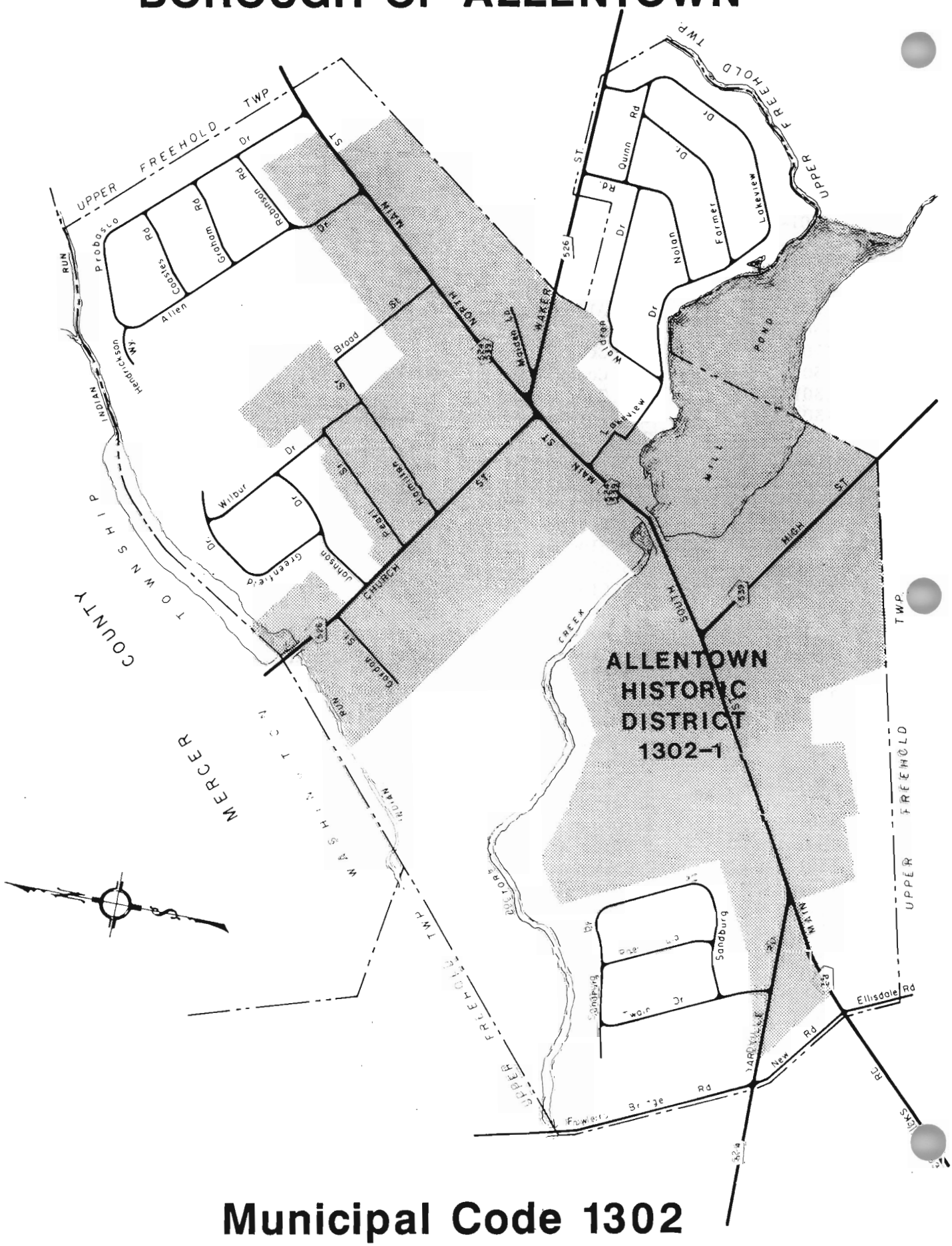
Municipal Code 1301

ALLENHURST BOROUGH: 1301

NOTE: The entire borough of Allenhurst was surveyed as a district.

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1301-1	Allenhurst District	N
1301-1-1	1 Allen Avenue	N
1301-1-2	F.D. Stoutenburgh House 203 Allen Avenue	N
1301-1-3	303 Allen Avenue	N
1301-1-4	307 Allen Avenue	N
1301-1-5	101 Cedar Avenue	N
1301-1-6	105 Cedar Avenue	Y
1301-1-7	211 Cedar Avenue	Y
1301-1-8	203 Corlies Avenue	Y
1301-1-9	204 Corlies Avenue	Y
1301-1-10	208 Corlies Avenue	N
1301-1-11	226 Corlies Avenue	N
1301-1-12	236 Corlies Avenue	Y
1301-1-13	107 Elberon Avenue	N
1301-1-14	115 Elberon Avenue	N
1301-1-15	205 Elberon Avenue	Y
1301-1-16	239 Elberon Avenue	N
1301-1-17	Allenhurst Fire Department 318 Hume Street	N
1301-1-18	Allenhurst Light and Water Station 318 Hume Street	N
1301-1-19	W. side Lake Drive opposite Spier Avenue	N
1301-1-20	Allenhurst Railroad Station 200 Main Street DEMOLISHED 1981	Y (NRHP 1980)
1301-1-21	St. Andrew's by the Sea Episcopal Church NE cr Norwood and Elberon Avenues	N
1301-1-22	27 Ocean Avenue	N
1301-1-23	1 Spier Avenue	N
1301-1-24	2 Spier Avenue	N
1301-1-25	5 Spier Avenue	N
1301-1-26	15 Spier Avenue	Y
1301-1-27	29 Spier Avenue	N
1301-1-28	119 Spier Avenue	Y
1301-1-29	306 Spier Avenue	N

BOROUGH OF ALLENTOWN

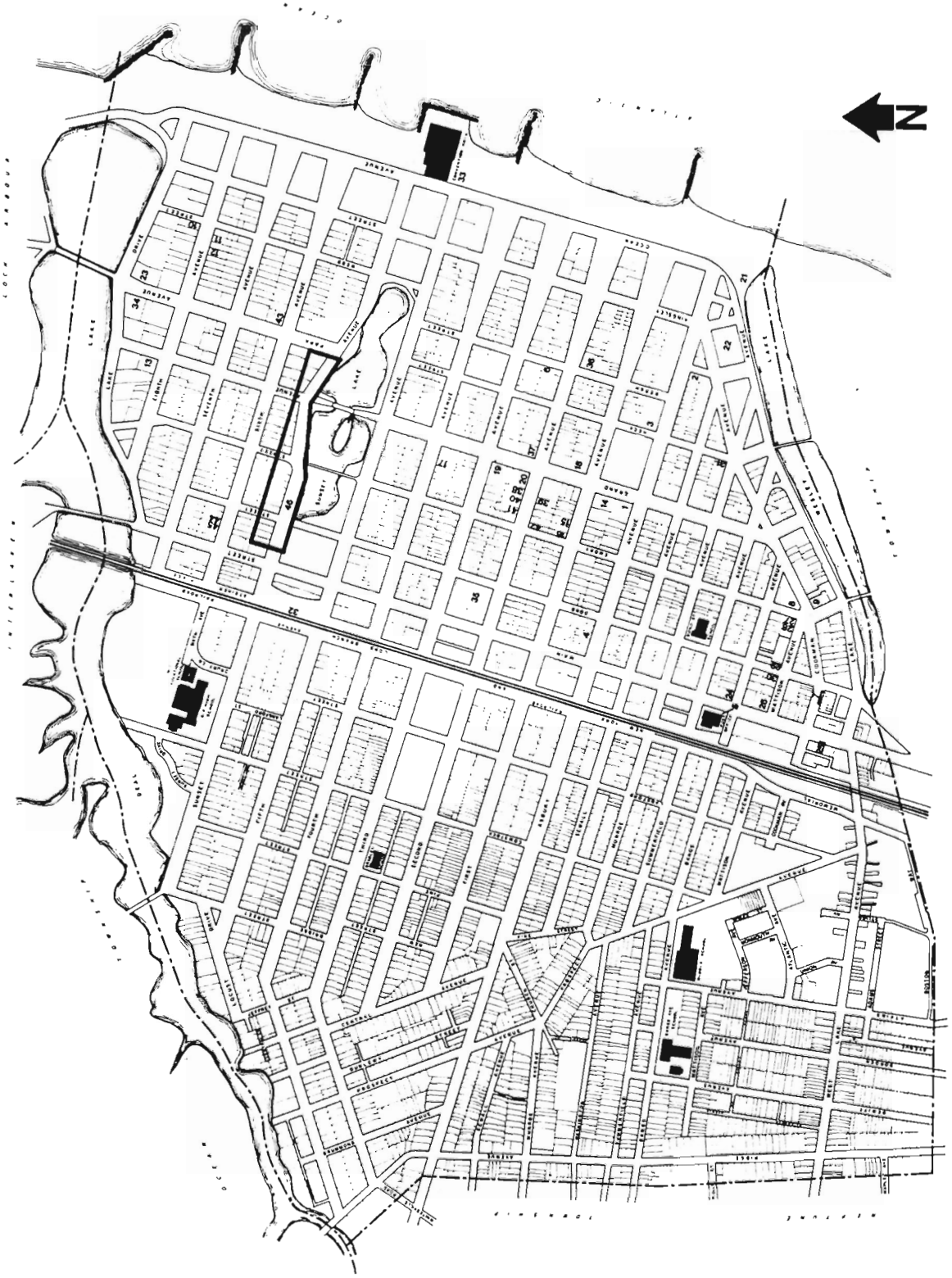


Municipal Code 1302

ALLENTOWN BOROUGH: 1302

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1302-1	Allentown Historic District	Y (NRHP 1980)

CITY OF ASBURY PARK



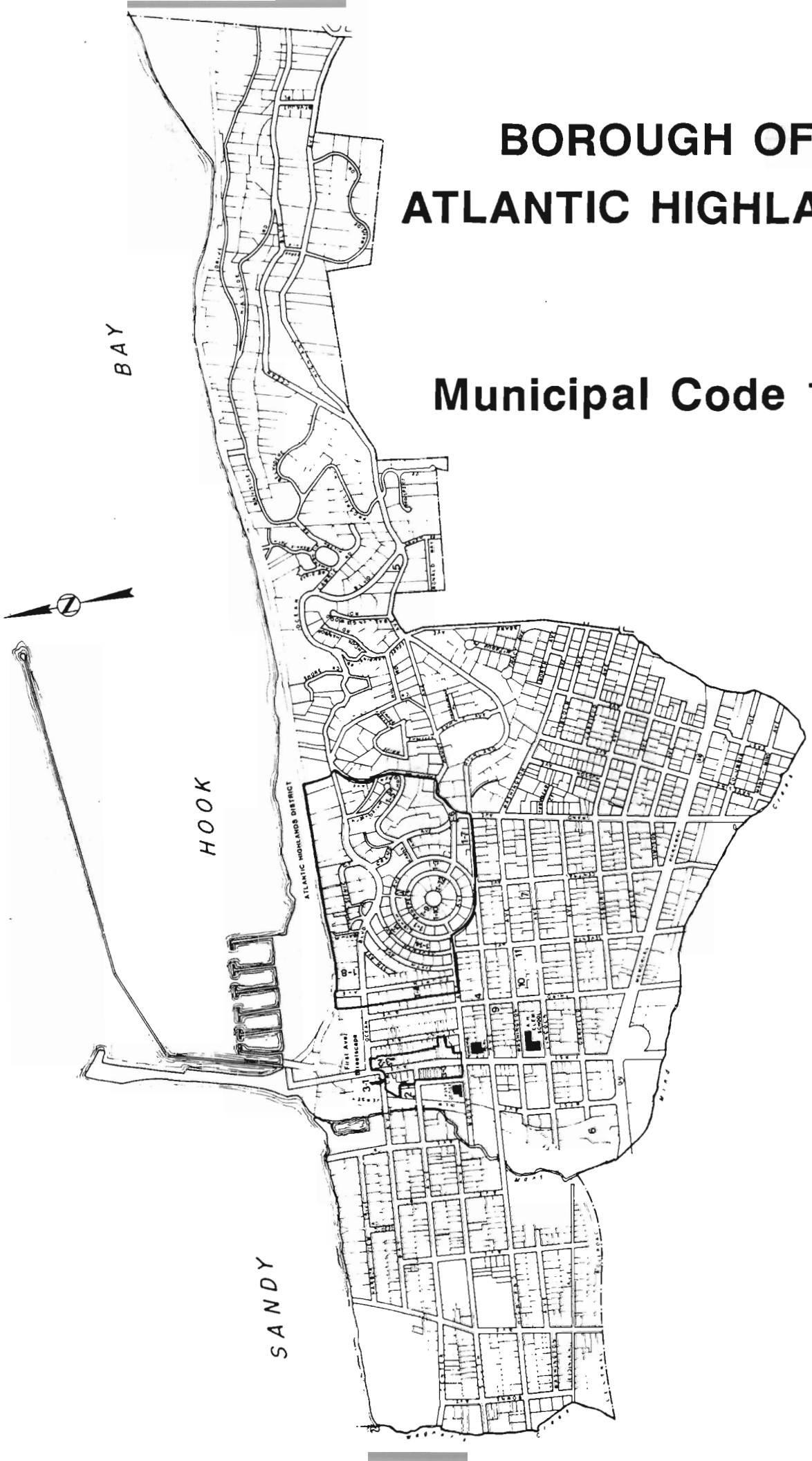
Municipal Code 1303

ASBURY PARK CITY: 1303

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1303-1	Trinity Episcopal Church NW cr. Asbury and Grand Avenues	P
1303-2	300 Asbury Avenue	N
1303-3	Metropolitan Hotel 309 Asbury Avenue	N
1303-4	705 Asbury Avenue	N
1303-5	Asbury Park Post Office NW cr. Bangs Avenue & Main Street	Y
1303-6	1005 Bergh Street	N
1303-7	704-718 Cookman Avenue	N
1303-8	Steinbach Bros. Store NE cr. Cookman Avenue and Emory Street	Y
1303-9	Seacoast Trust Company 572-576 Cookman Avenue	N
1303-10	301 Eighth Avenue	N
1303-11	302 Eighth Avenue	N
1303-12	306 Eighth Avenue	Y
1303-13	503 Eighth Avenue	N
1303-14	Asbury Park Library SW cr. First and Grand Avenues	N
1303-15	513 First Avenue	N
1303-16	517 First Avenue	N
1303-17	504 Fourth Avenue	N
1303-18	First Methodist Church NE cr. Grand and First Avenues	P
1303-19	First Baptist Church SW cr. Grand and Third Avenues	N
1303-20	1001 Grand Avenue	N
1303-21	Asbury Park Casino and Carousel Lake Avenue at Atlantic Ocean	Y
1303-22	The Palace Merry-Go-Round and Ferris Wheel NW cr. Lake Avenue and Kingsley Street	~~Y~~ N (DISMANTLED)
1303-23	SE cr. Lake Drive and Park Avenue	N
1303-24	Winsor Building NE cr. Main Street and Bangs Avenue	P (SR 1979)
1303-25	163-167 Main Street	N
1303-26	Asbury Park and Ocean Grove Bank 308 Main Street	N
1303-27	Bryam Building 601-603 Mattison Avenue	N
1303-28	Asbury Park Press Building 605 Mattison Avenue	P
1303-29	Merchants National Bank 649 Mattison Avenue	N
1303-30	First National Bank, Asbury Park 701-705 Mattison Avenue	N
1303-31	Elks Club Building 401 Monroe Street	N
1303-32	North Asbury Park Railroad Station New York-Long Branch Railroad between Sunset and Fifth Avenues	N
1303-33	Asbury Park Convention Hall Ocean Avenue between Fifth and Sunset Avenues	Y (NRHP 1979)

BOROUGH OF ATLANTIC HIGHLANDS

Municipal Code 1304



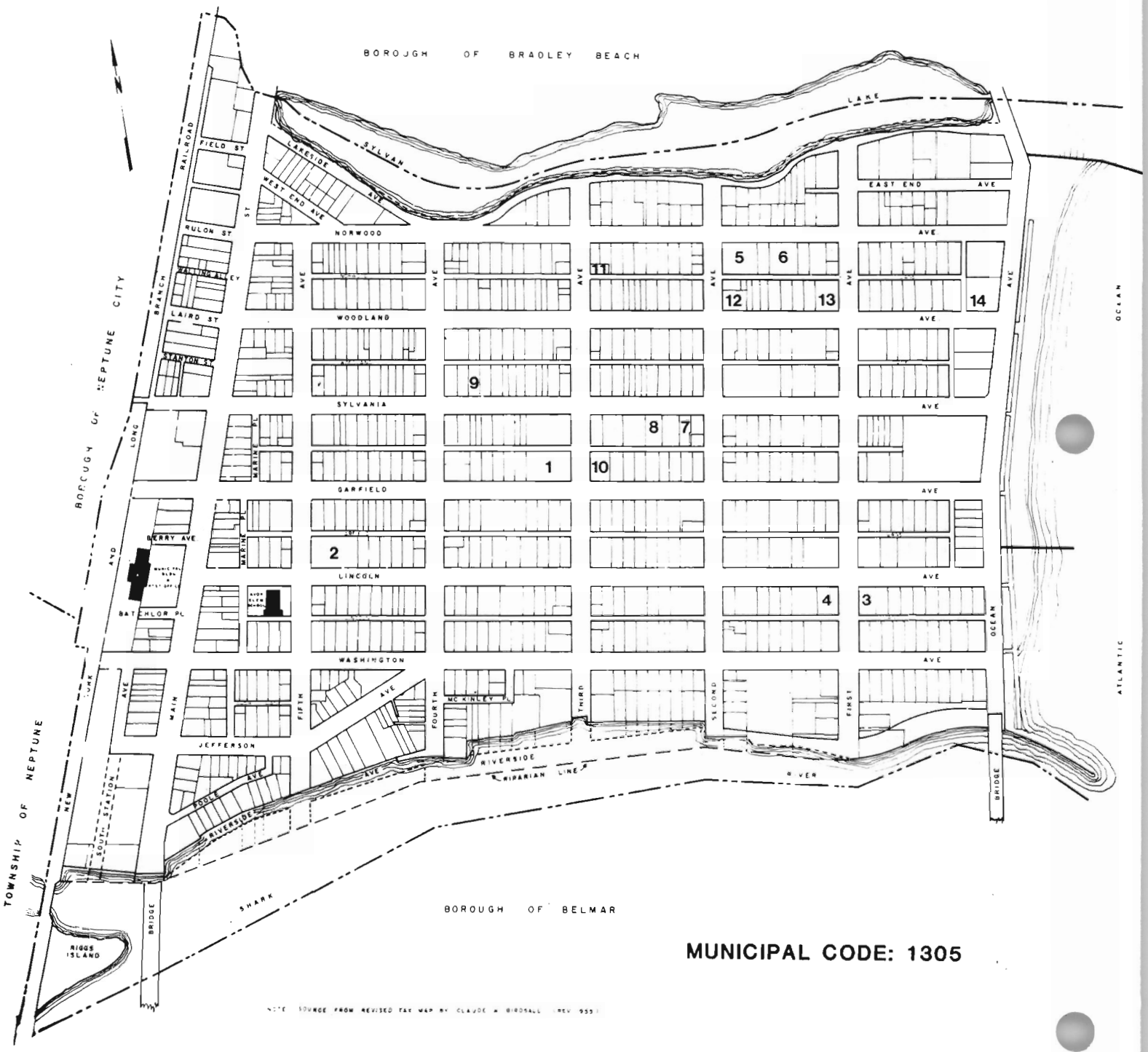
ASBURY PARK CITY (CONTINUED)

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1303-34	Santander Apartments 400 Park Avenue	P
1303-35	Church of the Holy Spirit NW cr. Second Avenue and Bond Street	N
1303-36	Willis Apartments 216-18 Second Avenue	N
1303-37	415 Second Avenue	P
1303-38	505 Second Avenue	N
1303-39	506 Second Avenue	N
1303-40	509 Second Avenue	P
1303-41	511 Second Avenue	N
1303-42	514 Second Avenue	N
1303-43	321 Sixth Avenue	N
1303-44	705 Sixth Avenue	N
1303-45	707 Sixth Avenue	N
1303-46	Sunset Avenue Streetscape	N

ATLANTIC HIGHLANDS BOROUGH: 1304

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1304-1	Atlantic Highlands District	Y
1304-1-1	16 Eighth Avenue	D
1304-1-2	78 Eighth Avenue	Y
1304-1-3	60 Eighth Avenue	Y
1304-1-4	33 Fourth Avenue	Y
1304-1-5	43 Hooper Avenue	D
1304-1-6	Mount Avenue Bridge over Grand Avenue	D
1304-1-7	95 Mount Avenue	D
1304-1-8	48 Ocean Boulevard	D
1304-1-9	12 Prospect Avenue	D
1304-1-10	22 Prospect Avenue	Y
1304-1-11	Straus House 27 Prospect Avenue	P
1304-1-12	46 Prospect Avenue	D
1304-1-13	12 Seventh Avenue	D
1304-1-14	28 Seventh Avenue	D
1304-2	NE cr. Center Avenue and West Avenue	N
1304-3	First Avenue Streetscape	N
1304-3-1	Atlantic Highlands National Bank 33 First Avenue	P
1304-3-2	42 First Avenue	N
1304-3-3	85 First Avenue	N
1304-4	Central Baptist Church NE cr. Highland Avenue and Third Avenue	Y
1304-5	230 E. Highland Avenue	N
1304-6	S. side W. Lincoln Avenue, W. of West Avenue	
1304-7	58 Lincoln Avenue	Y
1304-8	E. end Observatory Place	N
1304-9	Atlantic Highlands Presbyterian Church SW cr. Third Avenue and Highland Avenue	N
1304-10	27 E. Washington Avenue	N
1304-11	37 E. Washington Avenue	N

BOROUGH OF AVON-BY-THE-SEA



MUNICIPAL CODE: 1305

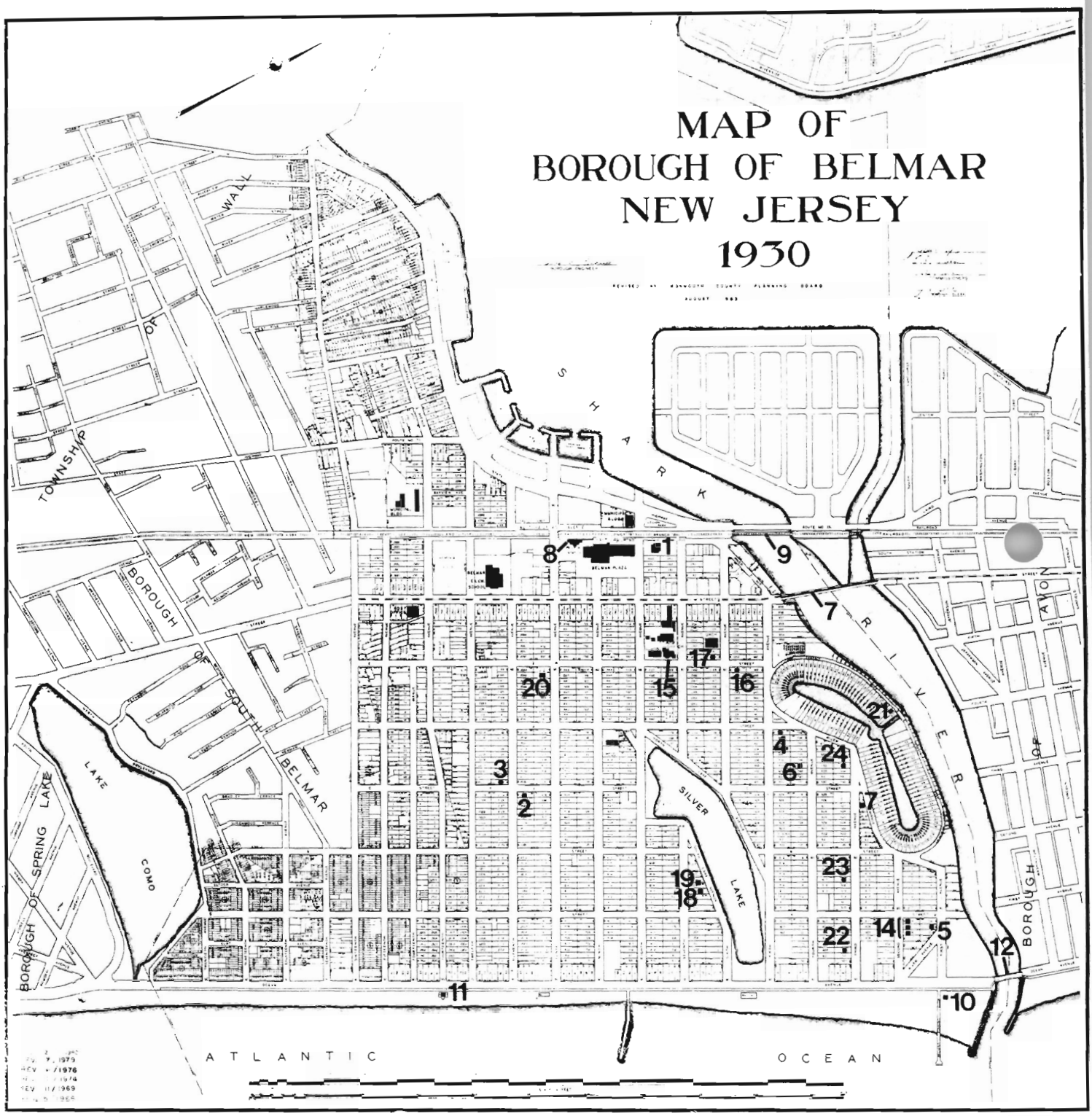
NOTE: SOURCE FROM REVISED TAX MAP BY CLAUDE A. BIRDSALL (REV. 955)

AVON-BY-THE-SEA BOROUGH: 1305

INVENTORY#	ADDRESS	NRHP ELIGIBILITY
1305-1	302 Garfield Avenue	N
1305-2	St. Elizabeth's Catholic Church NE cr. Lincoln and Fifth Avenues	N
1305-3	135 Lincoln Avenue	N
1305-4	205 Lincoln Avenue	N
1305-5	Hotel Norwood SE cr. Norwood and Second Avenues	P
1305-6	119 Norwood Avenue	N
1305-7	205 Sylvania Avenue	N
1305-8	227 Sylvania Avenue	N
1305-9	334 Sylvania Avenue	N
1305-10	404 Third Avenue	P
1305-11	614 Third Avenue	N
1305-12	NE cr. Woodland and Second Avenues	N
1305-13	St. John's Episcopal Church NW cr. Woodland and First Avenues	N
1305-14	Berwick Lodge NW cr. Woodland and Ocean Avenues	N

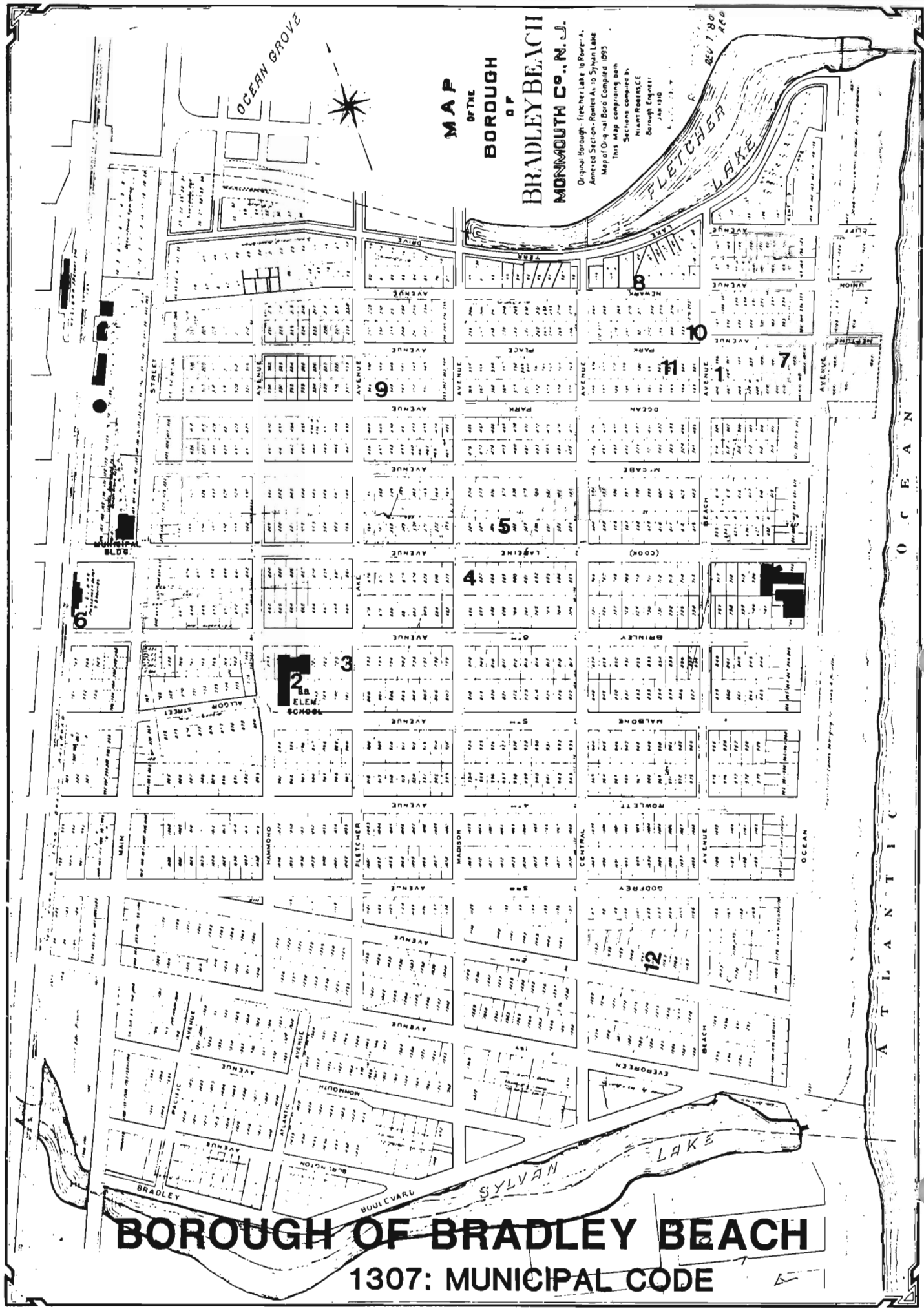
BOROUGH OF BELMAR

MUNICIPAL CODE 1306



BELMAR BOROUGH: 1306

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1306-1	American Legion Home SE cr. Eighth Avenue and State Highway 35	N
1306-2	318 Eleventh Avenue	N
1306-3	401 Eleventh Avenue	Y
1306-4	418 Fifth Avenue	N
1306-5	105 First Avenue	N
1306-6	407 Fourth Avenue	N
1306-7	Main Street (State Highway 71) Bridge over Shark River	N
1306-8	Belmar Railroad Station New York-Long Branch Railroad at Tenth Avenue	Y
1306-9	New York-Long Branch Railroad Bridge over Shark River	N
1306-10	Belmar Fishing Club Ocean Avenue at First Avenue	N
1306-11	Thirteenth Avenue Pavilion Ocean Avenue at Thirteenth Avenue	N
1306-12	Ocean Avenue Bridge over Shark River	N
1306-13	306 River Avenue	N
1306-14	108,110,112 Second Avenue	N
1306-15	St. Rose's Catholic Church 603 Seventh Avenue	N
1306-16	516 Sixth Avenue	P
1306-17	601 Sixth Avenue	N
1306-18	207 South Lake Drive	N
1306-19	209 South Lake Drive	N
1306-20	Belmar Public Library 517 Tenth Avenue	P
1306-21	68 Terrace Road	N
1306-22	105 Third Avenue	N
1306-23	211 Third Avenue	P
1306-24	407 Third Avenue	N



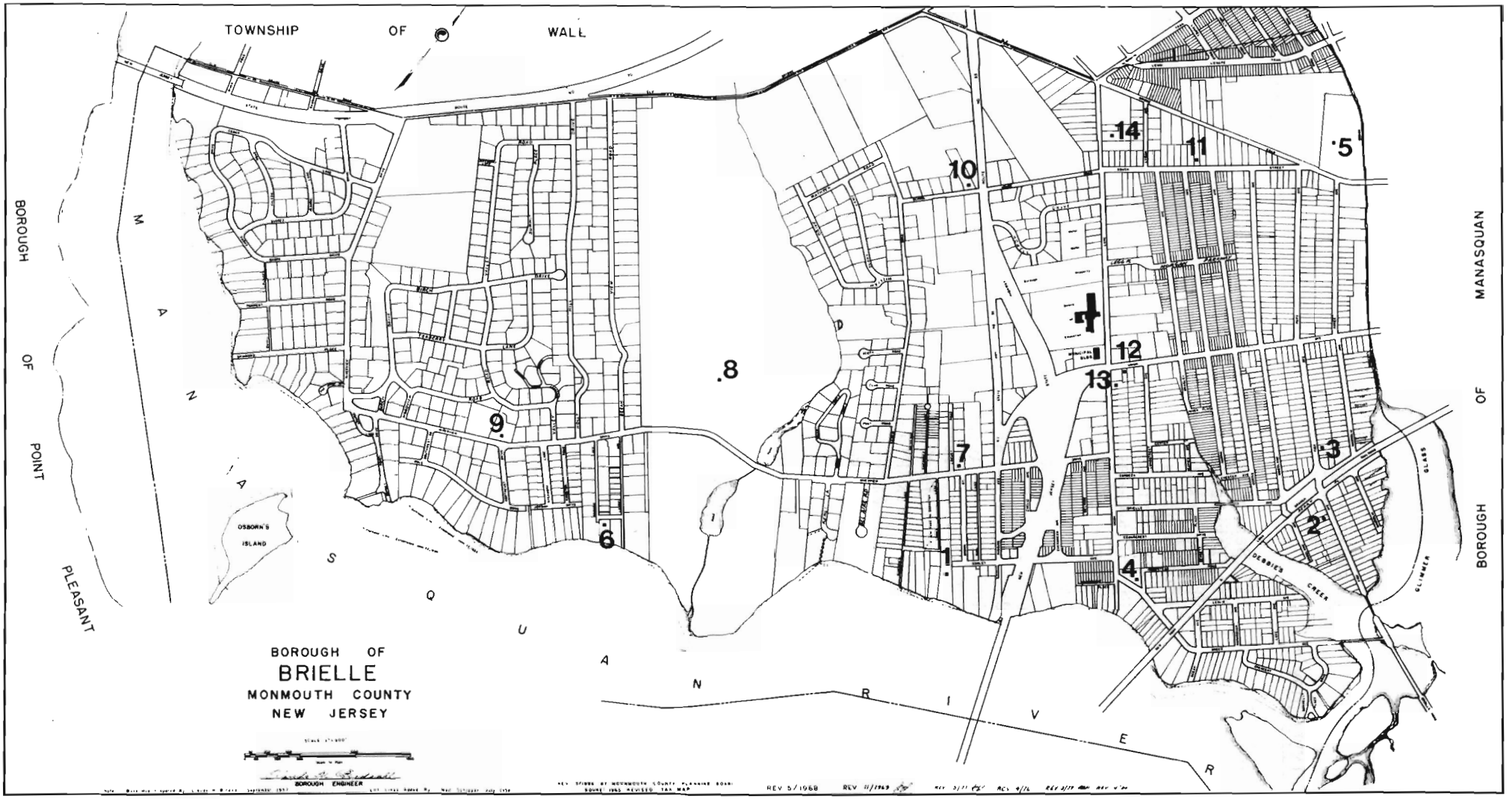
BOROUGH OF BRADLEY BEACH

1307: MUNICIPAL CODE

BRADLEY BEACH BOROUGH: 1307

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1307-1	906 Beach Avenue	N
1307-2	Bradley Beach Elementary School SE cr. Brinley and Hammond Avenues	N
1307-3	Ascension Catholic Church SW cr. Brinley and Fletcher Lake Avenues	N
1307-4	First Methodist Episcopal Church SE cr. LaReine and Madison Avenues	N
1307-5	312 LaReine Avenue	N
1307-6	Bradley Beach Railroad Station W. side Main Street between Brinley and LaReine Avenues	Y (NRHP 1984)
1307-7	107 Neptune Avenue	N
1307-8	208 Newark Avenue	~~Y~~ (DEMOLISHED)
1307-9	414 Ocean Park Avenue	N
1307-10	NW cr. Park Place and Beach Avenue	N
1307-11	203 Park Place	N
1307-12	208 Second Avenue	N

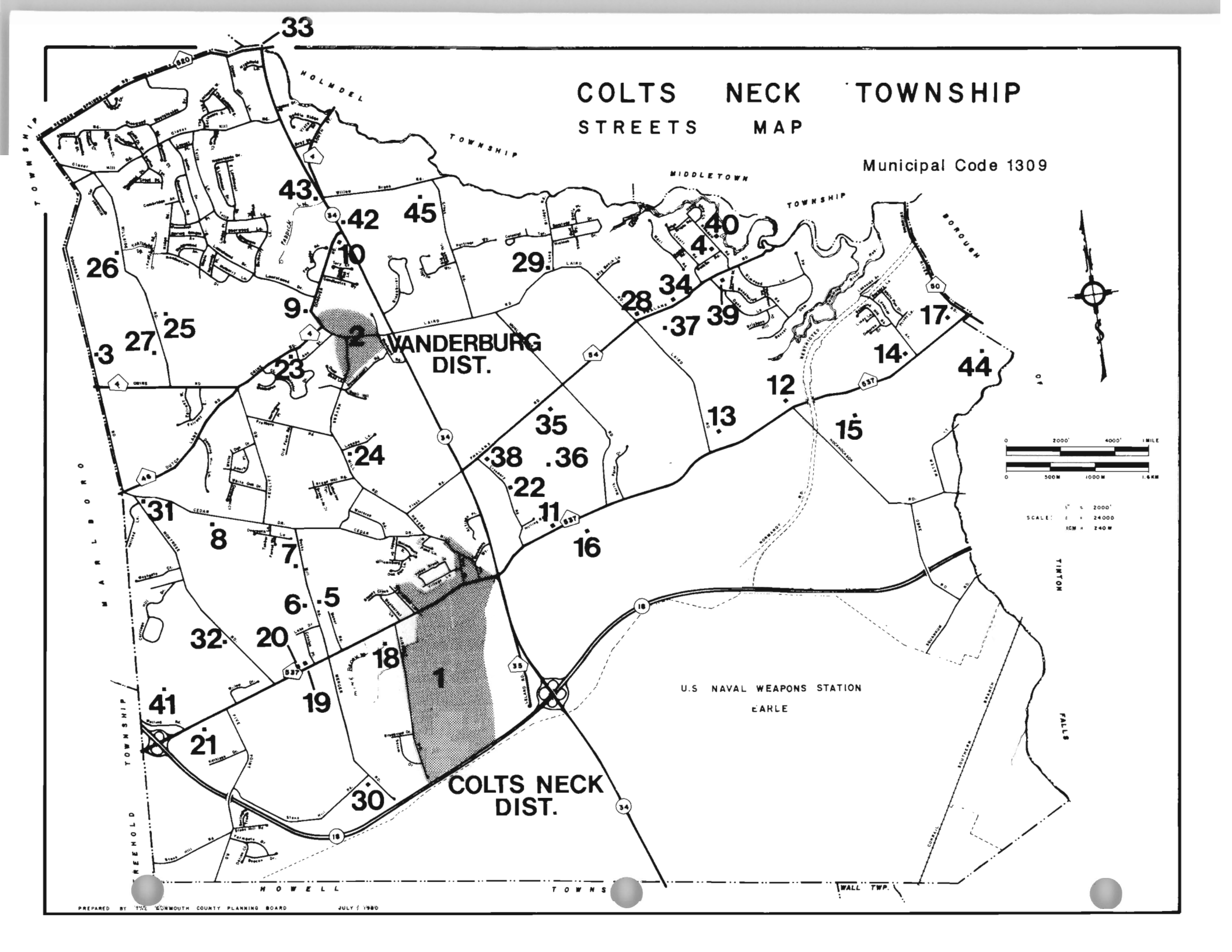
BOROUGH OF BRIELLE



Municipal Code 1308

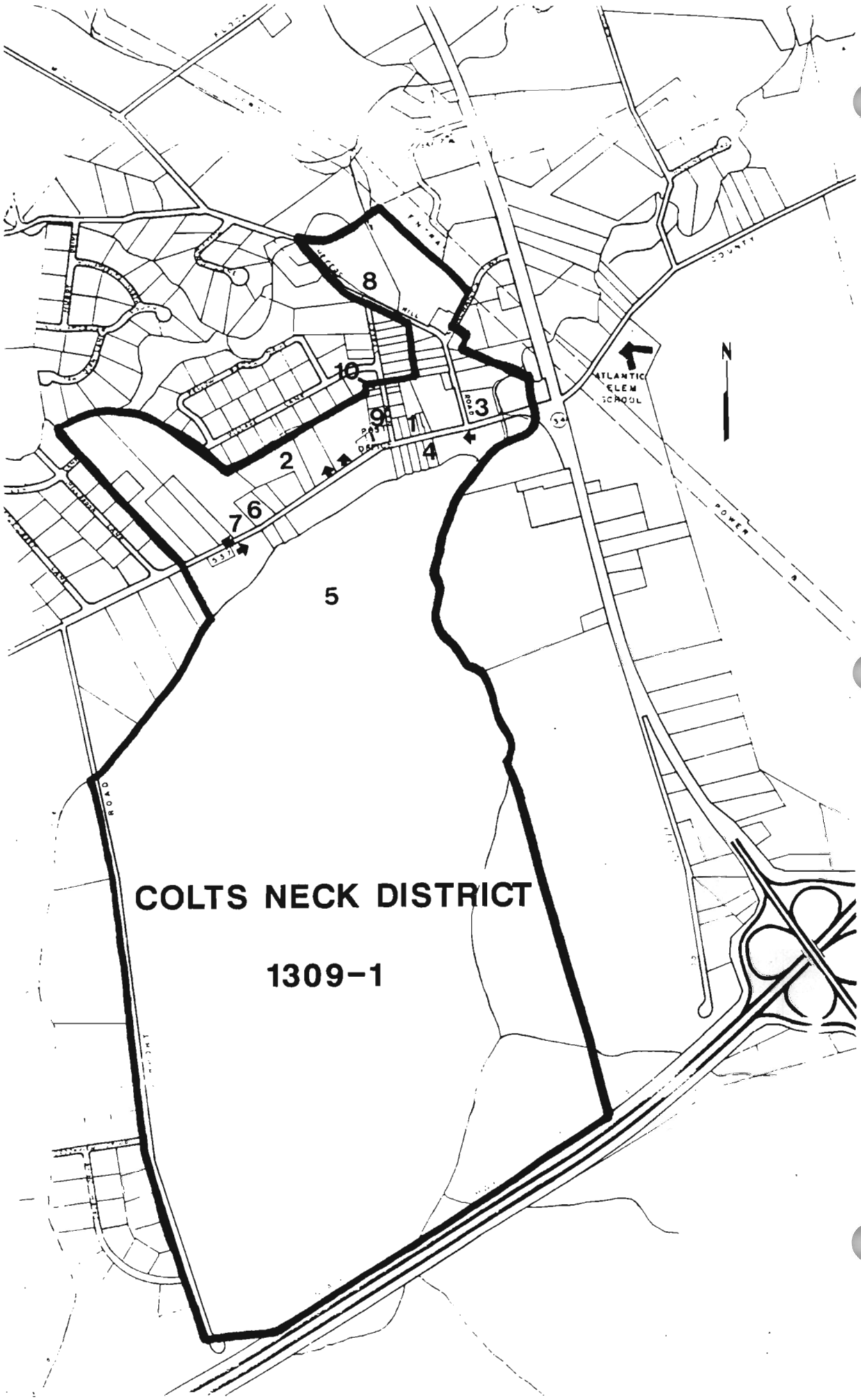
BRIELLE BOROUGH: 1308

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1308-1	Captain Wynant Pearce House 810-812 Ashley Avenue	P
1308-2	329 Fisk Avenue	N
1308-3	506 Fisk Avenue	N
1308-4	623 Green Avenue	N
1308-5	Captain Forman Bailey House 101 Old Bridge Road	N
1308-6	400 Osborne Avenue	N
1308-7	809 Riverview Drive	N
1308-8	Col. Abraham Osborn House 847 Riverview Drive	N
1308-9	Lt. Abraham Osborn House 915 Riverview Drive	N
1308-10	801 Schoolhouse Road	N
1308-11	405 South Street	P
1308-12	612 Union Avenue	N
1308-13	Derek Longstreet House 532 Union Lane	P
1308-14	Captain Sherm Pearce House 704 Union Lane	N


COLTS NECK TOWNSHIP
STREETS MAP
Municipal Code 1309
HOLMDEL TOWNSHIP
MIDDLETOWN TOWNSHIP
MARLBORO TOWNSHIP
FREEHOLD TOWNSHIP
HOWELL TOWNSHIP
WALL TWP.
TINTON FALLS
OF
VANDERBURG DIST.
COLTS NECK DIST.
U.S NAVAL WEAPONS STATION
EARLE
SCALE: 1" = 2000'
1CM = 240M
PREPARED BY THE MONMOUTH COUNTY PLANNING BOARD JULY 1980

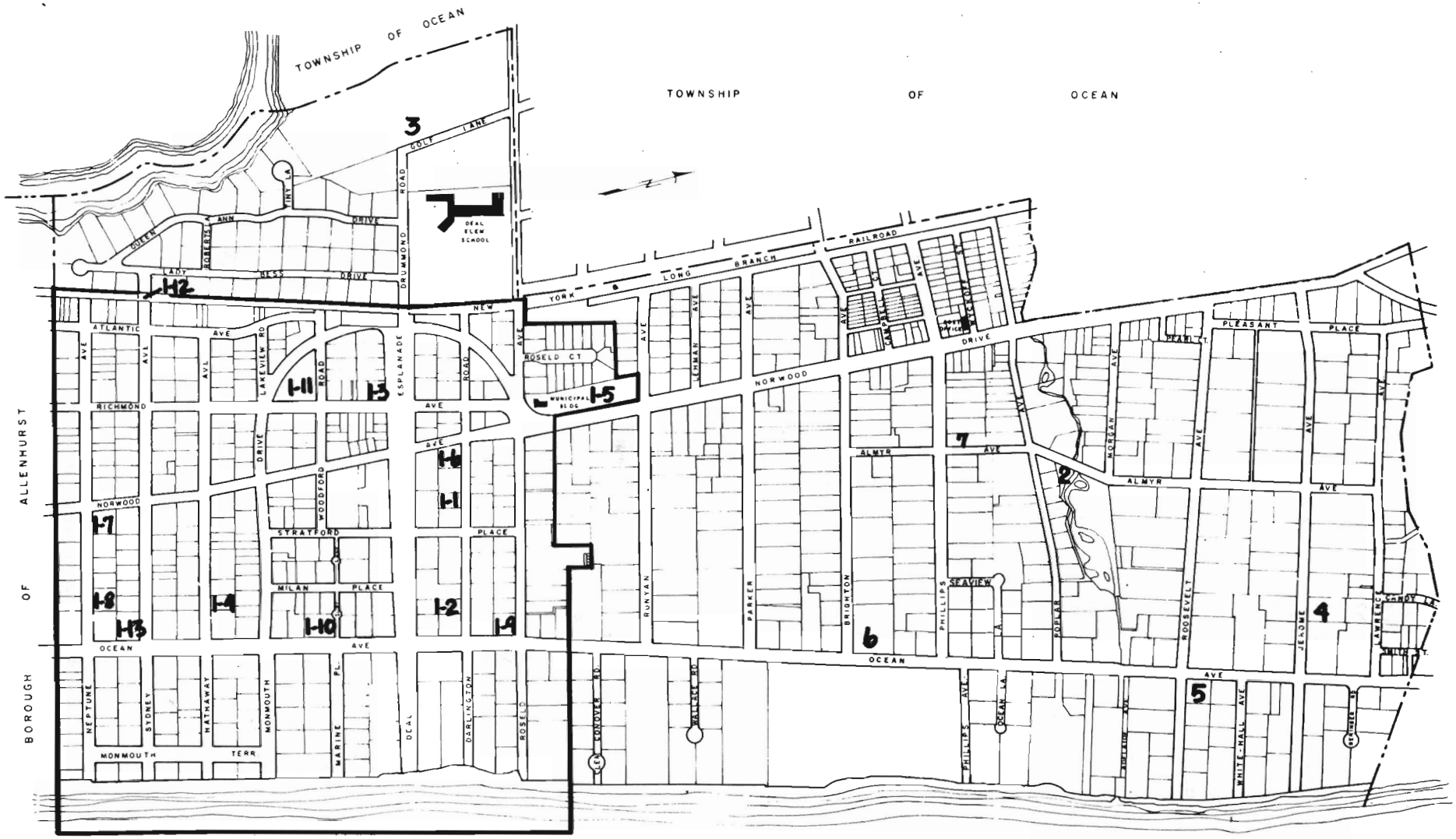
COLTS NECK TOWNSHIP: 1309

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1309-1	Colts Neck District	P
1309-1-1	N. side County Road 537 West, 2 E. of New Road	D
1309-1-2	Colts Neck Reformed Church N. side County Road 537 West, 0.15 mi. W. of New Road	Y
1309-1-3	NE cr. County Road 537 West and Heyers Mill Road	D
1309-1-4	S. side County Road 537 West, 0.2 mi. West of State Route 34	D
1309-1-5	S. side County Road 537 West, 0.4 mi. E. of Hominy Hill Road	N
1309-1-6	Statesir House 84 County Road 537 West	P
1309-1-7	Colts Neck Reformed Church Parsonage 92 County Road 537 West	Y
1309-1-8	St. Mary's Roman Catholic Church 38 Heyer's Mill Road	D
1309-1-9	1 New Street	D
1309-1-10	21 New Street	D
1309-2	Vanderburg District	N
1309-2-1	33 Conover Road	N
1309-2-2	Conover/Crine House 60 Conover Road	Y
1309-2-3	SE cr. Heyer's Mill Road and Conover Road	N
1309-2-4	257 Heyer's Mill Road	N
1309-3	J.H. Sickles House 175 Boundary Road	Y
1309-4	Marcus Spring Cottage NW cr. Bucklin Road and Richdale Road	Y
1309-5	William C. Buck House E. side Buck's Mill Road, N. of Yellow Brook	N
1309-6	Probasco House W. side Buck's Mill Road, N. of Bucks Pond	Y
1309-7	B.P. Sickles House W. side Buck's Mill Road, 1000' S. of Cedar Drive	N
1309-8	J.C. Barkalow Farm 61 Cedar Drive	N
1309-9	W. side Conover Road, 800' N. of Crine Road	N
1309-10	Covenhoven House 100 Conover Road	Y
1309-11	N. side County Road 537 East, 0.2 mi. E. of Creamery Road	N
1309-12	N. side County Road 537 East, opposite Hockhockson Road	P
1309-13	Lairds Apple Jack Distillery NE cr. County Road 537 East and Laird Road	Y


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ATLANTIC
ELEM
SCHOOL
COLTS NECK DISTRICT
1309-1

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1309-14	NE cr. County Road 537 East and Lakeside Road	Y
1309-15	S. side County Road 537 East, 0.4 mi. E. of Hockhockson Road	Y
1309-16	Charles Haight House S. side County Road 537 East, 0.7 mi. E. of State Route 34	Y
1309-17	291 County Road 537 East	P
1309-18	157 County Road 537 West	N
1309-19	T.W. Ryall House 204 County Road 537 West	Y
1309-20	208 County Road 537 West	Y
1309-21	309 County Road 537 West	Y
1309-22	Creamery Road Bridge over Yellow Brook	P
1309-23	28 Crine Road	P
1309-24	SE cr. Heyer's Mill Road and Lenape Terrace	Y
1309-25	Smock Family Farm E. side Hillsdale Road, 2500' N. of Crine Road	Y
1309-26	Rev. Garrett Conover Schanck House 78 Hillsdale Road	~~P~~ (DEMOLISHED)
1309-27	C.D. Bray Farm 154 Hillsdale Road	~~Y~~ (DEMOLISHED)
1309-28	Hillside School No. 4 NE cr. Laird Road and Phalanx Road	N
1309-29	NW cr. Laird Road and Longbridge Road	P
1309-30	SW cr. Mercer and Mathews Road	N
1309-31	Montrose School No. 5 SE cr. Montrose Road and Cedar Drive	Y
1309-32	67 Montrose Road	P
1309-33	Newman Springs Road Bridge over Willow Brook	~~N~~ (DEMOLISHED)
1309-34	N. side Phalanx Road, 1800' E. of Laird Road	N
1309-35	S. side Phalanx Road, 800' W. of Mulhenbrink Road	~~N~~ (DEMOLISHED)
1309-36	W.G. Graff Farm S. side Phalanx Road, 0.4 mi. W. of Mulhenbrink Road	N
1309-37	Daniel Polhemus House SE cr. Phalanx Road and Laird Road	Y
1309-38	20 Phalanx Road	N
1309-39	260 Phalanx Road	N
1309-40	E. side Richdale Road, 600' N. of Bucklin Road	N
1309-41	Williamson-Sickles Farm N. side School Road East, 600' NW County Road 537 West	Y
1309-42	SE cr. State Route 34 and Willow Brook Road	P
1309-43	LaFayette Schank House 300 State Route 34	Y
1309-44	W. side Tinton Avenue, 0.25 mi. S. of County Road 537 East	P
1309-45	Isaac Smock Farm S. side Willowbrook Road 1800' W. of Cross Road	N

BOROUGH OF DEAL



REV NOVEMBER 1969
REV 3/71
REV 7/74
REV 4/76
REV 7/79

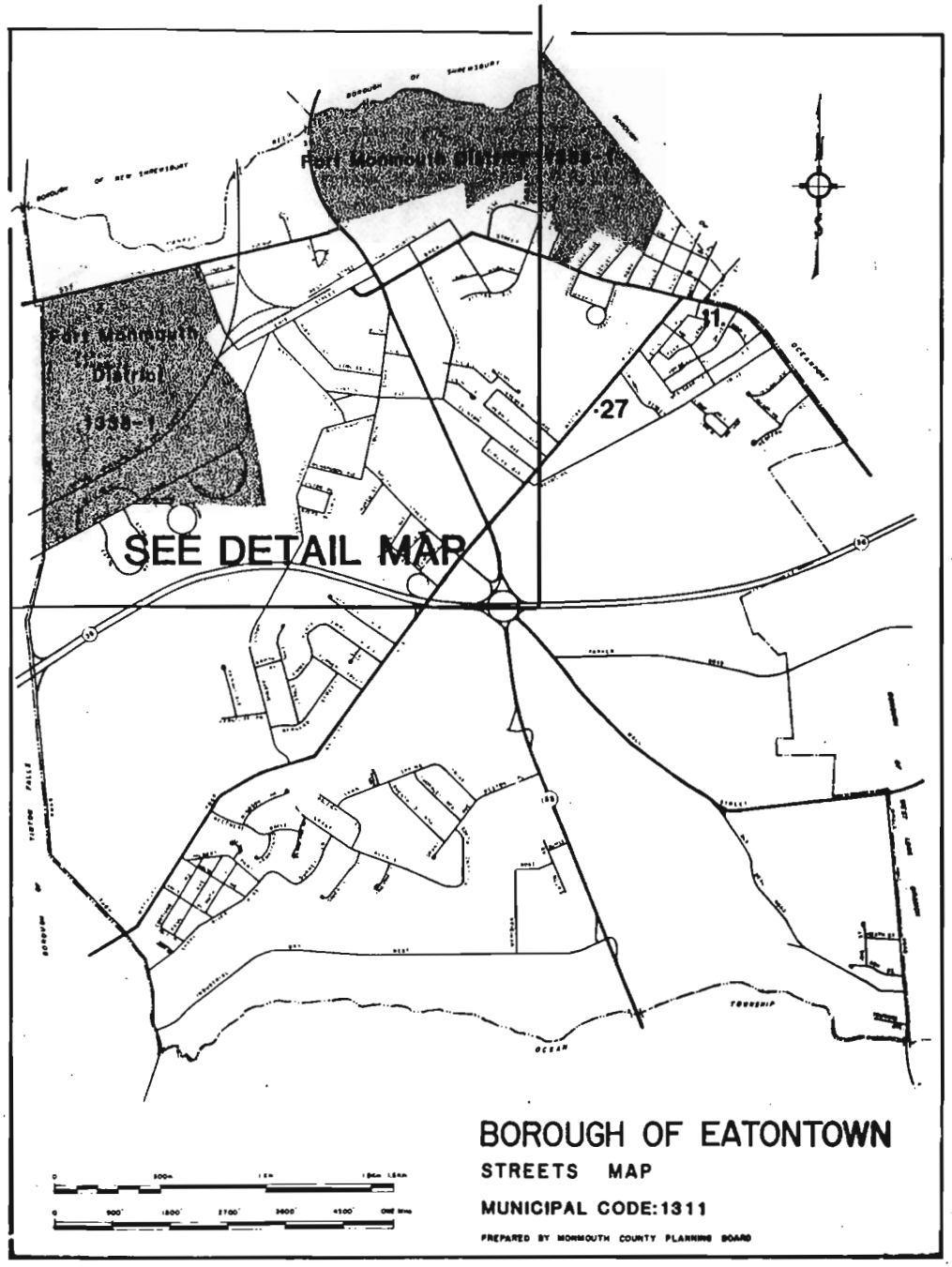
NOTE SOURCE FROM TAX MAP BY CLAUDE W BIRDSALL (REV 1961)

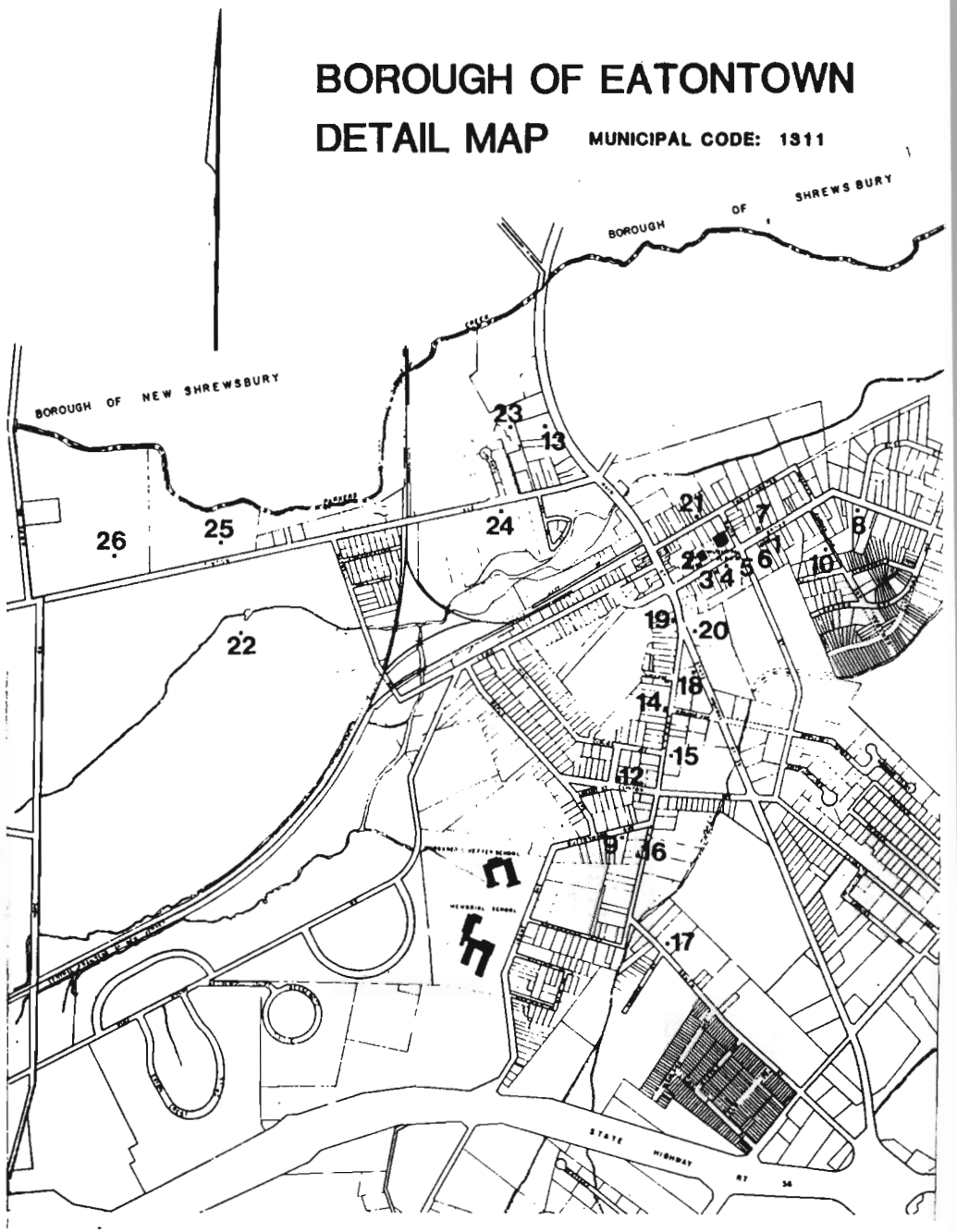
PREPARED BY MONMOUTH COUNTY PLANNING BOARD JULY 1965

Municipal Code 1310

DEAL BOROUGH: 1310

INVENTORY #	ADDRESS	NRHP ELIGIBILITY	
1310-1	Deal Esplanade District	Y	
1310-1-1	72 Darlington Road	D	
1310-1-2	45 Deal Esplanade	D	
1310-1-3	94 Deal Esplanade	D	
1310-1-4	43 Hathaway Avenue	D	
1310-1-5	Deal Borough Hall NW cr. Norwood and Roseld Avenues	D	
1310-1-6	211 Norwood Avenue	D	
1310-1-7	285 Norwood Avenue	D	
1310-1-8	43 Neptune Avenue	D	
1310-1-9	208 Ocean Avenue	Y	
1310-1-10	248 Ocean Avenue	D	
1310-1-11	St. Mary's of the Assumption Church SW cr. Richmond Avenue and Woodford Road	D	
1310-1-12	Sydney Avenue Bridge over New York and Long Branch Railroad	D	
1310-1-13	38 Sydney Avenue	D	
1310-2	71 Almyr Avenue	N	
1310-3	Deal Golf Club South end Golf Lane	P	
1310-4	45 Jerome Avenue	N	
1310-5	53 Ocean Avenue	N	
1310-6	124 Ocean Avenue	~~N~~	(DEMOLISHED)
1310-7	91 Phillip Avenue	N	

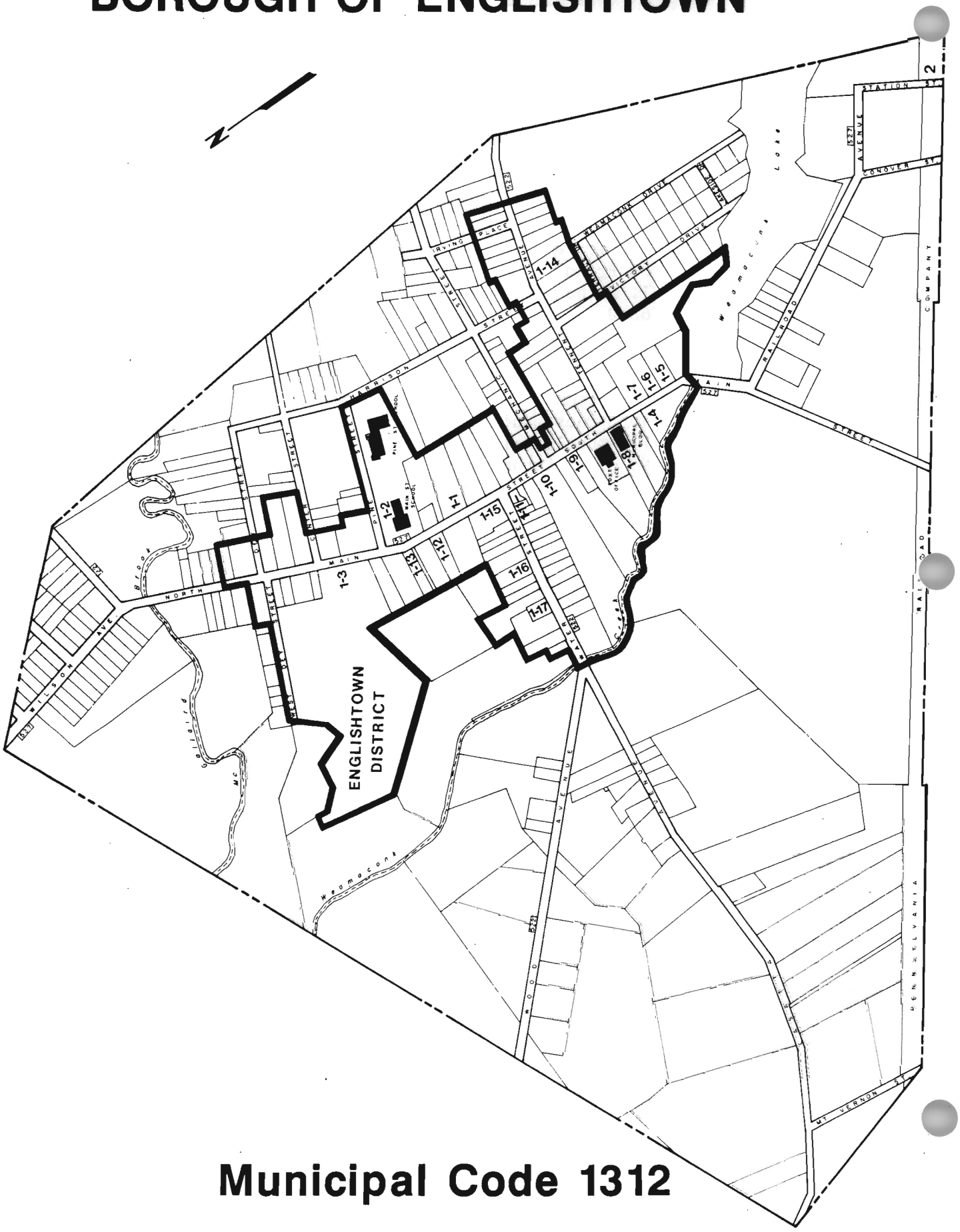

Fort Monmouth District 1338-1
SEE DETAIL MAP
11
27
BOROUGH OF EATONTOWN
STREETS MAP
MUNICIPAL CODE:1311
PREPARED BY MONMOUTH COUNTY PLANNING BOARD


BOROUGH OF EATONTOWN
DETAIL MAP
MUNICIPAL CODE: 1311
BOROUGH OF SHREWS BURY
BOROUGH OF NEW SHREWSBURY
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STATE HIGHWAY

EATONTOWN BOROUGH: 1311

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1311-1	Presbyterian Church of Eatontown S. side Broad Street, 4 E. of White Street	N
1311-2	21 Broad Street	P
1311-3	Washington F.A.M. Lodge #9 40 Broad Street	N
1311-4	Benjamin C. White House 44 Broad Street	N
1311-5	F. Littlefield House 50 Broad Street	N
1311-6	I. Hathaway House 68 Broad Street	P
1311-7	St. James Memorial Episcopal Church 69 Broad Street	Y (NRHP 1978)
1311-8	154 Broad Street	P
1311-9	18 Buttonwood Avenue	Y
1311-10	40 Byrnes Lane	N
1311-11	7 Campbell Drive	N
1311-12	NE cr. Clinton Avenue and Franklin Avenue	N
1311-13	152 Main Street	P
1311-14	84 South Street	N
1311-15	Henry Corlies Farmhouse	N
1311-16	188 South Street	N
1311-17	Eatontown A.M.E. Zion Church 271 South Street	P
1311-18	SW cr. State Highway 35 and South Street	N
1311-19	24 State Highway 35	N
1311-20	29 State Highway 35	P
1311-21	31 Throckmorton Street	N
1311-22	Sun Eagles Country Clubhouse S. side Tinton Avenue, 0.2 mi. W. of Maxwell Place, Fort Monmouth	Y
1311-23	35 Tinton Avenue	N
1311-24	74 Tinton Avenue	P
1311-25	241 Tinton Avenue	N
1311-26	Drummond Farm 301 Tinton Avenue	N
1311-27	64 Wyckoff Road	N

BOROUGH OF ENGLISHTOWN

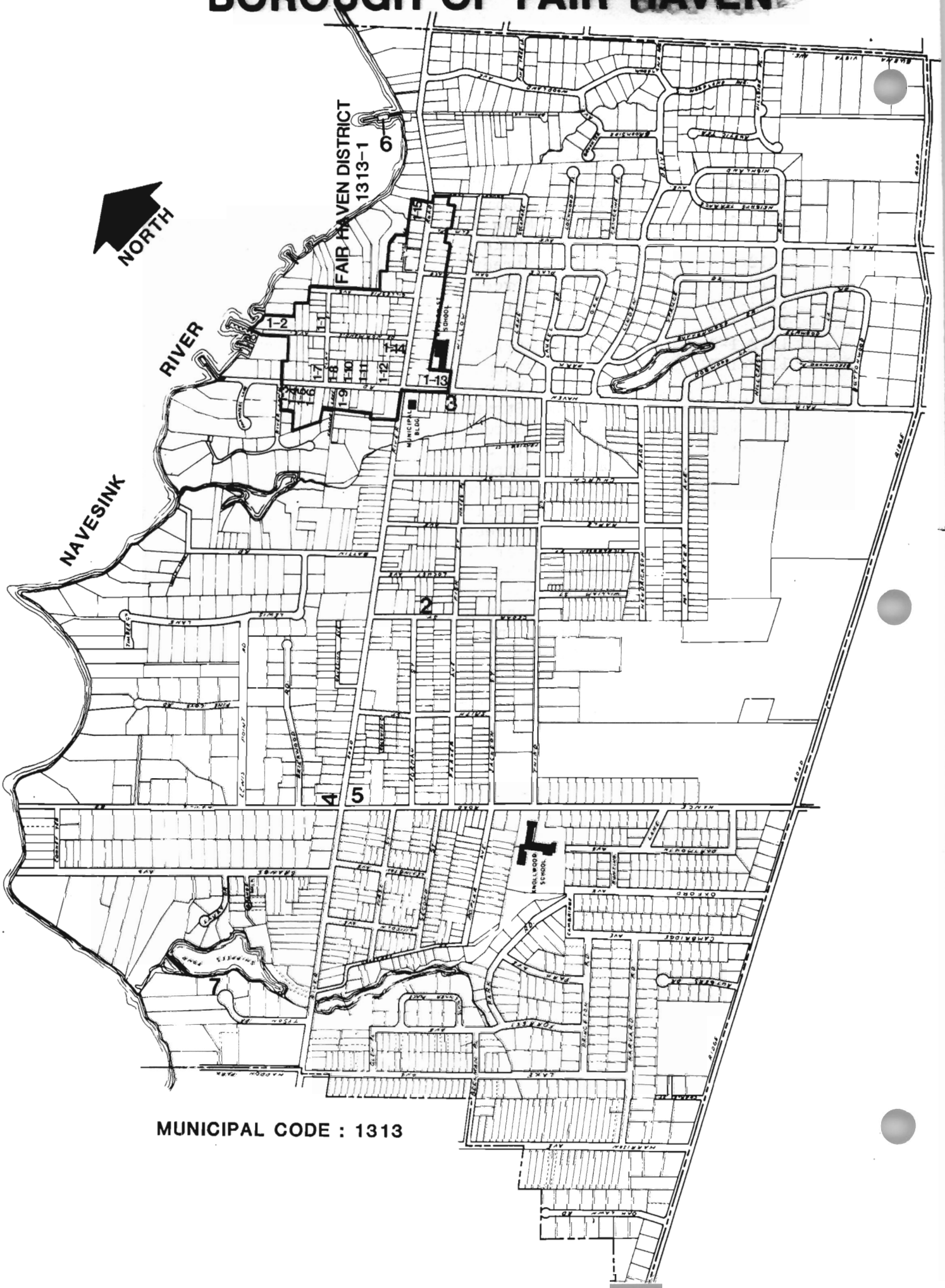


Municipal Code 1312

ENGLISHTOWN BOROUGH: 1312

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1312-1	Englishtown District	P
1312-1-1	Englishtown Presbyterian Church E. side Main Street, 3 S. of Pine Street	D
1312-1-2	SE cr. Main Street and Pine Street	D
1312-1-3	W. side Main Street, 5 S. of Dey Street	D
1312-1-4	7 Main Street	Y
1312-1-5	8 Main Street	D
1312-1-6	10 Main Street	D
1312-1-7	12 Main Street	D
1312-1-8	13 Main Street	Y
1312-1-9	Methodist Episcopal Church 19 Main Street	D
1312-1-10	25 Main Street	D
1312-1-11	31 Main Street	D
1312-1-12	39-41 Main Street	D
1312-1-13	45 Main Street	D
1312-1-14	19 Tennent Avenue	D
1312-1-15	Moses Davis Tavern 2 Water Street	Y (NRHP 1972)
1312-1-16	12-14 Water Street	D
1312-1-17	Columbia Hall-Knights of Pythias 24 Water Street	D
1312-2	Pennsylvania Railroad Station House N. side ConRail Tracks, 200' E. of Station Street	N

BOROUGH OF FAIR HAVEN



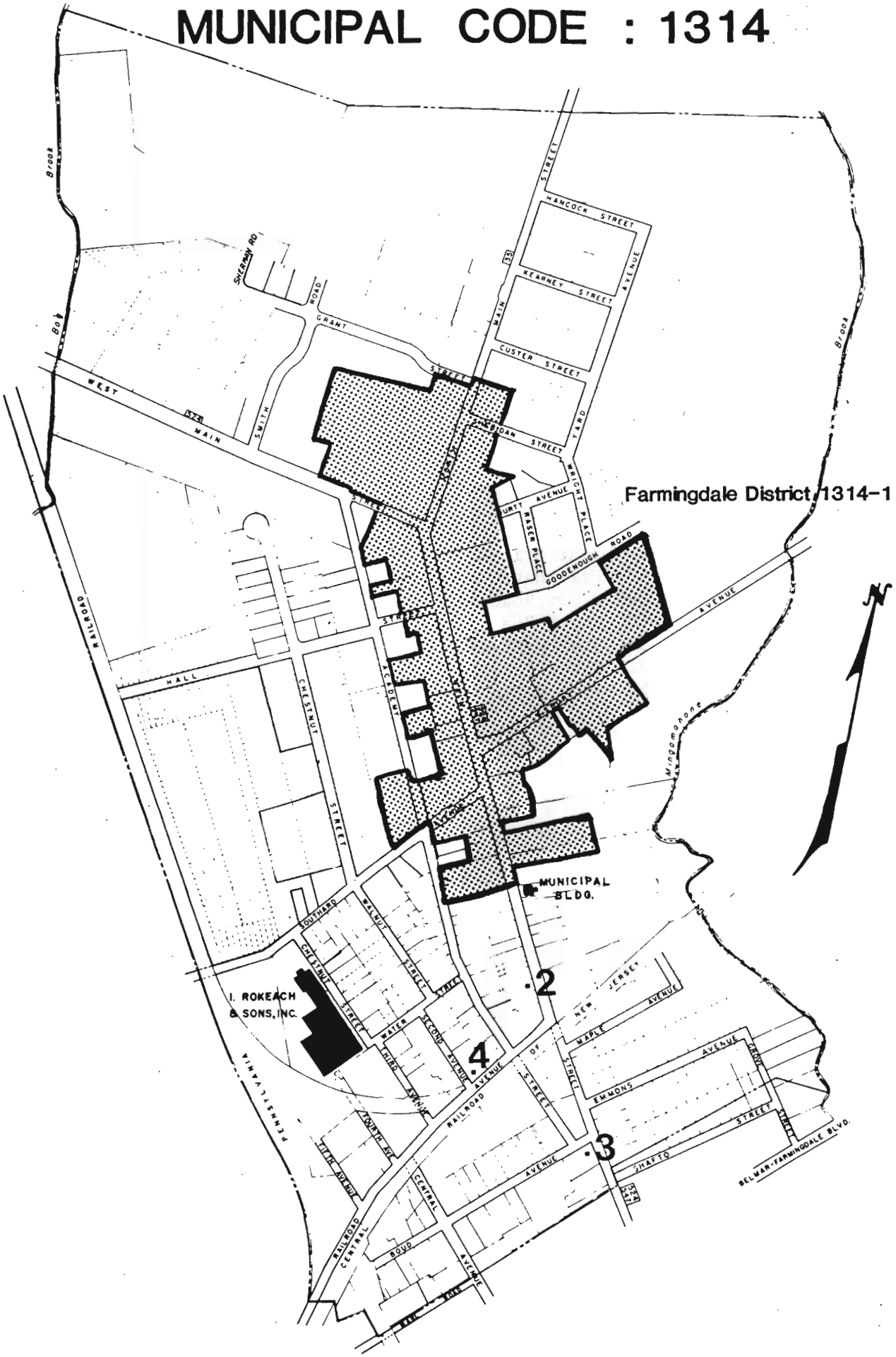
MUNICIPAL CODE : 1313

FAIR HAVEN BOROUGH: 1313

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1313-1	Fair Haven District	P
1313-1-1	35 Clay Street	D
1313-1-2	Charles Williams House 78 DeNormandie Avenue	D
1313-1-3	36 Fair Haven Road	D
1313-1-4	40 Fair Haven Road	D
1313-1-5	44 Fair Haven Road	D
1313-1-6	50 Fair Haven Road	D
1313-1-7	55 Fair Haven Road	D
1313-1-8	65 Fair Haven Road	D
1313-1-9	70 Fair Haven Road	D
1313-1-10	75 Fair Haven Road	D
1313-1-11	81 Fair Haven Road	D
1313-1-12	93 Fair Haven Road	D
*1313-1-13	121 Fair Haven Road	N
1313-1-14	777 River Road	D
1313-1-15	Forman Smith House 867 River Road	P
1313-2	Fisk Chapel/A.M.E. Bethel Church 25 Cedar Street	Y (NRHP 1975)
1313-3	132 Fair Haven Road	N
1313-4	499 River Road	N
1313-5	500 River Road	N
1313-6	Shrewsbury River Yacht Club 925 River Road	N
1313-7	72 Tyson Drive	N

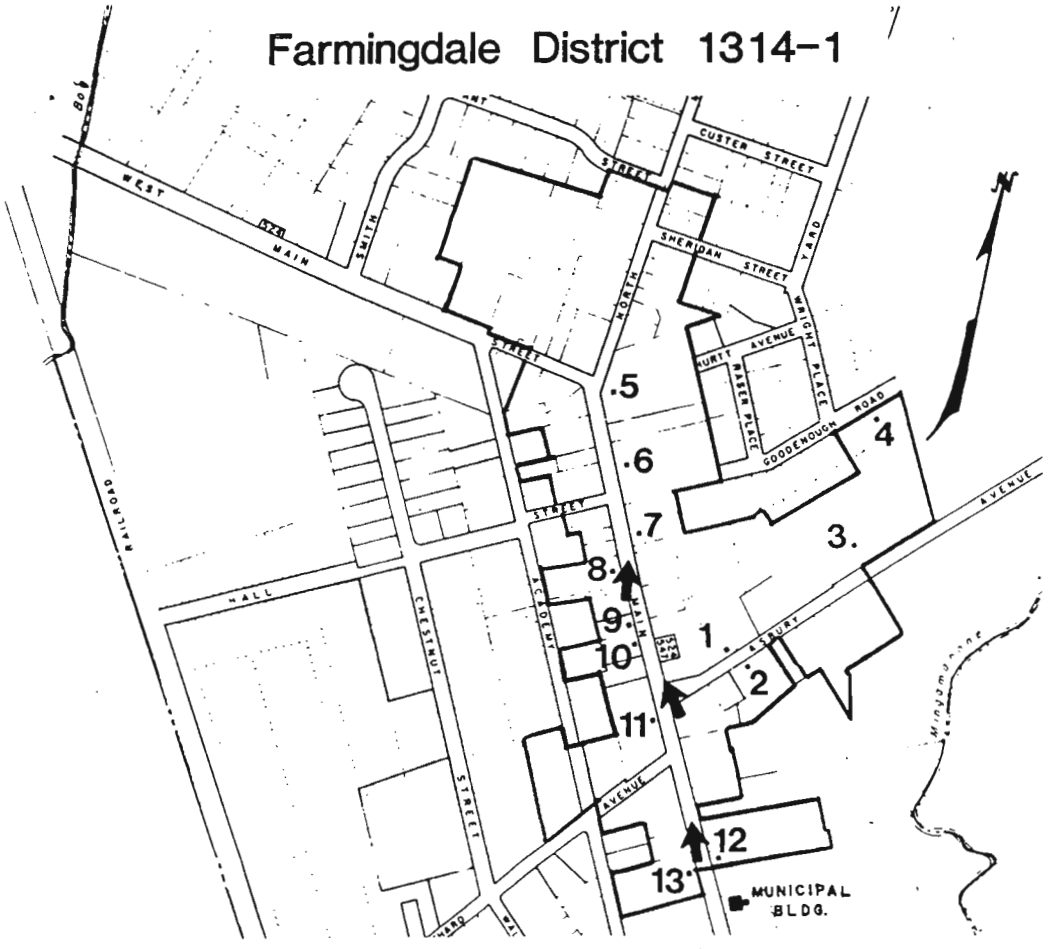
*NOTE: Delete 1313-1-13 from survey. Building radically altered in 1984.

BOROUGH OF FARMINGDALE
MUNICIPAL CODE : 1314



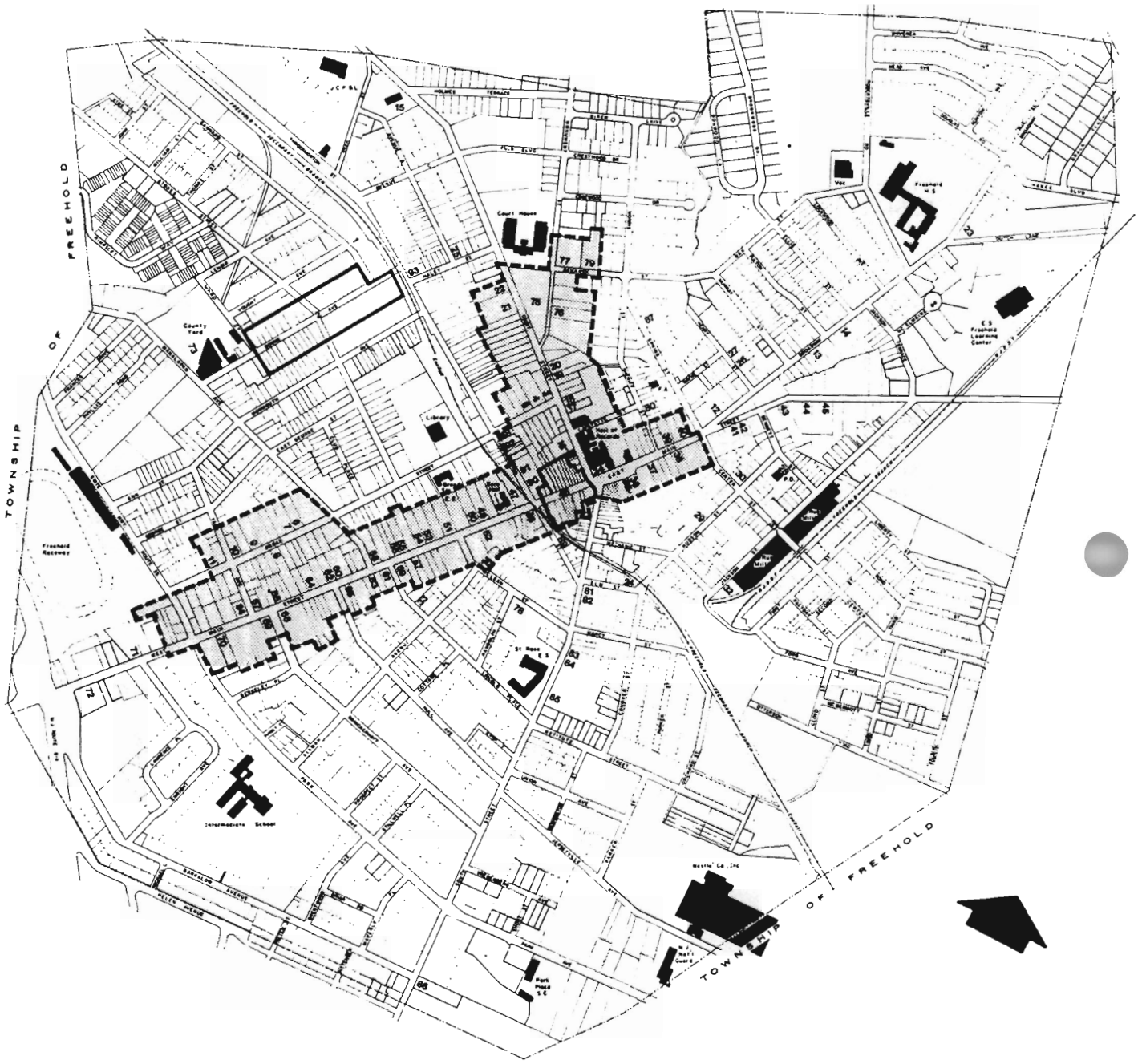
FARMINGDALE BOROUGH: 1314

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1314-1	Farmingdale District	N
1314-1-1	10 Asbury Avenue	N
1314-1-2	11 Asbury Avenue	N
1314-1-3	22 Asbury Avenue	N
1314-1-4	Goodenough House 2 Goodenough Road	Y
1314-1-5	2 Main Street	N
1314-1-6	Farmingdale Methodist Church 8 Main Street	P
1314-1-7	12-14 Main Street	N
1314-1-8	J. Sanford House 19 Main Street	N
1314-1-9	23 Main Street	N
1314-1-10	25 Main Street	N
1314-1-11	Red Men Hall 33 Main Street	N
1314-1-12	Halstead Wainwright House 48 Main Street	Y
1314-1-13	51 Main Street	N
1314-2	75-77 Main Street	N
1314-3	105 Main Street	N
1314-4	9 Railroad Avenue	N



FREEHOLD BOROUGH

MUNICIPAL CODE 1315



NOTE: The shaded area on the map above delineates potential boundaries for a historic district in Freehold. However, it should be noted that these boundaries are very inclusive; the district may have to be redefined during the course of the nomination process. There are, for example, a number of intrusions on East Main Street which may prove that section ineligible. Also, the borough may decid that a smaller district is more manageable. A Multiple Resources nomination--which would combine a smaller district with individually eligible sites throughout the borough--provides another alternative.

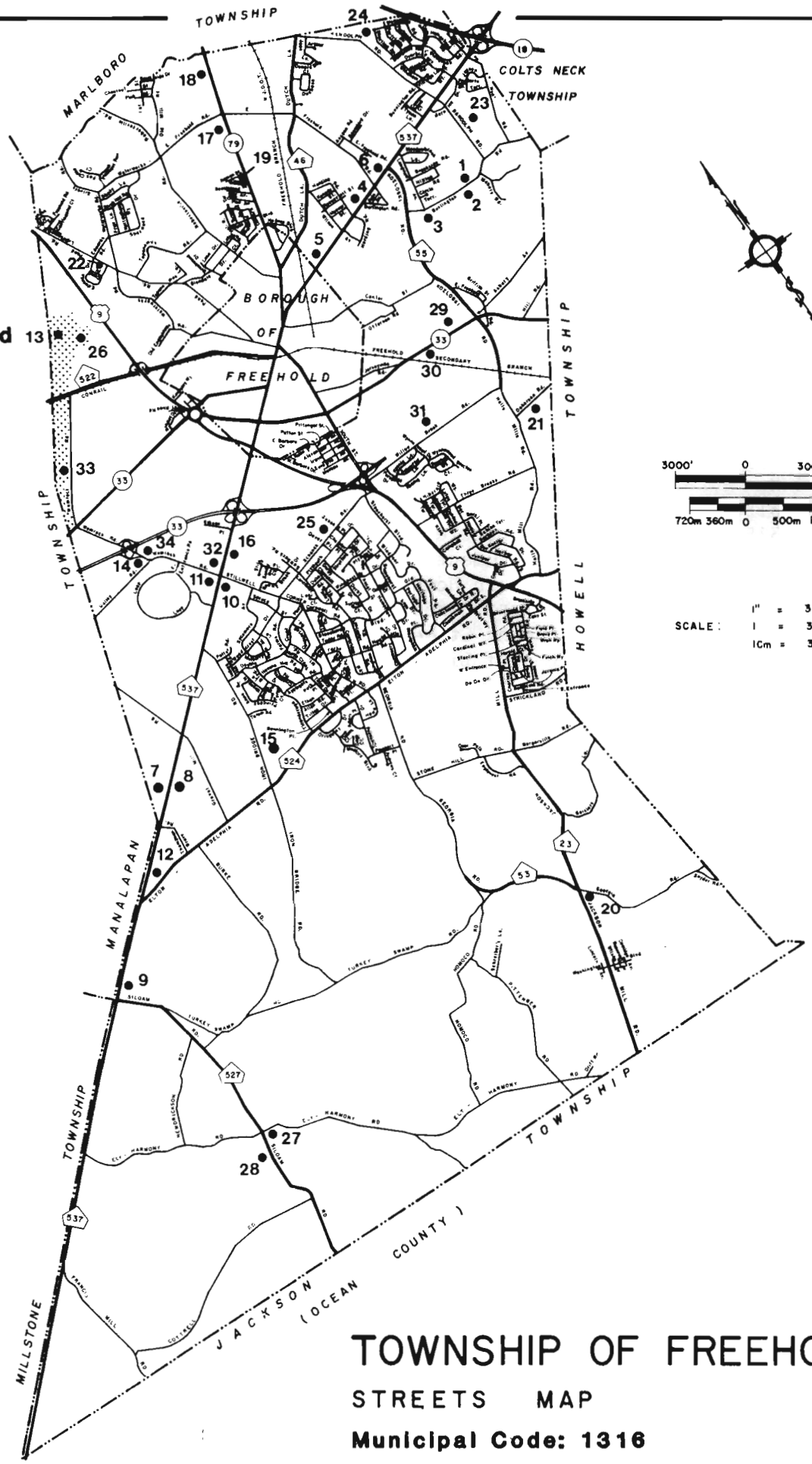
FREEHOLD BOROUGH: 1315

NOTE: "D" indicates eligibility for inclusion in potential historic district (shaded on map).

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1315-1	Stokes Brothers Manufacturing Company 15 Bannard Street	N
1315-2	Bowne Avenue Streetscape	N
1315-3	Aaron Rhea Throckmorton House 1 Broad Street	D
1315-4	John Dorrance House 3 Broad Street	Y
1315-5	W.W. Wells House 7 Broad Street	~~D~~ (DEMOLISHED)
1315-6	Thomas A. Ward House 87 Broad Street	D
1315-7	89 Broad Street	D
1315-8	96 Broad Street	D
1315-9	99 Broad Street	D
1315-10	105 Broad Street	D
1315-11	109 Broad Street	D
1315-12	A.S. Lockerson House 7 Broadway	N
1315-13	36 Broadway	N
1315-14	44 Broadway	N
1315-15	Court Street School W. side Court Street opposite Holmes Terrace	Y
1315-16	Bell Telephone Building (Monmouth County Agricultural Offices) 20 Court Street	D
1315-17	William McDermott House 35 Court Street	D
1315-18	Charles C. Bowne House 37 Court Street	D
1315-19	45 Court Street	D
1315-20	47 Court Street	D
1315-21	Monmouth County Historical Association 70 Court Street	D
1315-22	78 Court Street	D
1315-23	George Taylor House 74 Dutch Lane	Y
1315-24	Zimmerman Manufacturing Company 19 Elm Street	N
1315-25	African M.E. Church 11 Haley Street	N
1315-26	9 Henry Street	N
1315-27	13 Henry Street	N
1315-28	Freehold High School (Freehold Police Department) SW cr. Hudson and Bennett Streets	Y
1315-29	31 Hudson Street	N
1315-30	47 Hudson Street	N
1315-31	V. Henry Rothschild and Company/ A. & M. Karagheusian Rug Mill SE and SW crs. Jackson and Center Streets	Y

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1315-32	Freehold Passenger Depot SE cr. Jackson and Mechanic Streets	P
1315-33	15 Lincoln Place	N
1315-34	Monmouth County Courthouse (Hall of Records) NE cr. E. Main and Court Streets	D
1315-35	Brown Building 16 E. Main Street	D
1315-36	American Hotel 18-20 E. Main Street	D
1315-37	Freehold Public Library 28½ E. Main Street	Y
1315-38	Richmond House 42 E. Main Street	Y
1315-39	Christopher House 49 E. Main Street	D
1315-40	Freehold Grill 59 E. Main Street	D
1315-41	62 E. Main Street	N
1315-42	64 E. Main Street	N
1315-43	Joseph T. Laird House 74 E. Main Street	Y
1315-44	80 E. Main Street	N
1315-45	G.S. Bennett House 84 E. Main Street	N
1315-46	W. Main Street Streetscape	D
1315-46-1	Perrine Store/Perrine Building 10-16 W. Main Street	D
1315-46-2	First National Bank 19 W. Main Street	D
1315-46-3	37-39 W. Main Street	D
1315-47	Freehold Passenger Depot NW cr. Main and Throckmorton Streets	Y
1315-48	48 W. Main Street	D
1315-49	David C. Perrine House 55 W. Main Street	D
1315-50	Jacob B. Rue House 57 W. Main Street	D
1315-51	Woodhull House 63 W. Main Street	D
1315-52	Governor Joel Parker House 64 W. Main Street	Y
1315-53	The Second Reformed Church of Freehold 67 W. Main Street	D
1315-54	69 W. Main Street	D
1315-55	73 W. Main Street	D
1315-56	75 W. Main Street	D
1315-67	80 W. Main Street	D
1315-58	Freehold Baptist Church (First Baptist Church) 81 W. Main Street	Y
1315-59	86 W. Main Street	D
1315-60	Freehold M.E. Church (United Methodist Church) 89 W. Main Street	D

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1315-61	90 W. Main Street	D
1315-62	93 W. Main Street	D
1315-63	94 W. Main Street	D
1315-64	97 W. Main Street	D
1315-65	102 W. Main Street	D
1315-66	111 W. Main Street	D
1315-67	James S. Yard House 117 W. Main Street	D
1315-68	First Presbyterian Church 118 W. Main Street	Y
1315-69	124 W. Main Street	D
1315-70	134 W. Main Street	D
1315-71	143 W. Main Street	N
1315-72	William Covenhoven House 150 W. Main Street	Y (NRHP 1974)
1315-73	Joseph Brakeley Canning Factory NW cr. Manalapan and Bowne Avenues	N
1315-74	41 McLean Street	N (DEMOLISHED)
1315-75	Monmouth Battle Monument NW cr. Monument and Court Streets	D
1315-76	W.M. Hepburn House 15 Monument Street	D
1315-77	25 Monument Street	D
1315-78	St. Rose of Lima Church SE cr. Randolph and McLean Streets	N
1315-79	19 Schanck Street	Y
1315-80	15 Sheriff Street	N
1315-81	Bennington F. Randolph House 57 South Street	Y
1315-82	Amos Haviland House 59 South Street	N
1315-83	Sanford House 73 South Street	N
1315-84	Holmes W. Murphy House 75 South Street	N
1315-85	John W. Bartleson House 83 South Street	Y
1315-86	Croxon House 173 South Street	N
1315-87	27 Spring Street	P
1315-88	SE cr. Throckmorton and Broad Streets	N
1315-89	Throckmorton Street Garage 15-17 Throckmorton Street	N
1315-90	St. Peter's Episcopal Church 31 Throckmorton Street	Y
1315-91	St. Peter's Church Rectory 31 Throckmorton Street	Y (with church)
1315-92	Good Will Hook and Ladder Company 57 Throckmorton Street	D
1315-93	African Baptist Church (Second Baptist Church) 135 Throckmorton Street	N
1315-94	Warren H. Conover House 2 Yard Avenue	D



TOWNSHIP OF FREEHOLD

STREETS MAP

Municipal Code: 1316

PREPARED BY THE MONMOUTH COUNTY PLANNING BOARD SEPTEMBER 18, 1980

FREEHOLD TOWNSHIP: 1316

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1316-1	Wikoff Farm (Baysholm Conservation Area) N. side Burlington Road, 0.6 mi. East of East Freehold Road	N
1316-2	S. side Burlington Road, 0.6 mi. East of East Freehold Road	N
1316-3	Forman Farm S. side Burlington Road, ½ mi. East of East Freehold Road	Y
1316-4	J.F.T. Forman Farm N. side Colts Neck Road (County Hwy 537), c. 500' West of East Freehold Road	Y
1316-5	N. side Colts Neck Road (County Hwy 537), c. 600' West of Wilson Avenue	~~N~~ (DEMOLISHED)
1316-6	Dr. Samuel Forman Farm NE cr. Colts Neck Road (County Hwy 537) and East Freehold Road	N
1316-7	Parker Farm N. side County Hwy 537, 0.5 mi. South of Gravel Hill Road	Y
1316-8	Edmund Parker Farm S. side County Hwy 537, 0.4 mi. South of Gravel Hill Road	Y
1316-9	William M. Smith House S. side County Hwy 537, 100' East of Siloam Road	N
1316-10	Mount's Tavern SE cr. County Hwy 537 and Stillwells Corner Road	Y
1316-11	Solomon Farm SW cr. County Hwy 537 and Wemrock Road	P
1316-12	Clayton Store NE cr. Elton-Adelphia Road and County Hwy 537	~~N~~ (DEMOLISHED)
1316-13	N. side Freehold-Englishtown Road, 150' West of Wemrock Road	Y (NRHP 1966)
1316-14	Bond House NW cr. Gully Road and Wemrock Road	N
1316-15	E. side Iron Bridge Road, 0.4 mi. North of Elton-Adelphia Road	P
1316-16	356 West Main Street (County Hwy 537)	N
1316-17	W. side Marlboro Road, c. 400' South of East Freehold Road	P
1316-18	W. side Marlboro Road, c. 700' North of East Freehold Road	N
1316-19	Holmes Earl House 227 Marlboro Road	N
1316-20	Georgia Road School SE cr. Mill Road and Georgia Road	P

FREEHOLD TOWNSHIP continued:

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1316-21	S. side Oakerson Road, 0.2 mi. East of Halls Mill Road	~~N~~ (DEMOLISHED)
1316-22	J. DuBois House 322 Pond Road	N
1316-23	S. end of Randolph Road, 0.3 mi. South of County Hwy 537	~~N~~ (DEMOLISHED)
1316-24	William Campbell House 310 Randolph Road	N
1316-25	Job Emmons House 140 Schanck Road	N
1316-26	Craig House S. side Schibandorf Lane, 800' West of U.S. Hwy 9	Y (NRHP 1966)
1316-27	SE cr. Siloam Road and Ely-Harmony Road	N
1316-28	Siloam M.E. Church W. side Siloam Road, 2 mi. South of Ely-Harmony Road	N
1316-29	David Forman Farm N. side State Hwy 33, c. 1800' West of East Freehold Road	N
1316-30	John C. Forman Farm S. side State Hwy 33, ½ mi. West of Halls Mill Road	N
1316-31	N. side Three Brooks Road, ½ mi. West of Halls Mill Road	N
1316-32	Freehold Corner School District 15 E. side Wemrock Road, 100' North of County Hwy 537	P
1316-33	Rhea Farm W. side Wemrock Road, 0.5 mi. South of Freehold-Englishtown Road	Y (NRHP 1966)
1316-34	NE cr. Wemrock Road and Gully Road	P

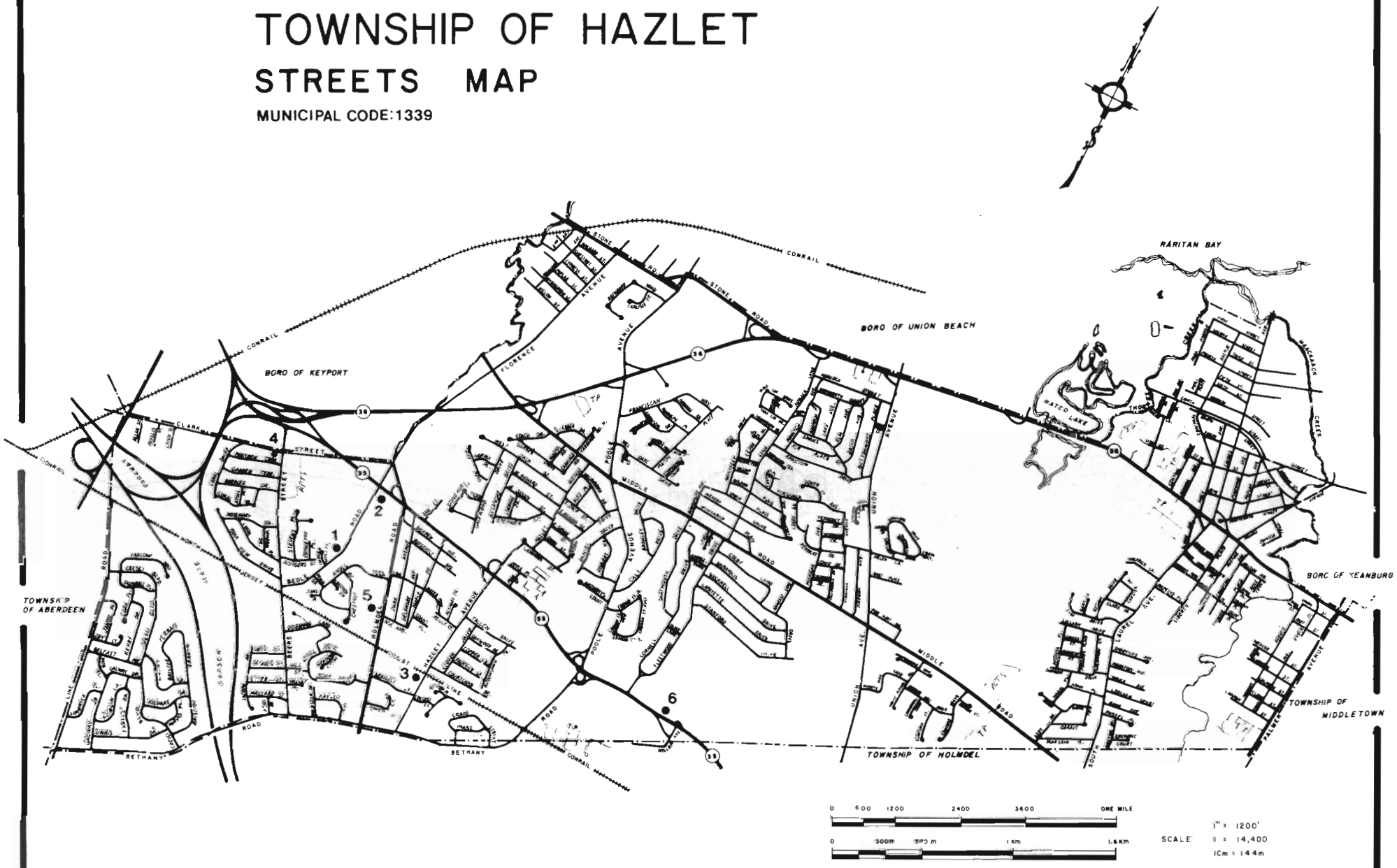
HAZLET TOWNSHIP: 1339

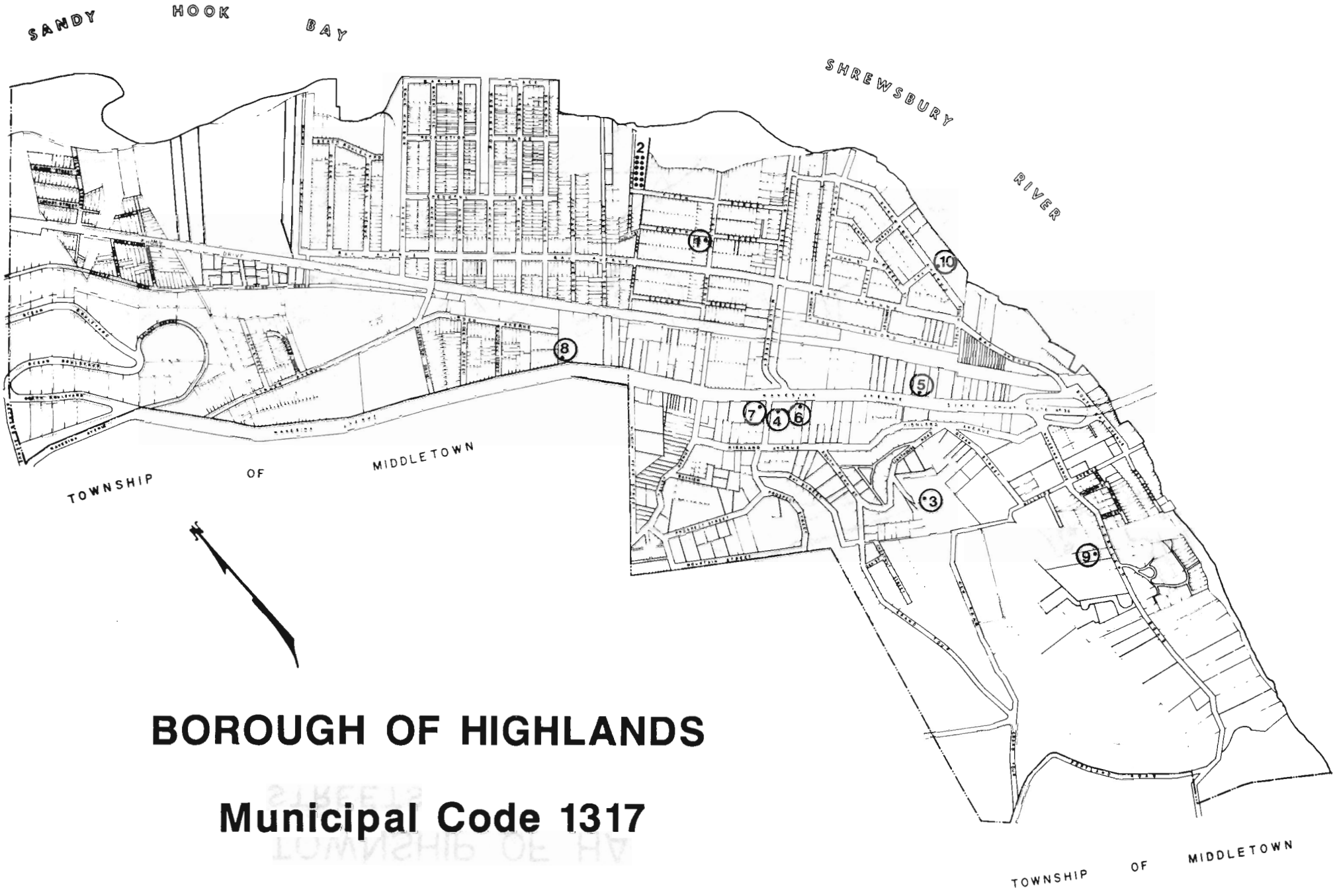
INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1339-1	29 Bedle Road	Y
1339-2	53 Bedle Road	P
1339-3	25 Brailley Lane	P
1339-4	41 Clark Street	N
1339-5	622 Holmdel Road	N
1339-6	2889 State Hwy 35	N

TOWNSHIP OF HAZLET

STREETS MAP

MUNICIPAL CODE: 1339





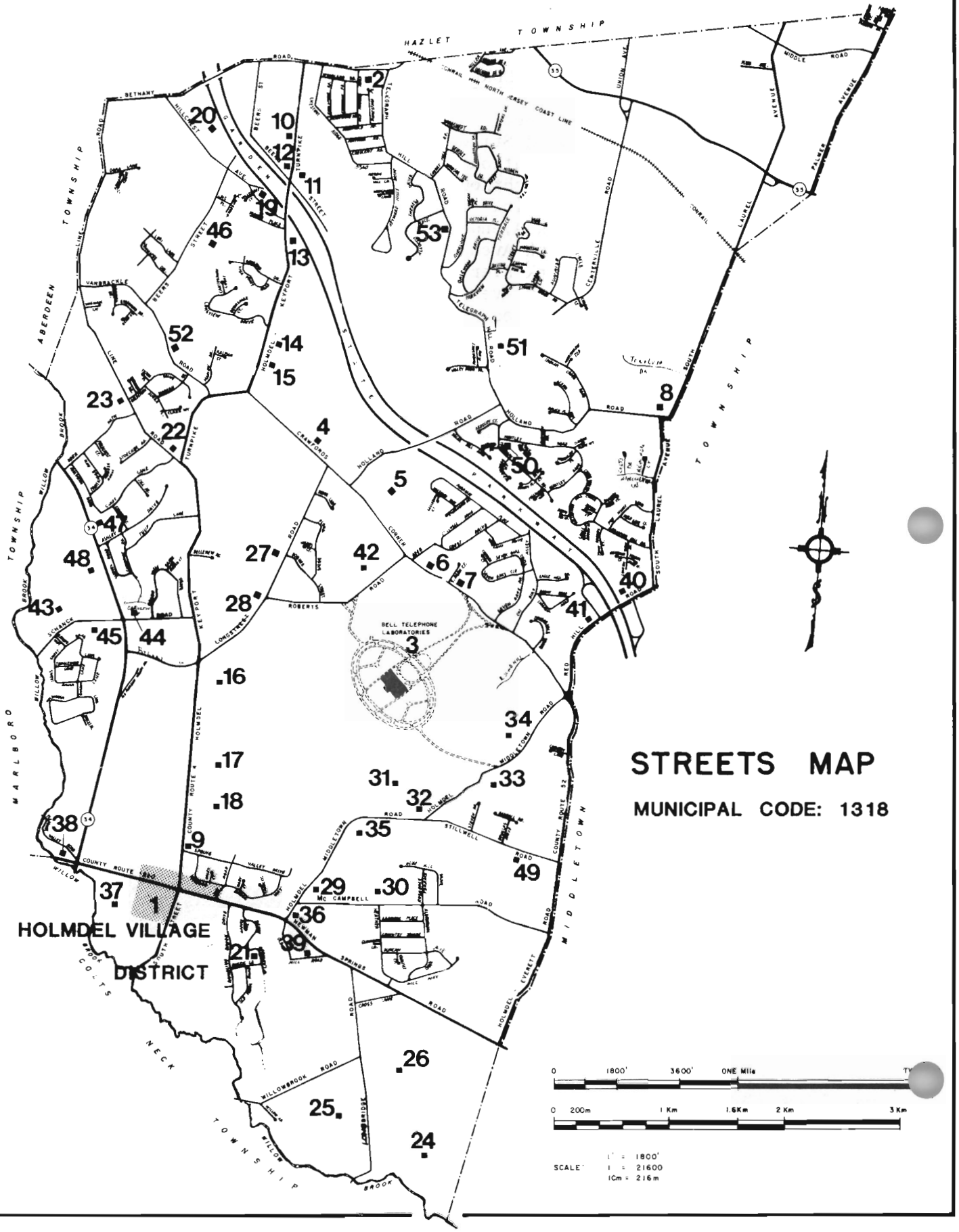
BOROUGH OF HIGHLANDS

Municipal Code 1317

HIGHLANDS BOROUGH 1317

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1317-1	197 Bay Avenue	N
1317-2	E. cr. Fifth Street and Cedar Street	N
1317-3	Navesink Lighthouse S. end of Lighthouse Road	Y (NRHP 1970)
1317-4	S. cr. Navesink Avenue and Miller Street	N
1317-5	66 Navesink Avenue	P
1317-6	131 Navesink Avenue	N
1317-7	151 Navesink Avenue	N
1317-8	254 Navesink Avenue	N
1317-9	79 Portland Road	N
1317-10	24-26 Shrewsbury Avenue	N

HOLMDEL TOWNSHIP



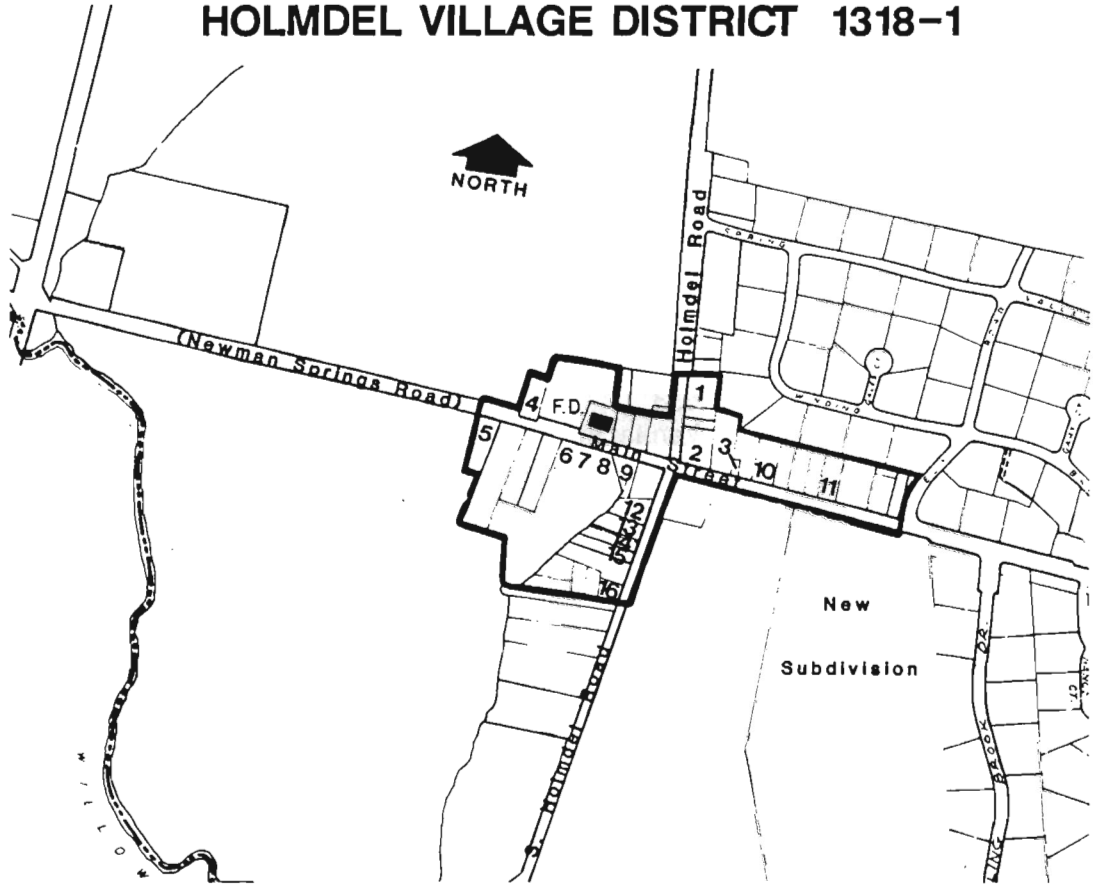
STREETS MAP

MUNICIPAL CODE: 1318

HOLMDEL TOWNSHIP: 1318

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1318-1	Holmdel Village District	N
1318-1-1	971 Holmdel Road	N
1318-1-2	Dutch Reformed Church of Holmdel NE cr. Main Street and Holmdel Road	Y (NRHP 1980)
1318-1-3	N. side Main Street, 3 E. of Holmdel Road	N
1318-1-4	31 Main Street	N
1318-1-5	32 Main Street	N
1318-1-6	Holmdel Baptist Church 40 Main Street	Y
1318-1-7	Holmdel Baptist Church Hall 40 Main Street *eligible with church complex only	Y*
1381-1-8	Holmdel Baptist Church Parsonage 40 Main Street * eligible with church complex only	Y*
1318-1-9	45 Main Street	N
1318-1-10	51 Main Street	N
1318-1-11	59 Main Street	N
1318-1-12	4 South Holmdel Road	N
1318-1-13	6 South Holmdel Road	N
1318-1-14	8 South Holmdel Road	N
1318-1-15	10 South Holmdel Road	N
1318-1-16	14 South Holmdel Road	N

HOLMDEL VILLAGE DISTRICT 1318-1



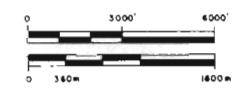
INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1318-2	John O. Stillwell House S. side Bethany Road, 0.3 mi. E. of Holmdel-Keyport Turnpike	P
1318-3	Bell Laboratories SE cr. Crawfords Corner Road and Roberts Road	N
1318-4	Bowne-Crawford House 34 Crawfords Corner Road	Y
1318-5	John S. Longstreet Farm 50 Crawfords Corner Road	N
1318-6	Denise Hendrickson Farm 78 Crawfords Corner Road	Y
1318-7	William D. Hendrickson House 84 Crawfords Corner Road	N
1318-8	Daniel Hendrickson Farm 205 and 207 Holland Road	Y
1318-9	Holmdel Village School No. 2 NE cr. Holmdel Road and Spring Valley Drive	N
1318-10	742 Holmdel Road	N
1318-11	Henry E. Ackerson Farm 745 Holmdel Road	N
1318-12	Ackerson Farm 754 Holmdel Road	N
1318-13	John T. Ackerson Farm 769 Holmdel Road	N
1318-14	Crawford House 809 Holmdel Road	N
1318-15	811 Holmdel Road	N
1318-16	Conover Farm 915 Holmdel Road	N
1318-17	Schenck Farm 939 Holmdel Road	Y
1318-18	VanMater Farm 953 Holmdel Road	P
1318-19	Hillcrest School N. side Hillcrest Road, 0.2 mi. West of Holmdel Road	N
1318-20	40 Hillcrest Road	N
1318-21	12 Ladwood Drive	N
1318-22	6 Line Road	P
1318-23	27 Line Road	~~Y~~ (DEMOLISHED)
1318-24	Aaron S. VanMater House E. side Longbridge Road, 1/2 mi. South of Willowbrook Road	P
1318-25	Smock Farm W. side Longbridge Road, 0.2 mi. South of Willowbrook Road	Y
1318-26	Smock Farm 31 Longbridge Road	~~Y~~ (DEMOLISHED)
1318-27	Holmes-Hendrickson House W. side Longstreet Road, 0.5 mi. South of Crawfords Corner Road	Y (NRHP 1978)
1318-28	Longstreet Farm W. side Longstreet Road, opposite Roberts Road	Y (NRHP 1979)

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1318-29	Ramanessin Farm NE cr. McCampbell Road and Middletown Road	Y
1318-30	Ramanessin Hill N side McCampbell Road, 0.4 mi. East of Middletown Road	Y
1318-31	N. side Middletown Road, 0.10 mi. West of Stillwell Road	P
1318-32	Magee House 67 Middletown Road	N
1318-33	Antonides Farm 82 Middletown Road	P
1318-34	89 Middletown Road	P
1318-35	96 Middletown Road	N
1318-36	Dutch Reformed Church Parsonage NE cr. Newman Springs Road and Middletown Road	Y
1318-37	Henry D. Ely Farm 26 Newman Springs Road (Main Street)	P
1318-38	John T. Ely Farm and Mill 5 Pleasant Valley Road	Y
1318-39	11 Old Mill Road	N
1318-40	117 Red Hill Road	N
1318-41	Golden Farm 298 Red Hill Road	Y
1318-42	Aaron and John Longstreet House 25 Roberts Road	Y
1318-43	James Lake Farm N. side Schanck Road, 0.35 mi. West of State Highway 34	~~N~~ (DEMOLISHED)
1318-44	Cornelius Covenhoven House 18 Schanck Road	Y (NRHP 1974)
1318-45	John Schenck Farm 27 Schanck Road	Y
1318-46	24 South Beers Street	N
1318-47	Smock Farm 111 State Highway 34	P
1318-48	Garrett Schenck Farm 132 State Highway 34	N
1318-49	St. Catherine's Church 84 Stillwell Road	P
1318-50	William G. Wyckoff House 119 South Telegraph Hill Road	Y
1318-51	James Grover Taylor Farm E. side Telegraph Hill Road, 1/2 mi. North of Holland Road	N
1318-52	NW cr. Van Brackle Road and Marion Dr.	N
1318-53	5 Walnut Hollow Lane	N

HOWELL TOWNSHIP

STREETS MAP

MUNICIPAL CODE: 1319





COLTS NECK TOWNSHIP

U.S. NAVAL WEAPONS STATION EARLE

FREEHOLD TOWNSHIP

BOROUGH OF FARMINGDALE

WALL TOWNSHIP

JACKSON TOWNSHIP

LAKEWOOD TOWNSHIP

BRICK TOWNSHIP

OCEAN COUNTY

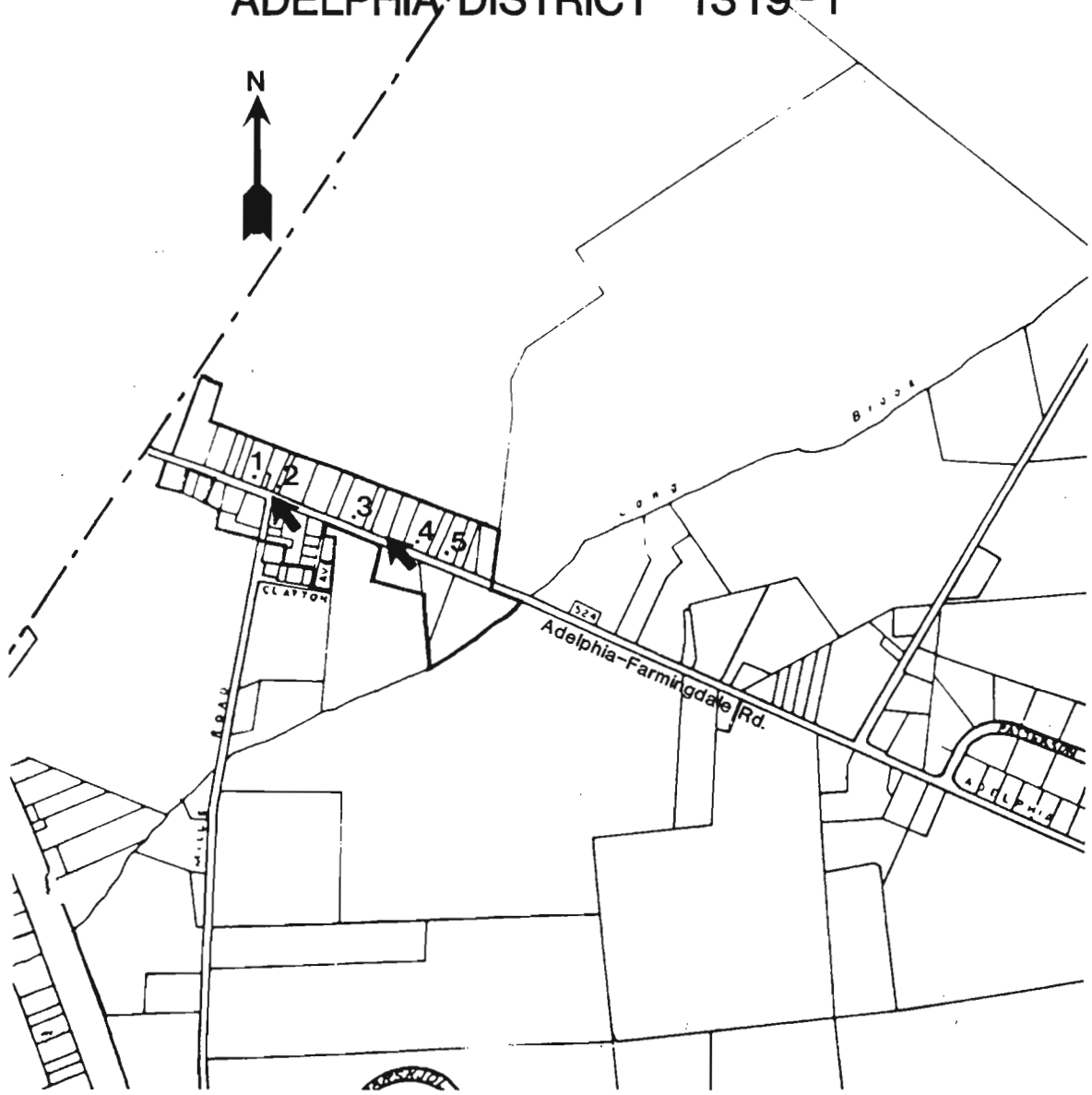
1 POWDERHORN DR
2 BUBLE CT
3 OLD SALEM RD
4 STOCK WAY

PREPARED BY
THE MONMOUTH COUNTY PLANNING BOARD NOVEMBER 18, 1980

HOWELL TOWNSHIP: 1319

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1319-1	Adelphia District	N
1319-1-1	N. side Adelphia-Farmingdale Road, 5 East of Freehold Township line	N
1319-1-2	N. side Adelphia-Farmingdale Road, opposite Wyckoff Road	N
1319-1-3	Bethesda Methodist Church N. side Adelphia-Farmingdale Road, 450' East of Wyckoff Road	N
1319-1-4	N. side Adelphia-Farmingdale Road, 800' East of Wyckoff Road	N
1319-1-5	N. side Adelphia-Farmingdale Road, 950' East of Wyckoff Road	P

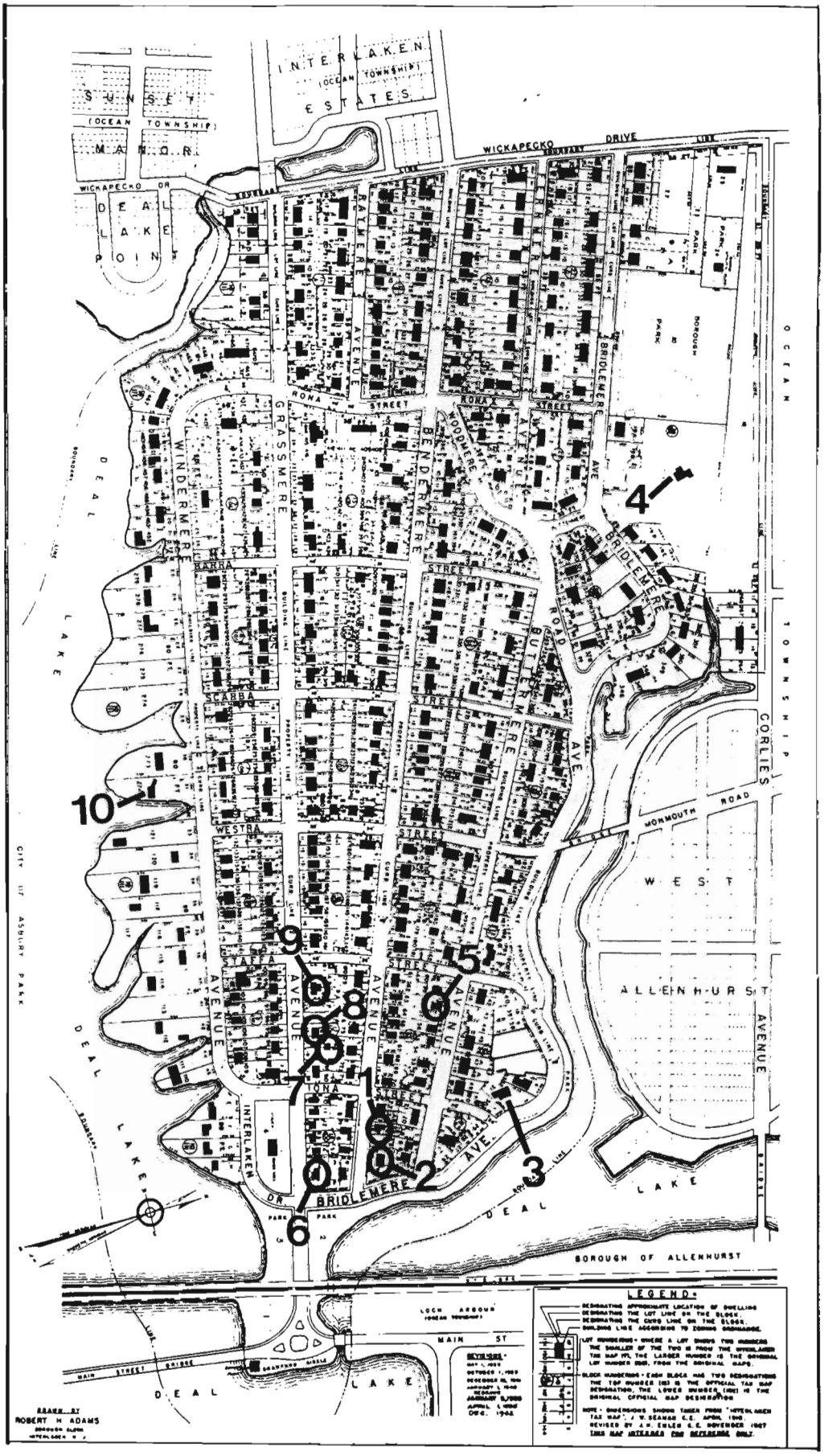
ADELPHIA DISTRICT 1319-1



INVENTORY #	ADDRESS	NRHP ELIGIBILITY	
1319-2	N. side Adelphia-Farmingdale Road 0.1 mi. West of Farmingdale Road	P	
1319-3	J. Emmons House N. side Adelphia-Farmingdale Road, opposite Havens Bridge Road	N	
1319-4	N. side Adelphia-Farmingdale Road, 0.3 mi. West of Howell Road	N	
1319-5	N. side Adelphia-Farmingdale Road, opposite Ketcham Road	P	
1319-6	John C. Patterson Farm N. side Adelphia-Farmingdale Road, 0.1 mi. East of Vanderveer Road	N	
1319-7	Charles W. Patterson House N. side Adelphia-Farmingdale Road, 0.1 mi. East of Vanderveer Road	Y	
1319-8	R. Pittenger Farm NW cr. Adelphia-Farmingdale Road and Howell Road	P	
1319-9	NW cr. Adelphia-Farmingdale Road and Vanderveer Road	N	
1319-10	Hall House S. side Adelphia-Farmingdale Road, 250' East of Howell Road	P	
1319-11	Hall House S. side Adelphia-Farmingdale Road, 300' East of Howell Road	N	
1319-12	First Baptist Church of Howell S. side Adelphia-Farmingdale Road, 0.3 mi. East of Vanderveer Road	P	
1319-13	St. Alexander Nevesky Church SE cr. Alexander Road and U.S. Highway 9	Y	
1319-14	T. Gulick Farm E. side Halls Mill Road, opposite Three Brooks Road	P	
1319-15	Jerseyville Methodist Church E. side Howell Road, 0.1 mi. South of State Highway 33	P	
1319-16	SE cr. Howell Road and Bennett Road	P	
1319-17	W. side Howell Road, 0.3 mi. South of State Highway 33		
1319-18	W.B. Cottrell Farm 134 Howell Road	P	
1319-19	67 Lakewood-Farmingdale Road	N	
1319-20	67½ Lakewood-Farmingdale Road	P	
1319-21	New Jersey Central Railroad bridge over Metedeconk River	N	
1319-22	S. side Peskin Road, opposite Richard Rd.	~~N~~	(DEMOLISHED)
1319-23	Preventorium Road bridge over Manasquan River	P	
1319-24	Farmingdale Tuberculosis Preventorium East side Preventorium Road, 0.1 mi. North of Old Tavern Road	P	
1319-25	Ardena Public School No. 2 NW cr. Preventorium Road and Old Tavern Road	N	

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1319-26	Buddhist Temple (Choephel-Ling) N. side Sixth Street 3 West of Smith Street	N
1319-27	S. side State Highway 33, 0.1 mi. West of Fairfield Road	N
1319-28	289 U.S. Highway 9	N
1319-29	E. side Vanderveer Road, 0.5 mi. North of Adelphia-Farmingdale Road	N
1319-30	All Cossacks Hall SW cr. Windeler Road and Oak Glen Road	P

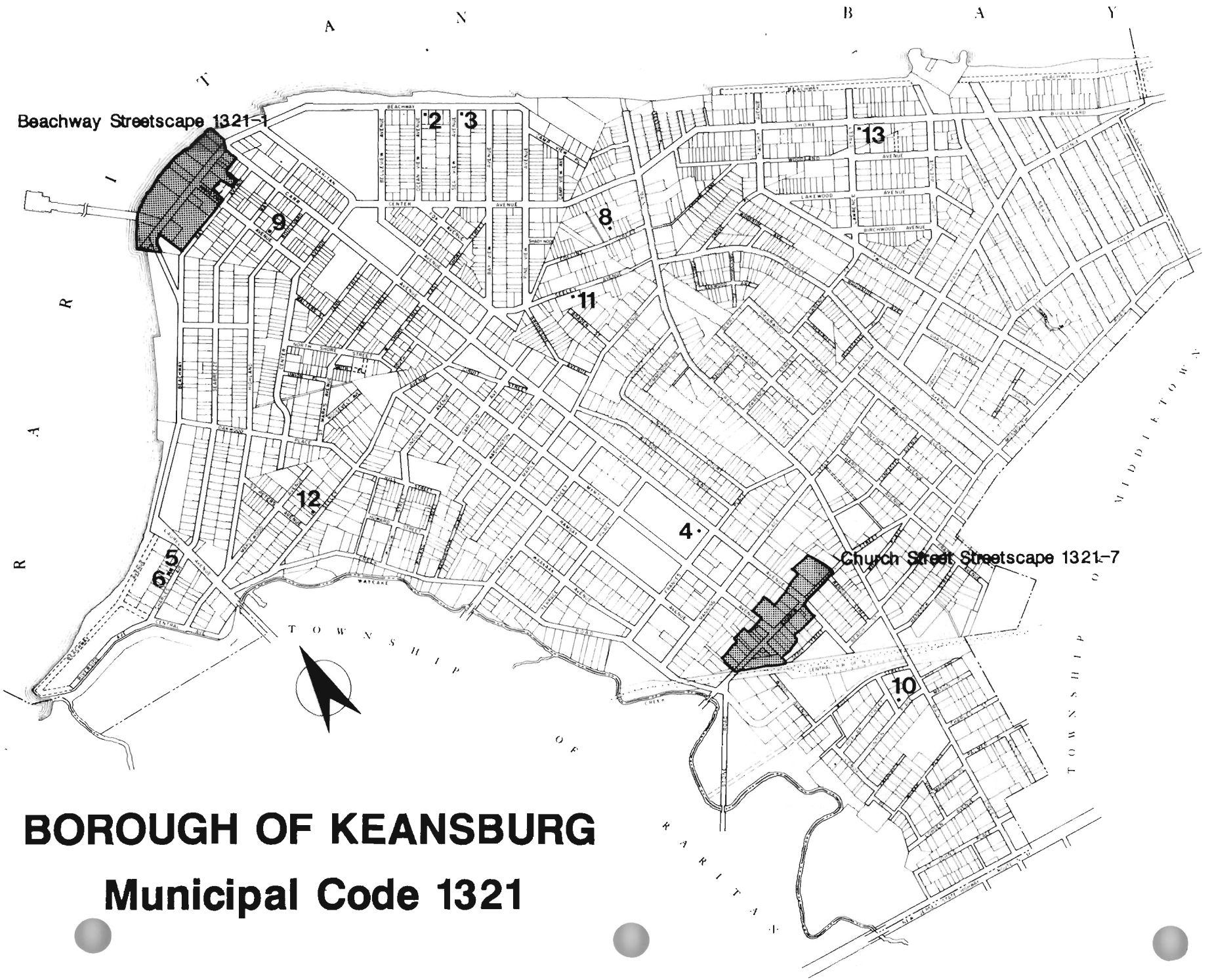
BOROUGH OF INTERLAKEN



MUNICIPAL CODE: 1320

INTERLAKEN BOROUGH: 1320

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1320-1	109 Bendermere Avenue	N
1320-2	26 Bridlemere Avenue	N
1320-3	200 Bridlemere Avenue	N
1320-4	611 Bridlemere Avenue	N
1320-5	214 Buttermere Avenue	N
1320-6	Andrew J. Dam House 101 Grassmere Avenue	N
1320-7	1 East of 209 Grassmere Avenue	N
1320-8	209 Grassmere Avenue	N
1320-9	215 Grassmere Avenue	N
1320-10	408 Windermere Avenue	N



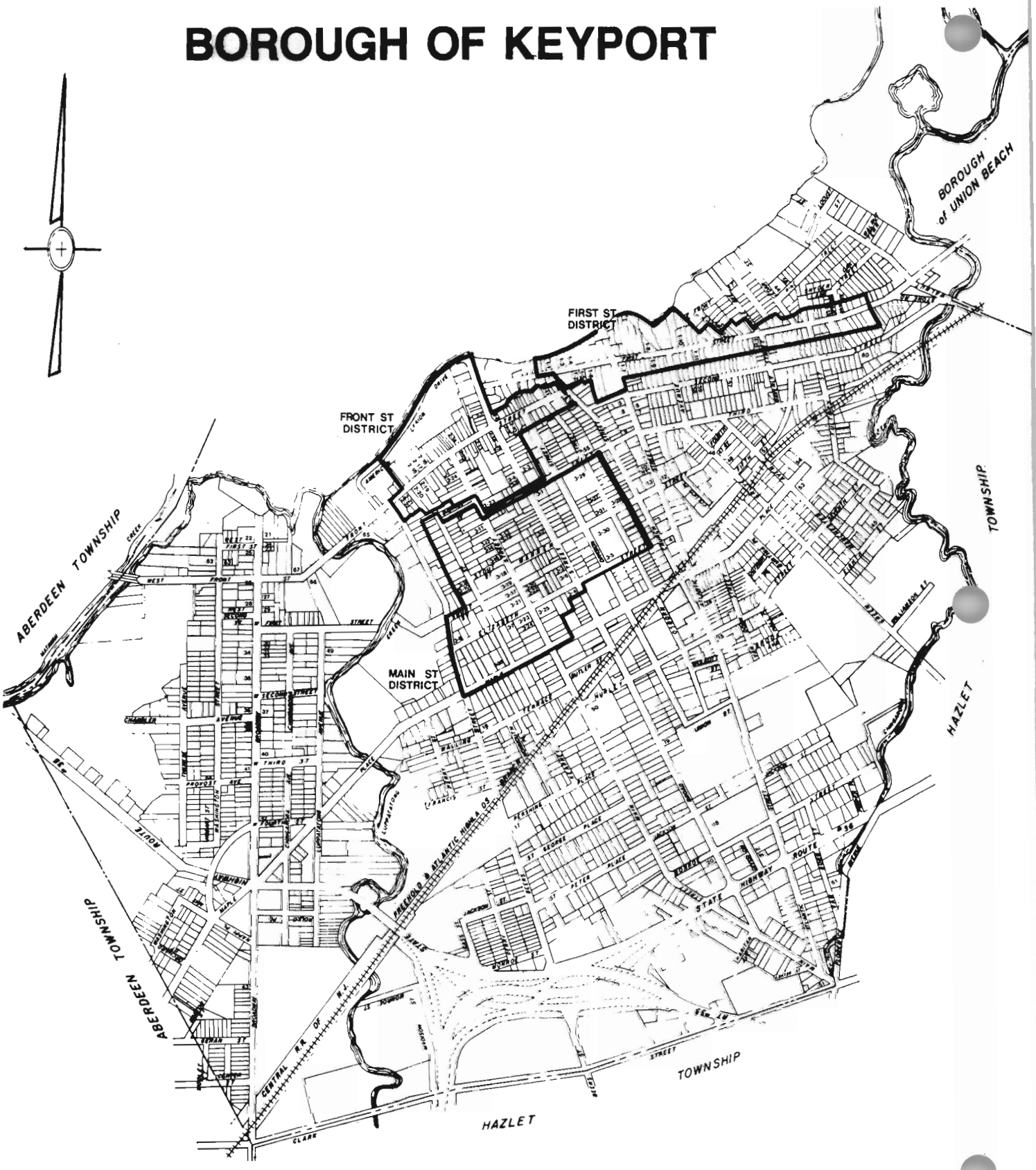
BOROUGH OF KEANSBURG

Municipal Code 1321

KEANSBURG BOROUGH: 1321

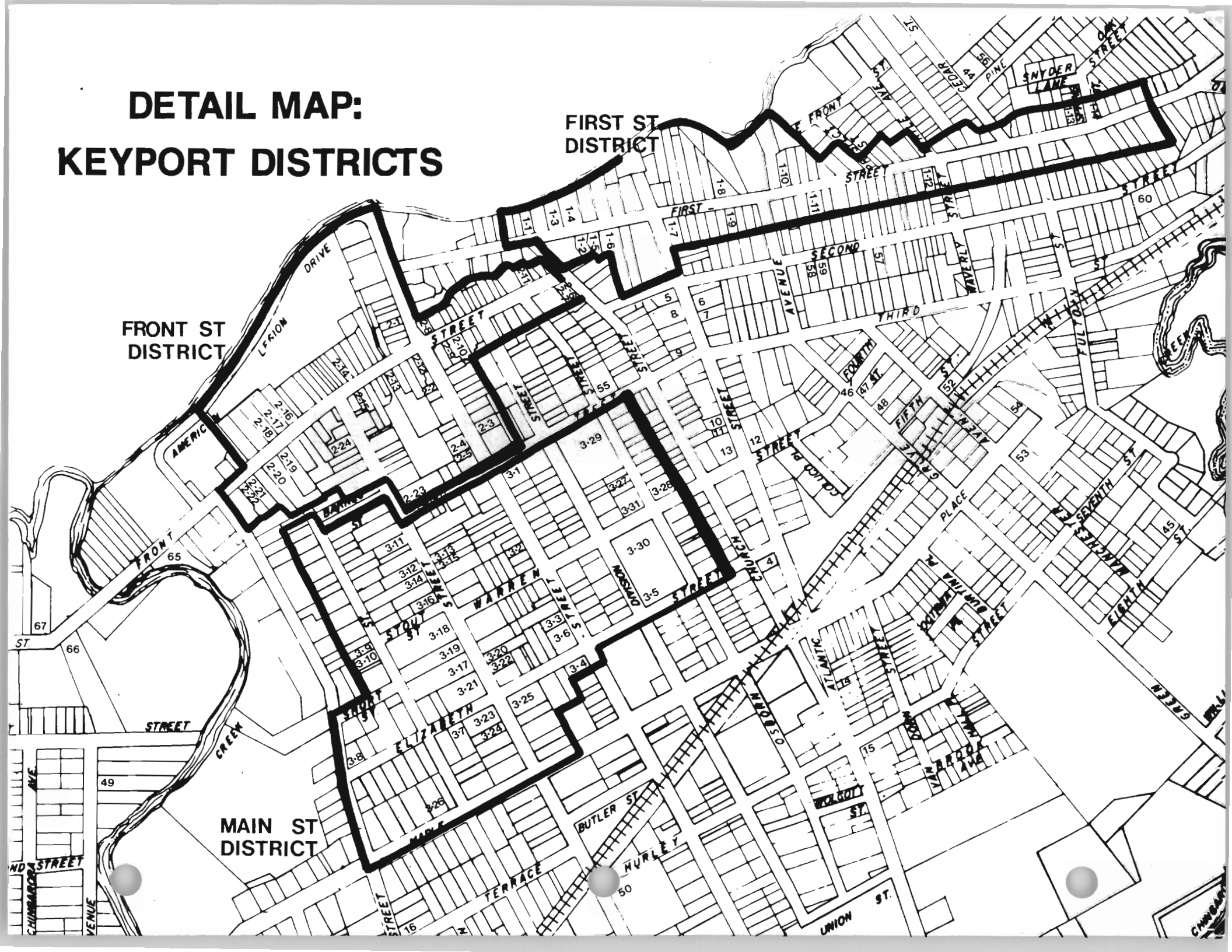
INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1321-1	Beachway Streetscape	N
1321-1-1	Carousel N. side Beachway, 1 East of Highland Avenue	N
1321-1-2	New Point Comfort Auditorium N. side Beachway, 1 West of Highland Avenue	N
1321-1-3	N. side Beachway, 2 West of Highland Avenue	N
1321-1-4	Camp Raritan Building S. side Beachway, 3 West of Highland Avenue	N
1321-2	24 Beachway	N
1321-3	Koehler's Villa 29 Beachway	N
1321-4	St. Anne Roman Catholic Church NW cr. Carr Avenue and Frances Place	Y
1321-5	5 Charles Avenue	N
1321-6	7 Charles Avenue	N
1321-7	Church Street Streetscape	N
1321-7-1	Keansburg National Bank NE cr. Church Street and Carr Avenue	N
1321-7-2	Keansburg Public School NE cr. Church Street and Myrtle Avenue	N
1321-7-3	Keansburg National Bank SW cr. Church Street and Carr Avenue	N
1321-7-4	59 Church Street	N
1321-8	17 Collins Street	N
1321-9	40 Highland Avenue	N
1321-10	15 Linton Place	N
1321-11	50 Seeley Avenue	P
1321-12	225, 227 Seeley Avenue	N
1321-13	120 Shore Boulevard	N

BOROUGH OF KEYPORT



Municipal Code 1322

DETAIL MAP: KEYPORT DISTRICTS



KEYPORT BOROUGH: 1322

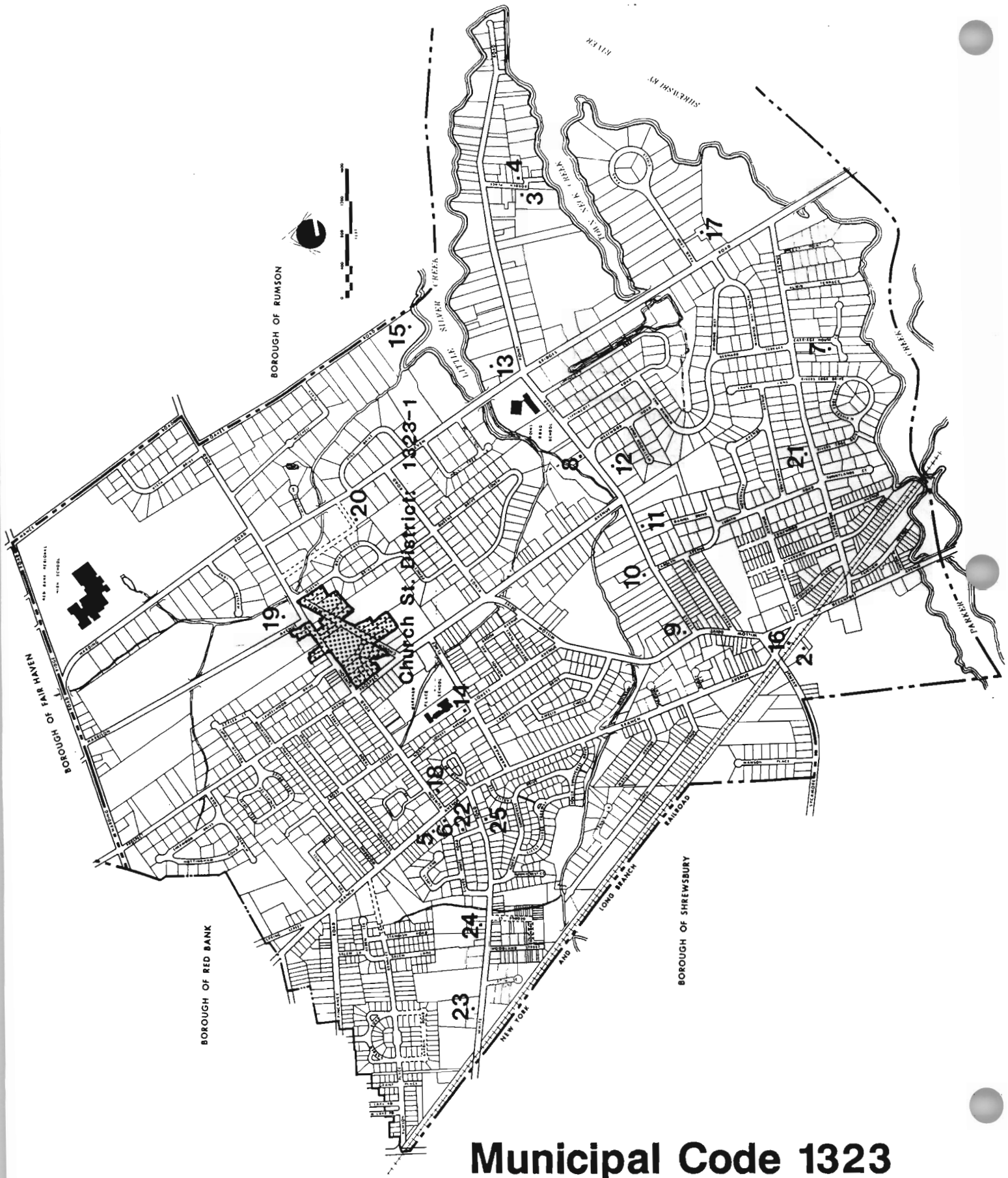
INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1322-1	First Street District	Y
1322-1-1	55 First Street	D
1322-1-2	72 First Street	Y
1322-1-3	75 First Street	D
1322-1-4	79 First Street	D
1322-1-5	84 First Street	D
1322-1-6	S.G. Fairchild House 86 First Street	Y
1322-1-7	112 First Street	D
1322-1-8	Joseph Bailey House 129 First Street	D
1322-1-9	132 First Street	D
1322-1-10	153 First Street	D
1322-1-11	170 First Street	D
1322-1-12	216 First Street	D
1322-1-13	277 First Street	D
1322-1-14	289 First Street	D
1322-2	Front Street District	P
1322-2-1	Joseph Maurer Building 36 Broad Street	Y
1322-2-2	People's National Bank 70 Broad Street	D
1322-2-3	Palace Diner 83 Broad Street	D
1322-2-4	First Presbyterian Church 84 Broad Street	Y
1322-2-5	Raritan Hose Co. #2 86 Broad Street	D
1322-2-6	J.W. Keough Building S. side East Front Street, 2 West of Church Street	D
1322-2-7	Keyport Academy SW cr. East Front Street and Church Street	D
1322-2-8	Mansion House Hotel 5 East Front Street	D
1322-2-9	6 East Front Street	D
1322-2-10	St. Mary's Episcopal Church 8 East Front Street	D
1322-2-11	Keyport Borough Hall and Fire Station 51 East Front Street	D
1322-2-12	Walling Hall SW cr. West Front and Broad Streets	D
1322-2-13	16-18 West Front Street	D
1322-2-14	People's National Bank 25 West Front Street	D
1322-2-15	34 West Front Street	D
1322-2-16	Surf Theater Between 55 and 57 West Front Street	D

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1322-2-17	57 West Front Street	D
1322-2-18	67 West Front Street	D
1322-2-19	74 West Front Street	D
1322-2-20	80 West Front Street	Y
1322-2-21	92 West Front Street	D
1322-2-22	96 West Front Street	D
1322-2-23	First Baptist Church NE cr. Main Street and Third Street	Y
1322-2-24	Jersey Central Power and Light Bldg. 18 Main Street	D
1322-3	Main Street District	Y
1322-3-1	Keyport Public Library SE cr. Broad Street and Third Street	D
1322-3-2	Thomas Marshal House 138 Broad Street	D
1322-3-3	T.S.R. Brown House 162 Broad Street	Y
1322-3-4	178 Broad Street	D
1322-3-5	Dutch Reformed Church Parsonage 125 Division Street	Y (with church)
1322-3-6	T.S.R Brown House 1 Elizabeth Street	D
1322-3-7	47 Elizabeth Street	D
1322-3-8	95 Elizabeth Street	D
1322-3-9	50 Kearney Street	D
1322-3-10	54 Kearney Street	D
1322-3-11	60-62 Main Street	D
1322-3-12	74 Main Street	D
1322-3-13	75 Main Street	D
1322-3-14	80 Main Street	Y
1322-3-15	Nimrod Bedle House 83 Main Street	D
1322-3-16	88 Main Street	D
1322-3-17	92 Main Street	D
1322-3-18	100 Main Street	Y
1322-3-19	102 Main Street	D
1322-3-20	115 Main Street	D
1322-3-21	120 Main Street	D
1322-3-22	125 Main Street	D
1322-3-23	126 Main Street	Y
1322-3-24	J.B Winterton II House 130 Main Street	D
1322-3-25	133 Main Street	D
1322-3-26	73 Maple Place	D
1322-3-27	84 Osborn Street	D
1322-3-28	91 Osborn Street	D
1322-3-29	35 Third Street	D
1322-3-30	Dutch Reformed Church S. side Warren Street at Osborn Street	Y
1322-3-31	33 Warren Street	D

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1322-4	SW cr. Atlantic and Elizabeth Streets	N
1322-5	31 Atlantic Street	N
1322-6	41 Atlantic Street	N
1322-7	43 Atlantic Street	N
1322-8	42 Atlantic Street	P
1322-9	52-54 Atlantic Street	N
1322-10	70 Atlantic Street	N
1322-11	74 Atlantic Street	N
1322-12	91 Atlantic Street	N
1322-13	92 Atlantic Street	N
1322-14	Second Baptist Church 205 Atlantic Street	N
1322-15	215 Atlantic Street	N
1322-16	169 Beers Street	N
1322-17	237 Beers Street	P
1322-18	Keyport High School NE cr. Broad Street and Monroe Street	N
1322-19	315 Broad Street	N
1322-20	398 Broad Street	N
1322-21	7 Broadway	N
1322-22	16 Broadway	N
1322-23	17 Broadway	N
1322-24	19 Broadway	N
1322-25	30 Broadway	N
1322-26	52 Broadway	N
1322-27	63 Broadway	N
1322-28	64 Broadway	N
1322-29	69 Broadway	N
1322-30	Eagle Hose Company #4 91 Broadway	N
1322-31	97 Broadway	N
1322-32	99 Broadway	N
1322-33	101 Broadway	N
1322-34	104 Broadway	N
1322-35	122 Broadway	N
1322-36	148 Broadway	N
1322-37	149-151 Broadway	N
1322-38	158 Broadway	N
1322-39	162 Broadway	N
1322-40	181 Broadway	P
1322-41	192 Broadway	N
1322-42	235 Broadway	N
1322-43	362 Broadway	N
1322-44	42 Cedar Street	N
1322-45	46 Eighth Street	N
1322-46	19 Green Grove Avenue	N
1322-47	21 Green Grove Avenue	N
1322-48	29 Green Grove Avenue	N
1322-49	11 Luppatatong Avenue	N
1322-50	205 Main Street	P
1322-51	Washington Hotel 470 Main Street	N

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1322-52	33 Manchester Avenue	N
1322-53	C.S. Bucklin Canning Factory 75 Manchester Avenue	N
1322-54	1 Maple Place	N
1322-55	Calvary M.E. Church NE cr. Osborn and Third Streets	P
1322-56	12 Pine Street	N
1322-57	East Keyport School S. side Second Street, 9 E. of Green Grove Avenue	N
1322-58	78 Second Street	N
1322-59	82 Second Street	N
1322-60	210 Second Street	N
1322-61	249 Van Dorn Street	N
1322-62	26-28 Washington Street	N
1322-63	29 Washington Street	N
1322-64	170 Washington Street	N
1322-65	J. and J.W. Ellsworth Fish Market 150 West Front Street	Y
1322-66	Henry H. Seabrook House 160-164 West Front Street	P
1322-67	168 West Front Street	N

BOROUGH OF LITTLE SILVER



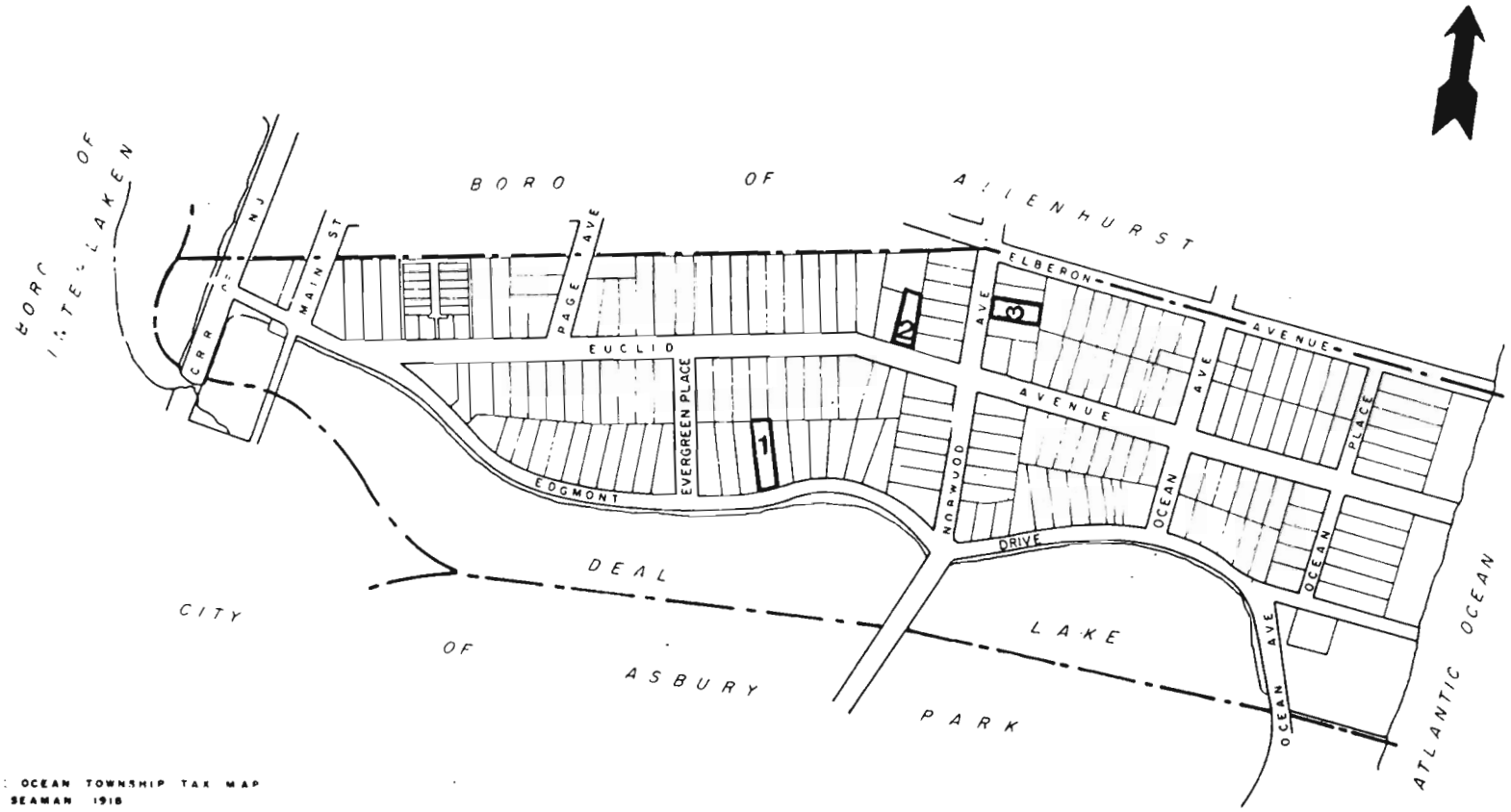
Municipal Code 1323

LITTLE SILVER BOROUGH: 1323

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1323-1	Church Street District	N
1323-1-1	Gilbert Howland House 31 Church Street	N
1323-1-2	Embury Methodist Church 49 Church Street	P
1323-1-3	80 Church Street	N
1323-2	E. side Ayers Lane, 400' South of Sycamore Avenue	N
1323-3	39 Borden Place	P
1323-4	48 Borden Place	N
1323-5	371 Branch Avenue	N
1323-6	381 Branch Avenue	N
1323-7	28 Carriage House Lane	N
1323-8	St. John's Chapel N. side Little Silver Point Road, 0.2 mi. East of Prospect Avenue	Y
1323-9	3 Little Silver Point Road	N
1323-10	113 Little Silver Point Road	P
1323-11	154 Little Silver Point Road	P
1323-12	Hyde Parker House 216 Little Silver Point Road	P
1323-13	391 Little Silver Point Road	N
1323-14	79 Markham Place	N
1323-15	Harold Hartshorne House 80 Oakes Road	P
1323-16	Little Silver Passenger Station SE corner Oceanport Avenue and Sycamore Avenue at NY-LB Railroad	Y (NRHP 1984)
1323-17	6 Paag Lane	P
1323-18	18 Rumson Road	N
1323-19	William Parker Farm 235 Rumson Road	Y
1323-20	73 Seven Bridges Road	N
1323-21	215 Silverside Avenue	N
1323-22	3 Silverwhite Avenue	N
1323-23	127 White Road	N
1323-24	209 White Road	P
1323-25	322 White Road	N

VILLAGE OF LOCH ARBOUR

MUNICIPAL CODE : 1324



SOURCE: OCEAN TOWNSHIP TAX MAP
BY J W SEAMAN 1918

PREPARED BY MONMOUTH COUNTY PLANNING BOARD

REV 7/79 REV. 1976 JULY 1965

LOCH ARBOUR VILLAGE: 1324

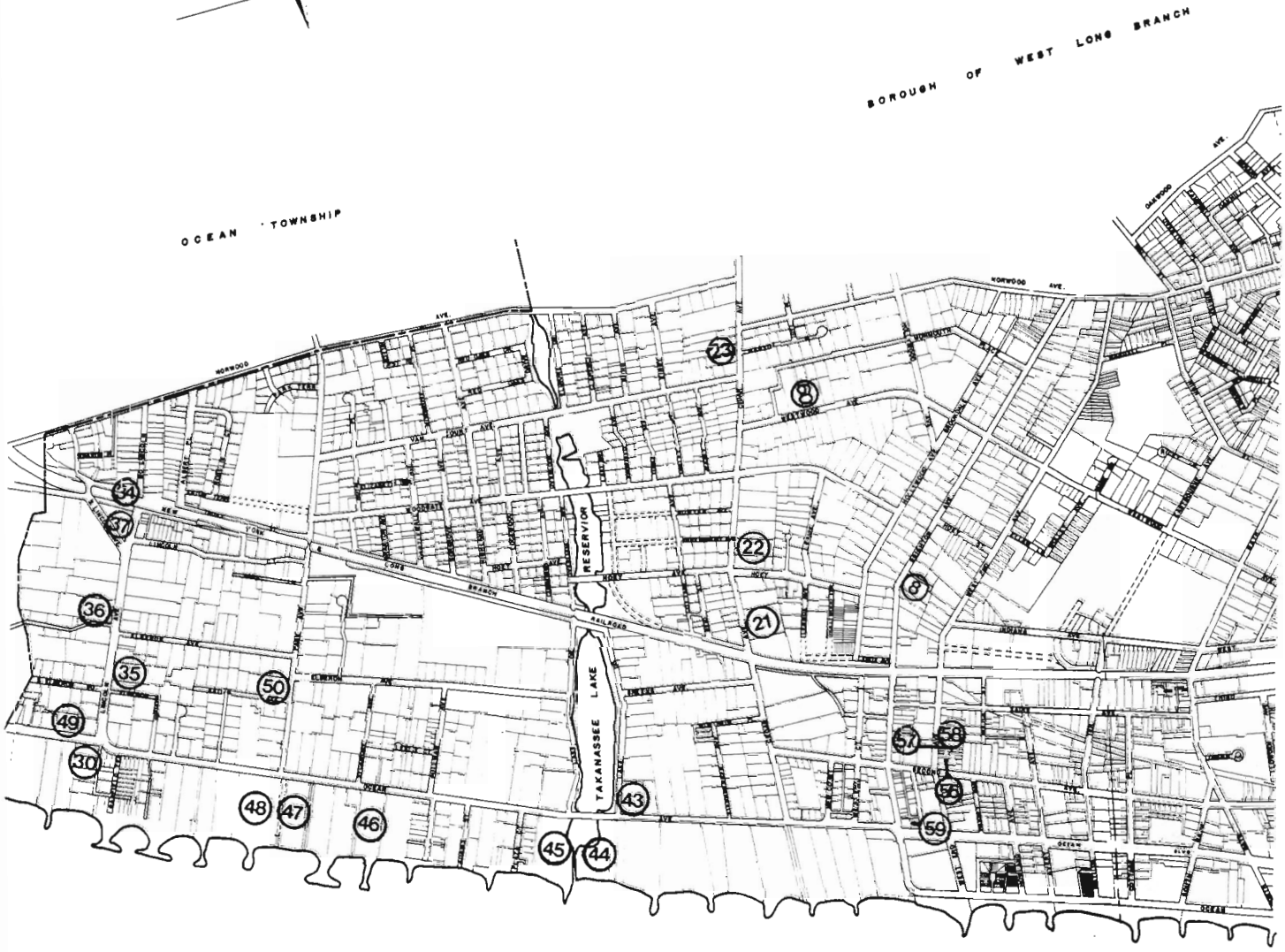
INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1324-1	313 Edgmont Drive	N
1324-2	305 Euclid Avenue	N
1324-3	106 Norwood Avenue	N

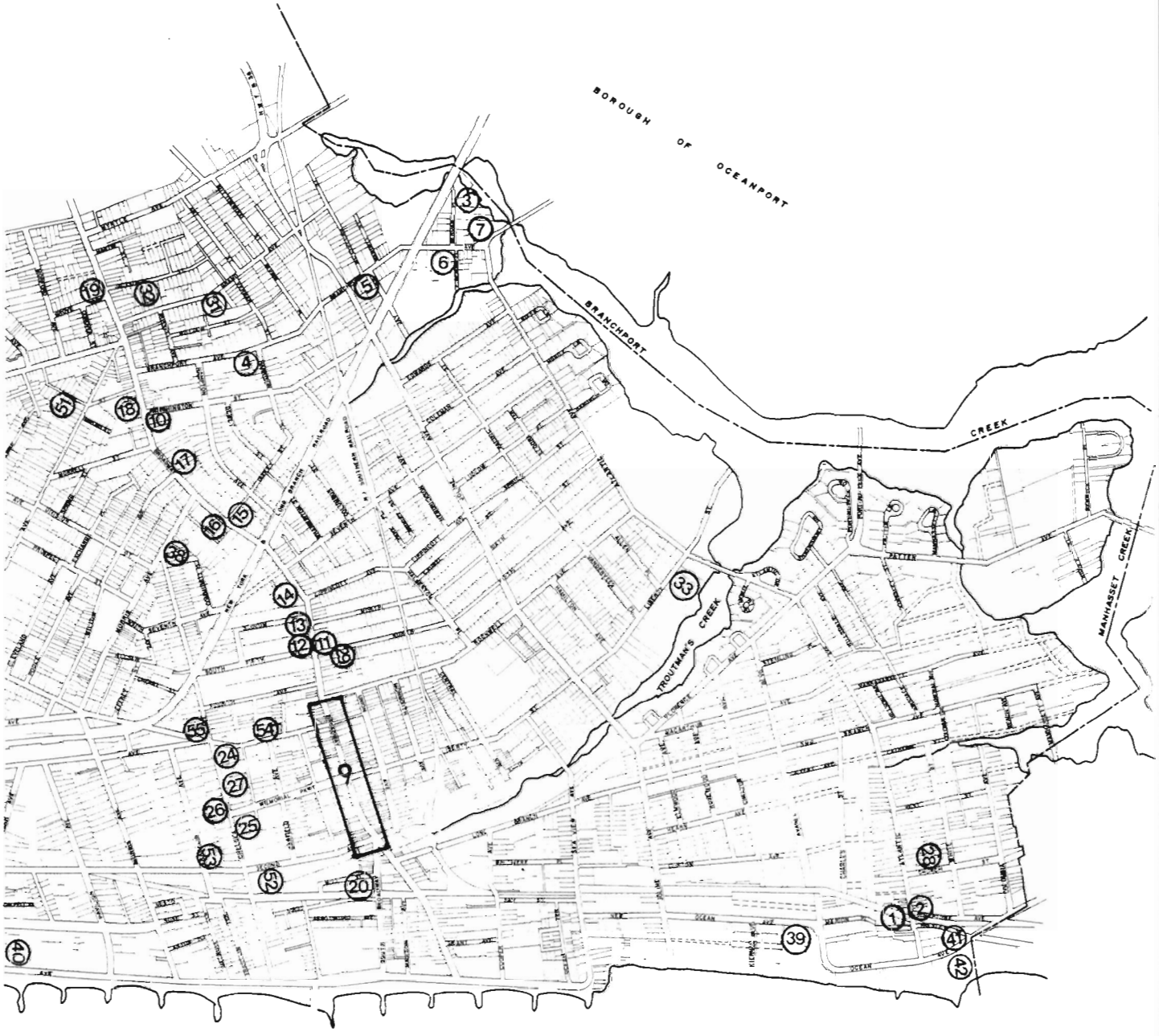
CITY OF LONG BRANCH

Municipal Code 1325





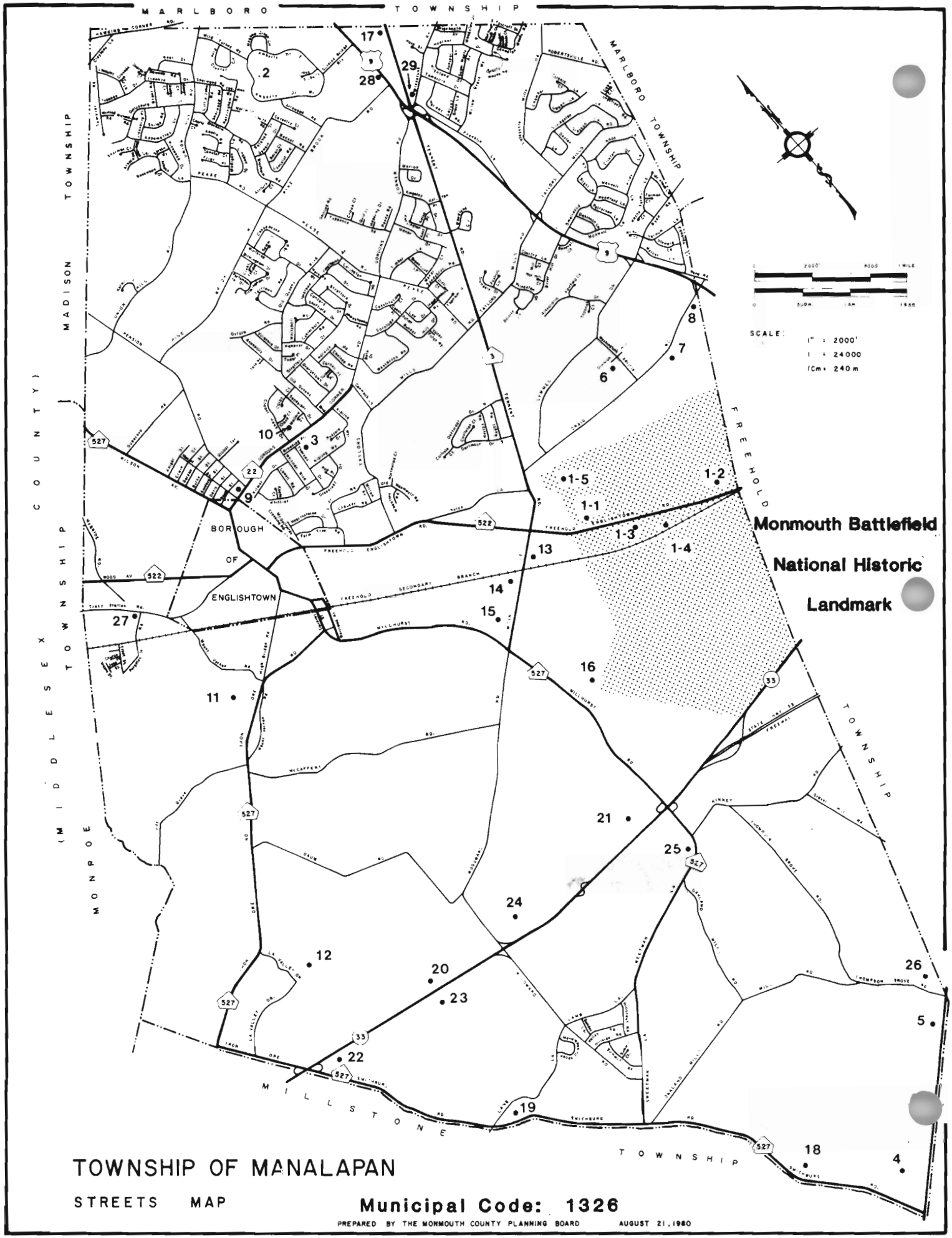



BOROUGH OF OCEANPORT
BRANCHPORT
CREEK
TROUTMAN'S CREEK
MANHASSET CREEK
9

LONG BRANCH CITY: 1325

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1325-1	Edgar A. West Building 28 Atlantic Avenue	N
1325-2	Presley Garage 45 Atlantic Avenue	N
1325-3	573 Berdan Place	P
1325-4	99 Branchport Avenue	N
1325-5	207 Branchport Avenue	N
1325-6	291 Branchport Avenue	N
1325-7	Hotel Norwood 336 Branchport Avenue	N
1325-8	237 Brighton Avenue	P
1325-9	Broadway Streetscape	N
1325-9-1	Landmark Hotel SE cr. Broadway and Second Avenue	N
1325-9-2	Long Branch Record Building 192 Broadway	N
1325-10	St. Luke's M.E. Church NE cr. Broadway and Washington Street	N
1325-11	275 Broadway	N
1325-12	290 Broadway	P
1325-13	St. James Episcopal Church 300 Broadway	Y
1325-14	Long Branch Public Library 328 Broadway	Y
1325-15	415 Broadway	N
1325-16	426 Broadway	N
1325-17	479 Broadway	N
1325-18	Broadway School 540 Broadway	Y
1325-19	First Reformed Church 646 Broadway	N
1325-20	Chandler and Maps Lumber Company SE cr. South Broadway and Mill Street	Y
1325-21	143 Cedar Avenue [BURNED 1984]	~~N~~ (DEMOLISHED)
1325-22	Hoey Lodge 211 Cedar Avenue	P
1325-23	364 Cedar Avenue	Y (NRHP 1979)
1325-24	Star of the Sea Lyceum NE cr. Chelsea Avenue and Third Avenue	Y
1325-25	127 Chelsea Avenue	Y
1325-26	Star of the Sea Academy 152 Chelsea Avenue	P
1325-27	163 Chelsea Avenue	N
1325-28	464 Church Street	Y
1325-29	25 Fifth Avenue	P
1325-30	2 Garfield Road	P
1325-31	77 Grand Avenue	N

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1325-32	29 Jackson Avenue	N
1325-33	331 and 337 Liberty Street	N
1325-34	Elberon Passenger Station Lincoln Avenue at New York-Long Branch RR	Y (NRHP 1978)
1325-35	55 Lincoln Avenue	Y
1325-36	100 Lincoln Avenue	Y
1325-37	Elberon Library 168 Lincoln Avenue	Y
1325-38	389 Morris Avenue	N
1325-39	The Reservation E. side Ocean Avenue, N. of Joline Avenue [moved 1983 to NW cr. of Seven Presidents Park]	N
1325-40	Theodore Moss House 290 Ocean Avenue	N
1325-41	468 Ocean Avenue	N
1325-42	475 Ocean Avenue	N
1325-43	St. Michael's Roman Catholic Church 796 Ocean Avenue	N
1325-44	U.S. Lifesaving Station No. 5 805 Ocean Avenue	Y
1325-45	Benjamin Watson Leigh House 851 Ocean Avenue	N
1325-46	Sea Cliff Villa/James M. Brown House 981 Ocean Avenue	N
1325-47	1035 Ocean Avenue	N
1325-48	Moses Taylor House 1083 Ocean Avenue [DEMOLISHED 1982]	~~Y~~ (DEMOLISHED)
1325-49	St. James Chapel/Church of the Presidents 1260 Ocean Avenue	Y (NRHP 1976)
1325-50	Elberon Memorial Presbyterian Church SW cr. Park Avenue and Eaton Avenue	Y
1325-51	Flinn House 67 Pearl Street	N
1325-52	Brothers of Israel Synagogue 85 Second Avenue *SHPO OPINION 1980	~~N~~ * (DEMOLISHED)
1325-53	140 Second Avenue	N
1325-54	Long Branch Post Office NW cr. Third Avenue and Van Dyke Place	Y
1325-55	First Presbyterian Church SW cr. Third Avenue and Chelsea Avenue	N
1325-56	Murray's Inn 103 West End Avenue	P
1325-57	Hulick House 119 West End Avenue	N
1325-58	Hulick House 123 West End Avenue	N
1325-59	Windmill Restaurant SW cr. West End Plaza and Montgomery Avenue	N
1325-60	692 Westwood Avenue	N



TOWNSHIP OF MANALAPAN

STREETS MAP

Municipal Code: 1326

PREPARED BY THE MONMOUTH COUNTY PLANNING BOARD AUGUST 21, 1980

MANALAPAN TOWNSHIP: 1326

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1326-1	Monmouth Battlefield	Y (NRHP 1966)
1326-1-1	John Conover House N. side Freehold-Englishtown Road 0.4 mile E. of Tennent Road	Y
1326-1-2	N. side Freehold-Englishtown Road 0.3 mile W. of Wemrock Road	D
1326-1-3	Rev. A.P. Cobb House S. side Freehold Englishtown Road 0.7 mile E. of Tennent Road	Y
1326-1-4	Sutfin-Solomon House S. side Freehold-Englishtown Road 0.7 mile W. of Wemrock Road	D
1326-1-5	Presbyterian Church of Freehold (Old Tennent) SE corner Tennent Road and Craig Road	Y
1326-2	Joseph Forman House E. side Amberly Road W., North of Covered Bridge Development Recreation Building	N
1326-3	James English House 8 Browning Place	P
1326-4	Daniel Dubois Farm N. side County Route 537, 0.6 mile E. of Smithburg Road	~~P~~ (DEMOLISHED)
1326-5	N. side County Route 537, 0.2 mile W. of Thompson's Grove Road	N
1326-6	Robert Craig House N. side Craig Road, adjacent to Washington's Advance	N
1326-7	S. side Craig Road, 0.55 mile W. of US Route 9	N
1326-8	S. side Craig Road, 2 west of US Route 9	P
1326-9	10 Gordon's Corners Road	N
1326-10	James English House 42 Gordon's Corners Road	Y
1326-11	Reid Family House NW side of Iron Ore Road, 0.35 mile S.W. of Mount Vernon Road	N
1326-12	N.E. end of LaValley Road	Y
1326-13	N.E. corner Main Street and ConRail Tracks	N
1326-14	S.W. corner Main Street and ConRail Tracks	N
1326-15	W. side Main Street, 0.15 mile N. of Millhurst Road	Y
1326-16	E. Ely House E. side Millhurst Road, 0.5 mile S. of Main Street	P
1326-17	J.M. Quakenbush House N.W. side Morganville Road, 0.5 mile NE of Gordon's Corners Road	N
1326-18	NE side Smithburg Road, 0.8 mile NW of County Route 537	~~P~~ (DEMOLISHED)

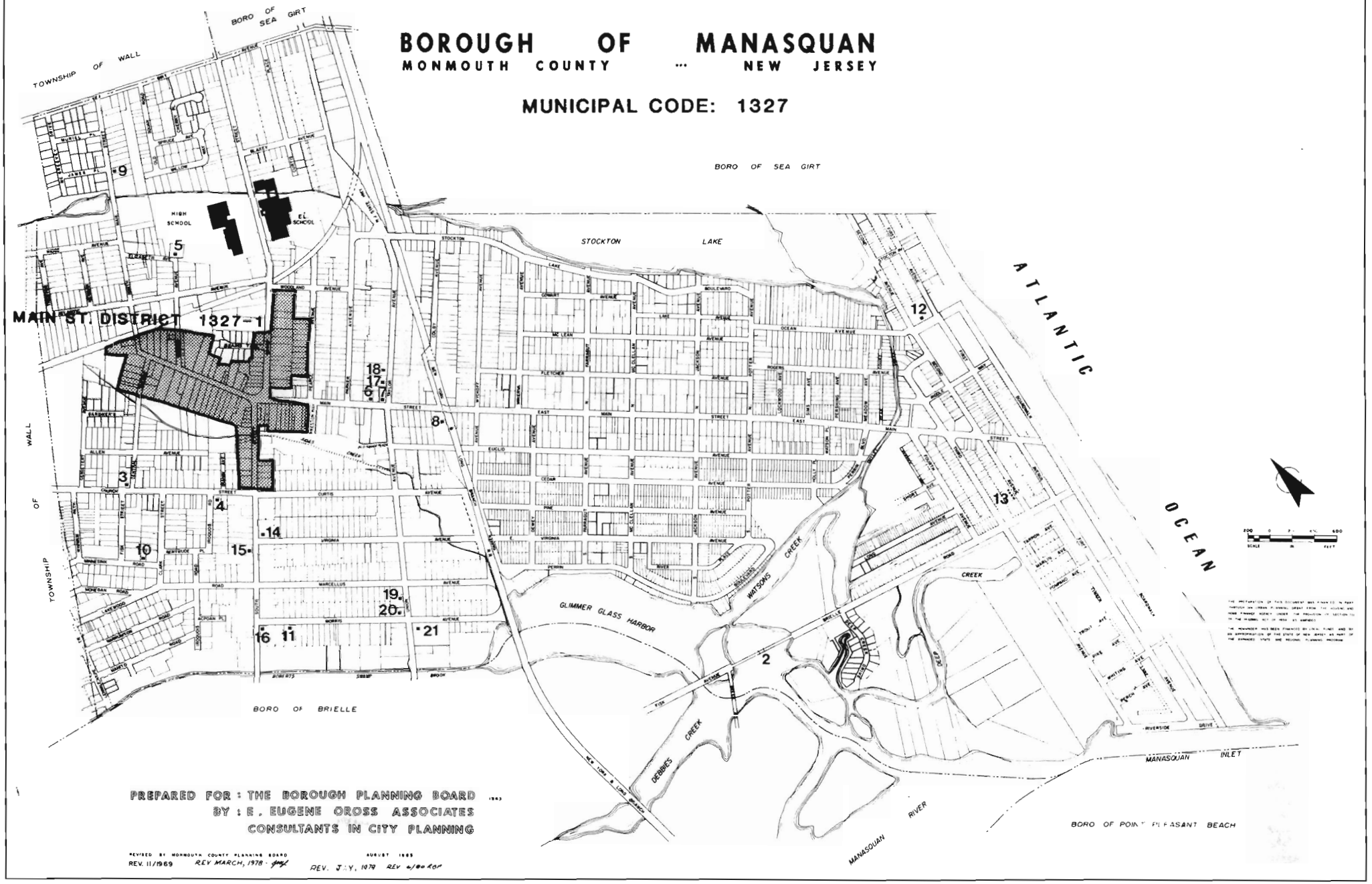
MANALAPAN TOWNSHIP: 1326 con't.

INVENTORY#	ADDRESS	NRHP ELIGIBILITY
1326-19	Woodville A.M.E. Church NE side Smithburg Road, 0.25 mile of Lamb Lane	N
1326-20	N. side State Route 33, 0.5 mile W. of Woodward Road	Y
1326-21	N.W. corner State Route 33 and Millhurst Road	Y
1326-22	S. side State Route 33, 0.2 mile E. of Smithburg Road	Y
1326-23	George L. Hunt House S. side State Route 33, 0.6 mile W. of Woodward Road	P
1326-24	196 State Route 33	N
1326-25	Clifford Snyder Grist Mill W. side Sweetman's Lane, 0.3 E. of State Route 33	Y
1326-26	Thompson Grove School NE side Thompson Grove Road, 0.1 mile N. of County Route 537	~~P~~ (DEMOLISHED)
1326-27	S.W. corner Tracy Station Road and Pergolaville Road	N
1326-28	Stillwell Farm W. side U.S. Route 9, 0.1 mile N. of Pine Brook Road	Y
1326-29	NE corner Wickatunk Road and Morganville Road	P

BOROUGH OF MANASQUAN

MONMOUTH COUNTY ... NEW JERSEY

MUNICIPAL CODE: 1327



PREPARED FOR : THE BOROUGH PLANNING BOARD 1963
BY : E. EUGENE OROSS ASSOCIATES
CONSULTANTS IN CITY PLANNING

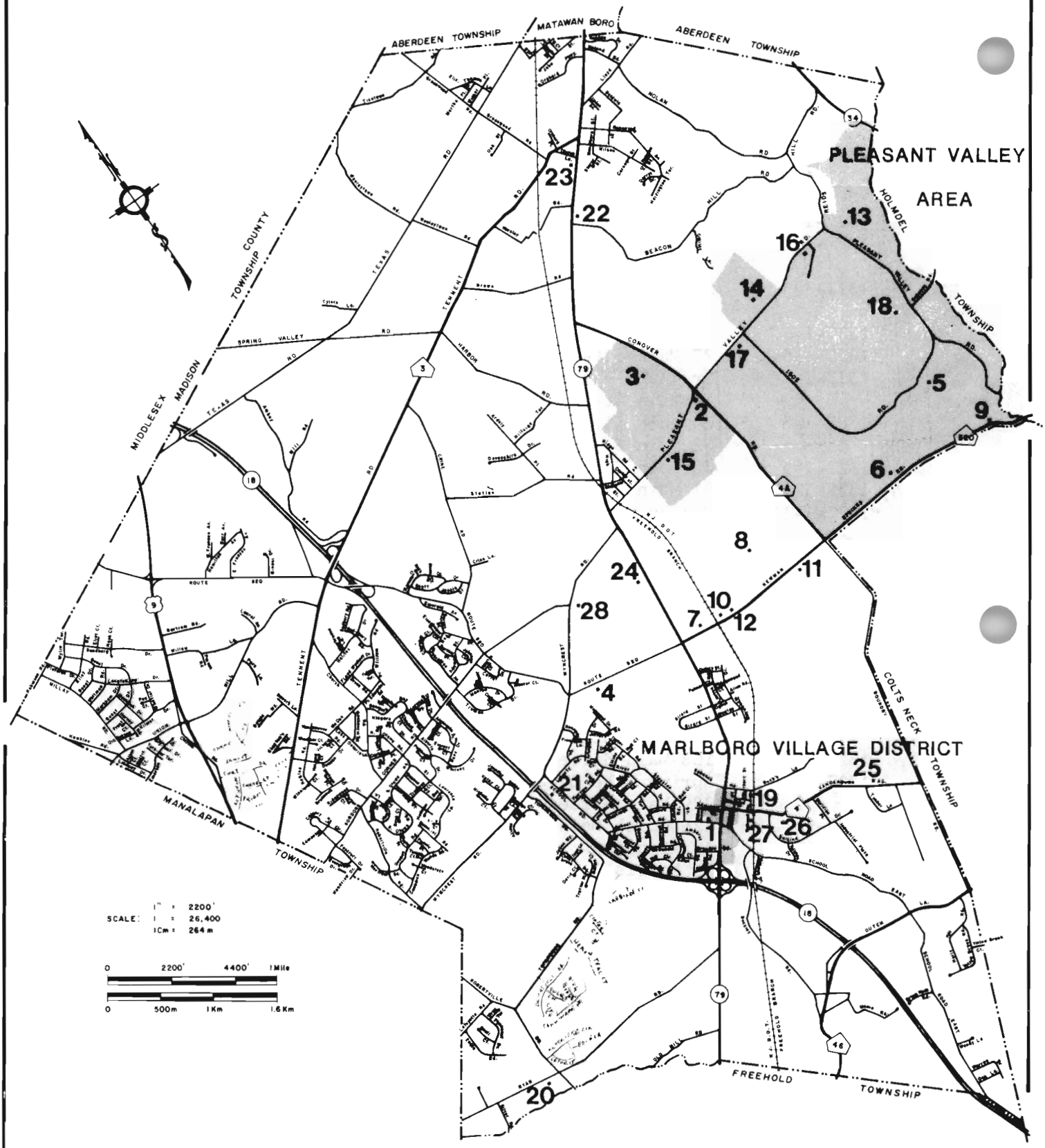
REVISED BY MONMOUTH COUNTY PLANNING BOARD AUGUST 1965
REV. 11/1969 REV MARCH, 1978 REV. JULY, 1979 REV 4/80 KOF

Manasquan Main St. District 1327-1



MANASQUAN BOROUGH: 1327

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1327-1	Main Street District	N
1327-1-1	Coast Star Building 13 Broad Street	N
1327-1-2	39 Broad Street	N
1327-1-3	William P. Taylor Sawing and Planning Mill 80 Broad Street	P
1327-1-4	Manasquan Presbyterian Church E. corner Main Street and Osborn Street	Y
1327-1-5	4 Main Street	P
1327-1-6	27 Main Street	N
1327-1-7	Dr. A.A. Higgins House 38 Main Street	Y
1327-1-8	Women's Club of Manasquan 62 Main Street	N
1327-1-9	68 Main Street	N
1327-1-10	81 Main Street	N
1327-1-11	Manasquan National Bank 107 Main Street	P
1327-1-12	Manasquan Post Office 12 South Street	P
1327-2	Brielle Road Bridge over Glimmer Glass	P
1327-3	79 Central Avenue	N
1327-4	Osborn Curtis House 25 Church Street	P
1327-5	38 Elizabeth Avenue	N
1327-6	Manasquan Diner 164 Main Street	N
1327-7	168 Main Street	N
1327-8	Spring Lake Beach Passenger Station 229 Main Street	Y
1327-9	126 North Main Street	Y
1327-10	10 Minnesink Road	N
1327-11	29 Morris Avenue	N
1327-12	U.S. Lifesaving Station #9 124 Ocean Avenue	Y
1327-13	223, 225, 227, 229 Second Avenue	N
1327-14	First Presbyterian Church 86 South Street	N
1327-15	105 South Street	N
1327-16	140 South Street	N
1327-17	Manasquan School 15 Taylor Avenue	N
1327-18	Manasquan High School 23 Taylor Avenue	N
1327-19	123 Union Avenue	Y
1327-20	131 Union Avenue	N
1327-21	136 Union Avenue	N



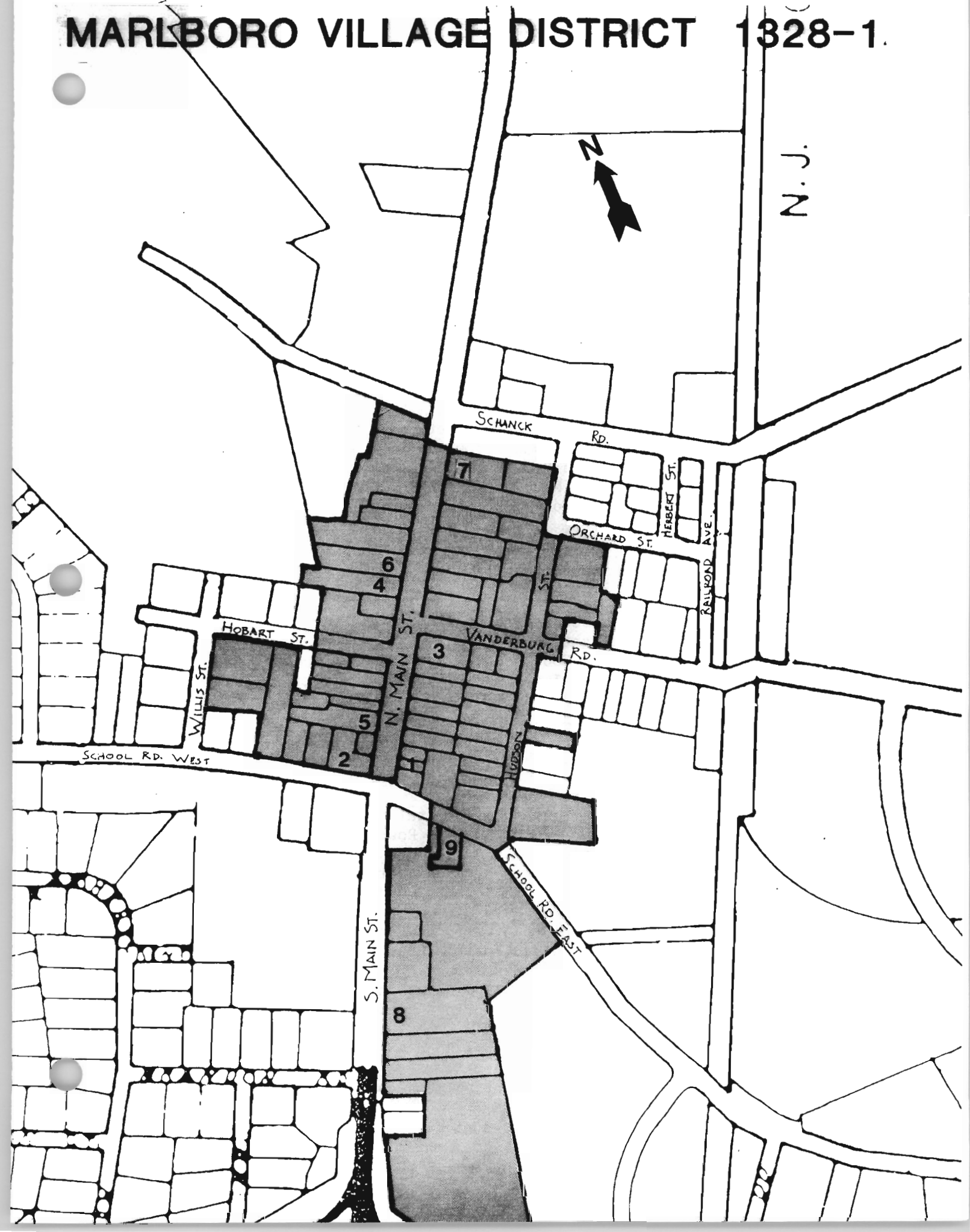
TOWNSHIP OF MARLBORO

STREETS MAP

Municipal Codo: 1328

PREPARED BY THE MONMOUTH COUNTY PLANNING BOARD. JULY 15/1980

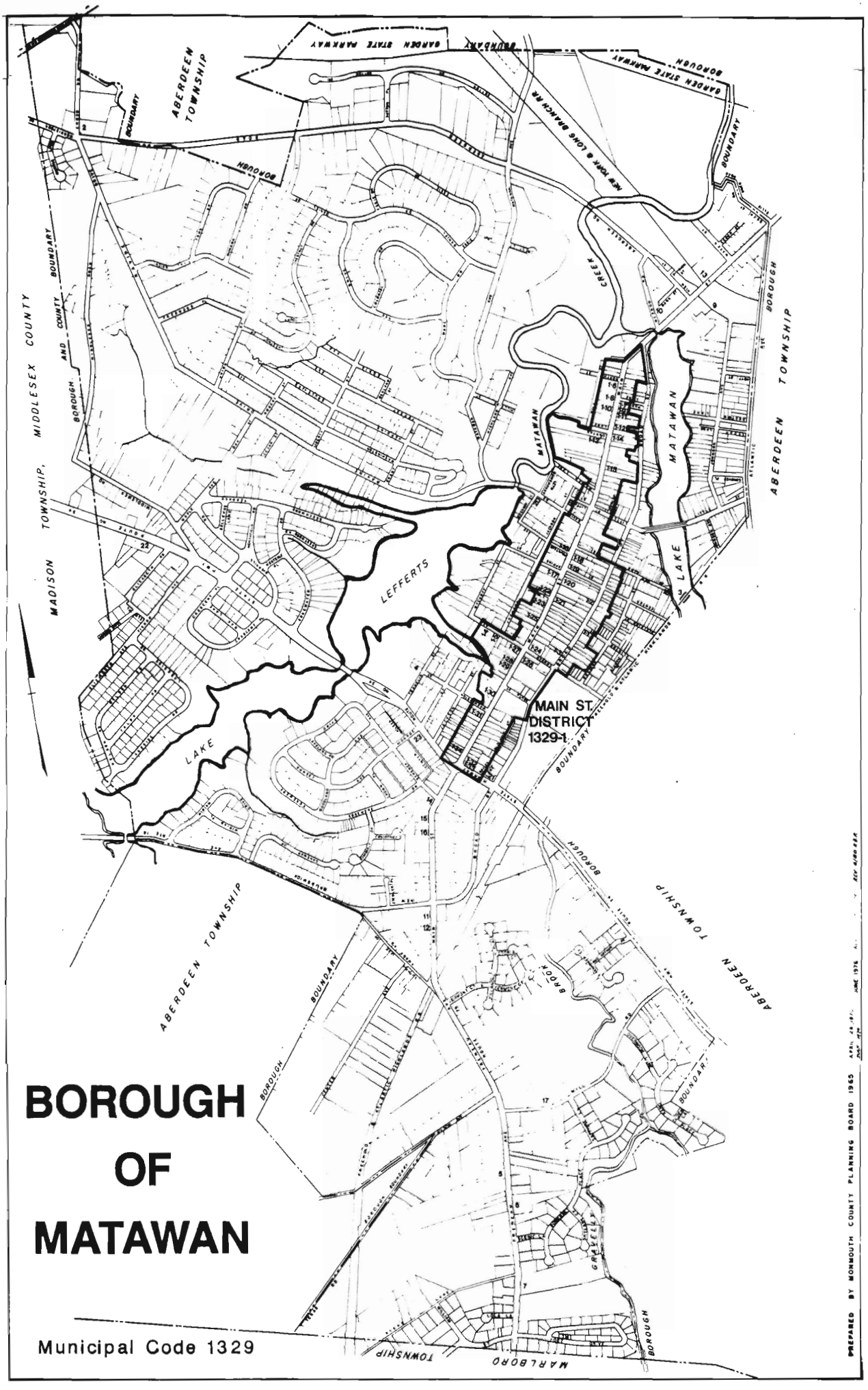
MARLBORO VILLAGE DISTRICT 1328-1



MARLBORO TOWNSHIP: 1328

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1328-1	Marlboro Village District	P
1328-1-1	Marlboro Township Hall E. side North Main Street, 2 N. of School Road East	~~D~~ (DEMOLISHED)
1328-1-2	Marlborough Hotel NW cr. Main Street and School Road West	D
1328-1-3	Marlborough Baptist Church SE cr. North Main Street and Vanderburg Road	Y
1328-1-4	Marlboro Dutch Reformed Chapel W. side North Main Street, 3 N. of Hobart Street	D
1328-1-5	9-9a North Main Street	D
1328-1-6	23 North Main Street	D
1328-1-7	38 North Main Street	D
1328-1-8	9 South Main Street	N
1328-1-9	Martin Collins Blacksmith and Wheelwright Shop S. side School Road E., 2 E. of South Main Street	D
1328-2	W. side Conover Road at Pleasant Valley Road	Y
1328-3	W. side Conover Road, 0.25 mi. N. of Pleasant Valley Road	N
1328-4	SE cr. County Route 520 and Calder Court	P
1328-5	S. side Igoe Road 0.3 mi. W. of Pleasant Valley Road	N
1328-6	Jacob Van Dorn House N. side Newman Springs Road, 0.9 mi. E. of Conover Road	Y
1328-7	N. side Newman Springs Road, 0.1 mi. E. of State Highway 79	~~N~~ (DEMOLISHED)
1328-8	New Jersey State Hospital at Marlboro N. side Newman Springs Road, 0.3 mi. W. of Conover Road	P
1328-9	Van Dorn/Covenhoven/Ely Farm N. side Newman Springs Road, 0.4 mi. W. of State Highway 34	Y
1328-10	First Dutch Reformed Church of Freehold NE cr. Newman Springs Road and Central Railroad of New Jersey	Y
1328-11	St. Gabriels Roman Catholic Church S. side Newman Springs Road, 0.25 mi. W. of Boundary Road	N
1328-12	164 Newman Springs Road	N
1328-13	Reed/Schenck Farm E. side Pleasant Valley Road, 0.75 mi. N. of Schanck Road	~~P~~ (DEMOLISHED)
1328-14	North side Pleasant Valley Road 0.2 mi. E. of Igoe Road	P

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1328-15	Lafayette Conover Farm S. side Pleasant Valley Road, 0.5 mi. W. of Conover Road	Y
1328-16	Asher Holmes House ("Old Kentuck") S. side Pleasant Valley Road, 0.25 mi. W. of Reids Hill Road	Y (NRHP 1973)
1328-17	SW cr. Pleasant Valley Road and Igoe Road	N
1328-18	W. side Pleasant Valley Road, 0.3 mi. N. of Igoe Road	Y
1328-19	J.H. Rue's Potato Warehouse SE cr. Railroad Avenue and Schenck Road	Y
1328-20	David I. Vanderveer House SW cr. Ryan Road and Robertsville Road	Y
1328-21	99 School Road West	P
1328-22	E. side State Highway 79, 2 N. of Beacon Hill Road	N
1328-23	Morganville M.E. Church SW cr. State Highway 79 and Church Lane	N
1328-24	Tylee Schenck House W. side State Highway 79, 0.4 mi. N. of County Road 520	Y
1328-25	N. side Vanderburg Road, 0.3 mi. W. of Boundary Road	Y
1328-26	Uriah Smock House S. side Vanderburg Road, 0.4 mi. E. of North Main Street	Y
1328-27	Marlboro Railroad Depot SW cr. Vanderburg Road and Central Railroad of New Jersey	Y
1328-28	Garret I. Conover Farm E. side Wyncrest Road, opposite Gordon's Corners Road	Y



BOROUGH OF MATAWAN

Municipal Code 1329

MATAWAN BOROUGH: 1329

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1329-1	Main Street District	Y
1329-1-1	South corner Broad Street and Clinton Street	D
1329-1-2	142 Broad Street	D
1329-1-3	168 Broad Street	D
1329-1-4	Matawan Academy 10 Church Street	Y
1329-1-5	14 Church Street	D
1329-1-6	Trinity Episcopal Church SW corner Main Street and North Street	Y
1329-1-7	79-81 Main Street	D
1329-1-8	80 Main Street	Y
1329-1-9	L. Carton House 83 Main Street	D
1329-1-10	84 Main Street	D
1329-1-11	85 Main Street	D
1329-1-12	Aaron Hopkins House 91 Main Street	D
1329-1-13	John Burrowes House 94 Main Street	Y (NRHP 1972)
1329-1-14	99 Main Street	D
1329-1-15	105 Main Street	D
1329-1-16	Fountain, Hornor and Sons Store 154 Main Street	D
1329-1-17	John P. Lloyd House 166 Main Street	D
1329-1-18	167 Main Street	Y
1329-1-19	171 Main Street	Y
1329-1-20	S. Potter House 177 Main Street	Y
1329-1-21	185 Main Street	D
1329-1-22	Odd Fellows Hall 192 Main Street	D
1329-1-23	Francis P. Simpson House 196 Main Street	D
1329-1-24	Lydia Arrowsmith House 205 Main Street	D
1329-1-25	208 Main Street	Y
1329-1-26	Garret P. Conover House 211 Main Street	Y
1329-1-27	Capt. Joseph Chapman House 222 Main Street	Y
1329-1-28	D.G. Ryer House 226 Main Street	Y
1329-1-29	Matawan Baptist Church 230 Main Street	D
1329-1-30	Gully Bridge over Aberdeen Creek	D
1329-1-31	256 Main Street	D
1329-1-32	265 Main Street	D
1329-1-33	Thomas I. Bedle House 267 Main Street	D
1329-1-34	272 Main Street	D

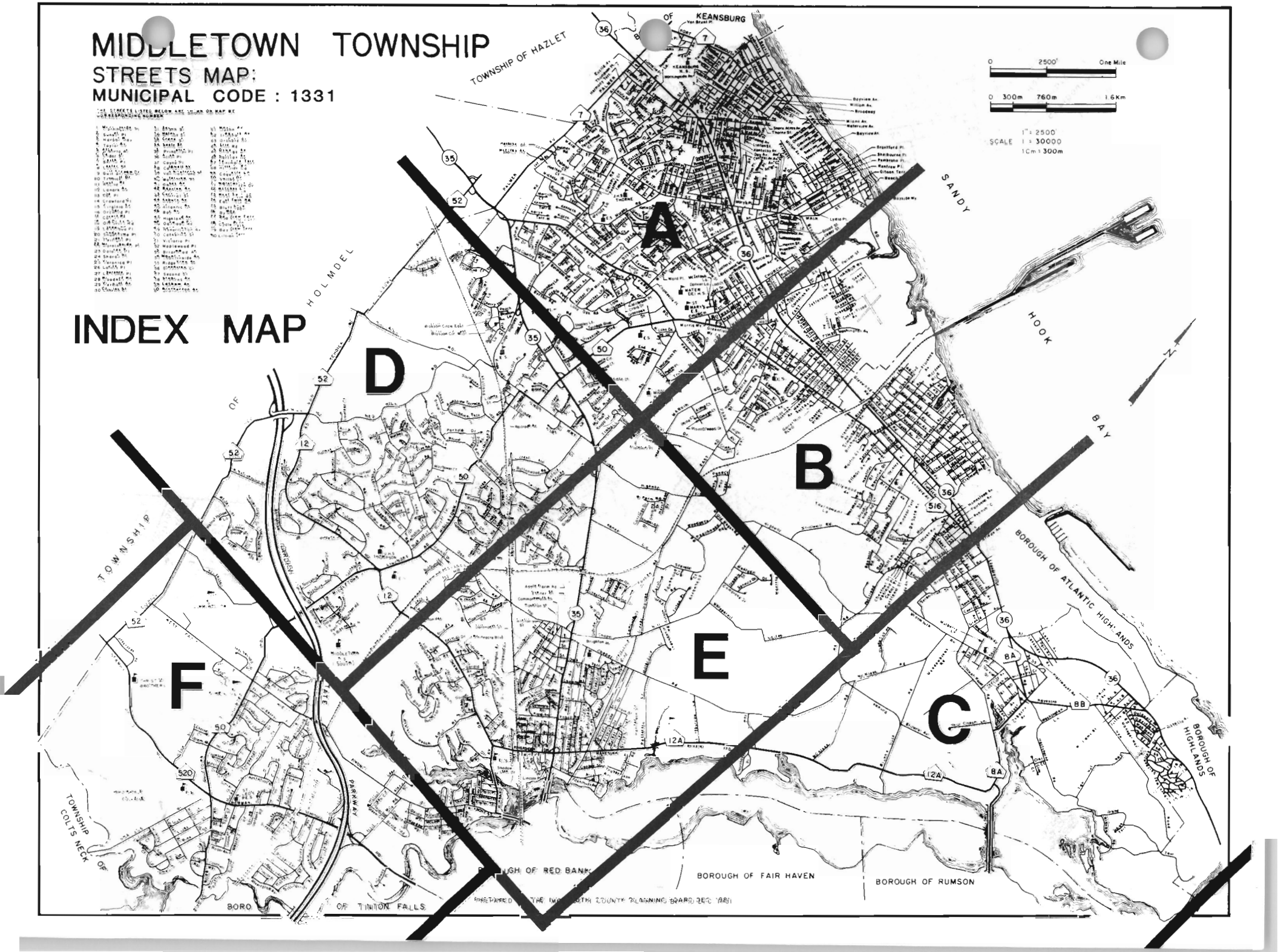
INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1329-2	147 Aberdeen Road	N
1329-3	Monmouth County Agricultural Railroad Trestle over Lake Matawan	N
1329-4	18 Franklin Street	N
1329-5	132 Freneau Avenue	N
1329-6	147 Freneau Avenue	N
1329-7	189 Freneau Avenue	P
1329-8	2,4,6 Little Street	N
1329-9	Matawan Passenger Depot SW corner Main Street and New York-Long Branch Railroad	Y (NRHP 1984)
1329-10	James Lambertson Lime Kiln N. side Main Street, 40' N. of Lake Matawan Bridge	P
1329-11	SW corner Main Street and New Brunswick Avenue	N
1329-12	W. side Main Street, 3 south of New Brunswick Avenue	N
1329-13	J.L. Rue Company/Matawan Tile Company 32 Main Street	Y
1329-14	Roelof T. Schanck House 298 Main Street	P
1329-15	305 Main Street	P
1329-16	310 Main Street	P
1329-17	19 Mill Road	Y
1329-18	36-38 Park Avenue/New Street	N
1329-19	112 Poet Drive	N
1329-20	Samuel Forman House 14 Ravine Drive	N
1329-21	William D. Bailey House NW corner State Route 34 and Broad Street	N
1329-22	SW corner State Route 34 and Elizabeth Drive	N
1329-23	40 State Route 34	N

MIDDLETOWN TOWNSHIP

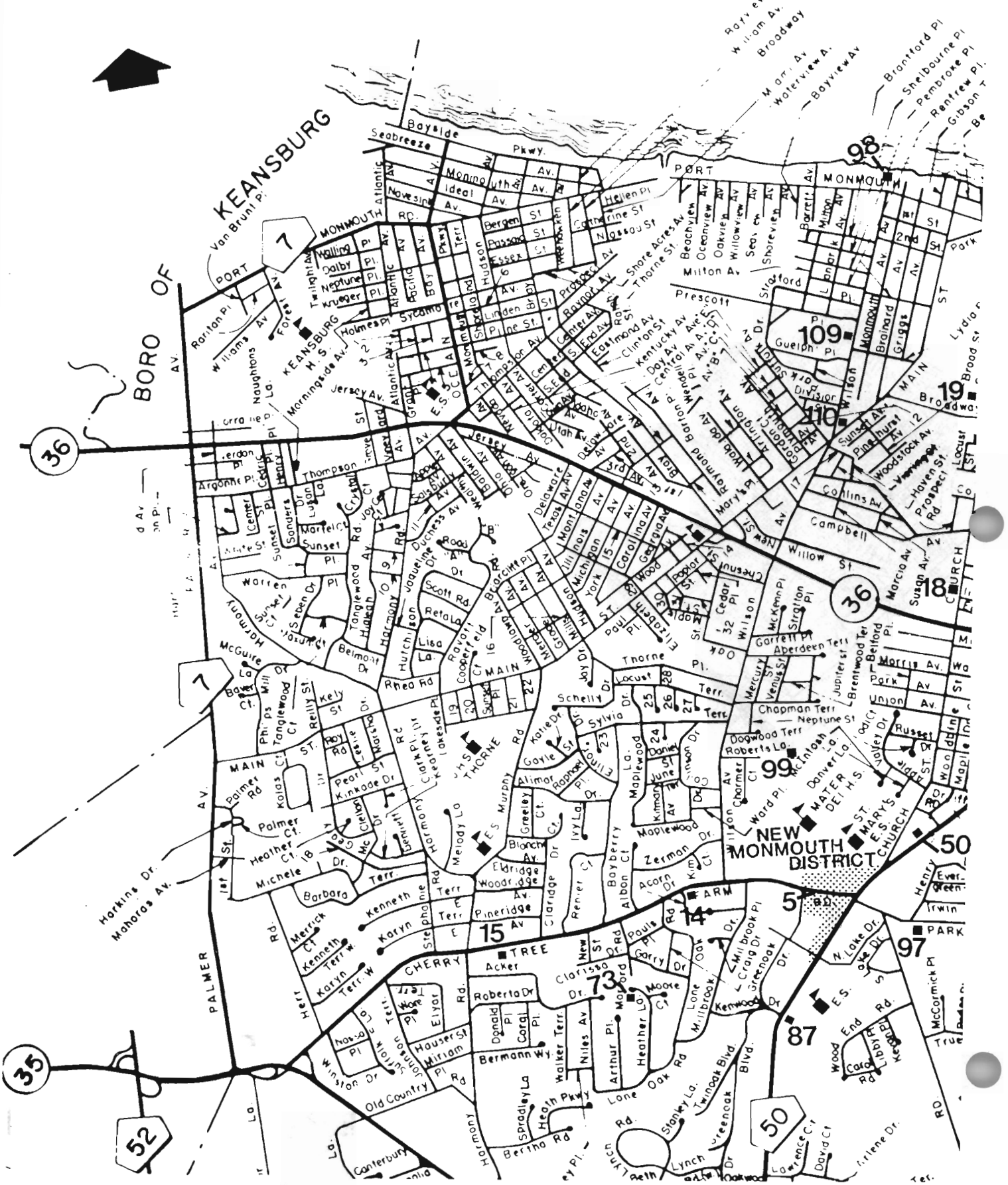
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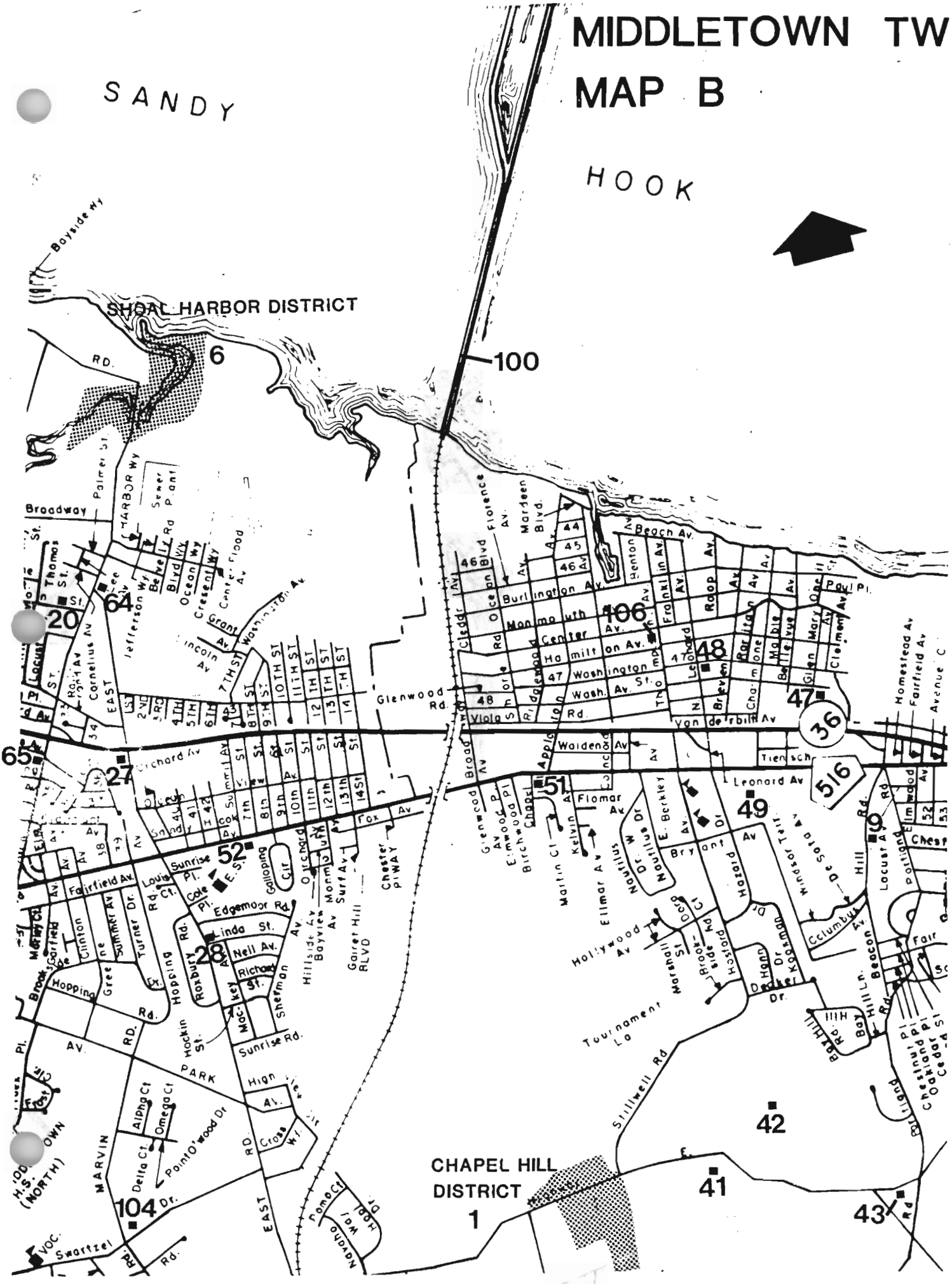
MUNICIPAL CODE : 1331

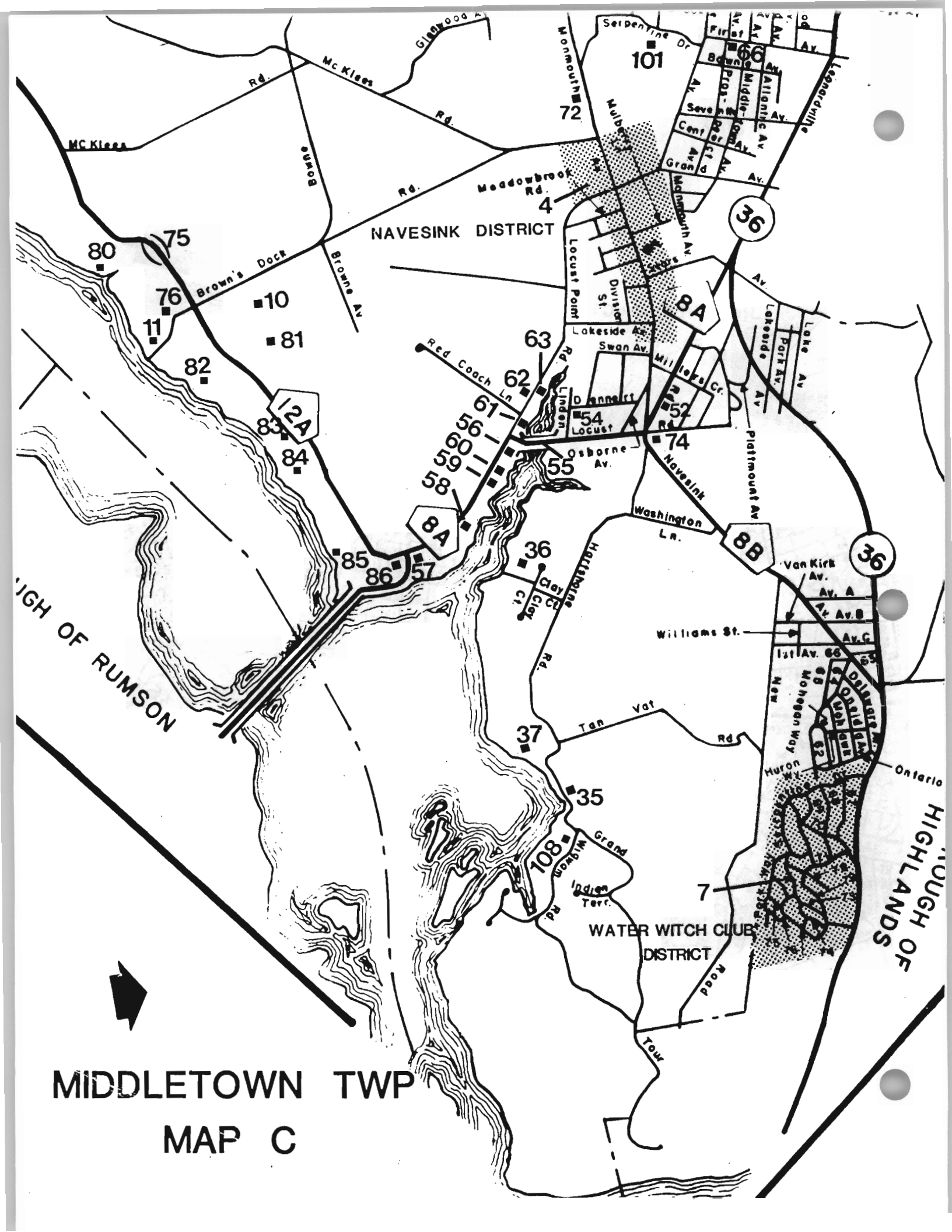
INDEX MAP



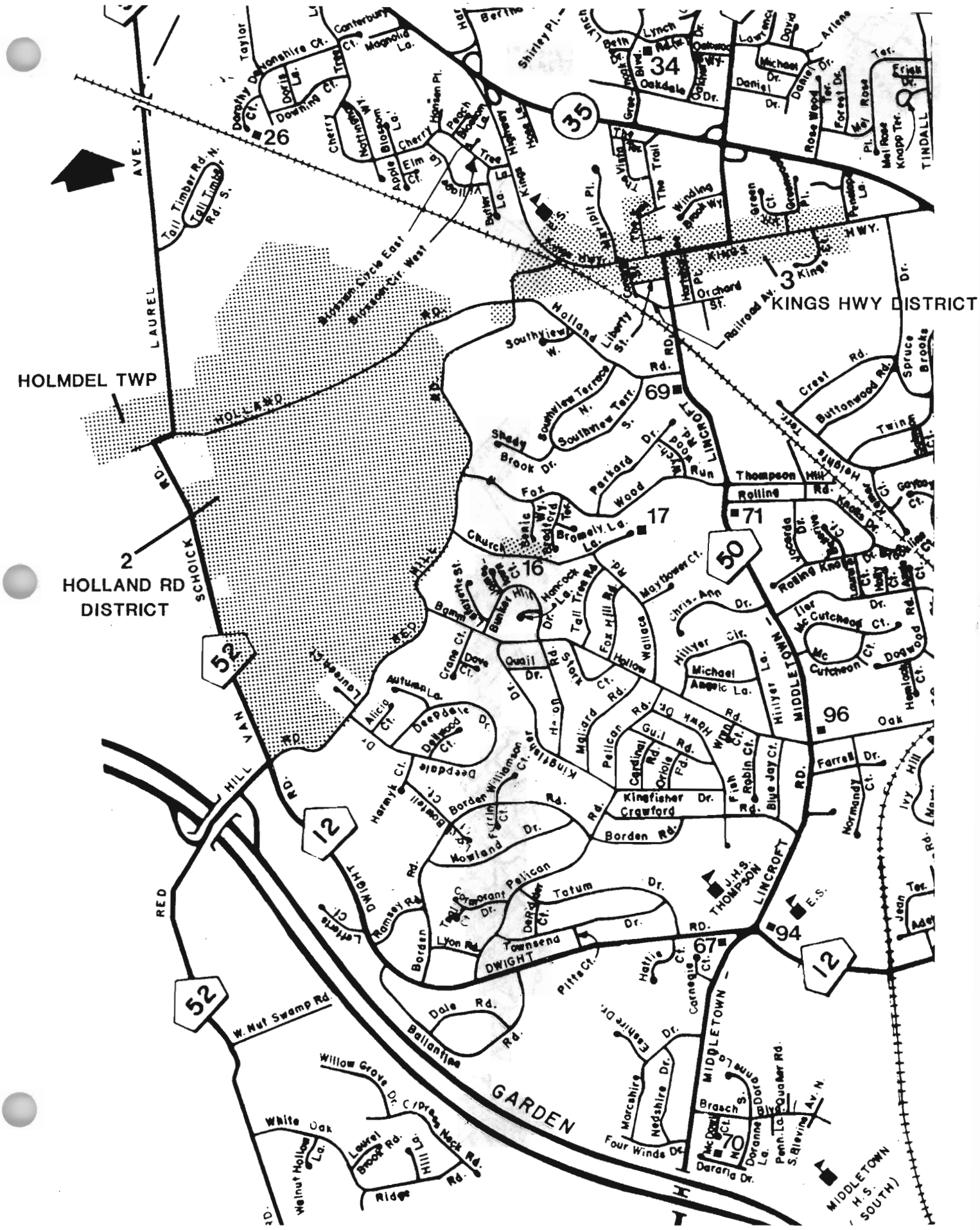
MIDDLETOWN TWP MAP A


BORO OF KEANSBURG
PORT MONMOUTH
NEW MONMOUTH DISTRICT
KEANSBURG H.S.
E.S.
THORNE
PARK
CHURCH
MAIN
PALMER
CHERRY
TREE
ARM
Bayside
Seabreeze
Pkwy
Atlantic Av.
Monmouth Av.
Ideal Av.
Novesink Av.
Rd.
Bergen St
Passaic St
Essex St
Hudson St
Linden Blvd
Pine St
Sycamore
Holmes Pl
Twilight Av
Walling Pl
Dalby Pl
Neptune Pl
Krueger Pl
Pacific Bay
Raritan Pl
Williams Av
Forest Av
Van Brunt Pl
Naughtons La
Morningside Av
Jersey Av.
Grace
Argonne Pl
Center St
Cedric Pl
Henry
Thompson
Sanders Dr
Lugan La
Marfell Ct
Crystal Ct
Joyce Ct
Sunset Pl
Warren
Sunset Ct
Seven Dr
Tanglewood Rd
Harmony
Joqueline Dr
Duchess Av
Scott Rd
Retola
Lisa La
Hutchinson
Rayott
Cooperfield Ct
Belmont Dr
Rhea Rd
McGuire
Baker Ct
Phipps Mill Dr
Tanglewood Ct
Kely St
Reilly St
Hay Rd
Leslie
Marsha Rd
Pearl St
Kinkade Dr
Palmer Rd
Palmer Ct
Heather Ct
Michele
Barbara
Kenneth Terr
Karyn Terr
Merrick Ct
Stephanie Terr
Harmony Rd
Melody La
Clarke Pl
Kearney Pl
Lakeside Pl
Harkins Dr
Mahoras Av
Schelly Dr
Sylvia Dr
Joy Dr
Katie Dr
Goyle St
Alimar
Raphael Pl
Greeley Ct
Ivy La
Maplewood La
Maplewood Dr
Kimberly Av
Zerman Dr
Kim Ct
Acorn Dr
Bayberry
Albon Ct
Renner Ct
Claridge Dr
Woodridge Av
Pineridge Av
Eldridge
Bloom Av
Clifton Av
Elmora Av
Locust
Thorne Pl
Terr
Mercury
Venus St
Jupiter St
Brentwood Ter
Belford Pl
Garrell Pl
Aberdeen Terr
Chapman Terr
Neptune St
Dogwood Terr
Roberts La
McIntosh
Danver La
Valley Dr
Russet
Ward Pl
Wilson Charmer Ct
Cedar Pl
McKeon Pl
Stratton Pl
Wilson
Poplar St
Chestnut
Willow St
Campbell
Collins Av
Haven St
Prospect
Woodstock Av
Pinehurst Av
Sunset Av
Locust St
Marcia Av
Susan Av
Park Av
Union Av
Morris Av
Wa
Irwin
Henry
Evergreen
Lake Dr
N. Lake Dr
Oak Dr
Mill Brook Pl
Craig Dr
Greenoak Dr
Kenwood Dr
Lone Oak Rd
Millbrook
Moore Ct
Heather La
Arthur Pl
Niles Av
Walker Terr
Bermann Wy
Donald Pl
Coral Pl
Roberta Dr
Clarissa Dr
Acker
Elyar
Trail
Ware Pl
Natoma Pl
Winston Dr
Johnson
Hauser St
Miriam Pl
Old Country Rd
Canterbury
Spradley La
Heath Pkwy
Bertha Rd
Stanley La
Twinoaks Blvd
Lynch Dr
Lawrence Ct
Daya Ct
Arlene Dr
Wood End Rd
Carol Rd
Libby Pl
Kenwood
McCormick Pl
Gary Dr
Pauls Pl
Rd
Stratford
Prescott
Milton Av
Beachview Av
Oceanview Av
Oakview Av
Willowview Av
Seaview Av
Shoreview Av
Barrett Av
Milton Av
Lenox Pl
Monmouth
Brainard
Griggs
Guelph Pl
Wilson
Sutton Av
Dr
Division
Gordon
Atlantic
Wabash Av
Raymond Blvd
Mary's Pl
Lincoln Av
Kentucky Av
Central Av
Clinton St
End Av
Eastmond Rd
Raynor Av
Center Av
Thorne St
Shore Acres Av
Monmouth
Shrewsbury
Thompson Av
Ocean Av
Ohio
Delaware
Texas Av
Montana Av
Illinois Av
Michigan Av
York
Carolina Av
Georgia Av
Wood Av
Hudson
Willow
Grove
Ocean Av
Utah Av
Colorado Av
Nebraska Av
Oregon Av
Delaware Av
Bay Av
Ocean Av
Jersey Av
Duke Av
Bay Av
3rd Av
Ocean Av
Bay Av
Ocean Av
Broadway
Marine Av
Waterview A.
Bayview Av
Rayview Av
William Av
Brantford Pl
Shelbourne Pl
Pembroke Pl
Renfrew Pl
Gibson T
Be
Lydia
Broad St
Park
St
2nd St
Lenox Pl
Monmouth
Brainard
Griggs
Milton Av
Barrett Av
Seaview Av
Shoreview Av
Oceanview Av
Oakview Av
Willowview Av
Beachview Av
Milton Av
Stratford
Prescott
Pl

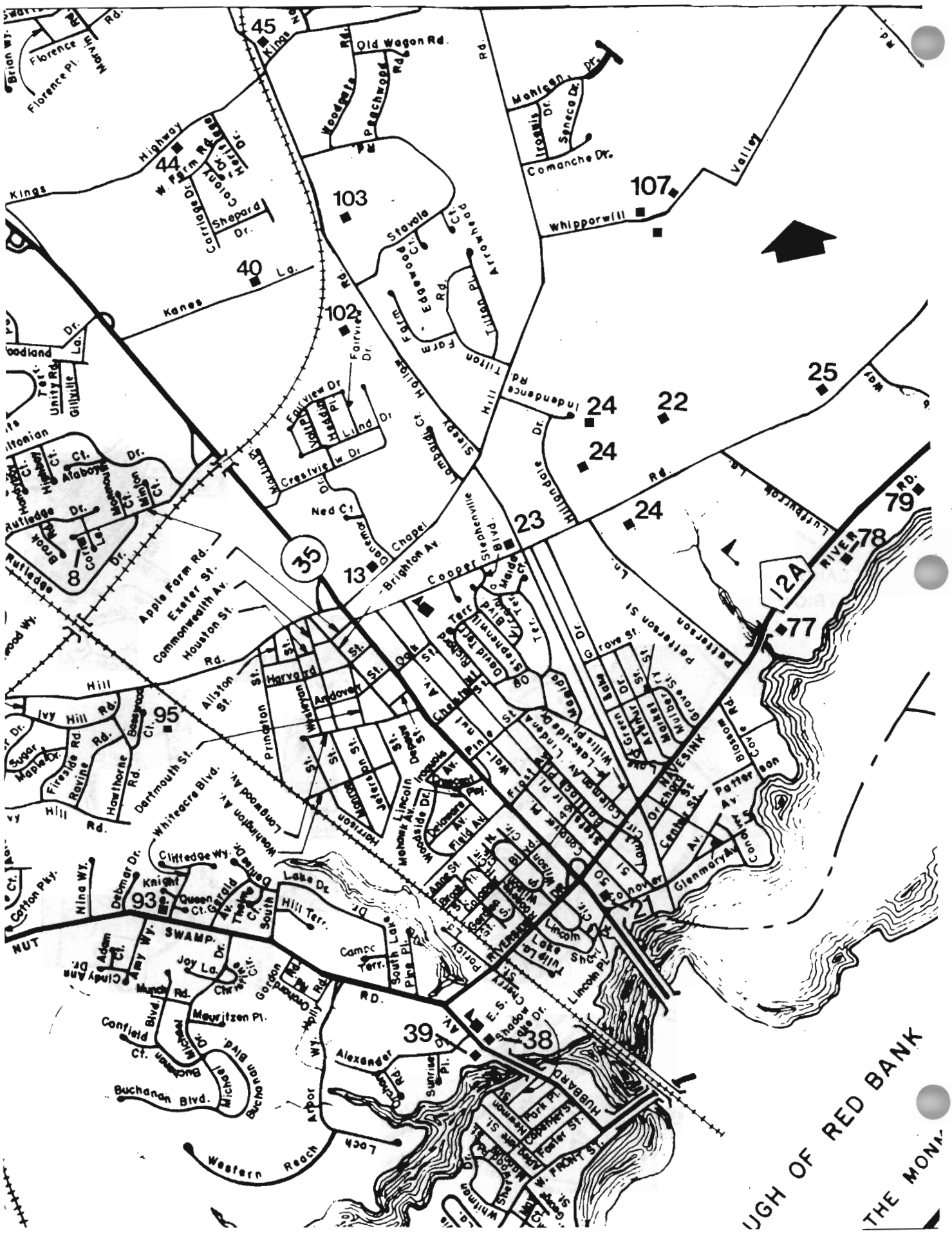

MIDDLETOWN TWP
MAP B
SANDY
HOOK
SHOAL HARBOR DISTRICT
CHAPEL HILL
DISTRICT
1
100
106
Broadway
Palmer St
Boyside Hy
HARBOR Wy
Sewer Plant
Jefferson Wf
Bayside Rd
Bird Wy
Ocean Wy
Crescent Wy
Center Flood Av
Grant Av
Lincoln Av
Washington Av
7TH ST
8TH ST
9TH ST
10TH ST
11TH ST
12TH ST
13TH ST
14TH ST
Glenwood Rd.
Cornelius Av
EAST
Locust St.
Florence Av.
Mardeen Blvd.
Beach Av.
Ocean Blvd
Burlington Av.
Monmouth Center
Hamilton Av.
Washington St.
Wash. Av.
Viola Rd.
Edgemoor Rd
Franklin Av
Roop Av
Marlboro
Malbis
Bellevue
Glen Mary Av
Clairmont Av
Homestead Av
Fairfield Av
Avenue C
Van derbilt Av
Leonard Av
Tiensch
Waldenaid Av
Applegarth Rd
Broad Av
Glenwood Av
Elmwood Pl
Birchwood Pl
Chapel Av
Kelvin Av
Marlin Ct
Elmar Av
Flomar Av
Nautilus Dr W
Nautilus Dr
E. Berkley
Bryant Dr
Hazard Av
Windsor Terr
De Solo Dr
Columbus Hill
Locust Av
Portland Rd
Elmwood Av
Hollywood Av
Marshall St
Brookside Rd
Hosford Dr
Dr Ham
Dr Koekman
Tournament La
Bay Hill Rd
Beacon Av
Fair
Stillwell Rd
Orchard Av
Sunrise Pl.
Cole Pl.
Louis Ct.
Fairfield Av.
Garfield Pl
Clinton Pl
Greene Pl
Summer Av
Turner Dr.
Hopping Rd.
Brook Rd
Edgemoor Rd
Linda St.
Nell Av.
Richard St.
Mackey St.
Sherman Av
Roxbury Rd
Hockin St.
Sunrise Rd.
Gallopping Cir
Orchard Ct
Mormon Av
Surf Av
Hillside Av
Bayview Av
Garret Hill RLVD
Chester PlWAY
Fox Av
Sycamore Av
Summit Av
Cedar St
Pine St
Oak St
Maple Av
Elm St
Spruce St
Chestnut St
Walnut St
Locust St
Cherry St
Ash St
Dogwood St
Hickory St
Poplar St
Laurel St
Willow St
Beech St
Cypress St
Sycamore St
Cedar Ln
Chestnut Pl
Oakland Pl
Cedar St
Bay Hill Rd
Fairfield Av
Park Av
Park Rd
High Av
Cross Wf
Alpha Ct
Omega Ct
Point O'wood Dr
Delta Ct
Marvin Rd
Dr
Swartzel Rd
Rd
Voc
Middletown H.S. (North)
Romo Ct
Monmouth Dr
Tindall Rd
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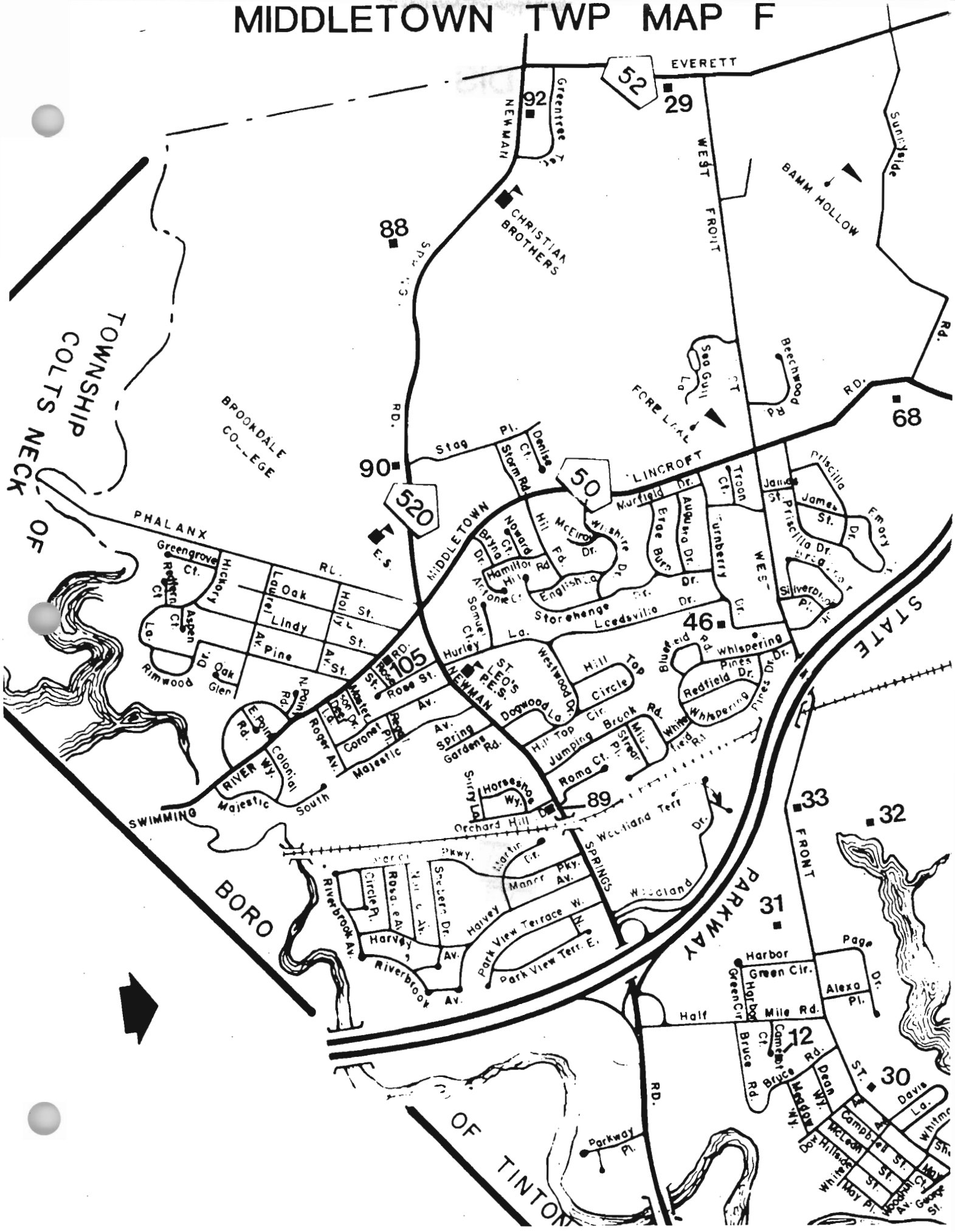

NAVESINK DISTRICT
WATER WITCH CLUB DISTRICT
HIGHLANDS OF
IGH OF RUMSON
MIDDLETOWN TWP
MAP C
Mc Kiees Rd.
Brown's Dock
Browne Av
Meadowbrook Rd.
Monmouth
Locust Point
Division St.
McNamara Av.
Lakeside Av.
Swan Av.
Red Coach Ln.
Osborne Av.
Navesink
Washington Ln.
Hollywood Rd
Tan Var Rd
Grand Indian Terr.
Williams St.
Van Kirk Av.
Huron Way
Ontario
Tour Road
Serpentine Dr
Atlantic Av
Leonardville
Lake Av
Park Av
Plattmount Av
Locust
Lindsley Rd
Millers Cr.
Seven Presidents
Middletown Plots
Cemetery Rd
Grand Av
Mulberry St
Av. A
Av. B
Av. C
1st Av.
Monmouth Way
Old Orchard Rd
Old Orchard Way
New Monmouth Way
Old Orchard Lane
Old Orchard Terr.
Old Orchard Court
Old Orchard Circle
Old Orchard Road
Old Orchard Drive
Old Orchard Place
Old Orchard Avenue
Old Orchard Boulevard
Old Orchard Crescent
Old Orchard Parkway
Old Orchard Square
Old Orchard Trail
Old Orchard Way
Old Orchard Walk
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Old Orchard Brooksssssssssssssssssssssssssssssssssssssssssssssssssses
Old Orchard Pondsssssssssssssssssssssssssssssssssssssssssssssssssses
Old Orchard Lakesssssssssssssssssssssssssssssssssssssssssssssssssses
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Old Orchard Meadowsss

MIDDLETOWN TWP MAP D

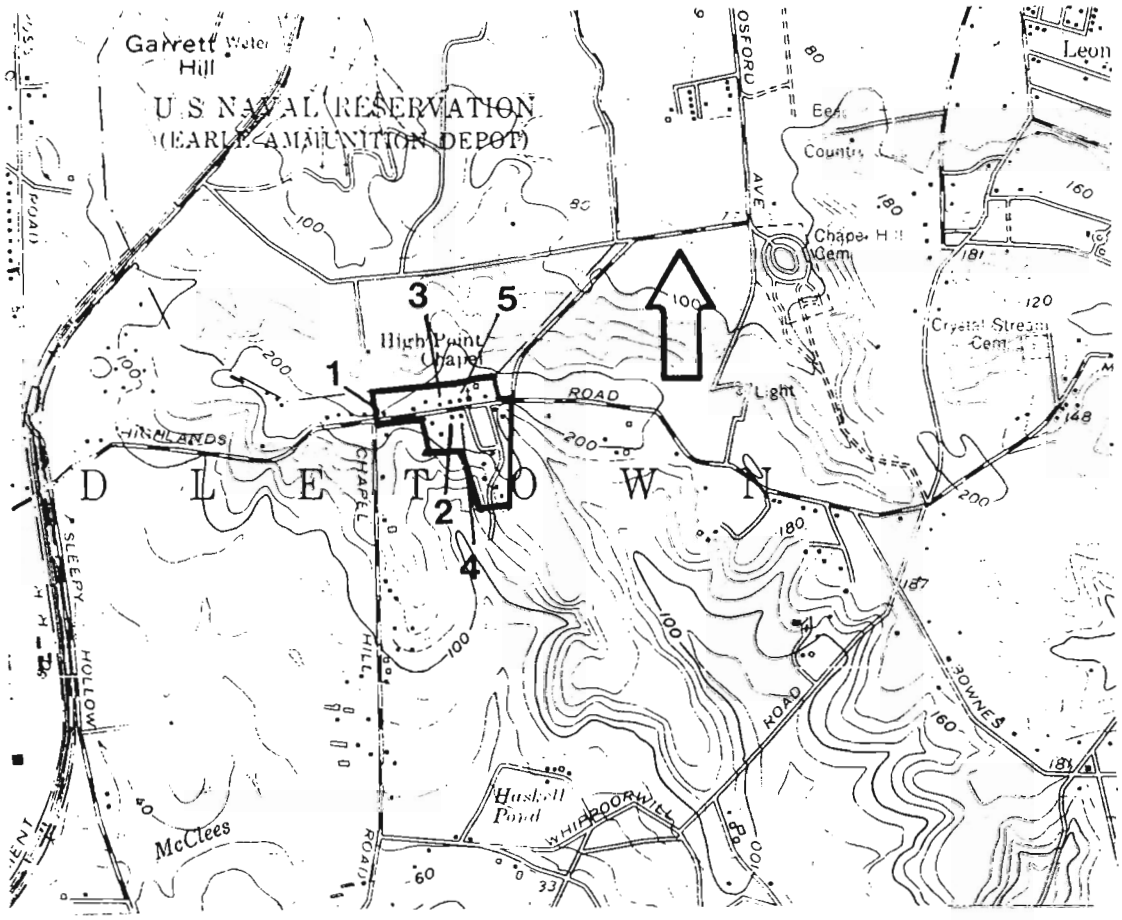

HOLMDEL TWP
HOLLAND RD DISTRICT
KINGS HWY DISTRICT
LAUREL AVE.
HOLLAND RD.
SCHOICK RD.
VAN HILL RD.
RED
DWIGHT
LINCROFT
MIDDLETOWN - LINCROFT RD.
GARDEN
Tall Timber Rd. N.
Tall Timber Rd. S.
Blossom Circle East
Blossom Cir. West
Kings Hwy.
Railroad Av.
Holland Rd.
Liberty St.
Orchard St.
Southview W.
Southview Terrace N.
Southview Terr. S.
Shady Brook Dr.
Parkard Dr.
Fox Wood Run
Thompson Hill Rd.
Rolling Knoll Dr.
Crest Rd.
Buttonwood Rd.
Spruce Brooks
Twin Brooks Terr.
Bromley La.
Church Ct.
Blackford Ter.
Bamber Hill
Hancock Dr.
Tall Tree Rd.
Fox Hill Rd.
Maytower Ct.
Chris-Ann Dr.
Hillyer Cir.
Hillyer La.
Michael Angelo La.
Mc Cutcheon Ct.
Dogwood Rd.
Hemlock Ct.
Oak
Crane Ct.
Dove Ct.
Quail Dr.
Stork Ct.
Wallace Hollow
Autumn La.
Alicia Ct.
Deepdale Dr.
Dogwood Ct.
Maliard Rd.
Pelican Rd.
Gull Rd.
Cardinal Rd.
Oriole Rd.
Robin Ct.
Blue Jay Ct.
Ferret Dr.
Normandy Ct.
Ivy Hill Rd.
Kingfisher Dr.
Crawford
Fish Hawk Dr.
Kingsbridge Ct.
Borden Williamson Ct.
Borden Rd.
Mowland Dr.
Harwyn Ct.
Boswell Ct.
Ramsey Rd.
Cormorant Dr.
Tatum Dr.
DeRidder Ct.
Townsend
Lyon Rd.
Lefferts Ct.
Pitte Ct.
Hallie Ct.
Carnegie Ct.
Eastlife Dr.
Marcshire Dr.
Nedshire Dr.
Four Winds Dr.
Daranda Dr.
Doranne La.
Penn. La.
Quaker Rd.
S. Blevins Av. N.
Branch Blvd.
Branch Ct. S.
Dale Rd.
Ballantine Rd.
W. Nut Swamp Rd.
Willow Grove Dr.
Cypress Neck Rd.
White Oak Ridge Rd.
Walnut Hollow La.
Laurel Brook Rd.
Hill Rd.
Ridge Rd.
Lynch Blvd.
Oakdale Dr.
Lawrence Dr.
Michael Dr.
Daniel Dr.
Rose Wood Dr.
Forest Dr.
Way Rose Pl.
Mel Rose Knapp Ter.
TINDALL
Frisk Ter.
Arlene Dr.
David Ter.
Lynch Path
Shirley Pl.
Berline Ter.
Magnolia La.
Canterbury Ct.
Taylor Ln.
Dorothy Devonshire Ct.
Oakla La.
Downing Ct.
Cherry Tree La.
Northaven Way
Cherry Blossom La.
Peach Blossom La.
Apple Blossom La.
Elm Ct.
Valley Ln.
Hillside Ln.
Kings Ct.
Kingslit Pl.
The Trail
Windling Brook Way
Green Ct.
Greenwood Pl.
Pendon La.
Vista Ln.
Grace Ct.
Harvest Pl.
Kings Ct.
Kings Hwy.
Hwy.
Dr.
Rd.
Ln.
Ct.
Pl.
Ter.
Way
Blvd.
Av.
Path
Run
Brook
Wood
Hollow
Hill
Ridge
Meadow
Glen
Knoll
Crest
Heights
Hollow
Run
Brook
Wood

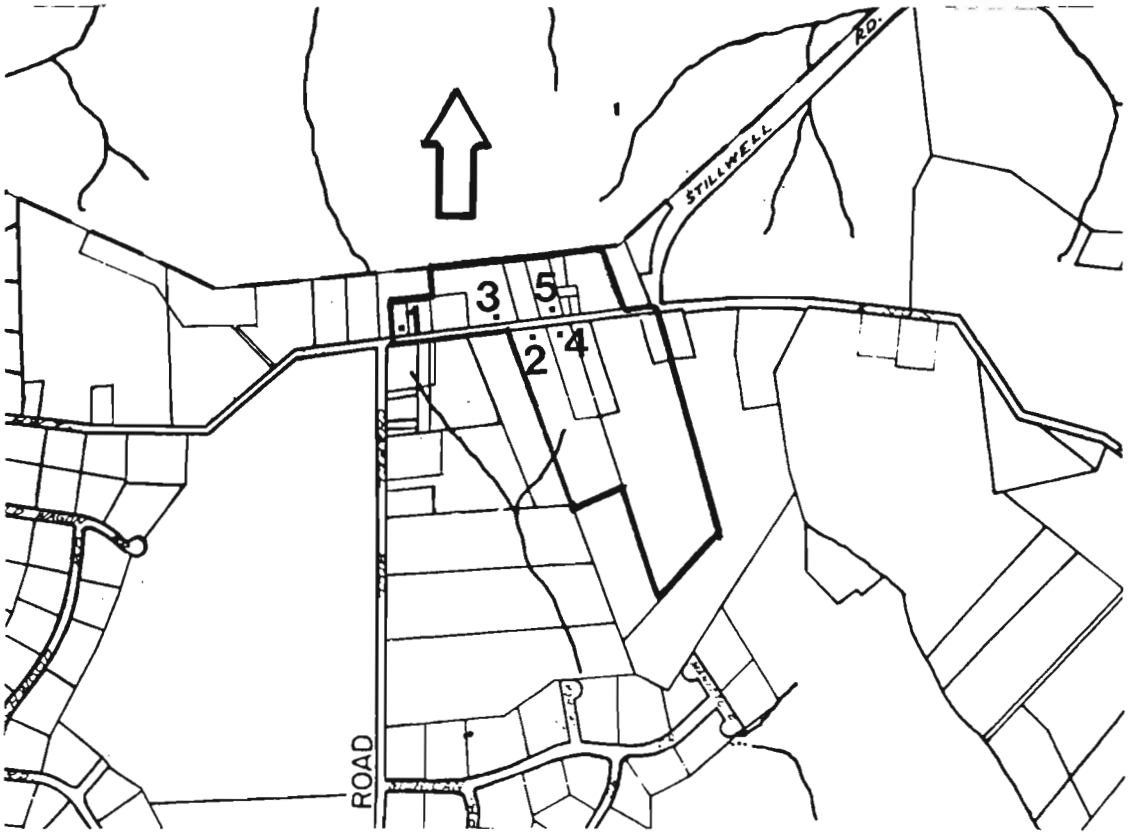
MIDDLETOWN TWP MAP E




MIDDLETOWN TWP MAP F
EVERETT
52
92
29
NEWMAN
Greentree Ct.
WEST FRONT
Sunnyside
BAMM HOLLOW
CHRISTIAN BROTHERS
88
TOWNSHIP OF COLTS NECK
BROOKDALE COLLEGE
Sea Gull La.
Beechwood Rd
FORE LEAL
RD.
68
90
Stag Pl.
Storm Rd.
Denise Ct.
LINCROFT
50
520
Murfield Dr.
Troon Ct.
Priscilla Dr.
James St.
Emory
PHALANX RD.
Greengrove Ct.
Hickory
Laurel
Oak
Holly
Lindy
Pine
Aspen Ct.
Rimwood Dr.
Oak Glen
105
Rose St.
MIDDLETOWN
Howard Dr.
Hill Fa. Dr.
McElroy Dr.
Wiltshire Dr.
Augusta Dr.
Turnberry Dr.
Hamilton Hill Rd.
English La.
Stonehenge Dr.
Leedsville Dr.
Silverdrift Pl.
46
Hurley Ct.
Samuel La.
NEWMAN
ST. CEO'S R.C.S.
Westwood Dr.
Hill Top Circle
Dogwood La.
Bluebird Rd.
Whispering Pines Dr.
Redfield Dr.
Whispering Pines Dr.
Jumping Brook Rd.
Roma Ct.
Spring Gardens Rd.
Majestic Av.
Coronet Pl.
Roger Av.
E. Point Rd.
N. Point Rd.
RIVER Wy.
Colonial
Majestic South
SWIMMING
Shirley La.
Horseshoe Wy.
89
Orchard Hill Dr.
Woodland Terr
33
32
FRONT
PARKWAY
STATE
SPRINGS
Woodland
Riverbrook Av.
Circle Pl.
Rosalie Av.
Harvey Av.
Manor Pkwy.
Martin Dr.
Park View Terrace W.
Park View Terr. E.
31
Harbor Green Cir.
Page
Alexa Pl.
Half Mile Rd.
12
Cameron Bruce Ct.
Bruce Rd.
Dean Wy.
Hardon Wy.
ST.
30
Davis La.
Campbell St.
McLoon St.
Doris Hillside
Whitmore
May St.
May Pl.
Woodruff Ct.
Av.
George St.
BORO OF TINTON
Parkway Pl.
RD.

CHAPEL HILL DISTRICT 1331-1

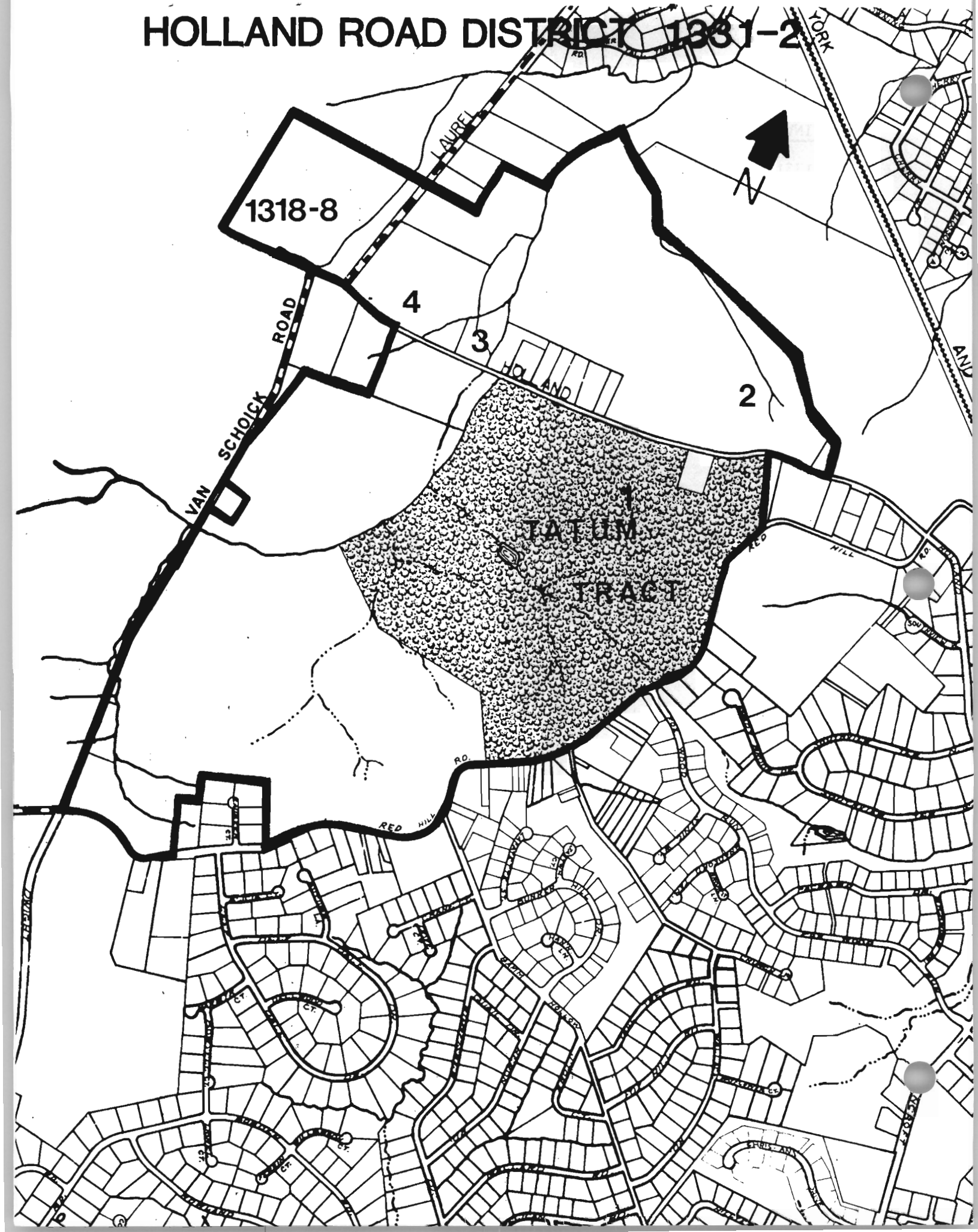




MIDDLETOWN TOWNSHIP: 1331

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1331-1	Chapel Hill District	Y
1331-1-1	148 Kings Highway East	D
1331-1-2	151 Kings Highway East	D
1331-1-3	152 Kings Highway East	Y
1331-1-4	153 Kings Highway East	D
1331-1-5	154 Kings Highway East	Y

HOLLAND ROAD DISTRICT 1331-2

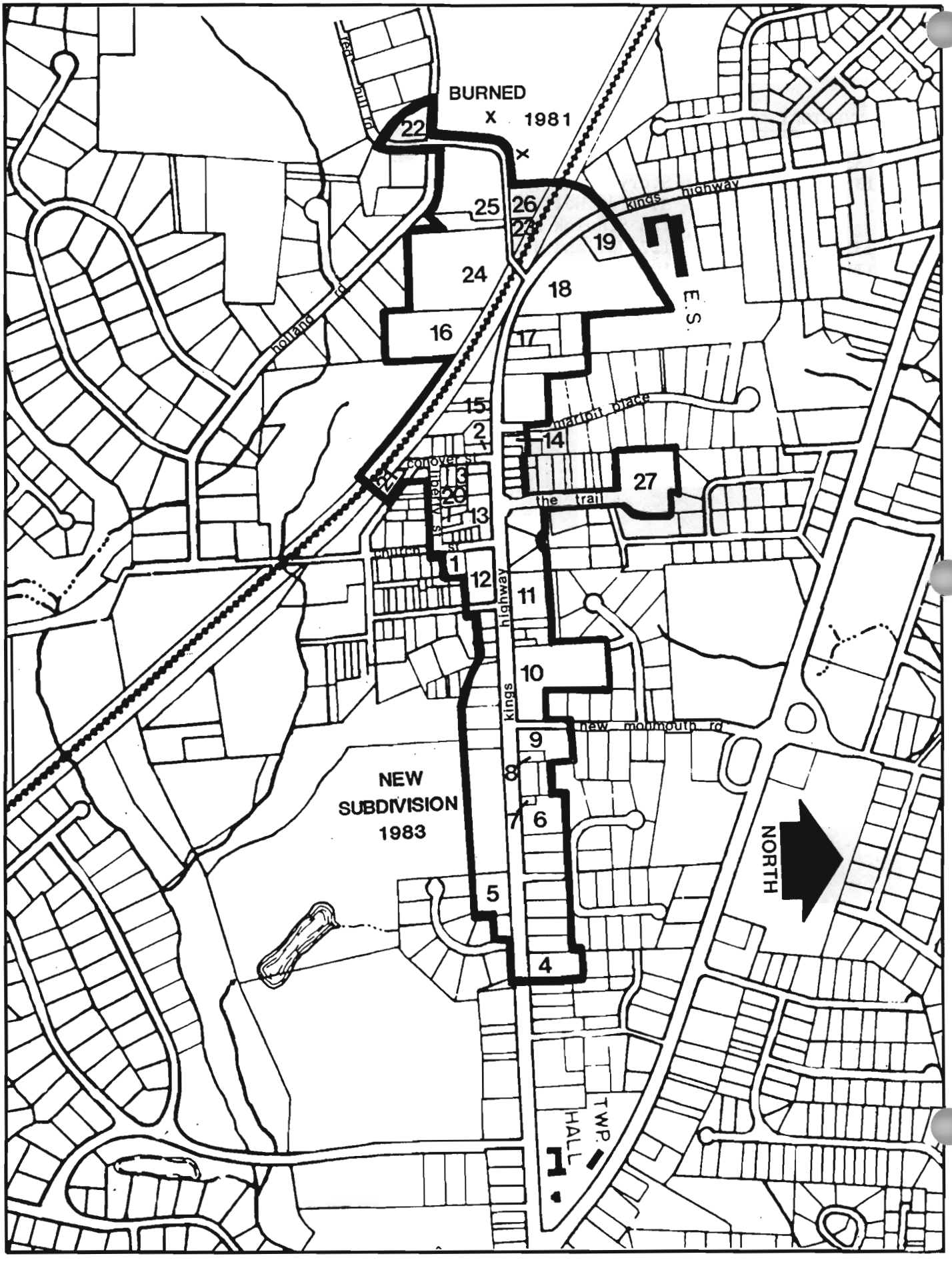


MIDDLETOWN TOWNSHIP: 1331

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1331-2	Holland Road District	N
1331-2-1	Story House/Tatum Park S. side Holland Road, 0.6 mi. E. of Van Schoick Road	Y
1331-2-2	127 Holland Road	(BURNED 1983)
1331-2-3	191 Holland Road	N
1331-2-4	Johannes Luyster House 199 Holland Road	Y

KINGS HIGHWAY DISTRICT 1331-3

RECOMMENDED REVISED BOUNDARIES

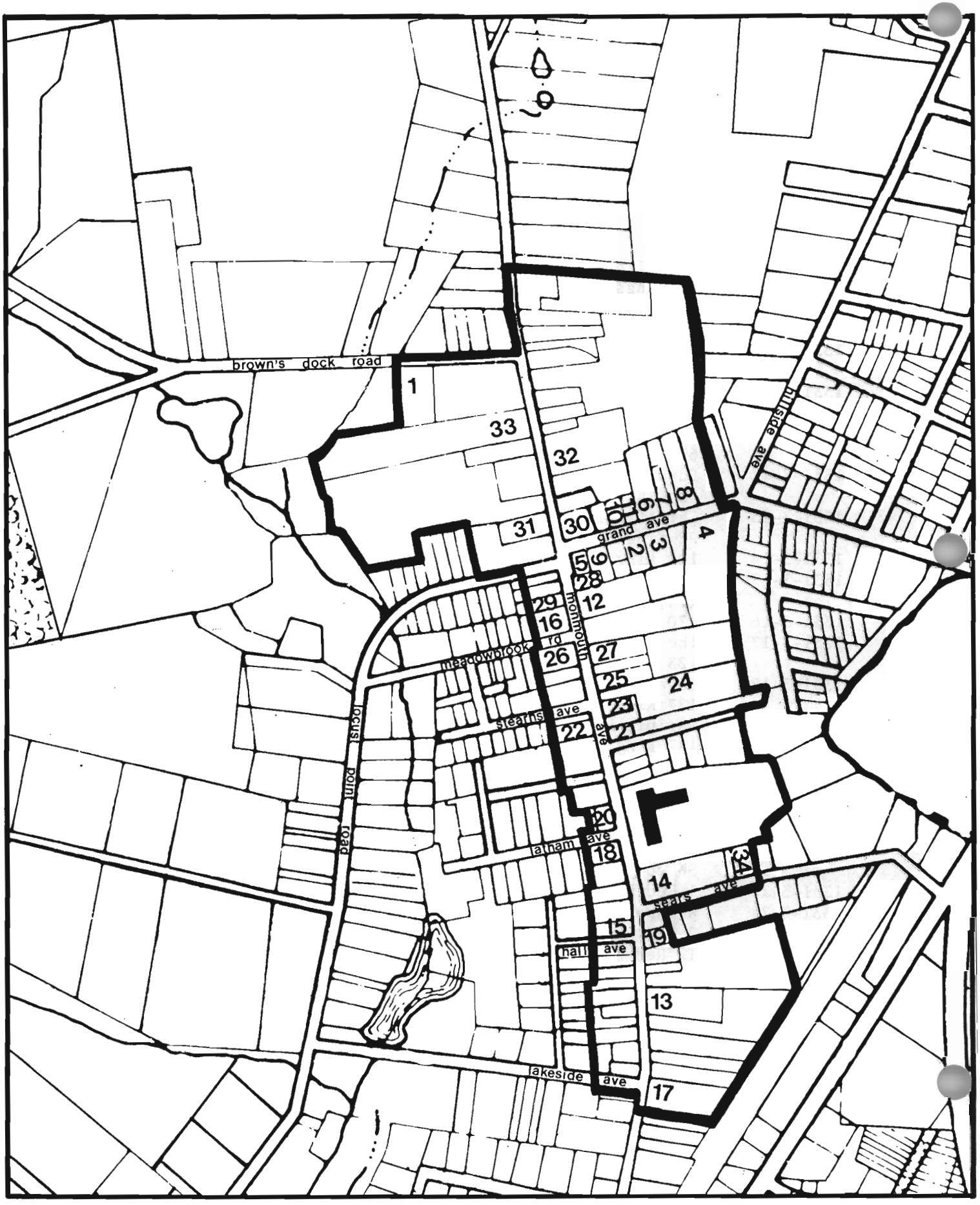


MIDDLETOWN TOWNSHIP: 1331

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1331-3	Kings Highway District	Y (NRHP 1974)
1331-3-1	8 Church Street	D
1331-3-2	5 Conover Street	D
1331-3-3	8 Conover Street	D
1331-3-4	Hendrickson-Morford House 35 Kings Highway	D
1331-3-5	46 Kings Highway	D
1331-3-6	51 Kings Highway	D
1331-3-7	Franklin Academy 53 Kings Highway	D
1331-3-8	Baptist Parsonage 59 Kings Highway	D
1331-3-9	Richard Hartshorne House 61 Kings Highway	D
1331-3-10	William Murray House 65 Kings Highway	D
1331-3-11	The First Baptist Church of Middletown 69 Kings Highway	D
1331-3-12	Edward Taylor House 82 Kings Highway	D
1331-3-13	Christ Episcopal Church 92 Kings Highway	D
1331-3-14	109 Kings Highway	D
1331-3-15	Reformed Church Parsonage 114 Kings Highway	D
1331-3-16	120 Kings Highway	D
1331-3-17	The Reformed Church of Middletown 123 Kings Highway	D
1331-3-18	Joseph and Mary Holmes Taylor House 127 Kings Highway	D
1331-3-19	Marlpit Hall 137 Kings Highway	D
1331-3-20	14 Liberty Street	D
1331-3-21	Middletown RR Depot S. side Railroad Avenue at NY-LB RR tracks	D
1331-3-22	Taylor-Osborne House SW corner Red Hill and Holland Roads	Y
1331-3-23	1 Red Hill Road	Y
1331-3-24	Wilson House 2 Red Hill Road	D
1331-3-25	12 Red Hill Road	D
1331-3-26	13 Red Hill Road	Y
1331-3-27	Charles I. Hendrickson House 28 The Trail	D

NAVESINK DISTRICT 1331-4

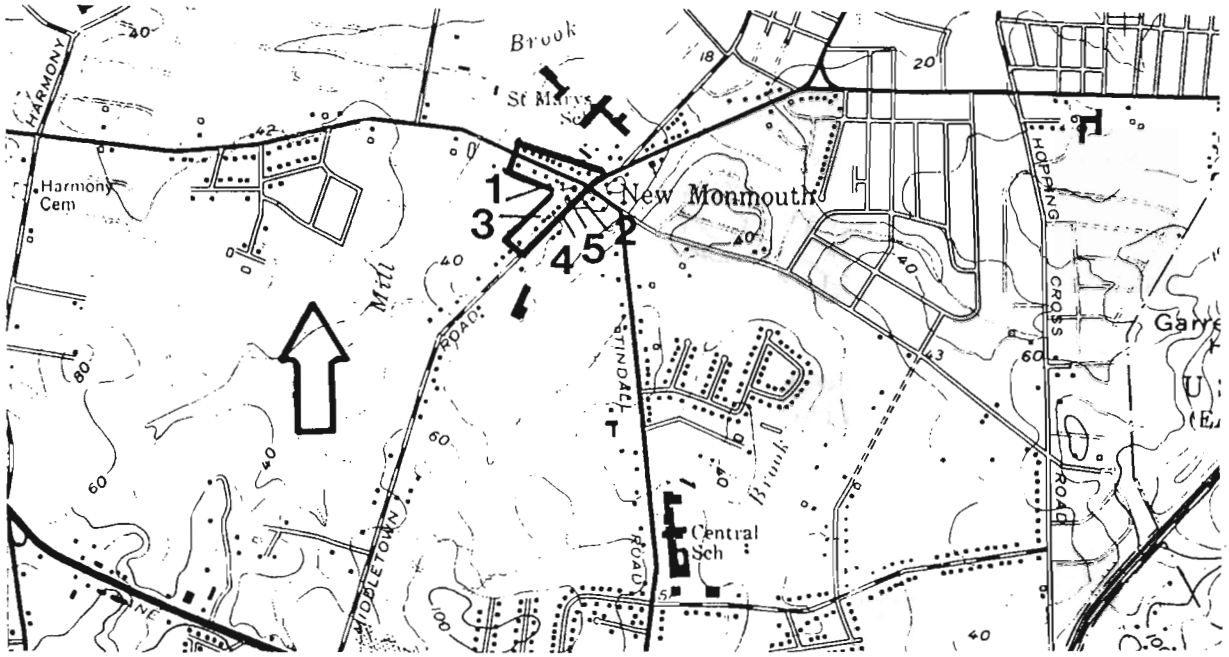
RECOMMENDED REVISED BOUNDARIES

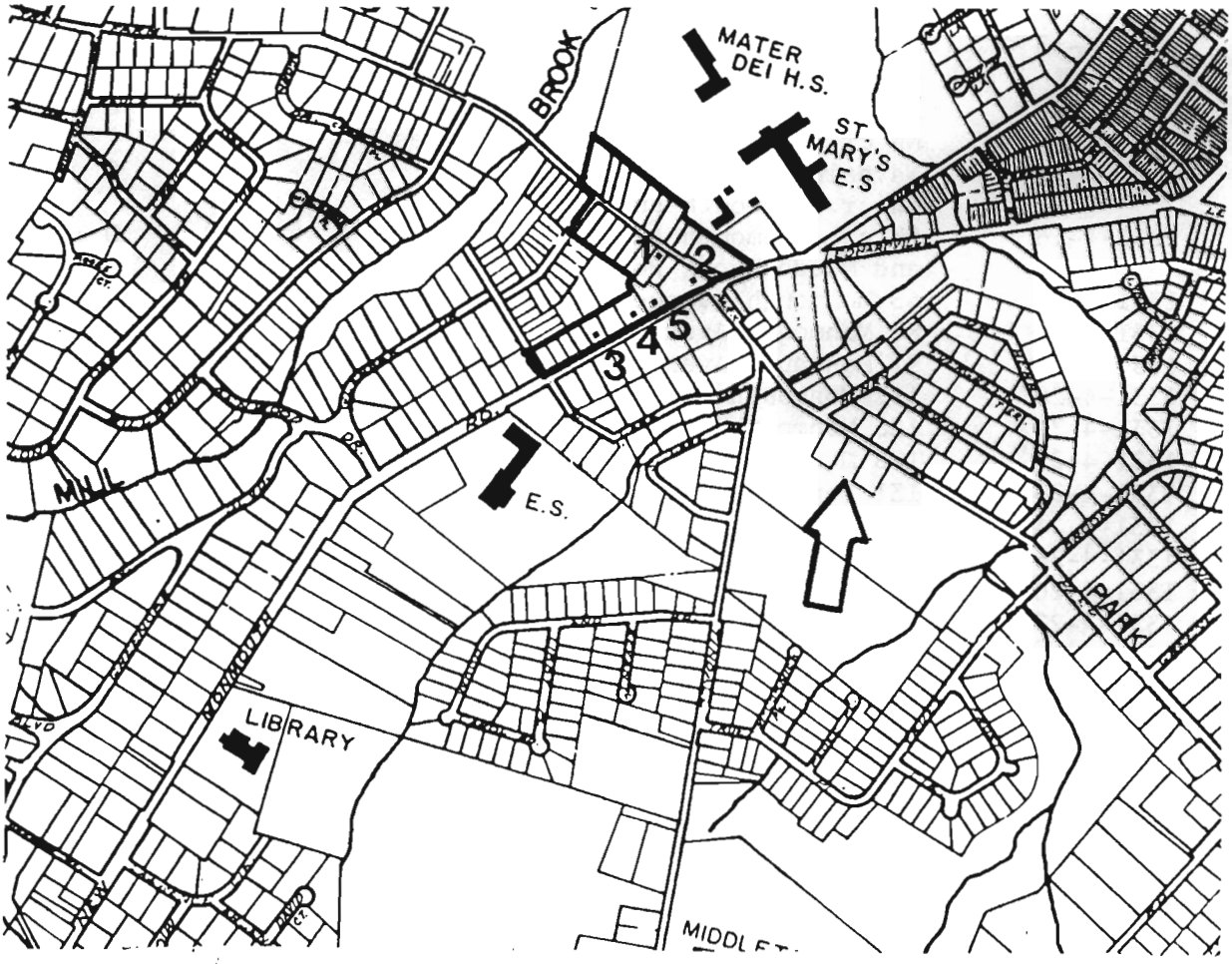


MIDDLETOWN TOWNSHIP: 1331

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1331-4	Navesink District	Y (NRHP 1975)
1331-4-1	E. side Brown's Dock Road, 400' S. of Monmouth Avenue	D
1331-4-2	E. side Grand (Navesink) Avenue 275' N. of Monmouth Avenue	D
1331-4-3	E. side Grand (Navesink) Avenue 350' N. of Monmouth Avenue	D
1331-4-4	E. side Grand (Navesink) Avenue 575' N. of Monmouth Avenue	D
1331-4-5	Rice Hatsell's Store NE cr. Grand (Navesink) and Monmouth Avenues	D
1331-4-6	Riceville M.E. Church W. side Grand (Navesink) Avenue 350' N. of Monmouth Avenue	D
1331-4-7	W. side Grand (Navesink) Avenue 450' N. of Monmouth Avenue	D
1331-4-8	W. side Grand (Navesink) Avenue 575' N. of Monmouth Avenue	D
1331-4-9	7 Grand (Navesink) Avenue	D
1331-4-10	10 Grand (Navesink) Avenue	D
1331-4-11	12 Grand (Navesink) Avenue	D
1331-4-12	Navesink Baptist Church N. side Monmouth Avenue, 200' E. of Grand Avenue	D
1331-4-13	N. side Monmouth Avenue, 400' E. of Sears Avenue	D
1331-4-14	Navesink Library NW cr. Monmouth and Sears Avenues	D
1331-4-15	Navesink Hall SW cr. Monmouth and Hall Avenues	D
1331-4-16	SW cr. Monmouth Avenue and Meadowbrook Road	D
1331-4-17	65 Monmouth Avenue	D
1331-4-18	80 Monmouth Avenue	D
1331-4-19	91 Monmouth Avenue	D
1331-4-20	112 Monmouth Avenue	D
1331-4-21	123 Monmouth Avenue	D
1331-4-22	128 Monmouth Avenue	D
1331-4-23	131 Monmouth Avenue	D
1331-4-24	133 Monmouth Avenue	D
1331-4-25	141 Monmouth Avenue	D
1331-4-26	142 Monmouth Avenue	D
1331-4-27	143 Monmouth Avenue	D
1331-4-28	149 Monmouth Avenue	D
1331-4-29	150 Monmouth Avenue	D
1331-4-30	John M. Johnson House 159 Monmouth Avenue	D
1331-4-31	162 Monmouth Avenue	D
1331-4-32	171 Monmouth Avenue	D
1331-4-33	180 Monmouth Avenue	D
1331-4-34	18 Sears Avenue	D

NEW MONMOUTH DISTRICT 1331-5

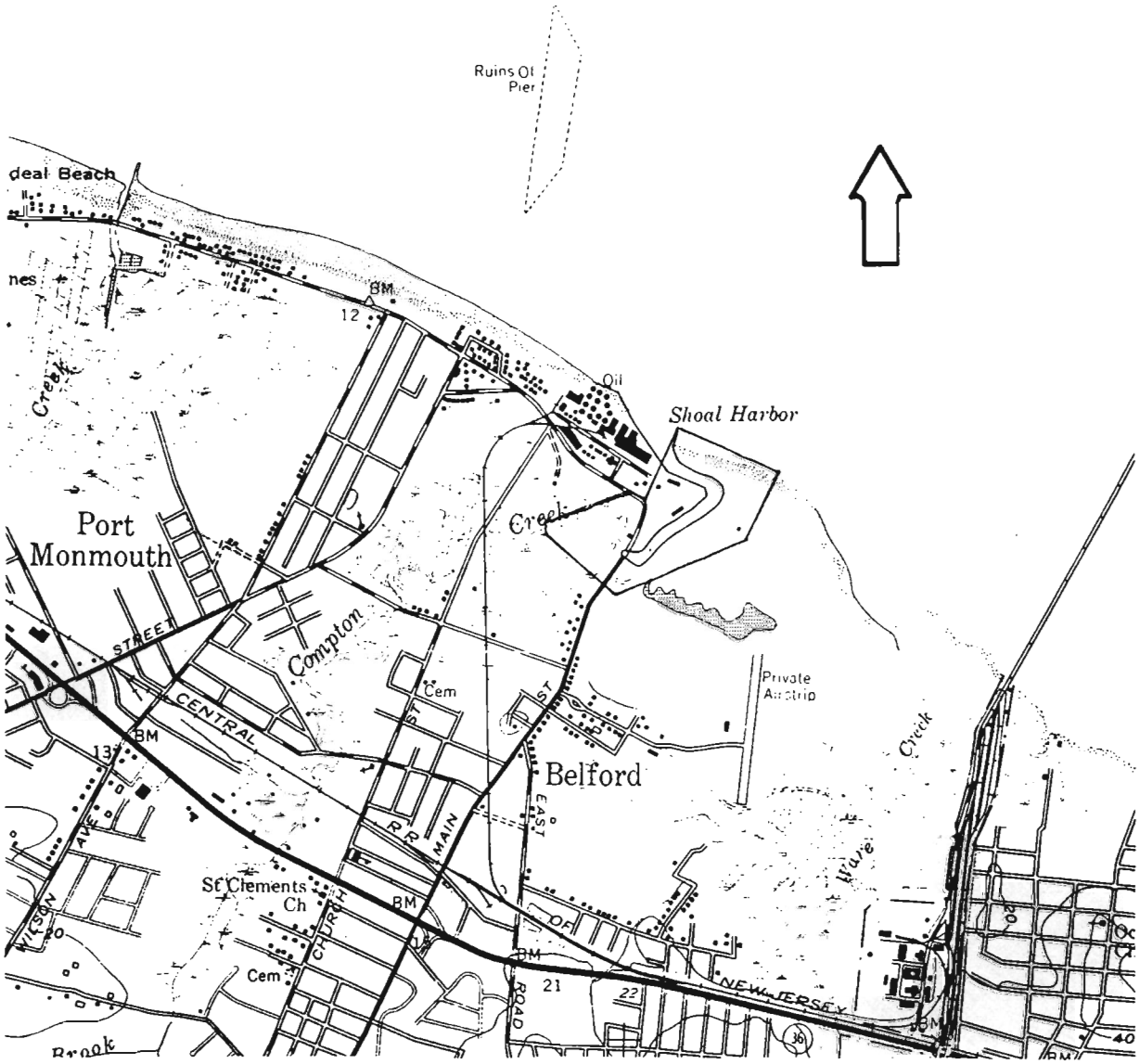


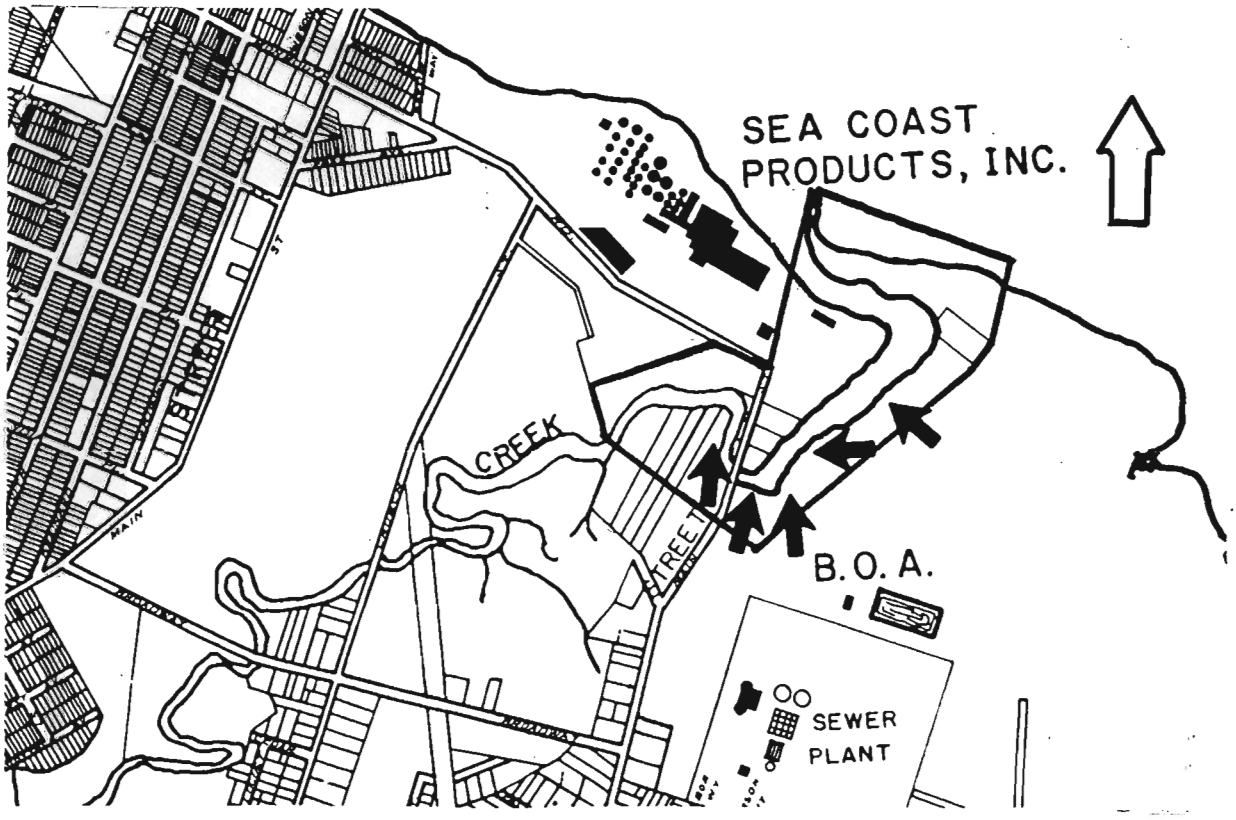


MIDDLETOWN TOWNSHIP: 1331

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1331-5	New Monmouth District	P
1331-5-1	6 Cherry Tree Farm Road	D
1331-5-2	Port Monmouth Baptist Church SW cr. New Monmouth Road and Cherry Tree Farm Road	Y
1331-5-3	152 New Monmouth Road	D
1331-5-4	162 New Monmouth Road	D
1331-5-5	William Griggs House 168 New Monmouth Road	P

SHOAL HARBOR DISTRICT 1331-6

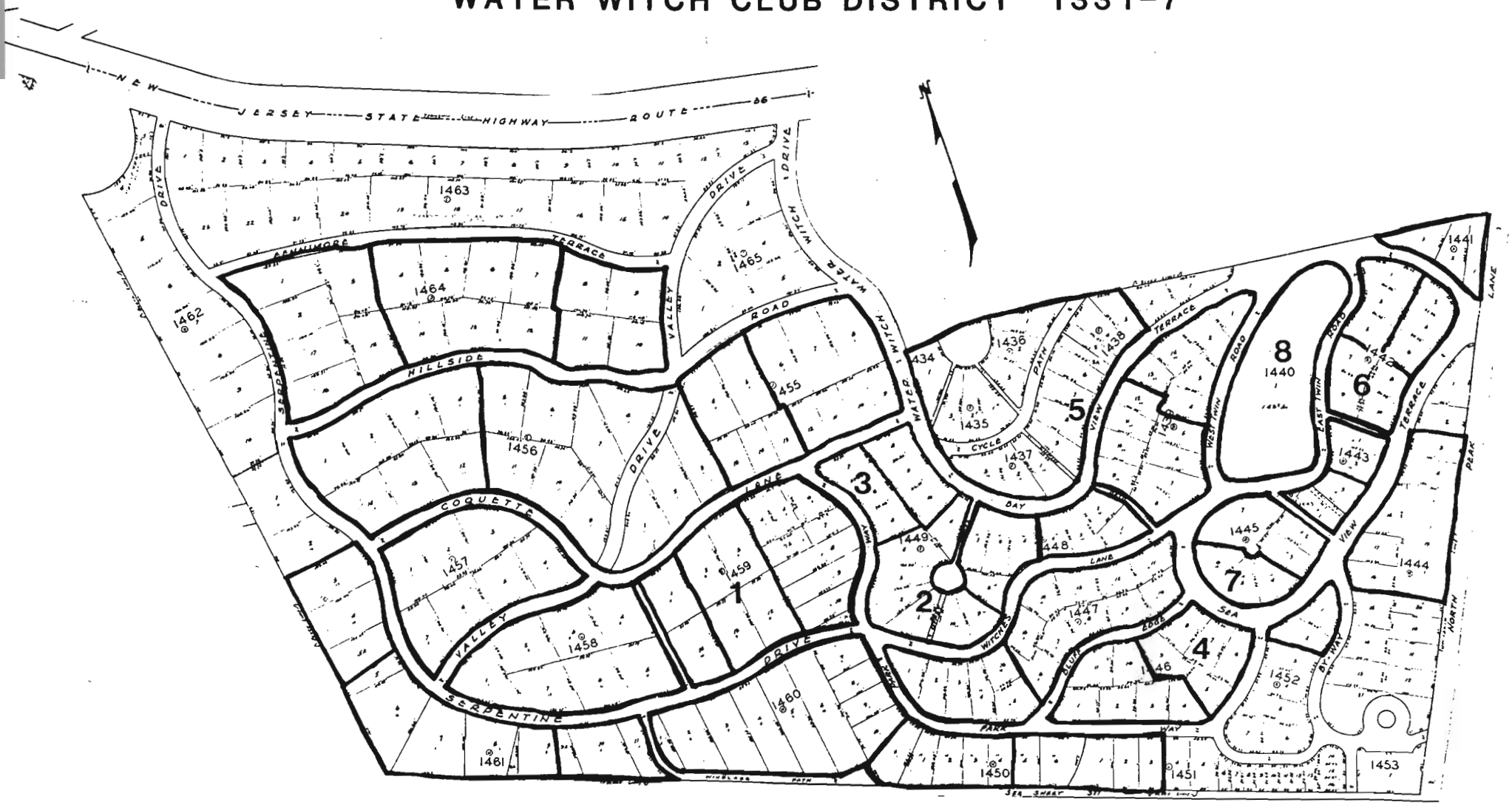




MIDDLETOWN TOWNSHIP: 1331

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1331-6	Shoal Harbor District	N

WATER WITCH CLUB DISTRICT 1331-7



MIDDLETOWN TOWNSHIP: 1331

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1331-7	Water Witch Club District	Y
1331-7-1	General Charles Raymond House 13 Monmouth Hills	D
1331-7-2	Walter I. Mac Dougal House 14 Monmouth Hills	Y
1331-7-3	J.H. Huddleston House 16 Monmouth Hills	Y
1331-7-4	Richard Lamb House 21 Monmouth Hills	D
1331-7-5	Francis R. Pemberton House 30 Monmouth Hills	Y
1331-7-6	Edward S. Atwood House 37 Monmouth Hills	Y
1331-7-7	S.S. Jones House 41 Monmouth Hills	D
1331-7-8	Water Witch Clubhouse 43 Monmouth Hills	Y

MIDDLETOWN TOWNSHIP: 1331

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1331-8	120 Applefarm Road	N
1331-9	3 Beacon Hill Road	N
1331-10	Hans Huber Estate NE and NW crs. Brown's Dock Road and Navesink River Road	P
1331-11	Joseph M. Huber Estate South end Brown's Dock Road at the Navesink River	N
1331-12	6 Camelot Court	P
1331-13	42 Chapel Hill Road	N
1331-14	George Morford House 46 Cherry Tree Farm Road	N
1331-15	92 Cherry Tree Farm Road	P
1331-16	Church Lane Streetscape	N
1331-17	Charles Gibson Bennet House 149 Church Lane	N
1331-18	Seeley House 24 Church Street	N
1331-19	Octagon House 26 Church Street	N
1331-20	95 Compton Street	N
1331-21	Cooper House 7 Conover Lane	P
1331-22	Riker Homestead/Haskell Estate N. side Cooper Road opposite Luffburrow Lane	N
1331-23	Cooper-Paterson House 169 Cooper Road	Y
1331-24	Tower Hill Farm/Herbert Strauss Estate 319, 325, 375 Cooper Road	Y
1331-25	Cooper Farm/Haskell Estate Buildings 391 Cooper Road	P
1331-26	Dorsett House 12 Dorothy Court	P
1331-27	290 East Road	N
1331-28	497 East Road	P
1331-29	168 Everett Road	P
1331-30	J.A. Hubbard House 640 West Front Street	N
1331-31	Grover House 883 West Front Street	Y
1331-32	940 West Front Street	Y
1331-33	954 West Front Street	N
1331-34	Hendrickson House E. side Greenoak Boulevard, 2 North of Oakdale Drive	P
1331-35	Hartshorne House N. side Hartshorne Road, c. 1000' E. of Tan Vat Road	N
1331-36	John H. Stephens House 108 Hartshorne Road	N

MIDDLETOWN TOWNSHIP: 1331

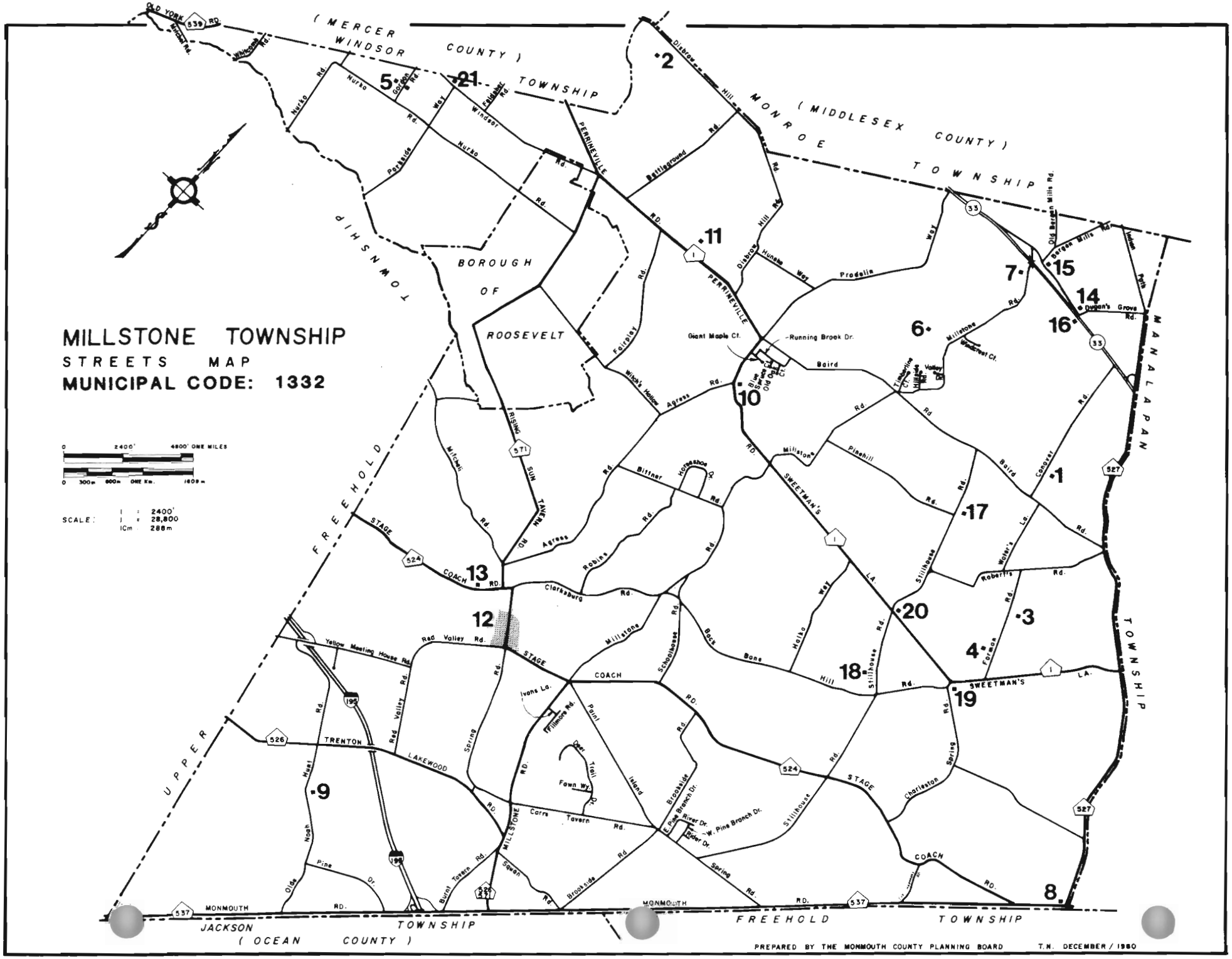
INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1331-37	Hartshorne House 180 Hartshorne Road	Y
1331-38	137 Hubbard Avenue	N
1331-39	140 Hubbard Avenue	P
1331-40	38 Kanes Road	N
1331-41	161 Kings Highway East	N
1331-42	Chapel Hill Beacon 162 Kings Highway East	P
1331-43	170 Kings Highway East	N
1331-44	296 Kings Highway East	P
1331-45	William Covenhoven Farm 435 Kings Highway East	Y
1331-46	106 Leedsville Road	P
1331-47	Bowne House W. end of Leonard Avenue	Y (SR 1976)
1331-48	First Baptist Church of Atlantic Highlands/ Leonardo Baptist Church SE cr. N. Leonard Avenue and Highland Avenue	N
1331-49	Croyden Hall Academy S. side Leonardville Road, 1200' E. of Hosford Avenue	N
1331-50	34 Leonardville Road	N
1331-51	Leonard House 76 Leonardville Road	Y
1331-52	218 B Leonardville Road	N
1331-53	350 Leonardville Road	N
1331-54	NE cr. Linden and Demmert Avenues	N
1331-55	Truss Bridge Locust Road across Claypit Creek	P
1331-56	Locust General Store and Post Office E. side Locust Point Road, c. 50' S. of Locust Road	P
1331-57	23 Locust Point Road	N
1331-58	33 Locust Point Road	Y
1331-59	55 Locust Point Road	N
1331-60	61 Locust Point Road	N
1331-61	83 Locust Point Road	N
1331-62	106 Locust Point Road	N
1331-63	111 Locust Point Road	N
1331-64	167 Main Street	N
1331-65	414 Main Street	N
1331-66	18 Middletown Avenue	N
1331-67	Union Schoolhouse No. 9 SW cr. Middletown-Lincroft Road and Dwight Road	Y (NRHP 1975)
1331-68	628 Middletown-Lincroft Road	P
1331-69	Middletown Turnpike House 701 Middletown-Lincroft Road	P
1331-70	744 Middletown-Lincroft Road	N
1331-71	2168 Middletown-Lincroft Road	P
1331-72	S. side Monmouth Avenue, c. 1000' W. of Brown's Dock Road	N

MIDDLETOWN TOWNSHIP: 1331

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1331-73	23 Morford Road	N
1331-74	All Saints Memorial Church NE. cr. Navesink Avenue and Locust Road	Y (NRHP 1974)
1331-75	Stone Arch Bridge Navesink River Road over Brown's Brook	N
1331-76	176 Navesink River Road	N
1331-77	458 Navesink River Road	P
1331-78	Andrew Varick Stout House 520 Navesink River Road	Y
1331-79	562 Navesink River Road	N
1331-80	Allen House 758 Navesink River Road	N
1331-81	799 Navesink River Road	N
1331-82	828 Navesink River Road	N
1331-83	858 Navesink River Road	N
1331-84	868 Navesink River Road	N
1331-85	928 Navesink River Road	N
1331-86	Nathaniel Smith House 946 Navesink River Road	N
1331-87	Rev. Abel Morgan, Jr. House 111 New Monmouth Road	Y
1331-88	Brookdale Farm S. side Newman Springs Road, 1 mi. W. of Swimming River Road	Y
1331-89	503 Newman Springs Road	P
1331-90	769 Newman Springs Road	N
1331-91	Smock Farm/Brookdale Farm 825 Newman Springs Road *eligible only with 1331-88.	Y*
1331-92	868 Newman Springs Road	~~Y~~ (BURNED)
1331-93	392 Nut Swamp Road	P
1331-94	Thomas S. Field House 680 Nut Swamp Road	P
1331-95	John Throckmorton Farm Poricy Park/S. side Oak Hill Road, W. of NY-LB RR tracks	Y (SR 1976)
1331-96	Elnathan Field House 600 Oak Hill Road	Y
1331-97	116 Park Avenue	N
1331-98	Seabrook House 119 Port Monmouth Road	Y (NRHP 1974)
1331-99	Roberts House End of Roberts Lane	Y
1331-100	Earle Naval Weapon Pier Sandy Hook Bay, 0.5 mi. W. of Leonardo Harbor	N
1331-101	Elizabeth Tillotson House E. side Serpentine Drive opposite Southside Avenue	P
1331-102	Thomas Burrows House 89 Sleepy Hollow Road	N

MIDDLETOWN TOWNSHIP: 1331

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1331-103	154 Sleepy Hollow Road	Y
1331-104	Morford House 62 Swartzel Road	Y
1331-105	11 Swimming River Road	N
1331-106	SW cr. Thompson and Center Avenues	N
1331-107	Luffburrow House/Haskell Estate Buildings N/S sides Whipporwill Valley Road, 1000' - 1500' E. of Chapel Hill Road *Teahouse altered and no longer eligible	Y*
1331-108	Portland Place SW cr. Wigwam Road and Gran Tour	Y
1331-109	94 Wilson Avenue	N
1331-110	119 Wilson Avenue	N


MILLSTONE TOWNSHIP
STREETS MAP
MUNICIPAL CODE: 1332
SCALE: 1 : 2400'
1Cm : 28,800
1Cm : 288m
(MERCER COUNTY)
WINDSOR TOWNSHIP
(MIDDLESEX COUNTY)
MONROE TOWNSHIP
HIGHTSTOWN
BOROUGH OF ROOSEVELT
FREEHOLD TOWNSHIP
MANALAPAN TOWNSHIP
UPPER FREEHOLD TOWNSHIP
JACKSON TOWNSHIP
(OCEAN COUNTY)
FREEHOLD TOWNSHIP
PREPARED BY THE MONMOUTH COUNTY PLANNING BOARD T.N. DECEMBER / 1980

MIDDLETOWN TOWNSHIP: 1331

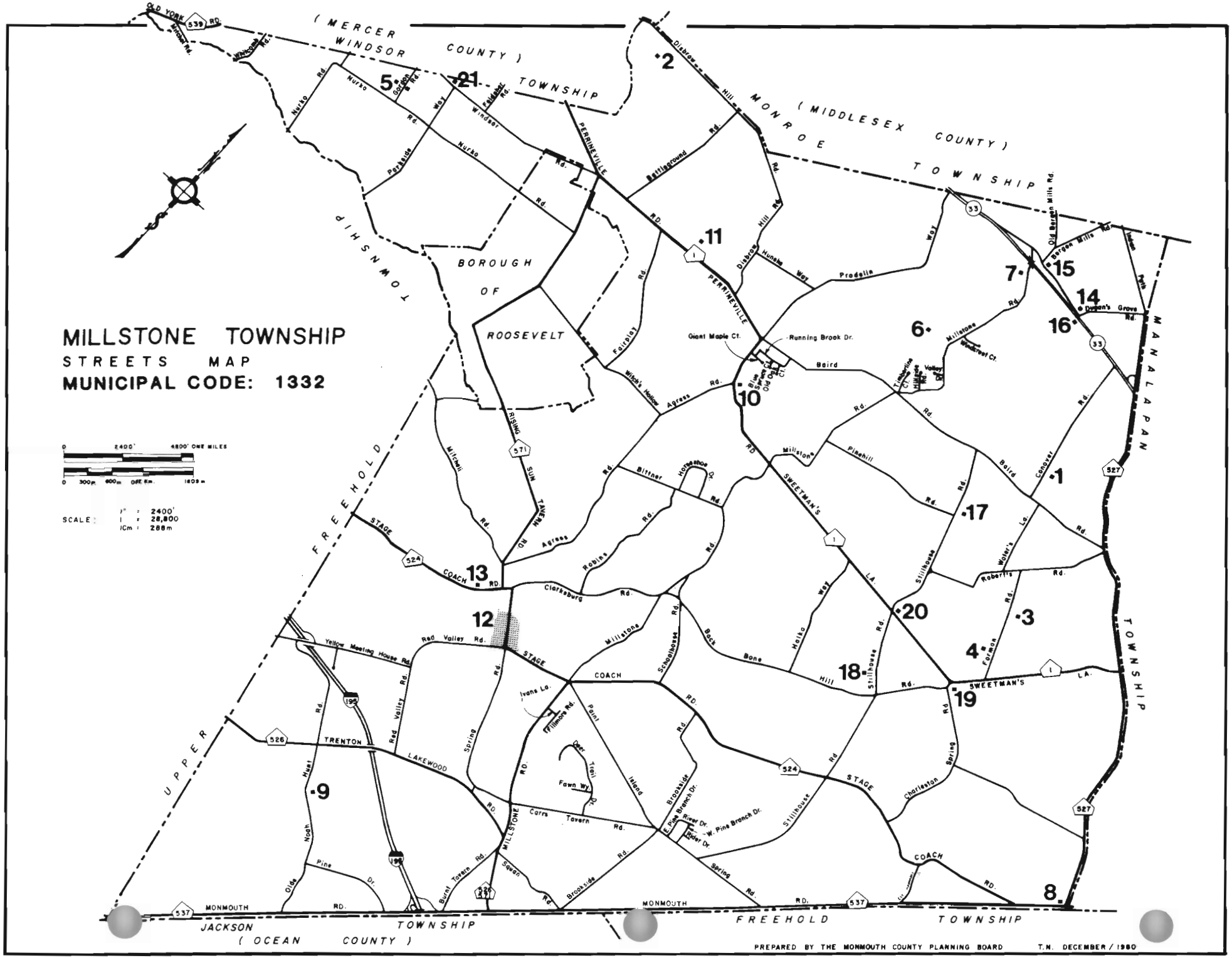
INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1331-37	Hartshorne House 180 Hartshorne Road	Y
1331-38	137 Hubbard Avenue	N
1331-39	140 Hubbard Avenue	P
1331-40	38 Kanes Road	N
1331-41	161 Kings Highway East	N
1331-42	Chapel Hill Beacon 162 Kings Highway East	P
1331-43	170 Kings Highway East	N
1331-44	296 Kings Highway East	P
1331-45	William Covenhoven Farm 435 Kings Highway East	Y
1331-46	106 Leedsville Road	P
1331-47	Bowne House W. end of Leonard Avenue	Y (SR 1976)
1331-48	First Baptist Church of Atlantic Highlands/ Leonardo Baptist Church SE cr. N. Leonard Avenue and Highland Avenue	N
1331-49	Croyden Hall Academy S. side Leonardville Road, 1200' E. of Hosford Avenue	N
1331-50	34 Leonardville Road	N
1331-51	Leonard House 76 Leonardville Road	Y
1331-52	218 B Leonardville Road	N
1331-53	350 Leonardville Road	N
1331-54	NE cr. Linden and Demmert Avenues	N
1331-55	Truss Bridge Locust Road across Claypit Creek	P
1331-56	Locust General Store and Post Office E. side Locust Point Road, c. 50' S. of Locust Road	P
1331-57	23 Locust Point Road	N
1331-58	33 Locust Point Road	Y
1331-59	55 Locust Point Road	N
1331-60	61 Locust Point Road	N
1331-61	83 Locust Point Road	N
1331-62	106 Locust Point Road	N
1331-63	111 Locust Point Road	N
1331-64	167 Main Street	N
1331-65	414 Main Street	N
1331-66	18 Middletown Avenue	N
1331-67	Union Schoolhouse No. 9 SW cr. Middletown-Lincroft Road and Dwight Road	Y (NRHP 1975)
1331-68	628 Middletown-Lincroft Road	P
1331-69	Middletown Turnpike House 701 Middletown-Lincroft Road	P
1331-70	744 Middletown-Lincroft Road	N
1331-71	2168 Middletown-Lincroft Road	P
1331-72	S. side Monmouth Avenue, c. 1000' W. of Brown's Dock Road	N

MIDDLETOWN TOWNSHIP: 1331

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1331-73	23 Morford Road	N
1331-74	All Saints Memorial Church NE. cr. Navesink Avenue and Locust Road	Y (NRHP 1974)
1331-75	Stone Arch Bridge Navesink River Road over Brown's Brook	N
1331-76	176 Navesink River Road	N
1331-77	458 Navesink River Road	P
1331-78	Andrew Varick Stout House 520 Navesink River Road	Y
1331-79	562 Navesink River Road	N
1331-80	Allen House 758 Navesink River Road	N
1331-81	799 Navesink River Road	N
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1331-83	858 Navesink River Road	N
1331-84	868 Navesink River Road	N
1331-85	928 Navesink River Road	N
1331-86	Nathaniel Smith House 946 Navesink River Road	N
1331-87	Rev. Abel Morgan, Jr. House 111 New Monmouth Road	Y
1331-88	Brookdale Farm S. side Newman Springs Road, 1 mi. W. of Swimming River Road	Y
1331-89	503 Newman Springs Road	P
1331-90	769 Newman Springs Road	N
1331-91	Smock Farm/Brookdale Farm 825 Newman Springs Road *eligible only with 1331-88.	Y*
1331-92	868 Newman Springs Road	~~Y~~ (BURNED)
1331-93	392 Nut Swamp Road	P
1331-94	Thomas S. Field House 680 Nut Swamp Road	P
1331-95	John Throckmorton Farm Poricy Park/S. side Oak Hill Road, W. of NY-LB RR tracks	Y (SR 1976)
1331-96	Elnathan Field House 600 Oak Hill Road	Y
1331-97	116 Park Avenue	N
1331-98	Seabrook House 119 Port Monmouth Road	Y (NRHP 1974)
1331-99	Roberts House End of Roberts Lane	Y
1331-100	Earle Naval Weapon Pier Sandy Hook Bay, 0.5 mi. W. of Leonardo Harbor	N
1331-101	Elizabeth Tillotson House E. side Serpentine Drive opposite Southside Avenue	P
1331-102	Thomas Burrows House 89 Sleepy Hollow Road	N

MIDDLETOWN TOWNSHIP: 1331

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1331-103	154 Sleepy Hollow Road	Y
1331-104	Morford House 62 Swartzel Road	Y
1331-105	11 Swimming River Road	N
1331-106	SW cr. Thompson and Center Avenues	N
1331-107	Luffburrow House/Haskell Estate Buildings N/S sides Whipporwill Valley Road, 1000' - 1500' E. of Chapel Hill Road *Teahouse altered and no longer eligible	Y*
1331-108	Portland Place SW cr. Wigwam Road and Gran Tour	Y
1331-109	94 Wilson Avenue	N
1331-110	119 Wilson Avenue	N


MILLSTONE TOWNSHIP
STREETS MAP
MUNICIPAL CODE: 1332
SCALE: 1" = 2400'
1Cm = 288m
(MERCER COUNTY)
WINDSOR TOWNSHIP
(MIDDLESEX COUNTY)
MONROE TOWNSHIP
MANALAPAN TOWNSHIP
FREEHOLD TOWNSHIP
UPPER FREEHOLD TOWNSHIP
JACKSON TOWNSHIP
(OCEAN COUNTY)
BOROUGH OF ROOSEVELT
OLD YORK RD.
539
Windsor Rd.
Nurko Rd.
Gordon Rd.
Fairgrounds Rd.
Perrineville Rd.
Battleground Rd.
Disbrow Hill Rd.
Old Bergen Mills Rd.
Indian Path
Hunsa Way
Predella Way
Giant Maple Ct.
Running Brook Dr.
Old Oak Ct.
Tamarack Ct.
Valley Rd.
Millstone Rd.
Woodcrest Ct.
Duggan's Grove Rd.
Baird Rd.
Fairplex Rd.
Witch's Hollow
Agress Rd.
Rising Sun Tavern Rd.
Mitchell Rd.
Bittner Rd.
Horseshoe Dr.
Sweetman's Ln.
Pleshill Rd.
Conover Rd.
Stage Coach Rd.
524
Robins Rd.
Clarksburg Rd.
Yellow Meeting House Rd.
Red Valley Rd.
Schoolhouse Rd.
Back Bone Hill Rd.
Stillhouse Rd.
Waiter's La.
Roberts Rd.
Forsgate Dr.
Ivans La.
Tilliston Rd.
Deer Trail
Fawn Wy.
Paint Island Rd.
Brookside Dr.
E. Pine Branch Dr.
W. Pine Branch Dr.
Rider Dr.
Spring Rd.
Charleston Spring Rd.
Millstone Rd.
Corrs Tavern Rd.
Burnt Tavern Rd.
Squan Rd.
Olde Pine Dr.
Hoop Pole Rd.
Trenton Lakewood Rd.
526
195
537
Monmouth Rd.
527
33
1
571
1 inch = 2400'
1 inch = 28,800
1Cm = 288m
0 2400' 4800' ONE MILES
0 300m 600m ONE Km. 1609 m
PREPARED BY THE MONMOUTH COUNTY PLANNING BOARD T.N. DECEMBER / 1980

MILLSTONE TOWNSHIP: 1332

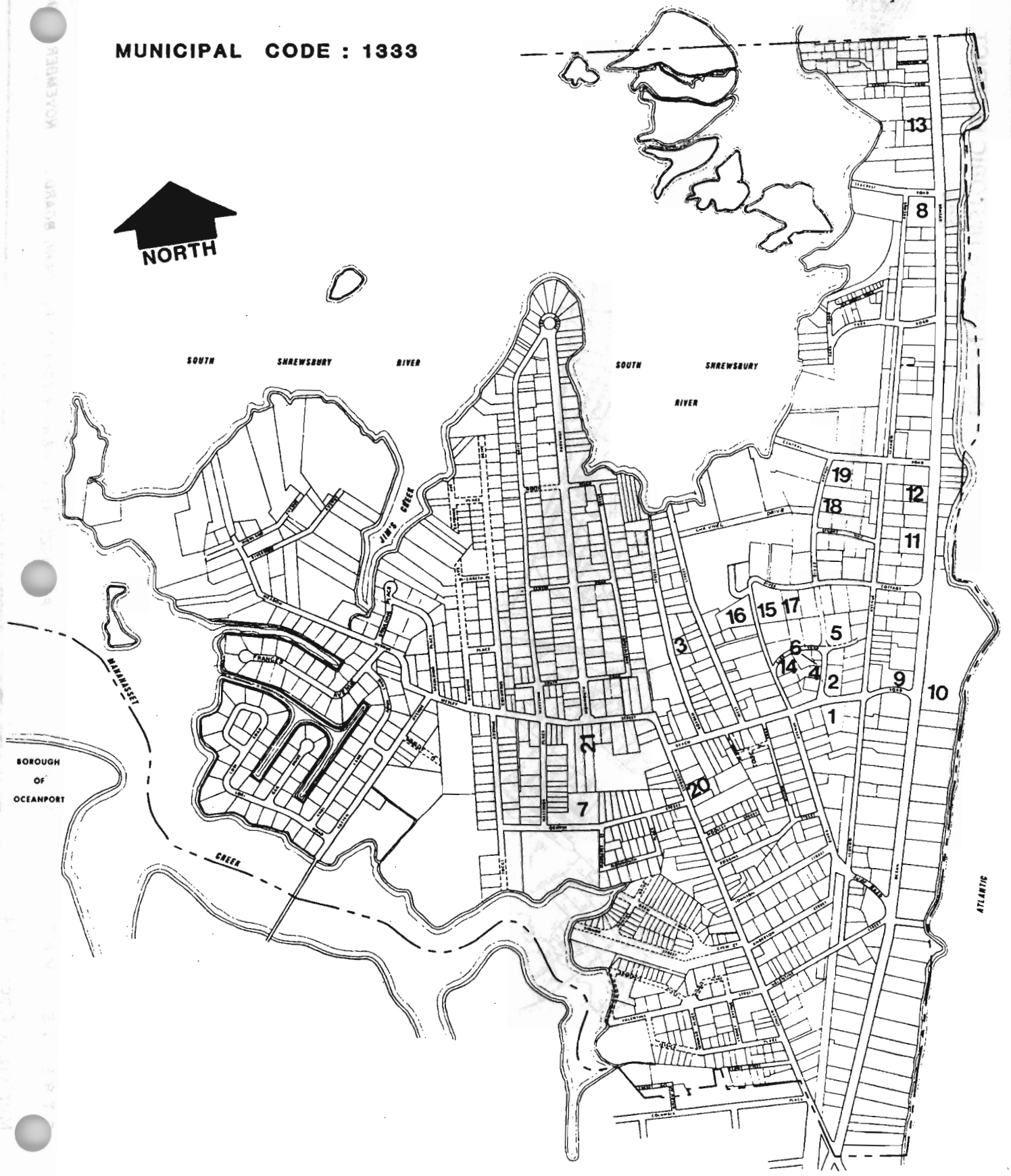
INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1332-1	E. side Conover Road, 0.4 mi. N. of Baird Road	N
1332-2	S. side Disbrow Hill Road, 0.6 mi. W. of Battleground Road	P
1332-3	E. side Forman Road, 0.4 mi. N. of Sweetman's Lane	N
1332-4	W. side Forman Road, 0.2 mi. N. of Sweetman's Lane	P
1332-5	W. side Gordons Road, 0.2 mi. N. of Nurko Road	P
1332-6	John Perrine Farm W. side Millstone Road, 0.8 mi. N. of Baird Road	N
1332-7	Nathaniel Cox House W. side Millstone Road, 0.1 mi. S. of State Hwy 33	P
1332-8	Parker/ Smithburg Hotel W. corner Monmouth Road and Smithburg Road	Y
1332-9	Noah H. Hunt House E. side Olde Noah Hunt Road, 0.4 mi. S. of Trenton-Lakewood Road	N
1332-10	Perrineville Synagogue N. side Perrineville Road, opposite Agress Road	N
1332-11	Addison Mount Farm N. side Perrineville Road, 0.5 mi. W. of Disbrow Hill Road	N
1332-12	Clarksburg/ Stage Coach Road Streetscape	N
1332-12-1	Clarksburg Inn W. side Stage Coach Road, 0.2 mi. N. of Red Valley Road	P
1332-12-2	W. side Stage Coach Road, 0.2 mi. N. of Red Valley Road	N
1332-12-3	W. side Stage Coach Road, 0.3 mi. N. of Red Valley Road	P
1332-12-4	NW corner Stage Coach Road and Red Valley Road	N
1332-13	Clarksburg M.E. Church N. side Stage Coach Road, 0.3 mi. W. of Rising Sun Tavern Road	N
1332-14	N.W. Morris House N. side State Highway 33, 2 west of Dugan's Grove Road	Y
1332-15	NE corner State Highway 33 and Bergen Mills Road	~~Y~~ (DEMOLISHED)
1332-16	S. side State Highway 33, opposite Dugan's Grove Road	P
1332-17	E. side Stillhouse Road, 0.5 mi. S. of Baird Road	N
1332-18	Lewis L. Combs House W. side Stillhouse Road, 0.3 mi. N. of Backbone Hill Road	P
1332-19	E. corner Sweetman's Lane and Charleston Spring Road	N
1332-20	St. Joseph's Roman Catholic Church NE corner Sweetman's Lane and Stillhouse Road	N
1332-21	N. side Windsor Road, 0.3 mi. W. of Feldsher Road	N

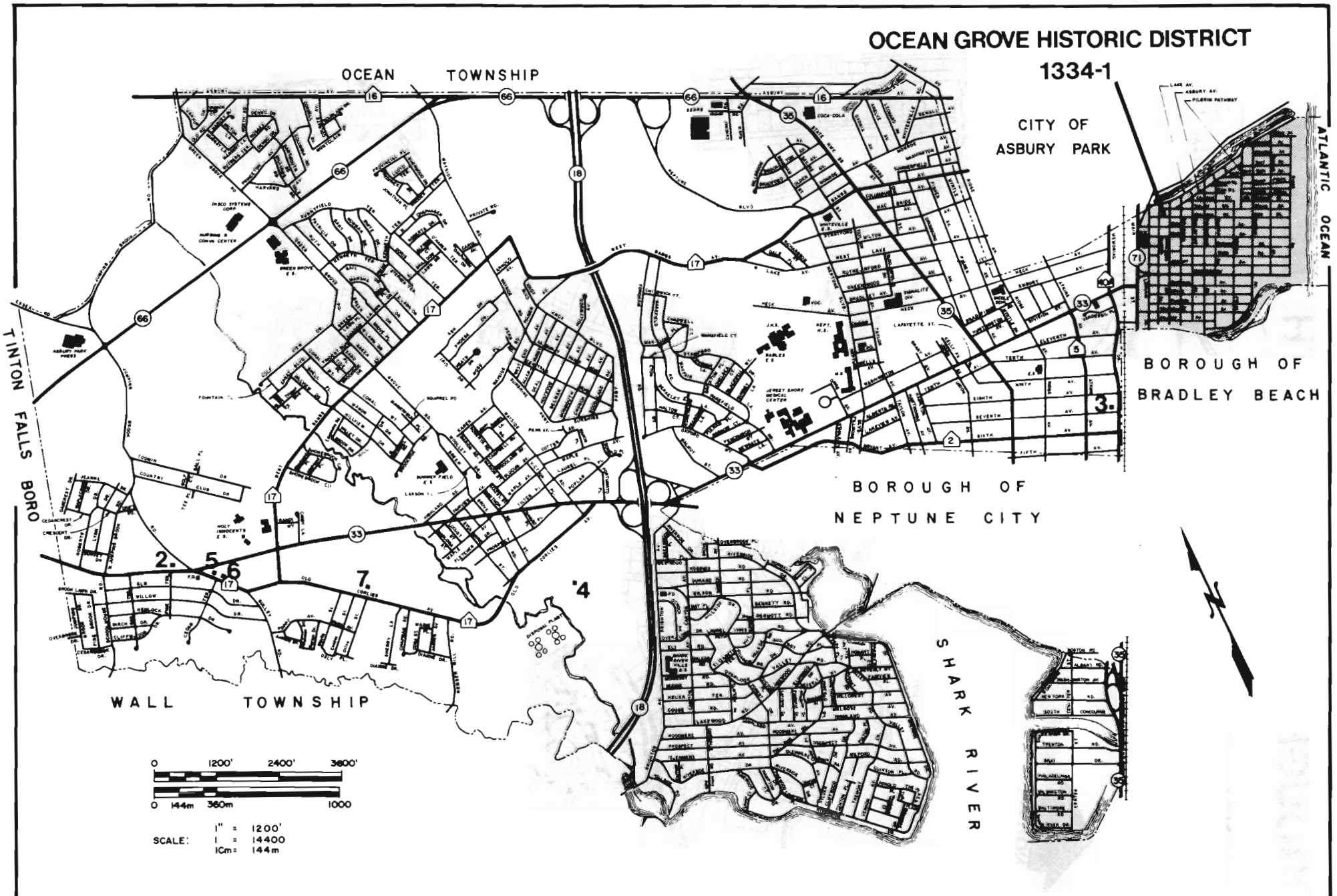
MONMOUTH BEACH BOROUGH: 1333

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1331-1	Bowles Colgate House 12 Beach Road	P
1331-2	Frederick S. Douglas House 13 Beach Road	Y
1331-3	17 Borden Street	N
1331-4	4 Club Road	N
1331-5	5 Club Road	N
1331-6	6 Club Road	P
1331-7	Monmouth Beach School NE corner Griffin and Hastings Streets	DEMOLISHED
1331-8	U.S. Lifesaving Station #4 SW corner Ocean Avenue and Seacrest Road	N
1331-9	64 Ocean Avenue	P
1331-10	Monmouth Beach Bath and Tennis Club 65 Ocean Avenue	Y
1331-11	82 Ocean Avenue	N
1331-12	88 Ocean Avenue	N
1331-13	138 Ocean Avenue	N
1331-14	31 River Avenue	N
1331-15	Barrows House 39 River Avenue	P
1331-16	40 River Avenue	P
1331-17	48 River Avenue	P
1331-18	61 River Avenue	N
1331-19	67 River Avenue	N
1331-20	65 Riverdale Avenue	N
1331-21	Jesse Cook Jr. House 12 Wesley Street	N

BOROUGH OF MONMOUTH BEACH

MUNICIPAL CODE : 1333





TOWNSHIP OF NEPTUNE

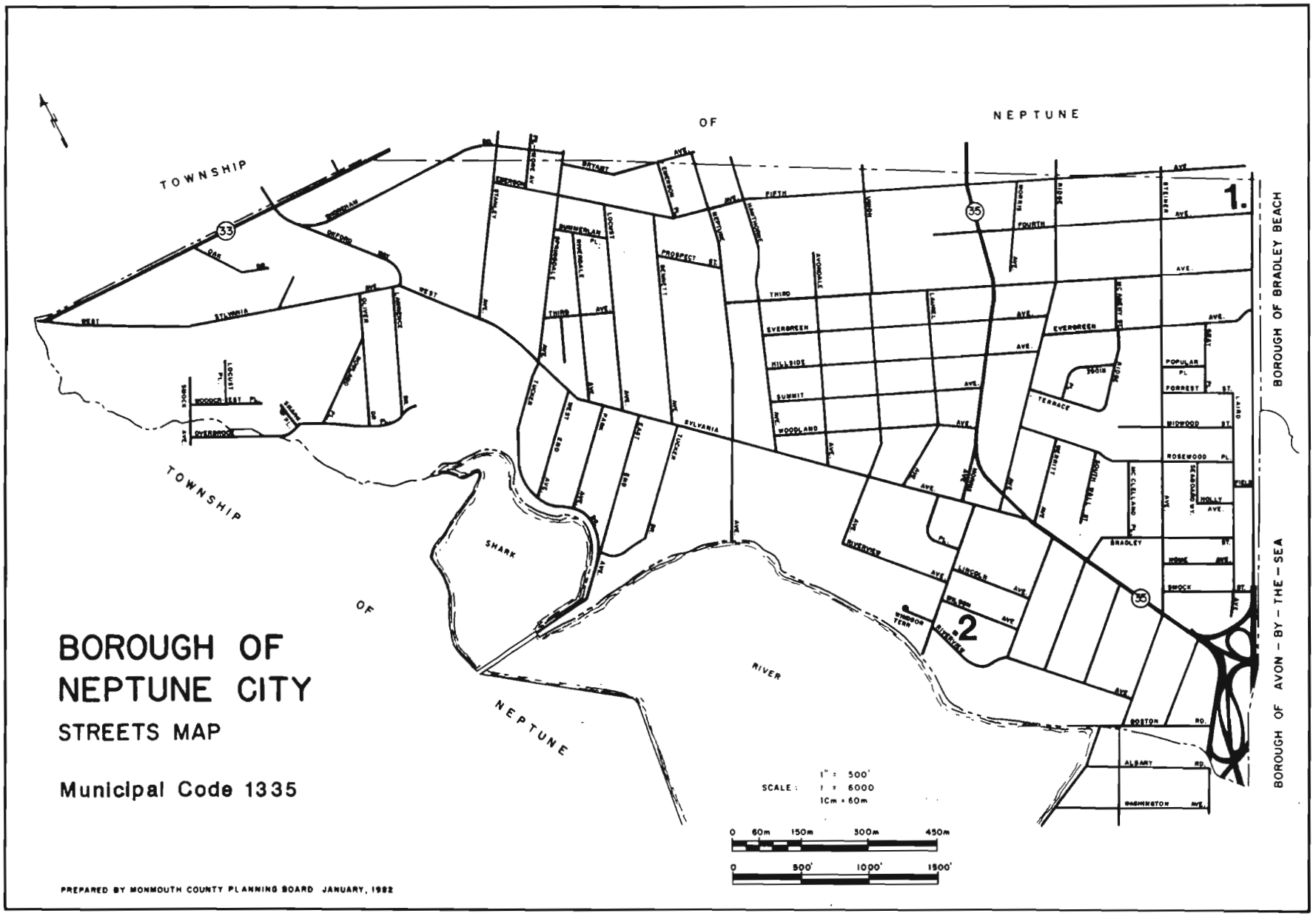
STREETS MAP..

Municipal Code 1334

PREPARED BY MONMOUTH COUNTY PLANNING BOARD. NOVEMBER 1981

NEPTUNE TOWNSHIP: 1334

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1334-1	Ocean Grove Historic District	Y (NRHP 1976)
1334-2	Stout Farm 3607 Corlies Avenue (State Hwy 33)	Y
1334-3	NW corner Memorial Drive and Seventh Avenue	N
1334-4	Shark River Golf Course Clubhouse S. side Old Corlies Avenue, 0.2 mi. SW of State Hwy 33	N
1334-5	1017 Old Corlies Avenue	N
1334-6	1019 Old Corlies Avenue	N
1334-7	8001 Old Corlies Avenue	N



BOROUGH OF NEPTUNE CITY

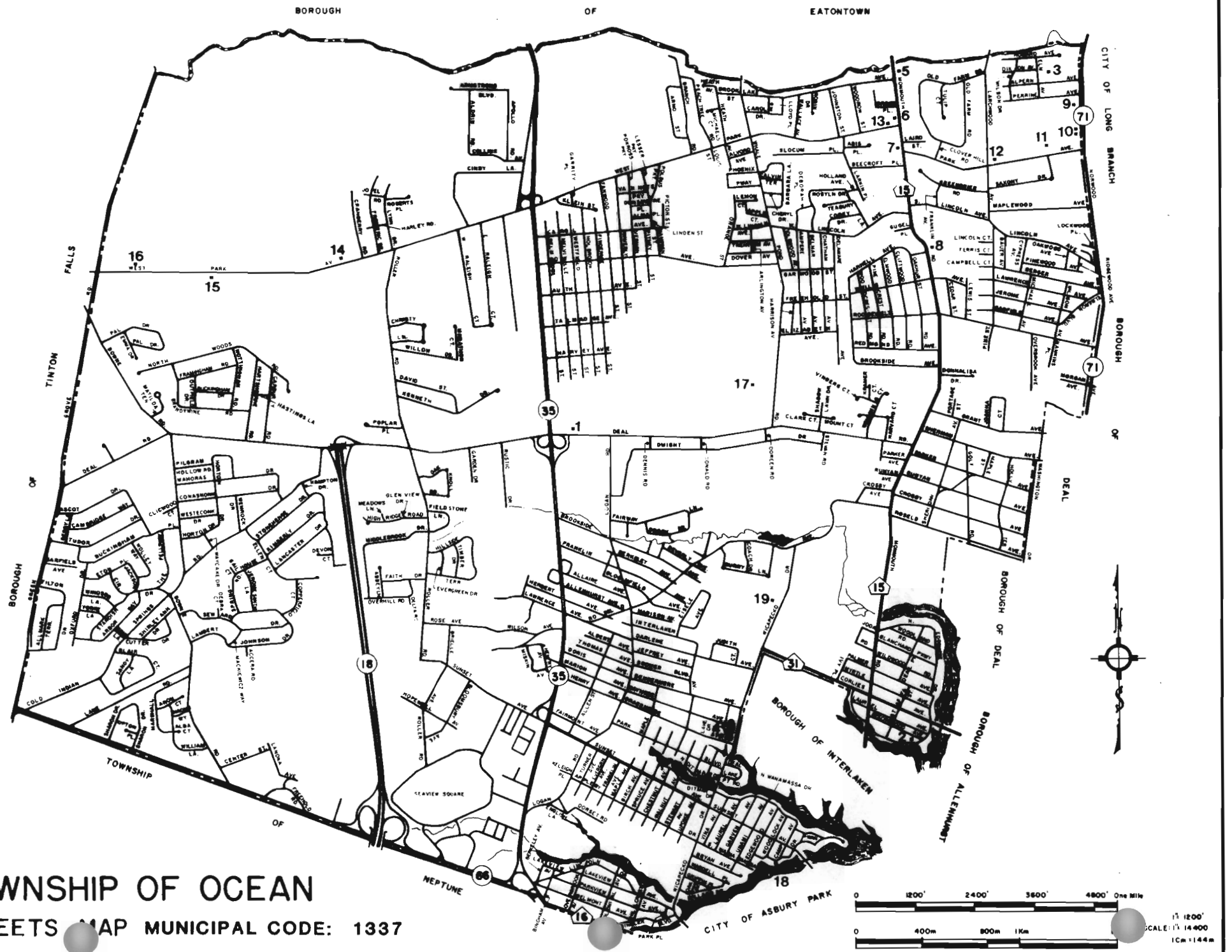
STREETS MAP

Municipal Code 1335

PREPARED BY MONMOUTH COUNTY PLANNING BOARD JANUARY, 1982

NEPTUNE CITY: 1335

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1335-1	Steiner and Sons Mill NW corner Memorial Drive and Fourth Avenue	N
1335-2	102 Riverview Drive	N

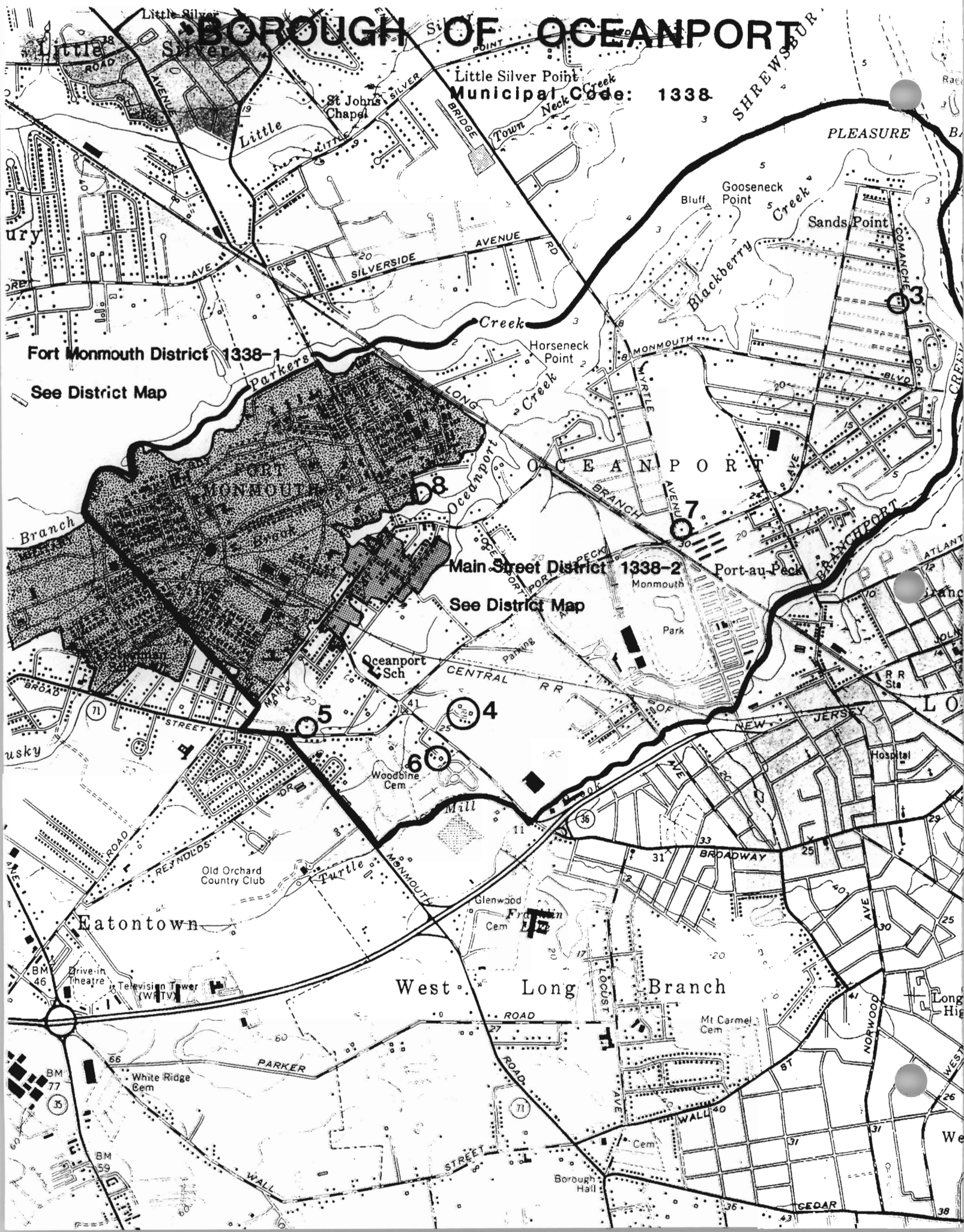

BOROUGH OF EATONTOWN
CITY OF LONG BRANCH
BOROUGH OF DEAL
BOROUGH OF DEAL
BOROUGH OF INTERLAKEN
BOROUGH OF ALLENHURST
CITY OF ASBURY PARK
TOWNSHIP OF NEPTUNE
BOROUGH OF TINTON FALLS
TOWNSHIP OF OCEAN
STREETS MAP MUNICIPAL CODE: 1337
PREPARED BY THE MONMOUTH COUNTY PLANNING BOARD FEB., 1982
0 1200' 2400' 3600' 4800' One Mile
0 400m 800m 1Km
1" = 1200'
SCALE: 1" = 1.4400
1Cm = 144m

OCEAN TOWNSHIP: 1337

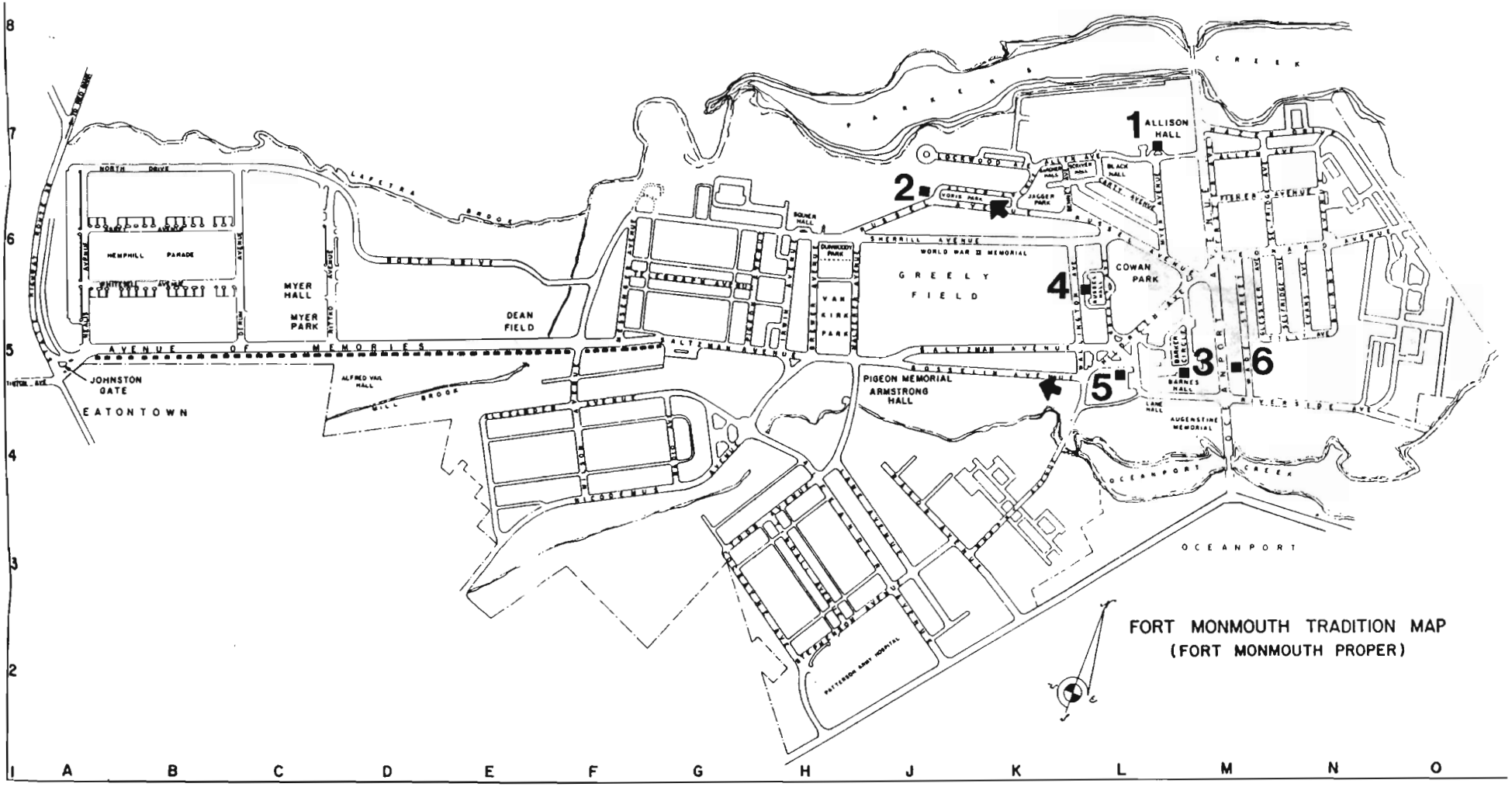
INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1337-1	715 Deal Road	Y
1337-2	515 S. Edgemere Avenue	P
1337-3	Jeffery House 4 Helen Court	Y
1337-4	Whyte House 26 Lake Drive	P
1337-5	7 Monmouth Road	N
1337-6	44 Monmouth Road	N
1337-7	76 Monmouth Road	N
1337-8	163 Monmouth Road	N
1337-9	62 Norwood Avenue	P
1337-10	72 Norwood Avenue	Y
1337-11	231 Park Avenue	N
1337-12	275 Park Avenue	P
1337-13	365 West Park Avenue	N
1337-14	Wooley Farm 1033 West Park Avenue	P
1337-15	1136 West Park Avenue	N
1337-16	1229 West Park Avenue	N
1337-17	Deal Test Site NW corner Whale Pond Road and Deal Road	Y
1337-18	1400 Wanamassa Drive	P
1337-19	Harper House 73 Wickapecko Drive	Y

BOROUGH OF OCEANPORT

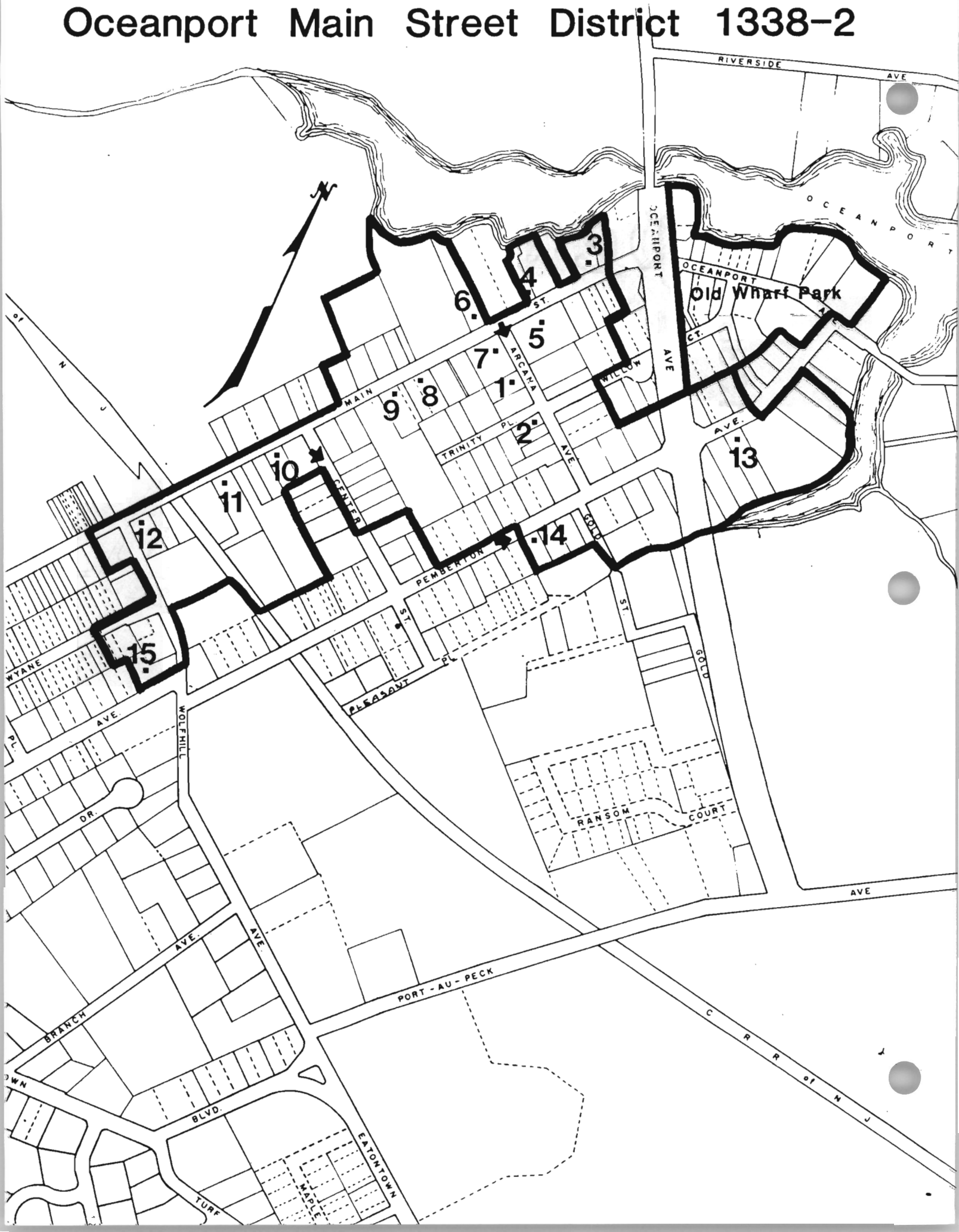
Little Silver Point
Municipal Code: 1338



Fort Monmouth District 1338-1



Oceanport Main Street District 1338-2

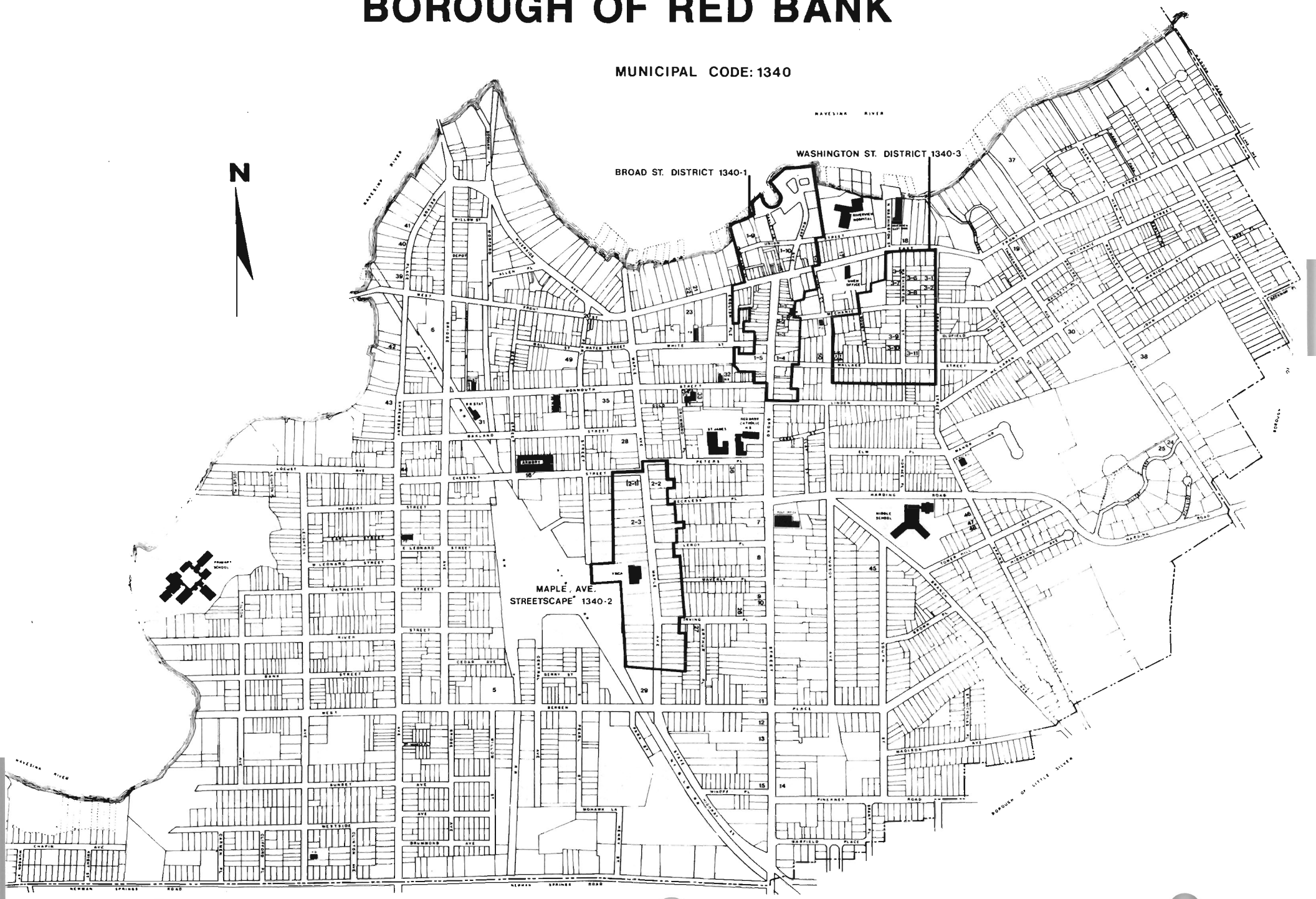


OCEANPORT BOROUGH: 1338

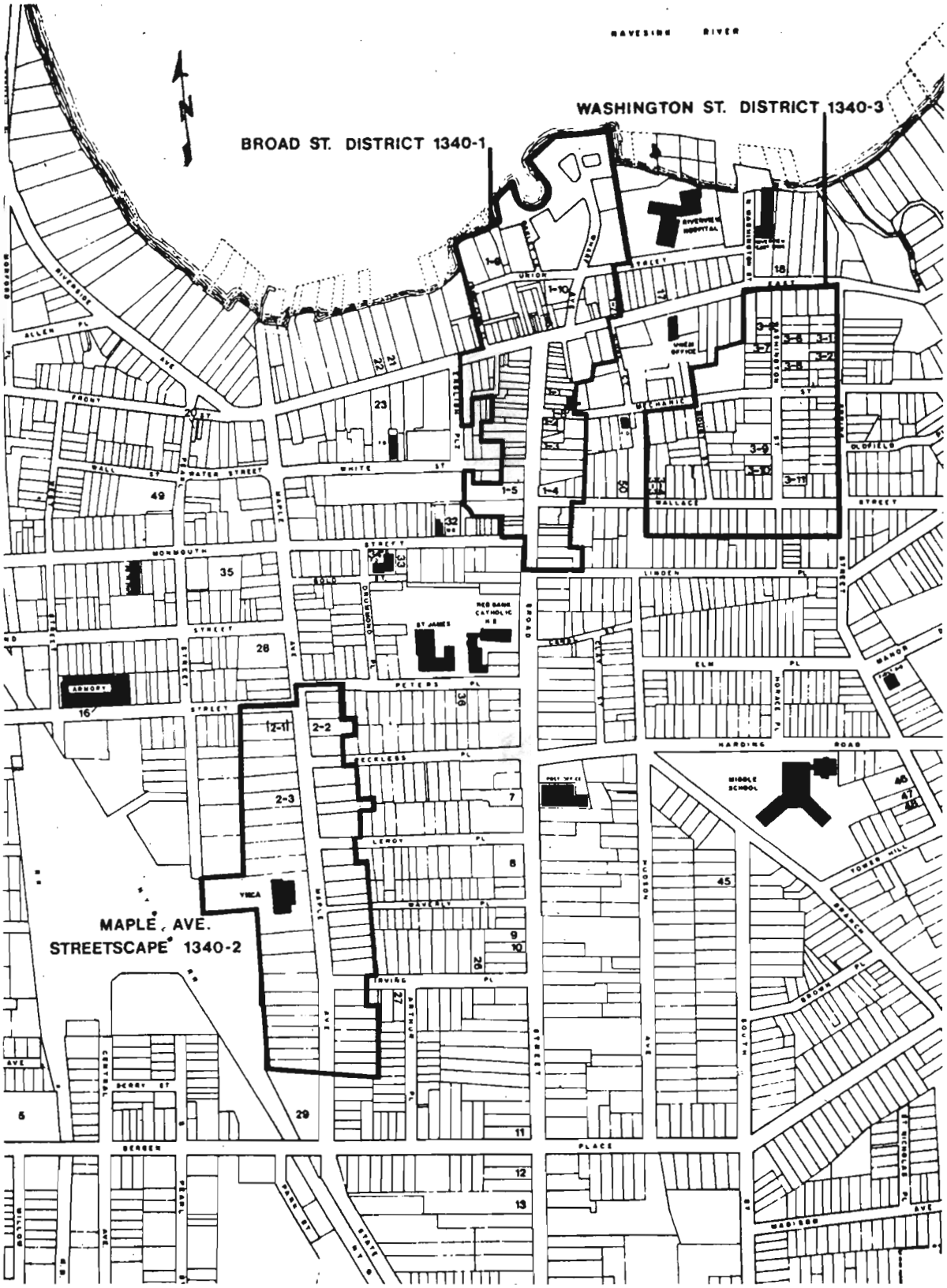
INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1338-1	Fort Monmouth District	P
1338-1-1	Fort Monmouth Hospital N. side Allen Avenue opposite Myer Avenue	D
1338-1-2	N.W. corner Allen Avenue and Russel Avenue	D
1338-1-3	Barnes Hall S. side Barker Circle	D
1338-1-4	Russel Hall W. side Greely Avenue	P
1338-1-5	Post Theater #1 S. side Hildreth Avenue, opposite Greely Avenue	D
1338-1-6	Hanger #4 N.E. corner Oceanport Avenue and Riverside Avenue	Y
1338-2	Main Street District	P
1338-2-1	B. Eldridge House 8 Arcana Avenue	D
1338-2-2	16 Arcana Avenue	D
1338-2-3	John Taylor Phillips House 7 Main Street	D
1338-2-4	19 Main Street	D
1338-2-5	20 Main Street	P
1338-2-6	23 Main Street	D
1338-2-7	E. Haynes House 30 Main Street	D
1338-2-8	Kirby House 38 Main Street	P
1338-2-9	42 Main Street	D
1338-2-10	62 Main Street	D
1338-2-11	72 Main Street	D
1338-2-12	82 Main Street	D
1338-2-13	W.H. Darnell House 22 Pemberton Avenue	P
1338-2-14	John and Caroline Pemberton House 54 Pemberton Avenue	D
1338-2-15	14 Wolfhill Avenue	D
1338-3	162 Comanche Drive	N
1338-4	Charles W. Billings Farm NE side Eatontown Boulevard and Port-Au-Peck Avenue	P
1338-5	1305 Eatontown Boulevard	N
1338-6	14 Maple Avenue	N
1338-7	John Hance House 233 Port-Au-Peck Avenue	P
1338-8	Elisha Corlies Price House 28 Riverside Drive	P

BOROUGH OF RED BANK

MUNICIPAL CODE: 1340



DETAIL MAP: SURVEY DISTRICTS



RED BANK BOROUGH: 1340

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1340-1	Broad Street District	P
1340-1-1	Ludlow Hall 19 Broad Street	Y
1340-1-2	Wild Building 27 Broad Street	Y
1340-1-3	Temple of Fashion 37 Broad Street	D
1340-1-4	Red Bank Trust Company 53 Broad Street	Y
1340-1-5	Eisner Building 54 Broad Street	D
1340-1-6	1 East Front Street	D
1340-1-7	George R. Lamb Building 27 East Front Street	D
1340-1-8	Navesink Hook and Ladder Company No. 1 N. side Mechanic Street, 2 east of Broad Street	D
1340-1-9	Monmouth Boat Club NW corner Union Street and Oakley Lane	D
1340-10	11-13 Wharf Avenue	D
1340-2	Maple Avenue Streetscape	P
1340-2-1	104-110 Maple Street	D
1340-2-2	115 Maple Street	D
1340-2-3	126-128 Maple Street	D
1340-3	Washington Street District	N
1340-3-1	18-20 Spring Street	N
1340-3-2	26 Spring Street	N
1340-3-3	43 Wallace Street	N
1340-3-4	47 Wallace Street	N
1340-3-5	14 Washington Street	N
1340-3-6	17 Washington Street	P
1340-3-7	20 Washington Street	P
1340-3-8	27 Washington Street	N
1340-3-9	54 Washington Street	P
1340-3-10	62 Washington Street	P
1340-3-11	65 Washington Street	P
1340-4	20 Alston Place	P
1340-5	T. Thomas Fortune House 94 W. Bergen Place	Y (NRHP 1976)
1340-6	Eisner Factory Building SW corner Bridge Street and West Front Street	Y
1340-7	Anthony Reckless House SW corner Bridge Street and West Front Street	Y
1340-8	180-192 Broad Street	N
1340-9	214 Broad Street	P
1340-10	218 Broad Street	N
1340-11	Theodore White House 286 Broad Street	P
1340-12	298 Broad Street	N
1340-13	Mrs. Alexander Hadden House 310 Broad Street	N

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1340-14	335-345 Broad Street	N
1340-15	342 Broad Street	N
1340-16	76 Chestnut Street	P
1340-17	John W. Stout House 41-43 East Front Street	N
1340-18	William W. Conover House 87 East Front Street	Y
1340-19	162 East Front Street	Y
1340-20	S.E. corner West Front Street and Pearl Street	N
1340-21	58 West Front Street	Y
1340-22	64 West Front Street	N
1340-23	Trinity Episcopal Church 65 West Front Street	N
1340-24	1 Hilltop Terrace	N
1340-25	15 Hilltop Terrace	N
1340-26	20 Irving Place	N
1340-27	47 Irving Place	P
1340-28	First Baptist Church SW corner Maple Avenue and Oakland Street	P
1340-29	Fred D. Wikoff Company 240 Maple Avenue	P
1340-30	100 Mc Laren Street	N
1340-31	Red Bank Passenger Station SE corner Monmouth Street and Bridge Street	Y (NRHP 1976)
1340-32	Allen House 30 Monmouth Street	Y
1340-33	45 Monmouth Street	N
1340-34	Shrewsbury Township Hall 51 Monmouth Street	Y (NRHP 1980)
1340-35	Charleton Theatre 49 Monmouth Street	Y
1340-36	James H. Peters House 21 Peters Place	Y
1340-37	45 North Prospect Street	N
1340-38	117 Prospect Street	P
1340-39	9 Rector Place	N
1340-40	Trinity Church Rectory 31 Rector Place	P
1340-41	41 Rector Place	P
1340-42	32 Shrewsbury Avenue	N
1340-43	74 Shrewsbury Avenue	P
1340-44	119 Shrewsbury Avenue	N
1340-45	White House 20 South Street	Y
1340-46	180 Spring Street	N
1340-47	188 Spring Street	N
1340-48	192 Spring Street	N
1340-49	St. James Catholic School 7 Wall Street	N
1340-50	25-27 Wallace Street	N

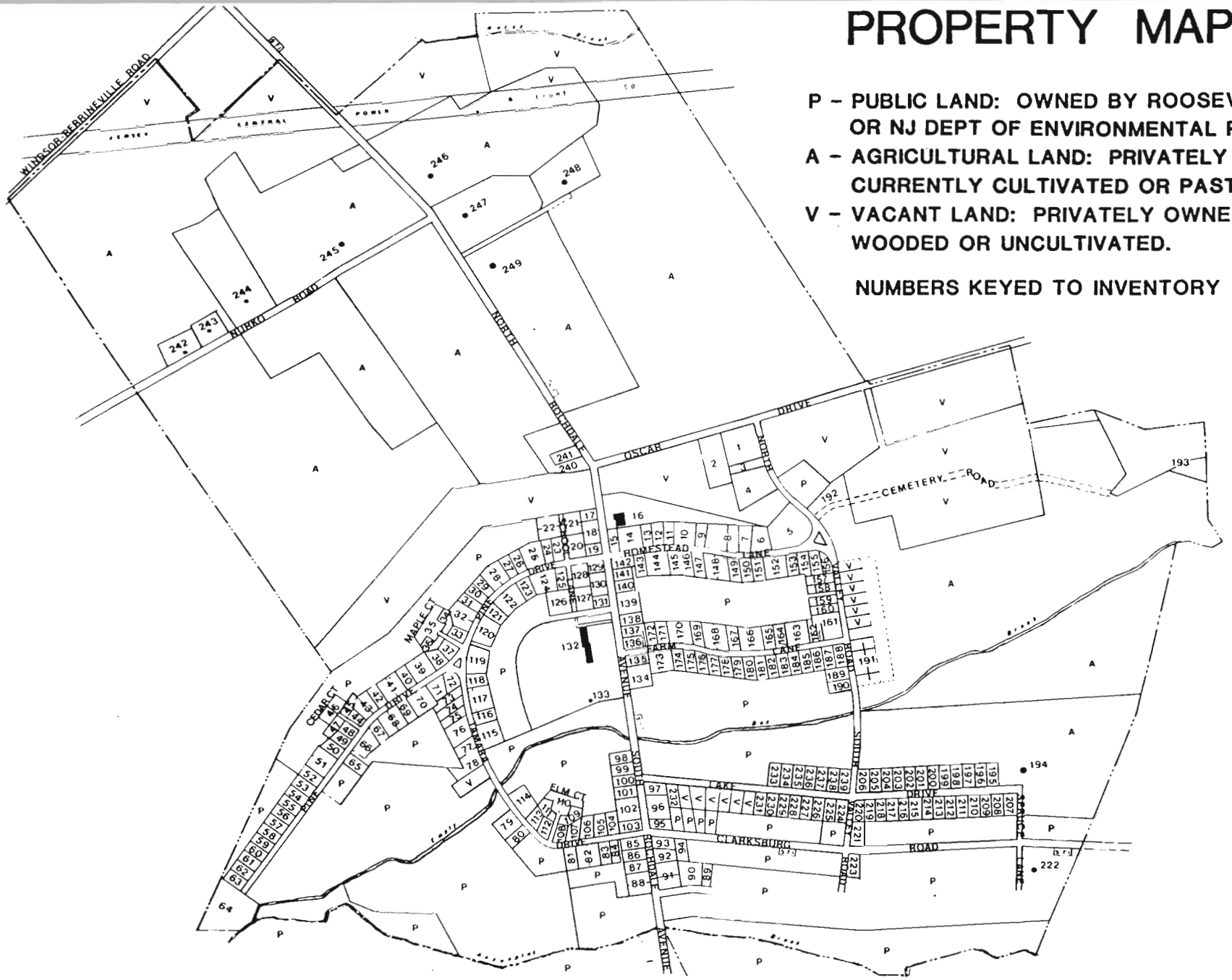
PROPERTY MAP

P – PUBLIC LAND: OWNED BY ROOSEVELT BOROUGH OR NJ DEPT OF ENVIRONMENTAL PROTECTION.

A – AGRICULTURAL LAND: PRIVATELY OWNED. CURRENTLY CULTIVATED OR PASTURE.

V – VACANT LAND: PRIVATELY OWNED. WOODED OR UNCULTIVATED.

NUMBERS KEYED TO INVENTORY



BOROUGH OF ROOSEVELT

N

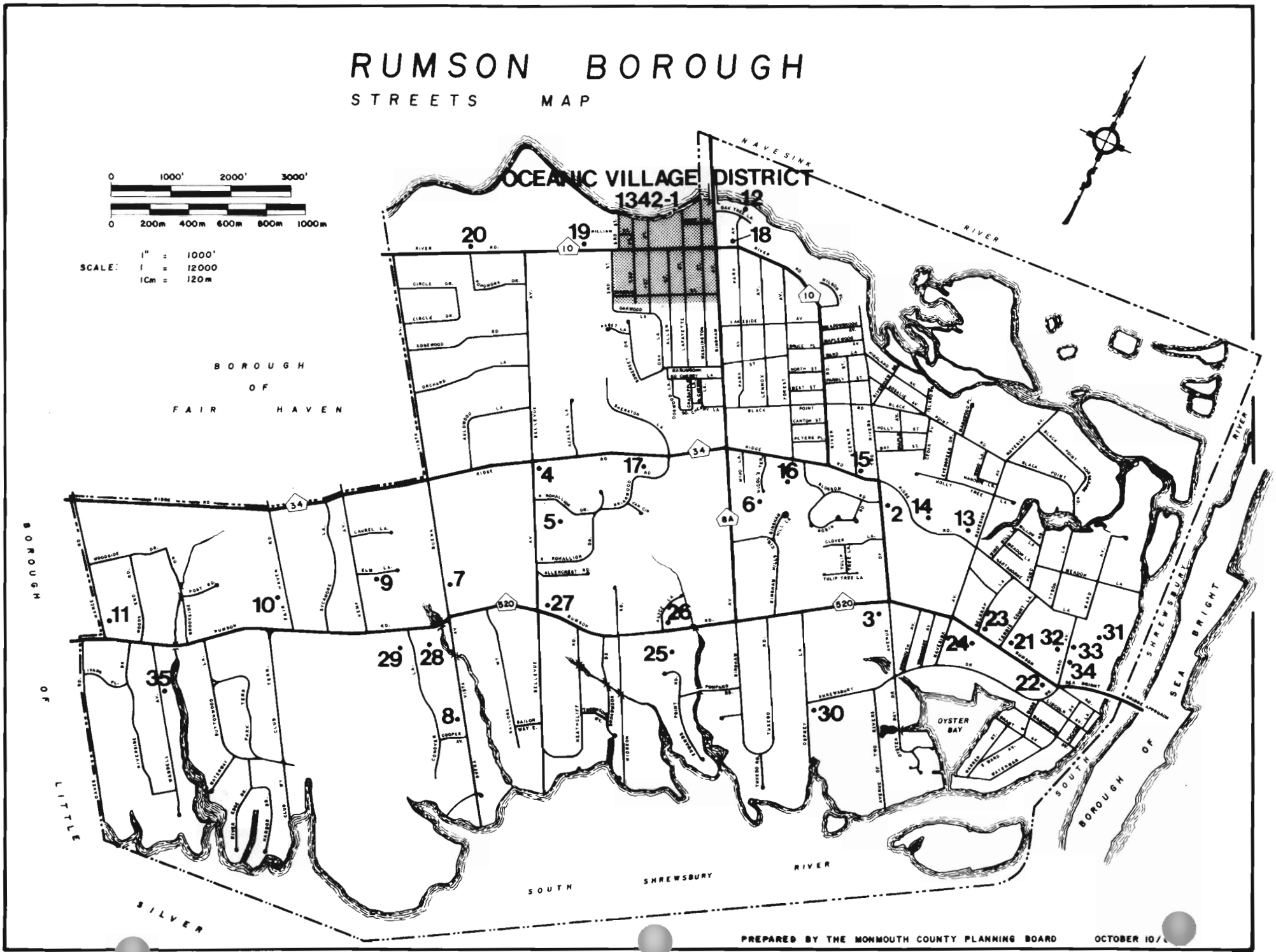
400 0 400 800 1200 1600

ROOSEVELT BOROUGH: 1341

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1341-1	Jersey Homesteads Historic District The district includes the entire borough of Roosevelt; the National Register nomination was prepared as part of the Monmouth County Historic Sites Inventory.	Y (NRHP 1983)

RUMSON BOROUGH

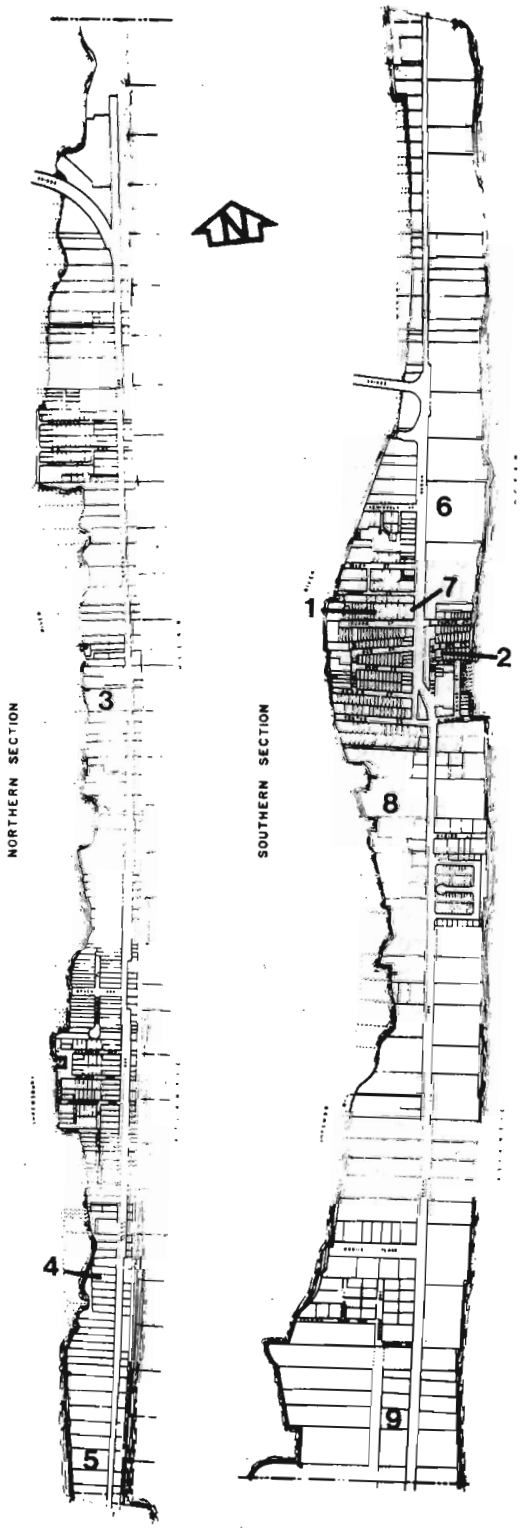
STREETS MAP



RUMSON BOROUGH: 1342

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1342-1	Oceanic Village District	N
1342-1-1	Port Washington Church/Bingham Hall W. side Bingham Avenue	P
1342-2	121 Avenue of Two Rivers	P
1342-3	The Hermitage/William A. Street House 144 Avenue of Two Rivers	Y
1342-4	St. George's Episcopal Church/ Rumson Country Day School SE corner Bellevue Avenue and Ridge Road	N
1342-5	Rohallion/Edward Dean Adams Estate 45 Bellevue Avenue	Y
1342-6	Eleazer Parmley Estate 139 Bingham Avenue	P
1342-7	59 Buena Vista Avenue	N
1342-8	82 Buena Vista Avenue	N
1342-9	5 Elm Lane	Y
1342-10	14 Fair Haven Road	N
1342-11	21 Hance Road	N
1342-12	9 Oak Tree Lane	P
1342-13	2 Ridge Road	P
1342-14	Morris-Saltar-Treadwell House 16 Ridge Road	Y
1342-15	38 Ridge Road	N
1342-16	65 Ridge Road	P
1342-17	87 Ridge Road	N
1342-18	The First Presbyterian Church of Rumson 4 East River Road	Y
1342-19	Borden Estate Carriage House 68 West River Road	Y
1342-20	Coe Estate Outbuildings 90 West River Road	N
1342-21	Sea Bright Lawn and Tennis Club NE corner Rumson Road and Tennis Court Lane	Y
1342-22	31 Rumson Road	N
1342-23	54 Rumson Road	P
1342-24	55 Rumson Road	P
1342-25	105 Rumson Road	N
1342-26	108 Rumson Road	Y
1342-27	128 Rumson Road	P
1342-28	141 Rumson Road	Y
1342-29	147 Rumson Road	Y
1342-30	John L. Riker House 59 S. Shrewsbury Drive	N
1342-31	25 Ward Avenue	N
1342-32	Church of the Holy Cross 30 Ward Avenue	P
1342-33	31 Ward Avenue	P
1342-34	39 Ward Avenue	N
1342-35	17 Wardell Avenue	N

BOROUGH OF SEA BRIGHT



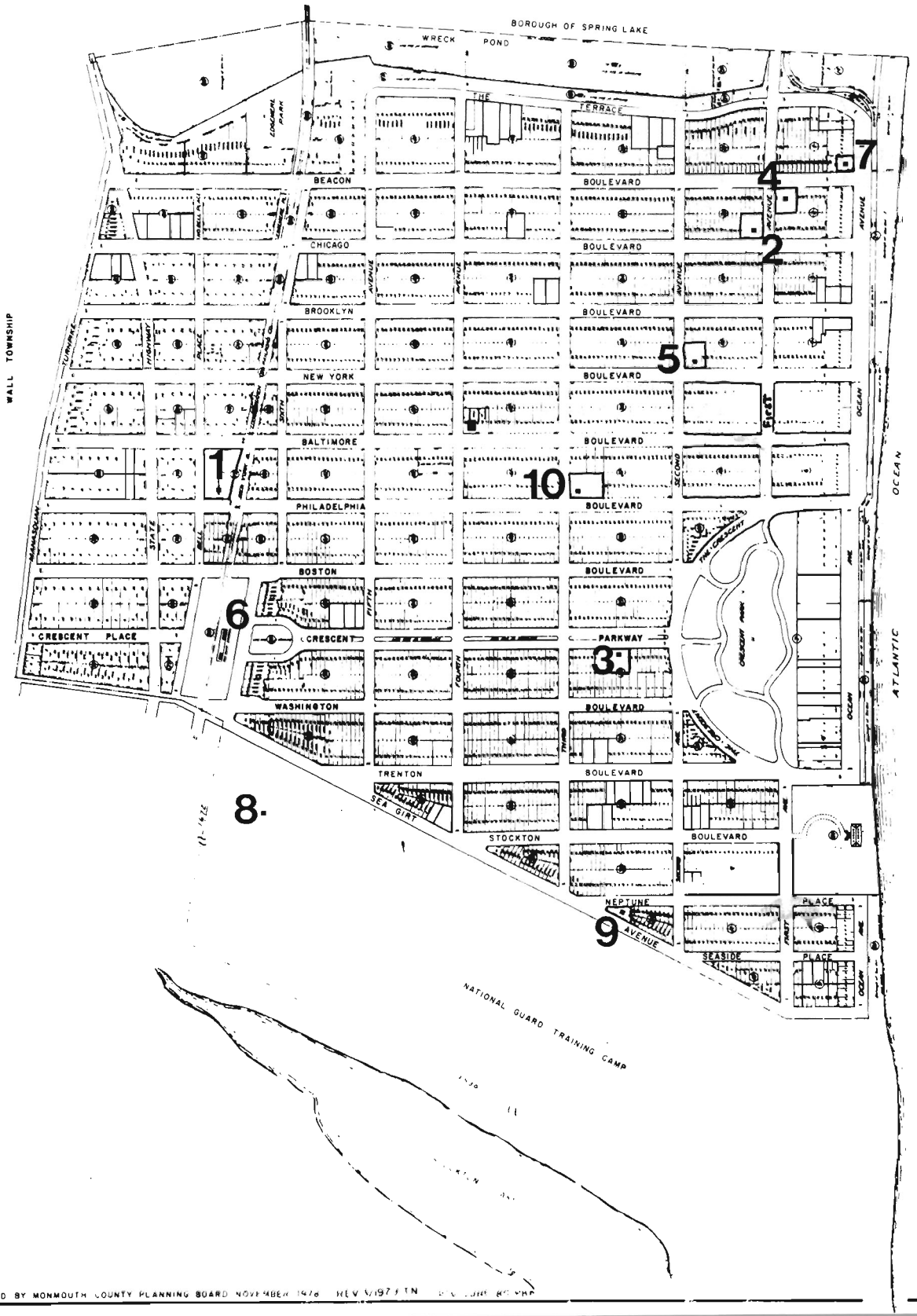
MUNICIPAL CODE: 1343

SEA BRIGHT BOROUGH: 1343

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1343-1	St. Luke's A.M.E. Church 9 Church Street	N
1343-2	SE corner East Ocean Avenue and East New Street	N
1343-3	356 Ocean Avenue	N
1343-4	U.S. Lifesaving Station #3 660 Ocean Avenue	N
1343-5	762 Ocean Avenue	N
1343-6	Peninsula House 1051 Ocean Avenue	~~P~~ (DEMOLISHED)
1343-7	First Methodist Church 1102 Ocean Avenue	N
1343-8	Washington E. Connor Stable 1200 Ocean Avenue	P
1343-9	1530 Ocean Avenue	N

BOROUGH OF SEA GIRT

MUNICIPAL CODE: 1344



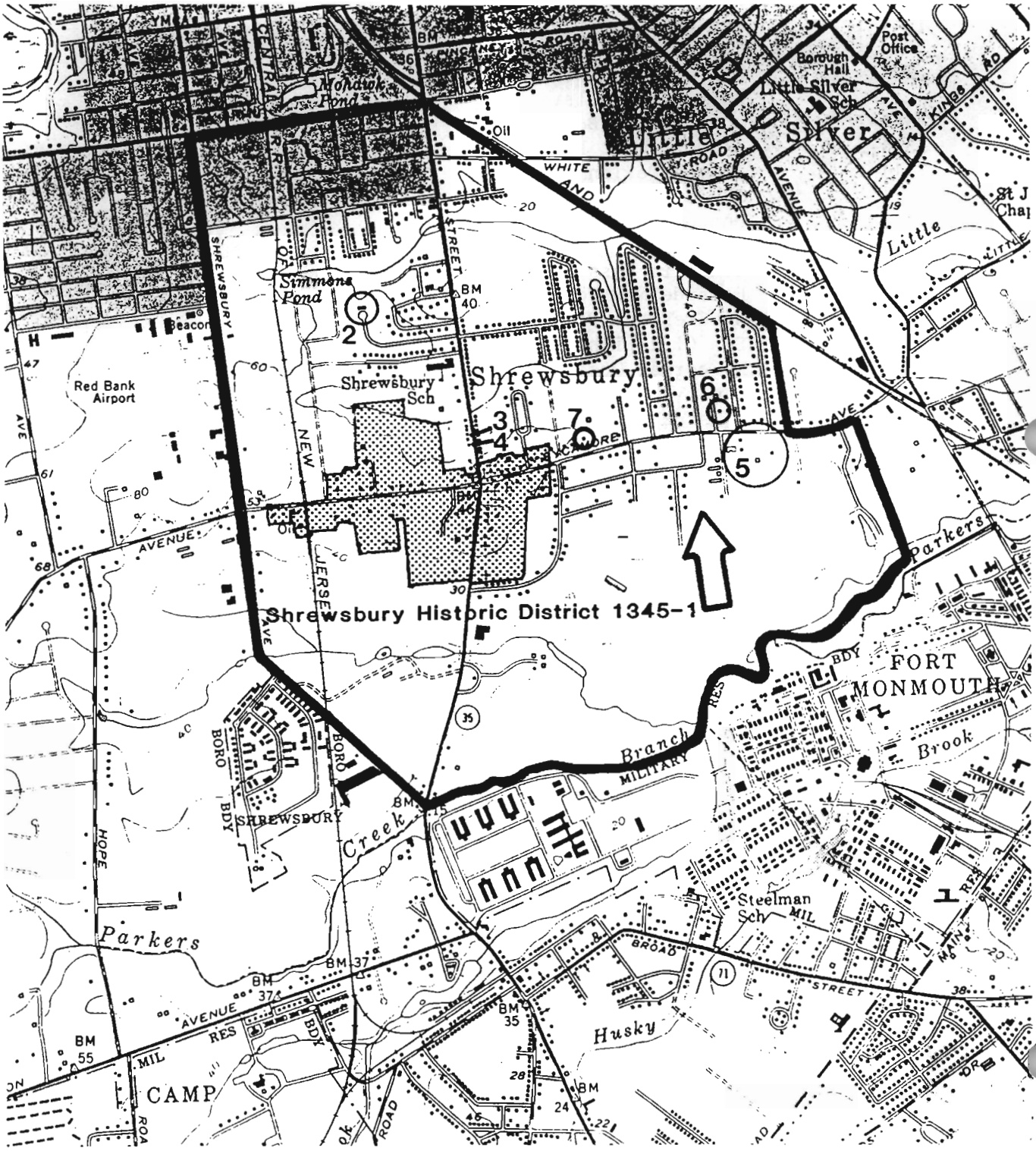
REVISED BY MONMOUTH COUNTY PLANNING BOARD NOVEMBER 1976 REVISED 1977 IN

SEA GIRT BOROUGH: 1344

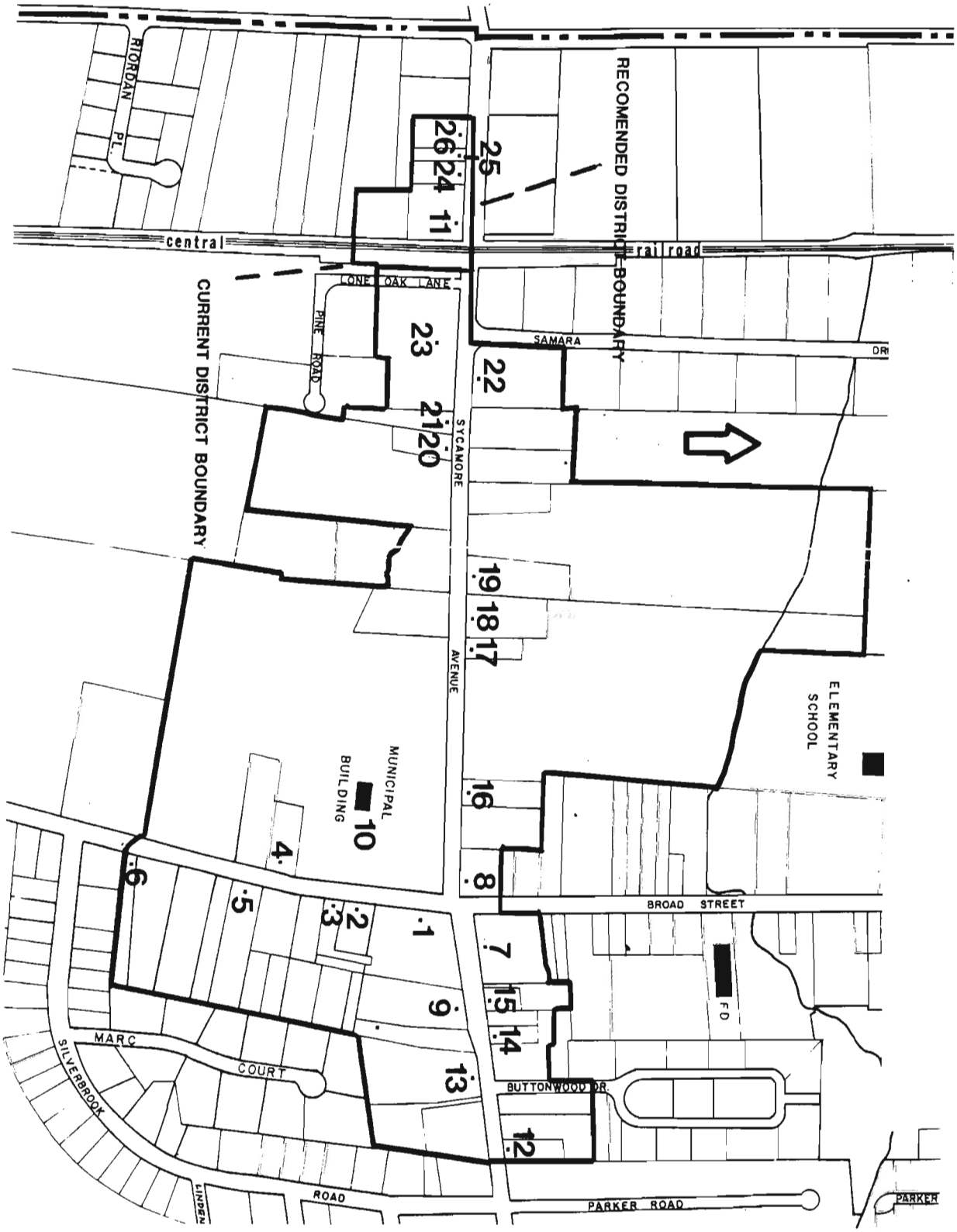
INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1344-1	Sea Girt Water Works E. side Bell Avenue between Philadelphia Boulevard and Baltimore Boulevard	P
1344-2	101 Chicago Boulevard	N
1344-3	212 Crescent Parkway	N
1344-4	Thomas Devlin Hotel SE corner First Avenue and Beacon Boulevard	N
1344-5	117 New York Boulevard	N
1344-6	Sea Girt Passenger Depot E. side New York-Long Branch RR at Crescent Parkway	Y
1344-7	Sea Girt Lighthouse NW corner Ocean Avenue and Beacon Boulevard	Y
1344-8	SE side Sea Girt Avenue, 0.1 mi. east of New York-Long Branch RR tracks	Y
1344-9	211 Sea Girt Avenue	N
1344-10	St. Uriel's Episcopal Church NE corner Third Avenue and Philadelphia Boulevard	P

BOROUGH OF SHREWSBURY

Municipal Code 1345



SHREWSBURY HISTORIC DISTRICT 1345-1



SHREWSBURY BOROUGH: 1345

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1345-1	Shrewsbury Historic District	Y (NRHP 1978)
1345-1-1	Christ Episcopal Church SE corner Broad Street and Sycamore Avenue	Y
1345-1-2	Garrett Stout House 901 Broad Street	Y
1345-1-3	William Lambert Borden House 905 Broad Street	Y
1345-1-4	Abram Holmes Borden House 912 Broad Street	Y
1345-1-5	Francis Borden House 917 Broad Street	Y
1345-1-6	Platt Valentine House 939 Broad Street	Y
1345-1-7	Shrewsbury Friends Meeting House NE corner Sycamore Avenue and Broad Street	Y
1345-1-8	Allen House NW corner Sycamore Avenue and Broad Street	Y (NRHP 1974)
1345-1-9	Shrewsbury Presbyterian Church S. side Sycamore Avenue, 3 east of Broad Street	Y
1345-1-10	Seth Lippencott House SW corner Sycamore Avenue and Broad Street	Y
1345-1-11	Hurley Blacksmith and Carriage Shop SW corner Sycamore Avenue and Central Railroad of New Jersey	D
1345-1-12	Christ Church Rectory 329 Sycamore Avenue	Y
1345-1-13	Presbyterian Manse 348 Sycamore Avenue	Y
1345-1-14	Daniel Arrance House 351 Sycamore Avenue	Y
1345-1-15	Benjamin White House 355 Sycamore Avenue	Y
1345-1-16	William Van Schoick House 420 Sycamore Avenue	Y
1345-1-17	446 Sycamore Avenue	Y
1345-1-18	J. Broadmeadow House 450 Sycamore Avenue	Y
1345-1-19	458 Sycamore Avenue	Y
1345-1-20	J. H. Nicholson House 477 Sycamore Avenue	Y
1345-1-21	Salton House 481 Sycamore Avenue	Y
1345-1-22	Waldron Brown House 486 Sycamore Avenue	Y
1345-1-23	489 Sycamore Avenue	Y
1345-1-24	Richard Campbell House 525 Sycamore Avenue	D
1345-1-25	W. Wolcott House 529 Sycamore Avenue	D
1345-1-26	Dr. Peter Campbell House 533 Sycamore Avenue	Y

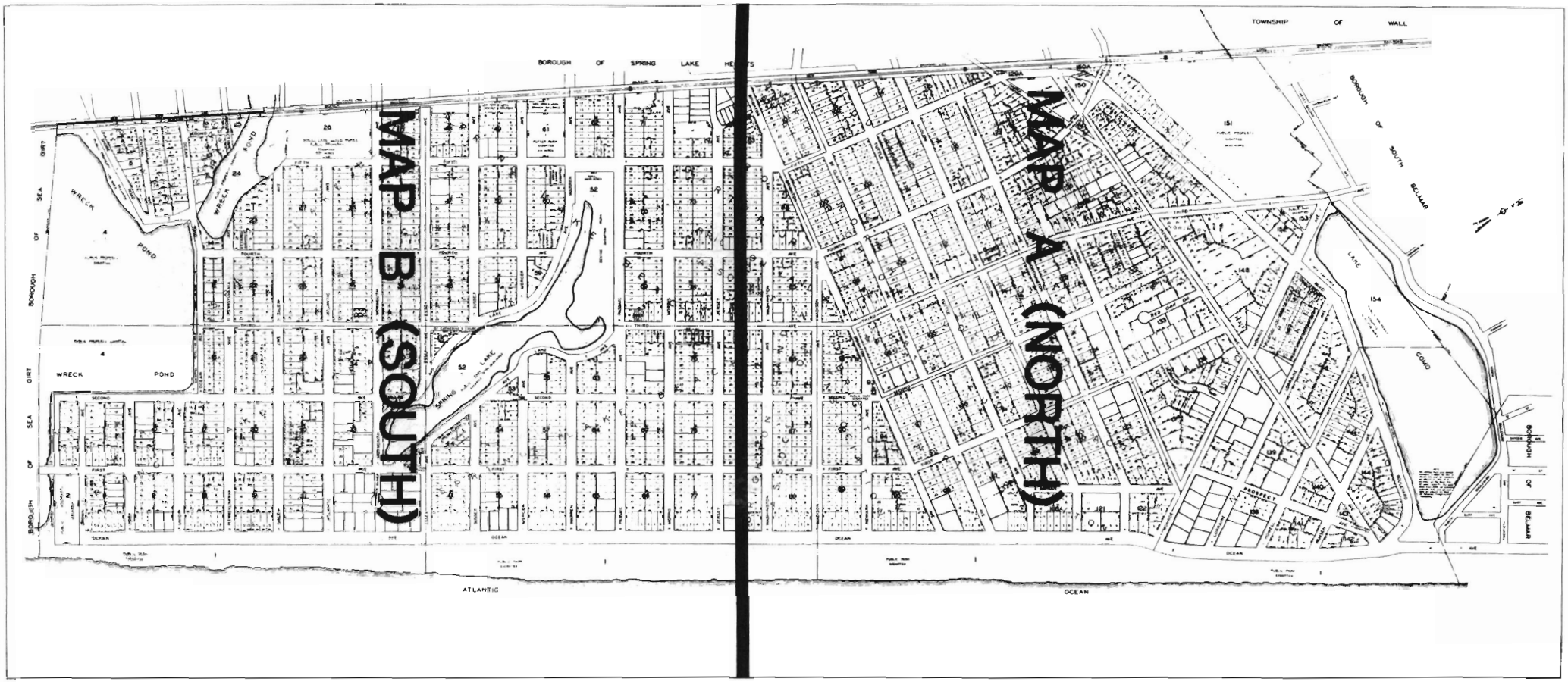
INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1345-2	Dr. Ernest H. Fahnestock House W. side Broad Street opposite White Street	P
1345-3	800 Broad Street	P
1345-4	Mrs. T.D. Finch House 812 Broad Street	N
1345-5	Mrs. Carson Peck House S. side Sycamore Avenue, 0.2 mi. east of Elm Lane	P
1345-6	197 Sycamore Avenue	P
1345-7	Between 271 and 309 Sycamore Avenue	P

SHREWSBURY TOWNSHIP: 1346

no surveyed sites

SOUTH BELMAR BOROUGH: 1347

no surveyed sites

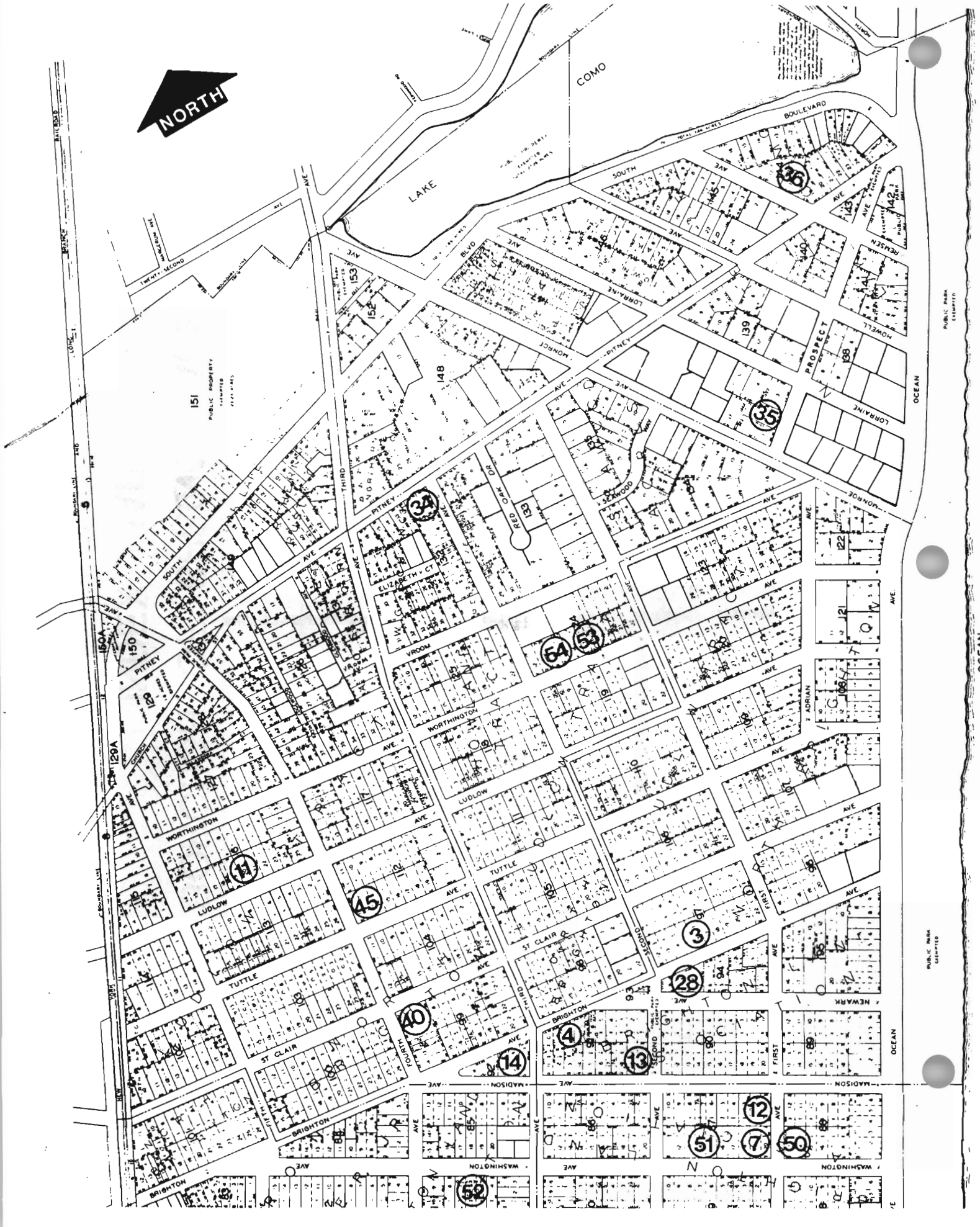


BOROUGH OF SPRING LAKE

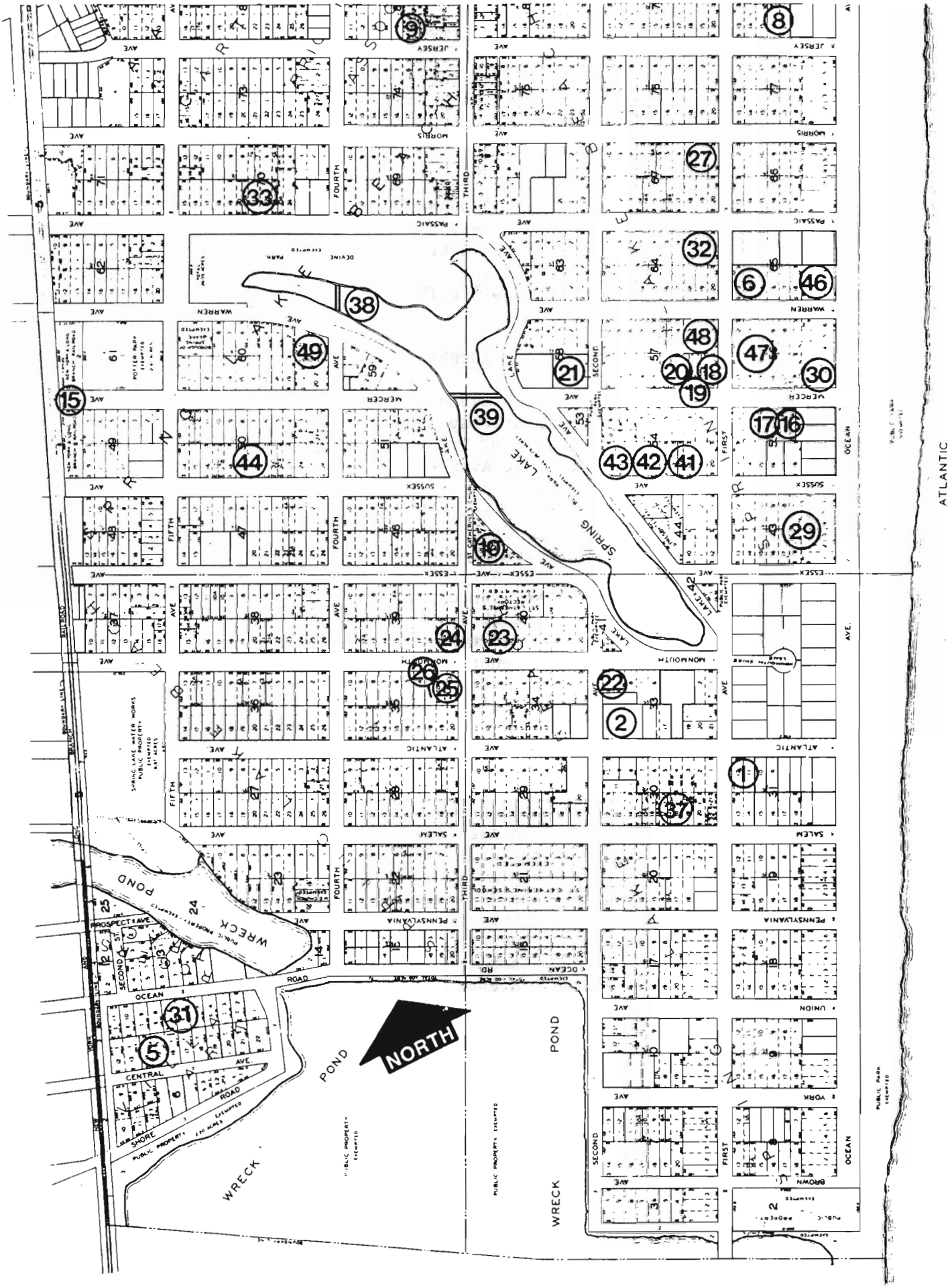
INDEX MAP

MUNICIPAL CODE : 1348

SPRING LAKE MAP A (NORTH)



SPRING LAKE MAP B (SOUTH)



SPRING LAKE BOROUGH: 1348

NOTE ON NATIONAL REGISTER ELIGIBILITY IN SPRING LAKE

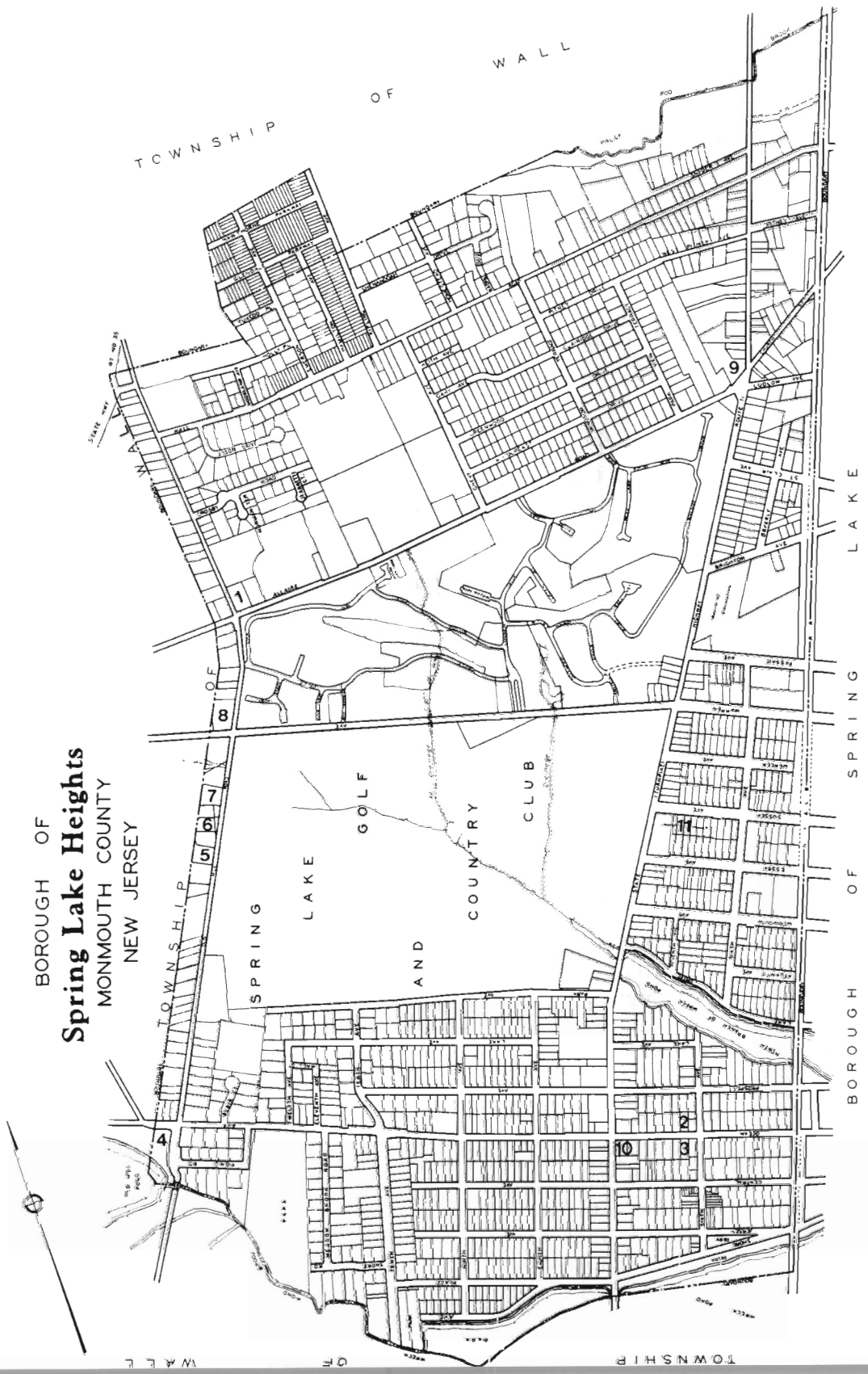
The high number of well-conserved late 19th and early 20th century residences and guesthouses in Spring Lake comprise some of the finest remaining seashore resort architecture along the New Jersey coast. Although there is some concentration of these resources in the area around the lake (Spring Lake), sites generally are dispersed over much of the borough, with newer infill throughout. For survey purposes, therefore, a district was not proposed. While a historic district is not out of the question, a Multiple Properties Nomination might circumvent the problem of delineating district boundaries in Spring Lake. Surveyed sites which would qualify for a Multiple Properties Nomination are labeled "Y/MPN" under ELIGIBILITY.

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1348-1	D.H. Hills Drugstore (The Sundae Times) 15-17 Atlantic Avenue	N
1348-2	Dr. William W. Trout House 116 Atlantic Avenue	N
1348-3	Elihu Bedle House/Parker Cottage 112 Brighton Avenue	Y/MPN
1348-4	Joseph Bennett Farmhouse 211 Brighton Avenue	N
1348-5	414 Central Avenue	N
1348-6	1000 First Avenue	Y/MPN
1348-7	Watson H. Linburg House 1402 First Avenue	Y/MPN
1348-8	8 Jersey Avenue	N
1348-9	308 Jersey Avenue	N
1348-10	St. Catherine's Church NW cr. Lake Avenue & Essex Avenue	Y
1348-11	412 Ludlow Avenue	N
1348-12	Richard A. Donnelly House 101 Madison Avenue	Y/MPN
1348-13	Frederick S. Katzenbach House 200 Madison Avenue	Y/MPN
1348-14	Spring Lake Community House 300 Madison Avenue	Y
1348-15	Spring Lake Railroad Station Mercer Avenue at NY-LB Railroad tracks	P
1348-16	7 Mercer Avenue	N
1348-17	Rufus E. Shapely House 11 Mercer Avenue	N
1348-18	James Dougherty House 100 Mercer Avenue	Y/MPN
1348-19	102 Mercer Avenue	P/MPN
1348-20	110 Mercer Avenue	P/MPN
1348-21	Worrell House 204 Mercer Avenue	Y/MPN
1348-22	H.C. Townsend House 119 Monmouth Avenue	N

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1348-23	214 Monmouth Avenue	Y/MPN
1348-24	300 Monmouth Avenue	Y/MPN
1348-25	Church of the Holy Trinity 301 Monmouth Avenue	Y
1348-26	J.B. Morehead House 305 Monmouth Avenue	N
1348-27	Martin J. Maloney House 101 Morris Avenue	Y/MPN
1348-28	116 Newark Avenue	N
1348-29	The Essex and Sussex Hotel 700 Ocean Avenue	Y/MPN
1348-30	A.S. Logan House 901 Ocean Avenue	N
1348-31	Missouri Pavilion 411 Ocean Road	Y/MPN
1348-32	101 Passaic Avenue	Y/MPN
1348-33	Rev. A.A. Willits House 410 Passaic Avenue	Y/MPN
1348-34	U.S. Lifesaving Station #8 205 Pitney Avenue	N
1348-35	220 Prospect Avenue	N
1348-36	204 Remsen Avenue	Y/MPN
1348-37	Grand Central Stables/Spring Lake Hotel 106 Salem Avenue	N
1348-38	Rustic Footbridge A Crosses Spring Lake at Fourth Avenue	P
1348-39	Rustic Footbridge B Crosses Spring Lake at Mercer Avenue	P
1348-40	J.G. Gordon House 319 St. Clair Avenue	N
1348-41	George C. Hulett House 106 Sussex Avenue	Y/MPN
1348-42	Lemuel E. Wells House 110 Sussex Avenue	Y/MPN
1348-43	Chamberlain House 116 Sussex Avenue	Y/MPN
1348-44	Captain Forman Osborn House 412 Sussex Avenue	Y
1348-45	Captain Samuel Ludlow House 320 Tuttle Avenue	N
1348-46	2 Warren Avenue	Y/MPN
1348-47	Warren Hotel 13-15 Warren Avenue	N
1348-48	Thomas Shriver House 103 Warren Avenue	Y/MPN
1348-49	Spring Lake M.E. Church (St. Andrew's Methodist Church) 401 Warren Avenue	N
1348-50	William C. Hamilton House 18 Washington Avenue	N
1348-51	F.W. Martin House 114 Washington Avenue	N
1348-52	Spring Lake Water Works 307 Washington Avenue	N
1348-53	Bassett and Park House 106 Worthington Avenue	N
1348-54	Spring Lake Beach Post Office 112 Worthington Avenue	Y/MPN

BOROUGH OF SPRING LAKE HEIGHTS

MUNICIPAL CODE: 1349



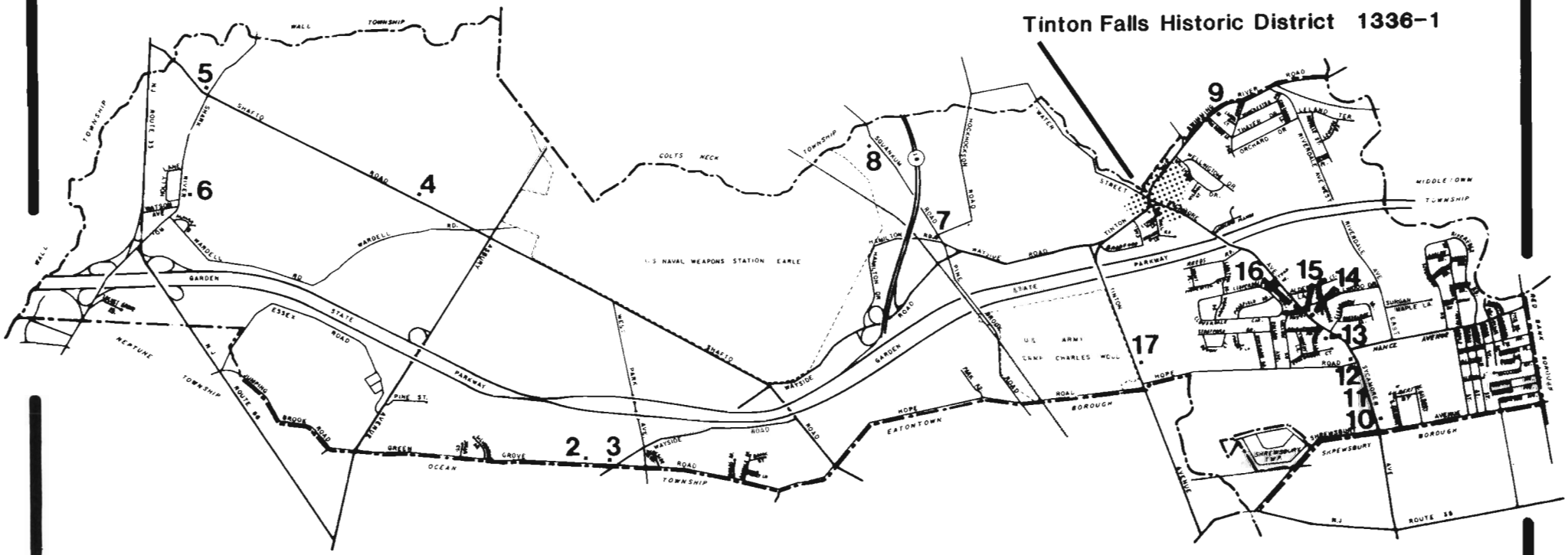
SPRING LAKE HEIGHTS BOROUGH: 1349

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1349-1	John Remsen House 1234 Allaire Road	N
1349-2	Treat House 602 Ocean Road	N
1349-3	603 Ocean Road	N
1349-4	Grist Mill SW corner Old Mill Road and Ocean Road	N
1349-5	539 Old Mill Road	N
1349-6	543 Old Mill Road	N
1349-7	549 Old Mill Road	N
1349-8	Peter B. Shibley House 1001 Old Mill Road	N
1349-9	NW corner State Highway 71 and Allaire Road	N
1349-10	Newark House 206 State Highway 71	N
1349-11	615 Sussex Avenue	N

BOROUGH OF TINTON FALLS

STREETS MAP

MUNICIPAL CODE: 1336



2200' 0 1000' 2000' 3000' 4000'

800m 0 400m 800m 1200m 1600m

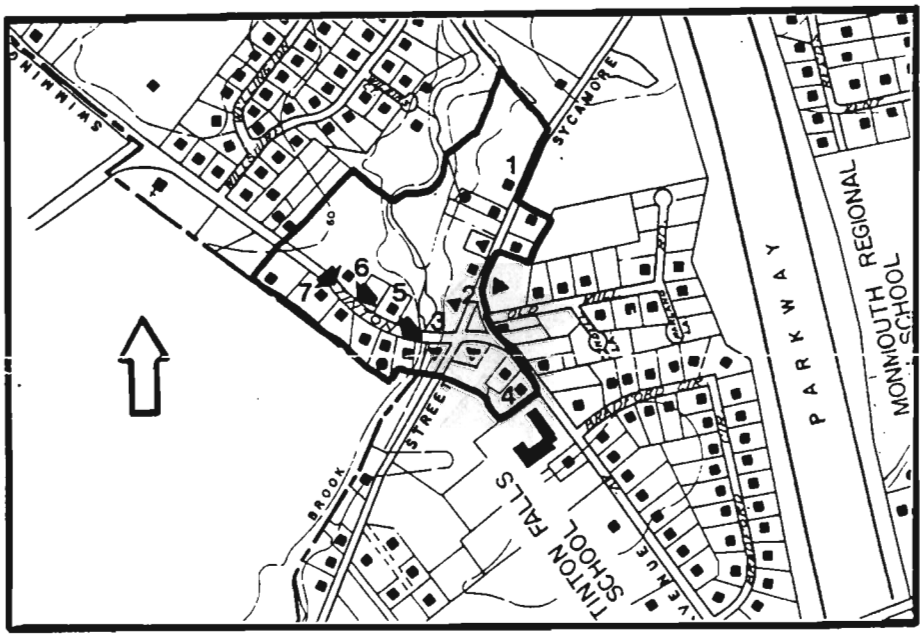
SCALE 1" = 2200'
1:26400
1:264m

PREPARED BY MONMOUTH COUNTY PLANNING BOARD MARCH, 1980

TINTON FALLS BOROUGH: 1336

INVENTORY#	ADDRESS	NRHP ELIGIBILITY
1336-1	Tinton Falls Historic District	Y (NRHP 1977)
1336-1-1	1171 Sycamore Avenue	Y (DEMOLISHED)
1336-1-2	1211 Sycamore Avenue	Y
1336-1-3	Tinton Avenue Bridge over Pine Brook	Y
1336-1-4	682 Tinton Avenue	Y
1336-1-5	755 Tinton Avenue	Y
1336-1-6	Arthur Wilson Avenue 771 Tinton Avenue	Y
1336-1-7	Hubbard House 774 Tinton Avenue	Y
1336-2	721 Green Grove Road	N
1336-3	John Brown Hotel 823 Green Grove Road	N
1336-4	Reeveytown A.M.E. Zion Church 3023 Shafto Road	N
1336-5	Shafto Farm 3515 Shafto Road	N
1336-6	115 Shark River Road	N
1336-7	Macedonian A.M.E. Zion Church SW Corner Squankum Road and Hamilton Road	N
1336-8	66 Squankum Road	N
1336-9	85 Swimming River Road	N
1336-10	729 Sycamore Avenue	Y
1336-11	755 Sycamore Avenue	Y
1336-12	798 Sycamore Avenue	N
1336-13	854 Sycamore Avenue	P
1336-14	873 Sycamore Avenue	N
1336-15	893 Sycamore Avenue	N
1336-16	904 Sycamore Avenue	P
1336-17	433 Tinton Avenue	N

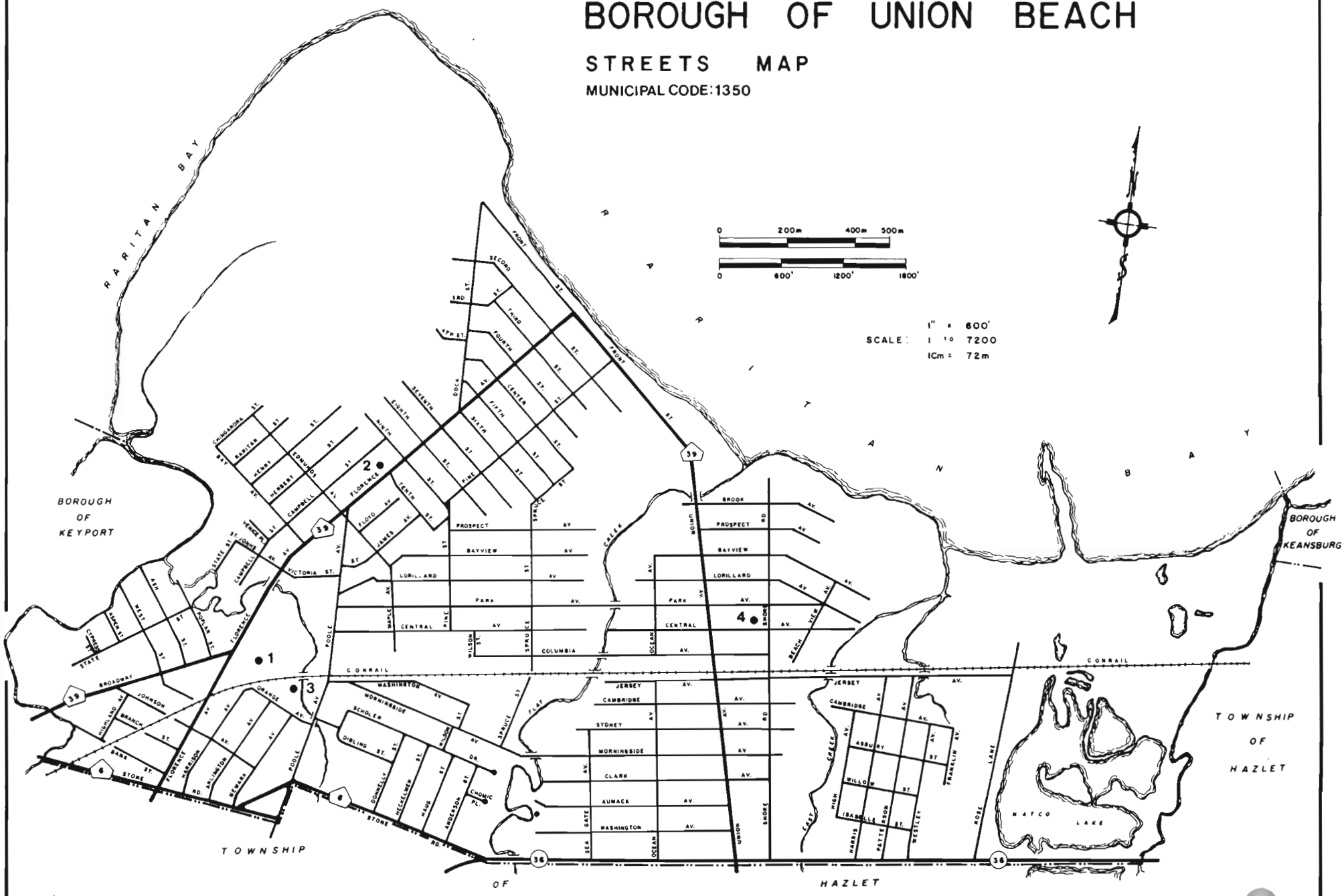
TINTON FALLS HISTORIC DISTRICT 1336-1



BOROUGH OF UNION BEACH

STREETS MAP

MUNICIPAL CODE: 1350



PREPARED BY THE MONMOUTH COUNTY PLANNING BOARD JUNE, 1980

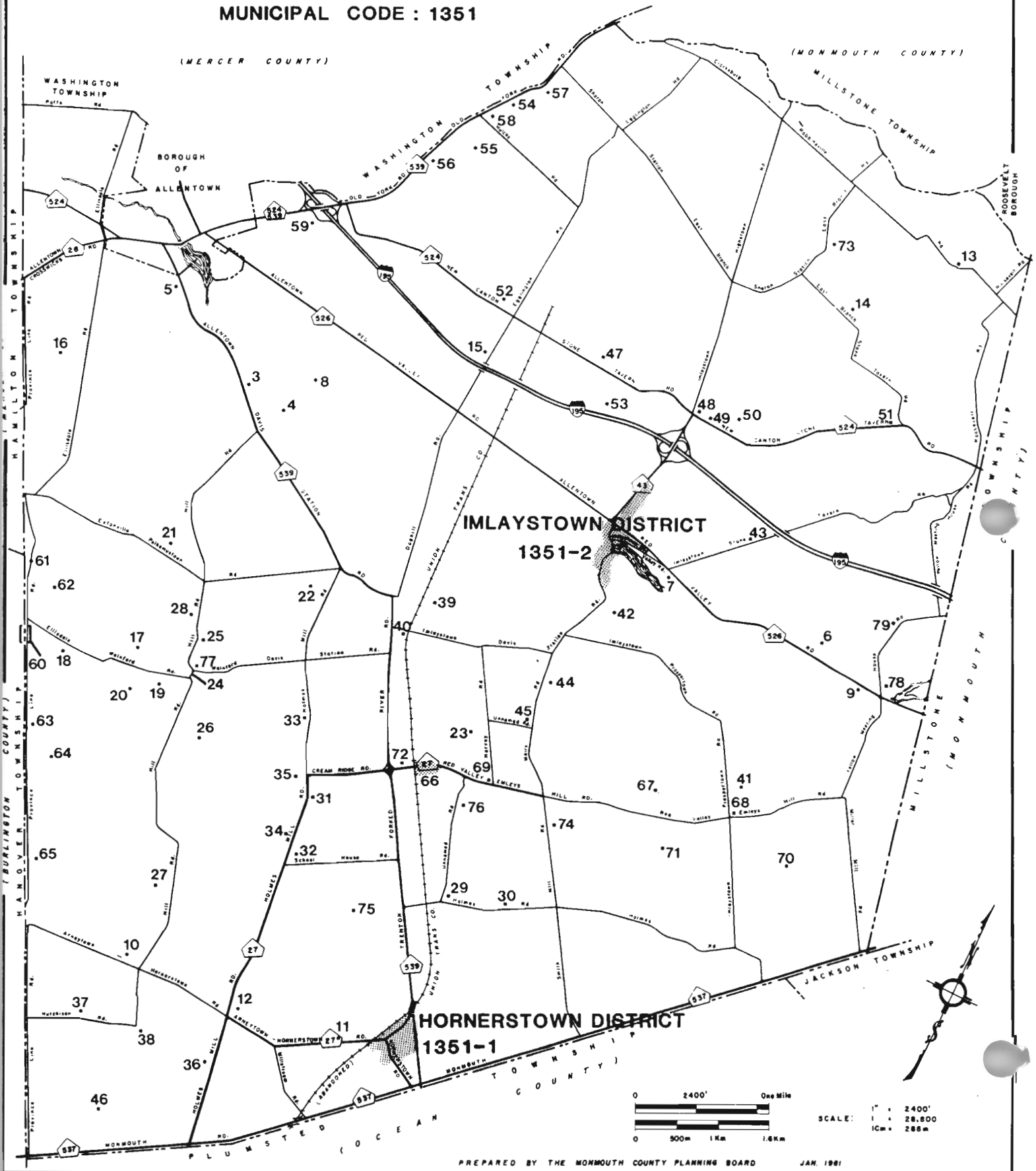
UNION BEACH BOROUGH: 1350

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1350-1	Jersey Central Traction Company (Car Barns) E. side Florence Avenue, opposite Broadway	P
1350-2	1107 Florence Avenue	N
1350-3	Jersey Central Traction Company (Power House) W. side Poole Avenue, south of ConRail tracks	P
1350-4	609 Shore Road	N

UPPER FREEHOLD TOWNSHIP

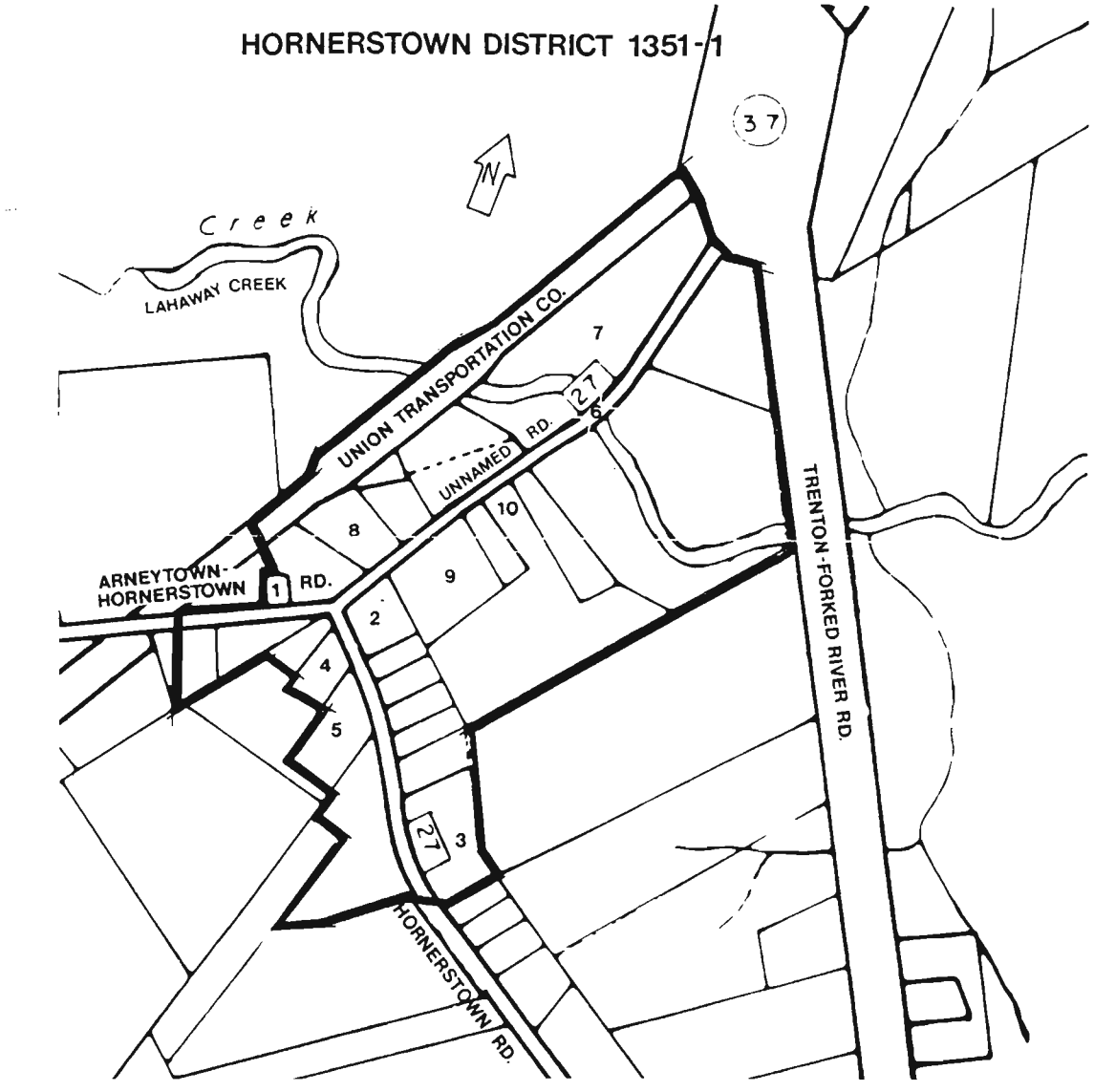
STREETS MAPS

MUNICIPAL CODE : 1351

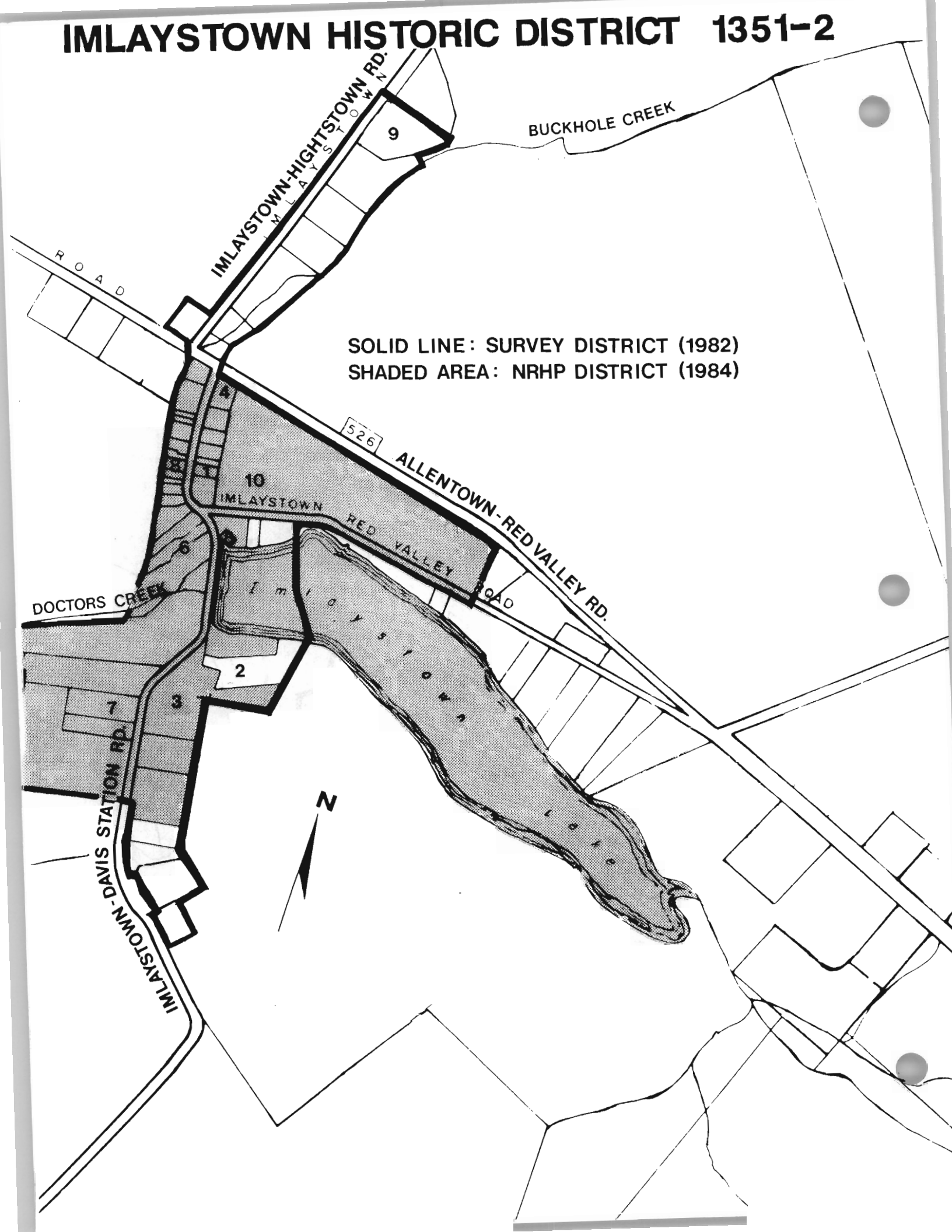


UPPER FREEHOLD TOWNSHIP: 1351

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1351-1	Hornerstown District	P
1351-1-1	N. side Arneytown-Hornerstown Road, 2 E of Union Transportation Co. RR tracks	D
1351-1-2	E. cr. Hornerstown Road and Unnamed Road	Y
1351-1-3	NE side Hornerstown Road, 6 SE of Unnamed Road	D
1351-1-4	SW side Hornerstown Road, 2 SE of Arneytown-Hornerstown Road	Y
1351-1-5	SW side Hornerstown Road, 3 SE of Arneytown-Hornerstown Road	D
1351-1-6	Unnamed Road Bridge over Lahaway Creek	D
1351-1-7	NW side Unnamed Road, NE of Lahaway Creek	D
1351-1-8	NW side Unnamed Road, 3 SW of Lahaway Creek	D
1351-1-9	Hornerstown Baptist Church SE side Unnamed Road, 2 NE of Hornerstown Road	D
1351-1-10	SE side Unnamed Road, 2 SW of Lahaway Creek	D



IMLAYSTOWN HISTORIC DISTRICT 1351-2



UPPER FREEHOLD TOWNSHIP: 1351

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1351-2	Imlaystown District	Y (NRHP 1984)
1351-2-1	E. side Imlaystown-Davis Station Road, 2 N of Imlaystown-Red Valley Road	D
1351-2-2	E. side Imlaystown-Davis Station Road, 2 S. of Imlaystown Mill Pond	D
1351-2-3	Upper Freehold Baptist Church E. side Imlaystown-Davis Station Road, 3 S. of Imlaystown Mill Pond	D
1351-2-4	Imlaystown M.E. Church SE cr. Imlaystown-Davis Station Road and Allentown-Red Valley Road	D
1351-2-5	Upper Freehold Municipal Building SE cr. Imlaystown-Davis Station Road and Imlaystown-Red Valley Road	D
1351-2-6	Reuben Hendrickson Grist Mill W. side Imlaystown-Davis Station Road, N. of Doctor's Creek	D
1351-2-7	W. side Imlaystown-Davis Station Road, 3 S. of Doctor's Creek	D
1351-2-8	W. side Imlaystown-Davis Station Road, 6 S. of Allentown-Red Valley Road	D
1351-2-9	E. side Imlaystown-Hightstown Road, 6 N. of Allentown-Red Valley Road	D
1351-2-10	Imlay House N. side Imlaystown-Red Valley Road, 2 E. of Imlaystown-Davis Road	D

UPPER FREEHOLD TOWNSHIP: 1351

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1351-3	J.W. Burtis House NE side Allentown-Davis Station Road, 0.3 mi. NW of Hill Road	N
1351-4	John Horsfull House NE side Allentown-Davis Station Road, opposite Hill Road	Y
1351-5	Rev. Henry Perkins House SW side Allentown-Davis Station Road 0.4 mi. SE of Main Street (Allentown)	P
1351-6	Peter Gordon Farm N. side Allentown-Red Valley Road, 0.75 mi. W. of Yellow Meeting House Road	Y
1351-7	D. Dawes House S. side Allentown-Red Valley Road 0.1 mi. E. of Imlaystown-Red Valley Road	N
1351-8	S. side Allentown-Red Valley Road, 0.9 mi. W. of Doghill Road	N
1351-9	T. Thompson House S. side Allentown-Red Valley Road, 0.2 mi. W. of Yellow Meeting House Road	P
1351-10	Edward B. Woodward House N. side Arneytown-Hornerstown Road, 0.10 mi. W. of Hill Road	Y
1351-11	Richard Waln Farm N. side Arneytown-Hornerstown Road, 0.5 mi. W. of Hornerstown Road	Y
1351-12	Thomas Leonard House NE cr. Arneytown-Hornerstown Road and Holmes Mill Road	P
1351-13	Joshua Cox House N. side Clarksburg-Robbinsville Road, 0.4 mi. W. of Roosevelt Road	Y
1351-14	N. side East Branch-Stone Tavern Road, 0.4 mi. E. of Sharon Station-East Branch Road	Y
1351-15	Taylor Farm NW cr. Egglingtown Road and Interstate 95 overpass	P
1351-16	Kirby-Robbins Farm W. side Ellisdale Road, 0.9 mi. S. of Allentown-Crosswicks Road	P
1351-17	N. side Ellisdale-Walnford Road, 0.6 mi. W. of Hill Road	N
1351-18	James J. Kirby Farm S. side Ellisdale-Walnford Road, 0.2 mi. E. of Province Line Road	Y

UPPER FREEHOLD TOWNSHIP: 1351

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1351-19	Woodward-Ridgeway House S. side Ellisdale-Walnford Road, 0.3 mi. W. of Hill Road	Y
1351-20	Abraham Tilton, Jr. House S. side Ellisdale-Walnford Road, 0.5 mi. W. of Hill Road	Y
1351-21	N. side Extonville-Polhemustown Road, 0.4 mi. W. of Hill Road	N
1351-22	John Ridgeway Waln House SW cr. Extonville-Polhemustown Road and Holmes Mill Road	N
1351-23	Dr. William Davis House W. side Harvey Road, 0.4 mi. N. of Red Valley-Emley's Hill Road	P
1351-24	Truss Bridge Hill Road over Crosswicks Creek	P
1351-25	Nicholas Waln Jr. House E. side Hill Road, 0.5 mi. N. of Walnford-Davis Station Road	Y
1351-26	E. side Hill Road, 0.4 mi. S. of Ellisdale-Walnford Road	P
1351-27	Anthony Woodward House W. side Hill Road, 0.6 mi. N. of Arneytown-Hornerstown Road	N
1351-28	Nicholas Waln, Jr. House W. side Hill Road, 0.4 mi. N. of Walnford-Davis Station Road	Y
1351-29	Joseph Holmes, Jr. Farm N. side Holmes Road, 0.3 mi. E. of Trenton-Forked River Road	Y
1351-30	Joseph Holmes, Jr. Farm N. side Holmes Road, 0.3 mi. W. of Smith Mill Road	Y
1351-31	Cream Ridge Creamery E. side Holmes Mill Road, 0.2 mi. S. of Cream Ridge Road	P
1351-32	Rebecca Conover Meirs House NE cr. Holmes Mill Road and Schoolhouse Road	P
1351-33	W. side Holmes Mill Road, 0.4 mi. N. of Cream Ridge Road	N
1351-34	Collin B. Meirs House W. side Holmes Mill Road, $\frac{1}{4}$ mi. N. of Schoolhouse Road	N
1351-35	John R. Lawrence House W. side Holmes Mill Road, opposite Cream Ridge Road	Y
1351-36	Daniel T. Burtis House W. side Holmes Mill Road, 0.4 mi. S. of Arneytown-Hornerstown Road	N

UPPER FREEHOLD TOWNSHIP: 1351

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1351-37	Robert Woodward House N. side Hutchinson Road, ¼ mi. E. of Province Line Road	Y
1351-38	S. side Hutchinson Road, 0.4 mi. S. of Arneytown-Hornerstown Road	N
1351-39	N. side Imlaystown-Davis Station Road, E. of Union Transportation Co. RR tracks	P
1351-40	Grain Elevator SW cr. Imlaystown-Davis Station Road and Union Transportation Co. RR tracks	N
1351-41	Bullock Farm E. side Imlaystown-Prospertown Road, 0.3 mi. N. of Red Valley-Emley's Hill Road	P
1351-42	L. Ivins House/Clayton Park N. side Imlaystown-Prospertown Road, 0.4 mi. E. of Imlaystown-Davis Station Road	~~Y~~ (DEMOLISHED)
1351-43	James S. Giberson House NW side Imlaystown-Stone Tavern Road, 0.5 mi. NE of Allentown-Red Valley Road	Y
1351-44	Meirs House E. side Meirs Road, 0.3 mi. S. of Imlaystown-Davis Station Road	Y
1351-45	Michael Mount/Apollo Meirs Farm W. side Meirs Road, 0.4 mi. N. of Red Valley-Emley's Hill Road	N
1351-46	Emley House N. side Monmouth Road (County Hwy. 537), 0.5 mi. E. of Province Line Road	N
1351-47	Rue Farm N. side Canton-Stone Tavern Road, 0.7 mi. E. of Egglington Road	N
1351-48	S. Rue House N. side Canton-Stone Tavern Road, 2 E. of Imlaystown-Hightstown Road	D*
1351-49	N. side New Canton-Stone Tavern Road 0.2 mi. E. of Imlaystown-Hightstown Road	D*

*NOTE: 1351-48 and 1351-49 would be eligible as part of a small district in the crossroads hamlet of Wrightsville (known historically as Cox's Corners). The district would also include the site below.

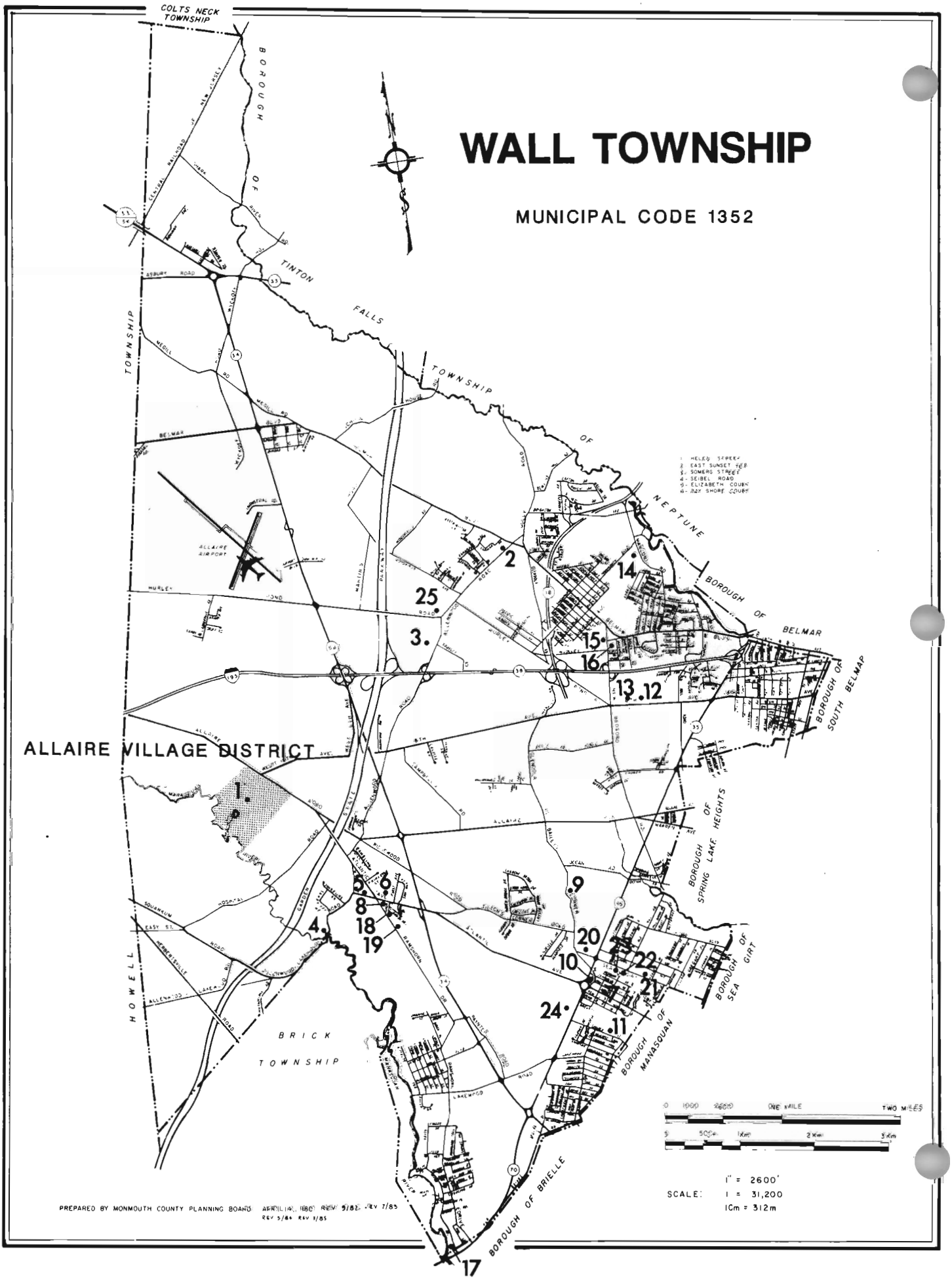
1351-50	Robert Lawrence/Samuel G. Wright Farm N. side New Canton-Stone Tavern Road, 0.4 mi. E. of Imlaystown-Hightstown Road	Y

UPPER FREEHOLD TOWNSHIP: 1351

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1351-51	Tantum House N. side New Canton-Stone Tavern Road, 2 W. of East Branch-Stone Tavern Road	N
1351-52	NW cr. New Canton-Stone Tavern Road and Egglington Road	N
1351-53	Richard Hendrickson Farm S. side New Canton-Stone Tavern Road, 0.6 mi. W. of Imlaystown-Hightstown Road	N
1351-54	E. side Old York Road, 0.25 mi. N. of Hulchy Road	N
1351-55	Robert W. Miller Farm E. side Old York Road, 0.3 mi. S. of Hulchy Road	N
1351-56	John Cubberly House E. side Old York Road, 0.5 mi. S. of Hulchy Road	N
1351-57	E. side Old York Road, 0.2 mi. S. of Sharon Station-East Branch Road	N
1351-58	James Hall House NE cr. Old York Road and Hulchy Road	Y
1351-59	Jones Farm S. cr. Old York Road and Interstate 195	N
1351-60	Province Line Road Streetscape/ Ellisdale Village Province Line Road at Ellisdale-Walnford Road	D
1351-61	Province Line Road Bridge Province Line Road across Crosswicks Creek	Y
1351-62	Peter Wright House E. side Province Line Road, 0.35 mi. N. of Ellisdale-Walnford Road	N
1351-63	E. side Province Line Road, 0.65 mi. S. of Ellisdale-Walnford Road	N
1351-64	Anthony Woodward House E. side Province Line Road, 0.9 mi. S. of Ellisdale-Walnford Road	Y
1351-65	Thomas Woodward House E. side Province Line Road, 1.8 mi. S. of Ellisdale-Walnford Road	Y
1351-66	Cream Ridge Station Streetscape Red Valley-Emley's Hill Road, E. of Union Transportation Co. RR tracks	N
1351-67	Ashton House N. side Red Valley-Emley's Hill Road, 0.65 mi. W. of Imlaystown-Prospertown Road	Y

UPPER FREEHOLD TOWNSHIP: 1351

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1351-68	Emley's Hill M.E. Church NE cr. Red Valley-Emley's Hill Road and Imlaystown-Prospertown Road	N
1351-69	House and Blacksmith Shop NW cr. Red Valley-Emley's Hill Road and Harvey Road	P
1351-70	Coward Farm S. side Red Valley-Emley's Hill Road, 0.5 mi. E. of Imlaystown-Prospertown Road	Y
1351-71	Coward-Hendrickson House S. side Red Valley-Emley's Hill Road, 0.6 mi. W. of Imlaystown-Prospertown Road	Y (NRHP 1984)
1351-72	Dr. C.W. Schaffer House 240 Red Valley-Emley's Hill Road	N
1351-73	E. side Sharon Station-East Branch Road, 0.3 mi. N. of East Branch-Stone Tavern Road	~~Y~~ (DEMOLISHED)
1351-74	Richard L. Ridgeway Farm E. side Smith's Mill Road, 0.2 mi. S. of Red Valley-Emley's Hill Road	P
1351-75	James Lawrence Farm W. side Trenton-Forked River Road, 0.4 mi. S. of Schoolhouse Road	P
1351-76	Joseph Holmes Farm E. side Unnamed Road (a.k.a. Wygant Road), 0.3 mi. S. of Red Valley-Emley's Hill Road	Y
1351-77	Walnford NE and SE crs. Walnford-Davis Station Road and Hill Road	Y (NRHP 1976)
1351-78	NE cr. Yellow Meeting House Road and Allentown-Red Valley Road	N
1351-79	Upper Freehold Baptist Meeting (Old Yellow Meeting House) W. side Yellow Meeting House Road, 0.6 mi. N. of Allentown-Red Valley Road	Y (NRHP 1975)

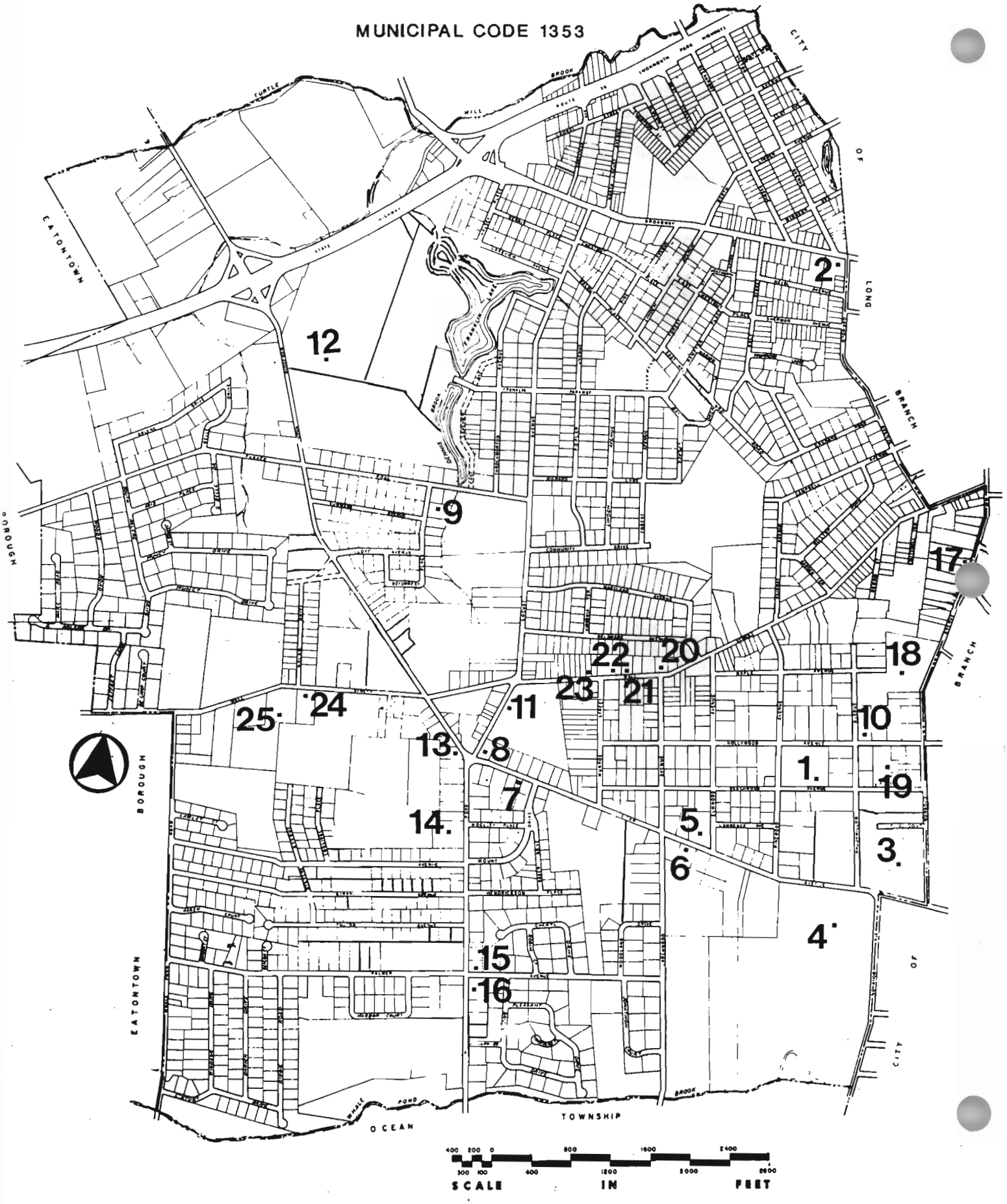

WALL TOWNSHIP
MUNICIPAL CODE 1352
COLTS NECK TOWNSHIP
BOROUGH OF
TINTON FALLS
TOWNSHIP OF
NEPTUNE
BOROUGH OF BELMAR
BOROUGH OF SOUTH BELMAR
BOROUGH OF SPRING LAKE HEIGHTS
BOROUGH OF SEA GIRT
BOROUGH OF MANASQUAN
BOROUGH OF BRIELLE
BRICK TOWNSHIP
HOWELL TOWNSHIP
ALLAIRE VILLAGE DISTRICT
ALLAIRE AIRPORT
ASBURY ROAD
MEDILL ROAD
BELMAR
HURLEY ROAD
ALLAIRE ROAD
EAST MAIN ST.
EASY ST.
SQUANKUM ROAD
HERBERTSVILLE ROAD
ALLENWOOD LAKEWOOD ROAD
LAKEWOOD ROAD
1 HELEN STREET
2 EAST SUNSET TER
3 SOMERS STREET
4 SEIBEL ROAD
5 ELIZABETH COURT
6 BAY SHORE COURT
ONE MILE
TWO MILES
1" = 2600'
SCALE: 1 = 31,200
1Cm = 312m
PREPARED BY MONMOUTH COUNTY PLANNING BOARD APRIL 14, 1980 REV 9/82 REV 7/83 REV 5/84 REV 1/85

WALL TOWNSHIP: 1352

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1352-1	Allaire Village District	Y (NRHP 1974)
1352-2	Glendola Grange No. 168 N. side Allenwood Road, 0.1 miles SW of Belmar Boulevard	N
1352-3	Thorp-Thompson House W. side Allenwood Road opposite Brinley Road	P
1352-4	Squan Bridge Allenwood-Lakewood Road over Manasquan River	P
1352-5	Allenwood General Store N. side Allenwood-Lakewood Road, $\frac{1}{4}$ mile west of Atlantic Avenue	N
1352-6	Free Church of Allenwood N. side Atlantic Avenue, $\frac{1}{4}$ mile east of Ramshorn Drive	N
1352-7	1111 Atlantic Avenue	N
1352-8	Allenwood Blacksmith Shop 3121 Atlantic Avenue	N
1352-9	Brand Farm 108 Bailey's Corner Road	Y
1352-10	Friend's Meeting House W. side Brielle Road opposite New York Avenue	Y
1352-11	1126 Church Street	N
1352-12	Allgor House 1614 Eighteenth Avenue	N
1352-13	New Bedford School 1630 Eighteenth Avenue	P
1352-14	Belmar Station, Marconi Wireless Telegraph Company SW corner Marconi Road and Monmouth Boulevard	Y (SR 1975)
1352-15	Allgor-Barkalow House 1701 New Bedford Road	Y (NRHP 1982)
1352-16	Jackson Morris House and Blacksmith Shop 1704 New Bedford Road	Y
1352-17	2655 Old Bridge Road	N
1352-18	Junior Mechanics Hall 2204 Ramshorn Drive	N
1352-19	2222 Ramshorn Drive	P
1352-20	NE corner Sea Girt Avenue and Bailey's Corner Road	P
1352-21	1200 Sea Girt Avenue	P
1352-22	1215 Sea Girt Avenue	P
1352-23	Blansingburg School 1215 Sea Girt Avenue	N
1352-24	Pearce-Brown Farm W. side State Highway 35 opposite Church Street	Y
1352-25	Brinley-Hurley House 3400 West Hurley Pond Road	N

BOROUGH OF WEST LONG BRANCH

MUNICIPAL CODE 1353



WEST LONG BRANCH BOROUGH: 1353

INVENTORY #	ADDRESS	NRHP ELIGIBILITY
1353-1	41 Beechwood Avenue	N
1353-2	804 Broadway	N
1353-3	Murry Guggenheim Residence NW corner Cedar Avenue and Nrowood Avenue	Y (NRHP 1978)
1353-4	Shadow Lawn SW corner Cedar Avenue and Norwood Avenue	Y (NRHP 1978)
1353-5	489 Cedar Avenue	P
1353-6	Howland House 496 Cedar Avenue	P
1353-7	James D. Van Note House 568 Cedar Avenue	N
1353-8	583 Cedar Avenue	N
1353-9	John Lippincott House 8 DeForrest Place	P
1353-10	23 Hollywood Avenue	P
1353-11	First Methodist Church at Long Branch SE corner Locust Avenue and Wall Street	Y
1353-12	Glenwood Mausoleum East side Monmouth Road, 0.2 mi. south of State Route 36	N
1353-13	379 Monmouth Road	N
1353-14	407 Monmouth Road	Y
1353-15	456 Monmouth Road	N
1353-16	470 Monmouth Road	N
1353-17	Joseph Brown House 262 Norwood Avenue	N
1353-18	Julian Mitchell House 310 Norwood Avenue	P
1353-19	382 Norwood Avenue	N
1353-20	Stillwell House 141 Wall Street	P
1353-21	151 Wall Street	N
1353-22	153 Wall Street	N
1353-23	167 Wall Street	N
1353-24	266 Wall Street	N
1353-25	278 Wall Street	N

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