

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Registration Form**

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials and areas of significance, enter only categories and subcategories listed in the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Bowne Station Road stone-arch bridge over tributary of the Alexauken Creek
 other names/site number "ED 130"

2. Location

street & number Bowne Station Road over tributary of the Alexauken Creek not for publication
 city or town Delaware and East Amwell townships vicinity
 state New Jersey code 019 County Hunterdon zip code _____

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. See continuation sheet for additional comments.

 Signature of certifying official/Title Date
Deputy SHPO Assistant Commissioner for Natural & Historic Resources
 State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet for additional comments.

 Signature of certifying official/Title Date
 State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:	Signature of the Keeper	Date of Action
<input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined eligible for the National Register. <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register.	_____	_____
<input type="checkbox"/> removed from the National Register.	_____	_____
<input type="checkbox"/> other, (explain:) _____ _____	_____	_____

Bowne Station Road bridge over a tributary of the Alexauken Creek

Name of Property

Hunterdon County, NJ

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
_____ 1 _____	_____	structures
_____	_____	objects
_____ 1 _____	_____	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

Historic Bridges of Delaware Township

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation/road-related (vehicular)

Current Functions

(Enter categories from instructions)

Transportation/road-related (vehicular)

7. Description

Architectural Classification

(Enter categories from instructions)

Other: Stone arch bridge

Materials

(Enter categories from instructions)

foundation fieldstone/poured concrete
walls fieldstone (abutments parapet and vault)
and cut stone (arch ring)
roof N/A
other Poured concrete (cap stones), cobble stone (extension)
and corrugated metal (extension)

Narrative Description

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

See continuation sheet

8 Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria considerations

(mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Engineering

Transportation

Period of Significance

1837-1938

Significant Dates

1837 (construction date)

1938 (expansion)

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Narrative Statement of Significance

(Explain the significance of the property on continuation sheets.)

9. Major Bibliographical References

Bibliography

(cite the books, articles, and other sources used in preparing this form on continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

Bowne Station Road bridge over a tributary of the Alexauken Creek

Name of Property

Hunterdon County, NJ

County and State

10. Geographical Data

Acreage of property . 0.037

Latitude / Longitude Coordinates

(Note to Preparers: NJ HPO will complete this portion of the Registration Form for all Preparers, based on the coordinates derived from the Site Map or District Map that HPO produces.)

1. Lat 40.419807 Long -74.913319

Datum: NAD 1983 State Plane New Jersey

(NJ HPO will place additional coordinates, if needed, on a continuation sheet for Section 10.)

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet for Section 10.)

Boundary Justification Statement

(Explain, on the section sheet following the Verbal Boundary Description, how the chosen boundaries meet the requirements for boundary selection and are the most appropriate boundaries for the nominated property or district.)

11. Form Prepared By

name/title Carla Cielo, Historic Preservation Consultant

organization None date April 17, 2023

street & number 548 County Road 579 telephone 908-310-2505

city or town Ringoes state New Jersey zip code 08551

Additional Documentation

(Submit the additional items with the completed form that are outlined in the "Standard Order of Presentation" that NJ HPO provides. Each page must contain the name of the nominated property or district, and the State and the county in which the property or district is located. Consult with NJ HPO if you have questions.)

Property Owner

(Either provide the name and address of the property owner here or provide the information separately to NJ HPO. Check with NJ HPO for other requirements. All owners' names and addresses must be provided, including public and non-profit owners, but their presence on the form, itself, is not required).

name Hunterdon County Department of Engineering

street & number 314 NJ-12 telephone 908-788-1227

city or town Flemington state NJ zip code 08822

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties and to amend existing listings. The proper completion of this form and the related requirements is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

Direct questions regarding the proper completion of this form or questions about related matters to the Registration Section, New Jersey Historic Preservation Office, Mail code 501-04B, PO Box 420, Trenton, NJ 08625-0420.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Bowne Station Road stone-arch bridge over a tributary of the
Alexauken Creek
Delaware and East Amwell Townships Hunterdon County, NJSection number 7 Page 1

Description

The Bowne Station Road stone-arch bridge (ED 130) is located on Bowne Station Road near the intersection of Garboski Road at the Delaware and East Amwell Township line (illustration 1, photos 1-3). This single barrel, random-rubble stone-arch bridge is approximately 55 feet long and 27 feet wide (outside parapet face to outside parapet face) and was built across a small tributary of the Alexauken Creek in two phases (illustration 2). The original east half of the bridge on the upstream side is approximately 16-feet wide and was built in 1837 according to its datestone (photo 4). It remains nearly original condition. Longitudinally-oriented gneissic stones form the 8½-foot span of the barrel vault (photos 7 & 8). Cut sandstone voussoirs (wedge-shape face stone of the arch ring) with keystone face the vault on the east side (photo 5). Uncoursed sandstone and gneiss abutments and tapered, concrete-capped, stone parapet walls complete the assemblage. The bridge was sympathetically widened on the west end to its current 24-foot road width in 1938 to look like a traditional stone arch bridge with concrete-capped stone parapet walls and abutments and cut sandstone voussoirs, but the barrel vault is made with poured concrete and cobblestones (fist-sized stones) over a corrugated metal lining (photos 7-8).

The Original Portion of the Bridge

The original 8-foot, 6-inches wide arch is in the shape of a segment of a circle rather than a full semicircle, characterizing its construction as a segmental-arch bridge (photo 5). The arch is approximately 3-feet high above the base and is faced with hand-chiseled, rock-faced, quarried sandstone voussoirs (approximately 8-inches deep, 18" high, 6 to 12-inches wide at the base) which are set with thin mortared joints. Most of the units taper one or two inches on each side but some are rectangular. The rectangular units are deeper to tie arch ring and the barrel vault and the keystone is about 2" higher than the other units. There are 8 units on either side of the keystone. The first voussoirs (springers) are triangulated (photo 6). The arch bears on a 12-inch high/6-inch-deep gneissic base that reduces the creek bed to a 7'-6" width. The raised base remains intact and functional on the north side, but has been partially encased in poured cement on the south side (photos 7 & 8). The arch sits in the plane of the abutment without an inset panel (as is common in Hunterdon County), but there is a vertical seam running the full height of the bridge between the north spandrels and the north abutment. One hefty bolt remains in a mortar joint, possibly acting to pin the arch ring to the barrel vault.

The east stone abutments and parapet wall are original to the bridge albeit with some reconstruction (north end of the parapet and abutment and a small area of the parapet near the datestone) and 100% repointing (photo 1-3). The stonework is uncoursed and the pointing is flush. The east parapet wall is 18-inches thick, 2'-9" high at the center portion and approximately 14-inches high at each end. The poured concrete cap (1'-8½" wide in 4-foot sections), which evidently replaced sandstone units, remains from several 20th century repairs. The cut sandstone datestone (20" wide and 14" high) is centered at the inside face of the east parapet wall at the apex of the arch. The date "1837" is boldly hand-chiseled with 4-inch-high numerals in the center of the panel and has no other markings (photo 4).

The overall condition of the 1837 side of the bridge is fair. There is a bulge in the face of the abutment adjacent to the arch ring on the south end (photo 5). The arch ring is beginning to separate from the barrel vault. This condition appears to be due to the loss of backup stone at that junction, not from displacement.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Bowne Station Road stone-arch bridge over a tributary of the
Alexauken Creek
Delaware and East Amwell Townships Hunterdon County, NJ

Section number 7 Page 2

The 1938 Extension

The barrel vault of the 1938 extension aligns with the width of the original arch, but its overall height is a few inches lower. This offers a cross sectional view of its construction at the junction of the original arch. The 1938 barrel vault has a corrugated metal lining with concrete and cobblestone fill above it (photos 7 & 8). It is assumed that the concrete fill extends to the roadway. The barrel vault rests on a poured concrete base that is approximately 1-foot deep. The west face of the original arch along with its west abutments and parapet wall were demolished at the time of the 1938 extension. Reuse of the original stone is probable.

The west side of the 1938 bridge including the arch ring, abutments and parapet wall, remains original to the period of enlargement (photo 9). The arch ring is intended to match the appearance of 1837 voussoirs stones and consists of smaller sandstone voussoirs (approximately 4" thick) with a keystone. The abutments and parapet walls are built with semi-coursed, rough ashlar sandstone with square-shaped mortar joints (Portland cement) on both sides. The parapet is 1'-6" thick and 3'-2" high in the center for a 12-foot length above the barrel vault and tapers to a height of 13 inches above the roadway on the south end. The terrain has eroded around the parapet on the north end, but its height likely originally matched. The parapet is uniformly capped with poured concrete sections (2³/₄" thick in 6-foot-wide sections) with exposed, non-local aggregate (photos 1-3).

The overall condition of the 1938 side of the bridge is good. There are a few areas with open joints and some black staining, but the parapets remain structurally sound. The capping remains in good condition.

The paved roadway has a low humpback at the barrel vault. It is 16-feet wide and is flanked by grass on both sides between the roadway and the bridge parapets which are 24-feet apart (photos 1-3). The north approach retains a consistent width, but the southern approach widens to an approximate 31-foot width.

Integrity

The integrity of the original bridge was altered significantly in 1938 when the bridge was widened. The widening involved removing the west parapet and wingwalls and extending the bridge approximately 8 feet to the west with a sympathetically designed barrel vault and a new parapet wall and wingwalls. The original stone barrel vault remains in its entirety, as does the east parapet, wingwalls and datestone. The original stone capstones were replaced with poured concrete units in several repair episodes, some of which may predate the 1938 enlargement and some may date to that period.

The bridge retains a high degree of integrity from its post 1938 enlargement period. With the exception of the roadway pavement, the bridge retains its post 1938 appearance including both parapets and wingwalls, both barrel vaults and the poured concrete capping.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Bowne Station Road stone-arch bridge over a tributary of the
Alexauken Creek
Delaware and East Amwell Townships Hunterdon County, NJSection number 8 Page 1

Statement of significance

The Bowne Station Road bridge is an engineering marvel. The bridge also represents a major period of progress fostered by the establishment of a reliable road network with permanent stream crossings and is significant under National Register Criterion A. It also embodies the characteristics of a type, period and method of construction and is thereby significant under National Register Criterion C. It is a rare survivor and one of only four stone arch bridges remaining in Delaware Township that are known to have been built between 1829 and 1838, and thereby represents the earliest surviving period of stone arch bridge construction in the township. Furthermore, its enlargement in 1938, roughly 100 years after its initial construction, embodies the characteristic of a later period of construction. All four of the earliest stone arch bridges that remain in Delaware Township were expanded in a similar manner and within a year's time. The expansion was intended to be both aesthetically pleasing and economical and as such represents the roadside beautification and improvement efforts of the 1930s.

Bowne Station Road and the vicinity of the bridge

The road which is currently called "Bowne Station Road" is believed to have been charted in the early 19th century and shows on the 1851 *Map of Hunterdon County* with the residence of William Barber and Dr. John Bowne nearest to the bridge (Illustration 3). Dr. Bowne (1767-1857) was licensed to practice medicine and surgery in 1791 and at the time of his marriage to Ann Corle in or about 1794, moved to a farm in the vicinity of the bridge which had been inherited by his wife. Dr. Bowne was well liked and had a successful and extensive practice for over 60 years.¹ William Barber (1789-1866) also was an early settler and a farmer.

In 1854, the Flemington Transportation Company constructed a railroad between Flemington and Lambertville where it met the Pennsylvania Railroad along the Delaware and Raritan Feeder Canal.² This railroad is within 500 feet of the bridge and once had a station stop at the junction of Bowne Station Road, originally called "Barber Station" and by 1887 "Bowne" (illustrations 4-6).³ The 1893 Bulletin of the United States Geological survey referred to Bowne as a "village in Delaware Township" "on Flemington Branch, Belvidere Division, Pennsylvania R.R."⁴ This rail line offered passenger, freight and mail service and served the local farmers by including rail cars to transport peaches and other crops. By the early 20th century, Bowne was a "milk stop" from which raw milk was sent in milk cans by rail to a local bottling plant.⁵ Aside from the railroad stop, the vicinity of the bridge is and has always been rural and agriculturally-oriented with farms flanking the bridge.

The Bridge Construction

In the early 19th century, stone bridges were typically built by local masons with local stone due to the fact that transporting building stone over a far distance was difficult during this period. Sandstone is the most commonly used stone in Delaware Township for both bridges and farmhouses, due to the fact that the township is traversed by a belt of sandstone known as the "Stockton formation." By the late 19th century, this stone was quarried for bridges and bridge abutments throughout the state and beyond. Thirteen of the 14 remaining stone arch bridges

¹ <https://goodspeedhistories.com/bowne-station/>; Transactions of the Medical Society of NJ p. 114 1871

² <https://njskylands.com/atbrwr/> "Black River and Western Rail Road"

³ Beers, 1873; Vermeule, 1887

⁴ US Geological survey 1893 p 22.

⁵ Personal communication with Mr. Gary Grover.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Bowne Station Road stone-arch bridge over a tributary of the
Alexauken Creek
Delaware and East Amwell Townships Hunterdon County, NJSection number 8 Page 2

in Delaware Township are sandstone, but none of the bridges are built entirely of cut stone. Hand-chiseled and rock-faced quarried units are reserved for the voussoirs and keystone of the arch ring which decoratively hides the longitudinally-oriented fieldstone units of the barrel vault (photo 5). The segmental arch has a low rise with triangulated springers that appear to be a character-defining feature of stone rubble bridge construction (photo 6). The abutments and parapet walls are semi-coursed sandstone and gneiss.

The Bowne Station Road bridge is tied as the second oldest bridge in the township. The Easton Trenton Turnpike bridge (DQ-313) over the Wichecheoke Creek north of Route 12, was built in 1829 and is the oldest bridge in the township. The Easton Trenton Turnpike bridge (DQ-320) over the third Nashanic River was built in same year - 1837. One additional remaining bridge - the Easton Trenton Turnpike bridge (DQ-321) at Dunkard Church Road was built a year later in 1838. The other 10 stone-arch bridges that remain in Delaware Township were built between 1849 and 1873 or are undated. Twelve of the 14 stone arch bridges are on active roads and 2 are on abandoned sections of road.

Bridge Expansion

All four of the earliest remaining stone arch bridges mentioned above were widened in 1937 or 38 utilizing similar sympathetic construction techniques. Instead of building a traditional stone barrel vault, poured concrete and cobble stones top a corrugated metal lining which served as the centering during construction and was intended to remain in place as a finished component (photos 7 and 8). This assemblage was faced with traditional stone abutments, a parapet wall and an arch ring, so that from the roadway and water course the bridge would appear to be a traditional stone arch bridge that was never enlarged (photos 9). The expansion is more than 50 years old and represents an evolution of stone arch bridge construction. The expanded half remains in excellent condition.

The widening in effect turned a single-lane bridge into a two-lane bridge. The three other sympathetically-widened bridges are on Easton Trenton Turnpike (present day Route 579) which remains the main road leading from Trenton to Easton. Their widenings in the late 1930s suggest the need to add a lane to handle the volume of traffic. Bowne Station Road is rural however, a two-lane bridge was evidently desirable in that location at that time, likely due to the use of the nearby railroad station by the local farmers as a collection point to ship milk to a bottling and processing plant. Eight of the stone-arch bridges that are listed in the *Historic Bridges of Delaware Township, Hunterdon County, New Jersey* National Register of Historic Places Multiple Property Documentation Form, were never widened and retain their original single-lane configuration.

MPDF requirements The Bowne Station Road stone-arch bridge was omitted from the inventory listing in the *Historic Bridges of Delaware Township, Hunterdon County, New Jersey* National Register of Historic Places Multiple Property Documentation Form, due to the fact that it straddles two townships. The bridge meets the MPDF registration requirements and will therefore, be amended to include this bridge.

This bridge meets the registration requirements established by the MPDF under Criterion A. It contributed to the expansion of the rural road network and the ability of dispersed local farmers to transport crops to mills, markets, and urban centers. This stone arch bridge reflects the growth and permanence of the local agricultural community. This bridge is near a railroad station which in the late 19th and early 20th century transported local farm products. The widening of this bridge from one to two lanes in 1938 reflects the need to improve roads for local farmers.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Bowne Station Road stone-arch bridge over a tributary of the
Alexauken Creek
Delaware and East Amwell Townships Hunterdon County, NJ

Section number 8 Page 3

This bridge also meets the registration requirements established by the MPDF under Criterion C since it embodies the distinctive characteristics of a type, period and method of construction. The bridge was constructed within the period of significance (1829-1882) and was widened before 1945. The bridge shows a vernacular character in the construction of its parapets and wing walls, and the arch ring shows a distinction in workmanship from the spandrels and wing walls. The arch barrel remains intact. The 1938 bridge widening is recognizably different but is in keeping with the original bridge design. Bridge maintenance, which included repointing and limited reconstruction is in keeping with the intent of its original builder.

Conclusion

The bridge retains its integrity of design materials and workmanship and still functions as a vehicular bridge. The stonework, parapets arches and approaches remain intact, albeit with some reconstruction and repointing as part of continuous maintenance cycles. The bridge also retains its integrity of location and setting. It has not been moved, closed to traffic, re-routed or replaced. Its setting remains rural and agriculture.

The rural historic landscape of Delaware Township maintains a high degree of integrity and provides the appropriate setting for small-scale stone-arch bridges. These humble stone-arch bridges are unassuming - built as utilitarian structures, but with a pride of craftsmanship. The Bowne Station Road bridge represents a local typology reflecting both the area's abundant supply of sandstone and the Euro-American population which settled the region in the 18th and 19th centuries.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Bowne Station Road stone-arch bridge over a tributary of the
Alexauken Creek
Delaware and East Amwell Townships Hunterdon County, NJ

Section number 9 Page 1

Bibliography

Books

Transactions of the Medical Society of NJ 1871

websites

<https://goodspeedhistories.com/bowne-station/>

<https://njskylands.com/atbrwrr> "Black River and Western Rail Road"

Maps

Beers, *Atlas of Hunterdon County* 1873

Cornell Samuel C. *Map of Hunterdon County New Jersey* 1851

Stone, C. K. and Pomeroy A. *Map of the Vicinity of Philadelphia and Trenton* 1860

Vermeule, CC. *A Topographical Map of the Vicinity of Flemington* 1887

Unpublished

Boothby, Thomas et al. *Stone Arch Bridge Inventory, Phase II Hunterdon County, New Jersey*. University Park, PA: The Pennsylvania State University, 1998.

Scott Caroline Charlese; Cielo Carla *Historic Bridges of Delaware Township, Hunterdon County, New Jersey*
National Register of Historic Places Multiple Property Documentation Form 2016.

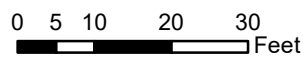
United States Geological Survey *Bulletin of the United States Geological Survey no 118* Washington
Government Printing Office 1894



**Bowne Station Road stone-arch bridge
over tributary of the Alexauken Creek**





Delaware and East Amwell townships
Hunterdon County,
New Jersey

Boundary and tax map



Datum: NAD 1983 State Plane New Jersey

Legend

-  SR & NR Nomination
-  Municipalities
-  Tax Parcels
-  Coordinates

0.037 Acres



NJDEP,
Historic Preservation Office
May 2023

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Bowne Station Road stone-arch bridge over a tributary of the
Alexauken Creek
Delaware and East Amwell Townships Hunterdon County, NJ

Section number _____ Photographs _____ Page 1

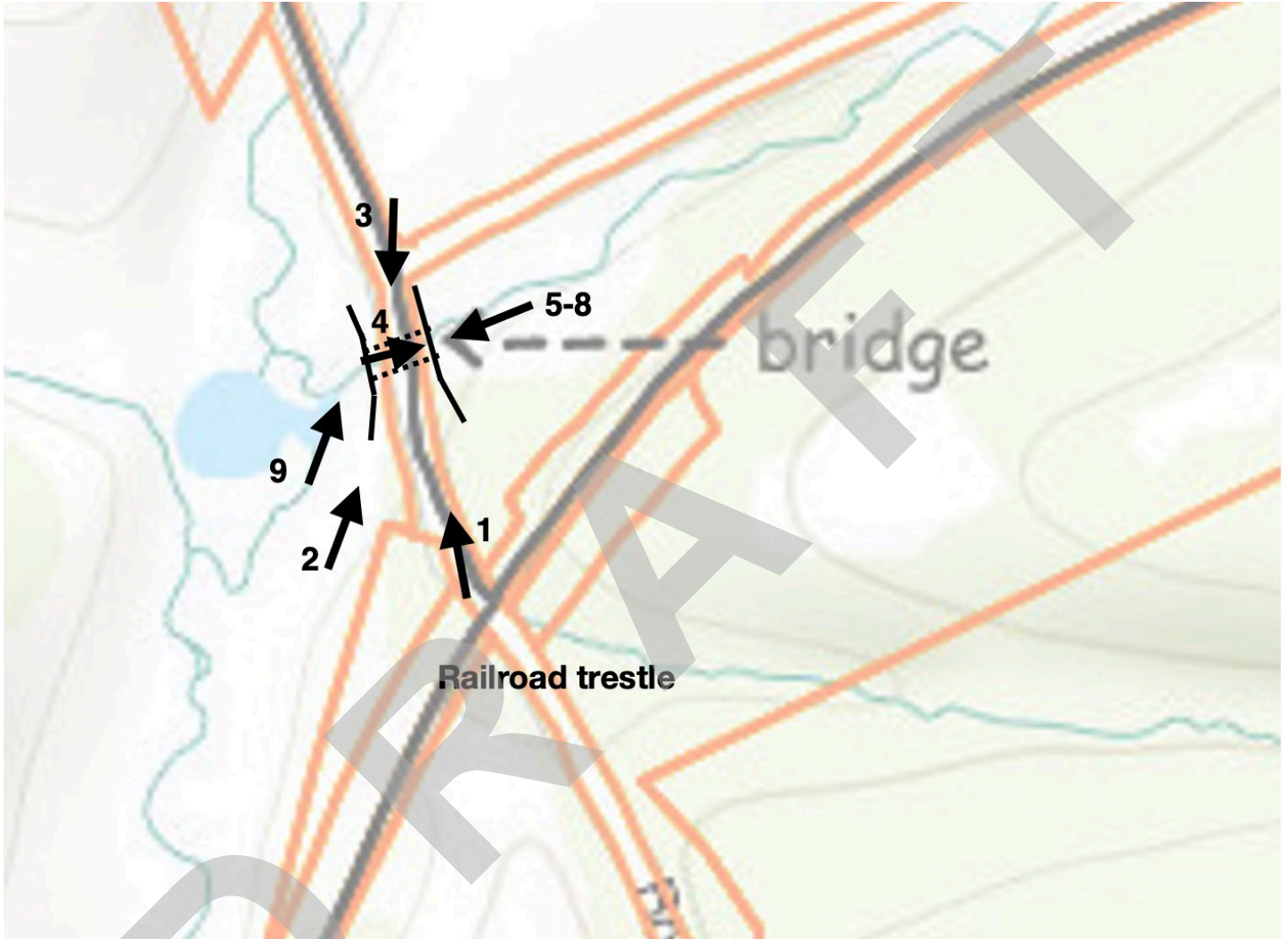


Photo Key

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Bowne Station Road stone-arch bridge over a tributary of the
Alexauken Creek
Delaware and East Amwell Townships Hunterdon County, NJ

Section number _____ Photographs _____ Page 2



Photo 1: View facing north towards the intersection of Garboski Road

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Bowne Station Road stone-arch bridge over a tributary of the
Alexauken Creek
Delaware and East Amwell Townships Hunterdon County, NJ

Section number _____ Photographs _____ Page 3



Photo 2: View facing northeast towards the intersection of Garboski Road showing the 1938 side of the bridge.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Bowne Station Road stone-arch bridge over a tributary of the
Alexauken Creek
Delaware and East Amwell Townships Hunterdon County, NJ

Section number _____ Photographs _____ Page 4



Photo 3: View facing south towards the railroad trestle.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Bowne Station Road stone-arch bridge over a tributary of the
Alexauken Creek
Delaware and East Amwell Townships Hunterdon County, NJ

Section number _____ Photographs _____ Page 5



Photo 4: view facing east showing the east parapet with the 1837 datestone

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Bowne Station Road stone-arch bridge over a tributary of the
Alexauken Creek
Delaware and East Amwell Townships Hunterdon County, NJ

Section number _____ Photographs _____ Page 6



Photo 5: View facing west of the 1837 side of the bridge.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Bowne Station Road stone-arch bridge over a tributary of the
Alexauken Creek
Delaware and East Amwell Townships Hunterdon County, NJ

Section number _____ Photographs _____ Page 7



Photo 6: View facing west showing the south triangular springer

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Bowne Station Road stone-arch bridge over a tributary of the
Alexauken Creek
Delaware and East Amwell Townships Hunterdon County, NJ

Section number _____ Photographs _____ Page 8



Photo 7: View showing the south half of the barrel vault with the 1938 corrugated metal and concrete barrel vault on the far end.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Bowne Station Road stone-arch bridge over a tributary of the
Alexauken Creek
Delaware and East Amwell Townships Hunterdon County, NJ

Section number _____ Photographs _____ Page 9



Photo 8: View showing the north half of the barrel vault with the 1938 corrugated metal and concrete barrel vault on the far end.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Bowne Station Road stone-arch bridge over a tributary of the
Alexauken Creek
Delaware and East Amwell Townships Hunterdon County, NJ

Section number _____ Photographs _____ Page 10



Photo 9: View facing southeast showing the 1938 side of the bridge.