

United States Department of the Interior
National Park Service

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National Register of Historic Places
Registration Form

Nat. Register of Historic Places
National Park Service

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 Stone Sign Post Road Bridge Over Plum Brook

other names/site number _____

2. Location

street & number Stone Sign Post Road

not for publication

city or town Delaware Township

vicinity

state New Jersey

code NJ

county Hunterdon

code 019

zip code 07833

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

R. L. Boyer
Asst. Commissioner 8/3/16
NJ DEP

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:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register. See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Signature of the Keeper

Date of Action

Tom Selman 10/4/16

Stone Sign Post Road Bridge ...
Name of Property

Hunterdon County, NJ
County and State

5. Classification

Ownership of Property (Check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property (Do not include previously listed resources in the count.)	
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district	_____	buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	sites
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	1	structures
	<input type="checkbox"/> object	_____	objects
		1	Total

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

Number of contributing resources previously listed in the National Register

Historic Bridges of Delaware Township MPS

0

6. Function or Use

Historic Functions (Enter categories from instructions)	Current Functions (Enter categories from instructions)
Transportation/road related	Transportation/road related
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

7. Description

Architectural Classification (Enter categories from instructions)	Materials (Enter categories from instructions)
N/A	foundation stone
_____	walls _____
_____	roof _____
	other (superstructure) iron and steel

Narrative Description

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

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

Period of Significance

1903

Significant Dates

1903

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

John W. Scott (fabricator)

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(cite the books, articles, and other sources used in preparing this form on one or more 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:

Stone Sign Post Road Bridge ...
Name of Property

Hunterdon County, NJ
County and State

10. Geographical Data

Acreage of property less than 1 acre

UTM References

(Place additional UTM references on a continuation sheet.)

1	18T	505209mE	4482189mN	3			
	Zone	Easting	Northing		Zone	Easting	Northing
2				4			

See continuation sheet

Verbal Boundary Description

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

The nominated property includes the bridge, bridge abutments and wing walls, and approach roadway within the bounds of the stone retaining walls flanking the bridge approaches.

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

The boundary encompasses all of the historic elements of the bridge

11. Form Prepared By

name/title Caroline Charlese Scott

organization NJ Historic Preservation Office date June, 2016

street & number 501 East State Street telephone _____

city or town Trenton state New Jersey zip code _____

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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. Response to this request 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.

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National Register of Historic Places Continuation Sheet

Stone Sign Post Road Bridge over Plum Brook
Hunterdon County, NJ

Section number 7 Page 1

Description Narrative

Summary Paragraph

The Stone Sign Post Road Bridge over Plum Brook (Photos 1, 2) is a slightly skewed, 2-panel, single-span, modified Warren half-through (“pony”) truss bridge fabricated and erected in 1903 by John W. Scott of Flemington, Hunterdon County. A distinctive feature of this bridge is the floor beam supported entirely by the lower truss chord.

Location and Setting

Stone Sign Post Road is an approximately 1.3 mile long, paved, but lightly traveled, rural road traversing a generally flat, formerly agricultural portion of eastern Delaware Township in Hunterdon County. It crosses Plum Brook in a generally east-west direction. Stone Sign Post Road, beginning at an intersection with the east-west running Locktown-Flemington Road, travels north approximately 2,300 feet, turns 90 degrees to the east, and continues another 4,700 feet to an intersection with the north-south running Croton Road (County Route 579). The bridge is located mid-way between the ends of Stone Sign Post Road at a point where the road bends slightly as it crosses Plum Brook. Wooded areas, small agricultural fields, agricultural outbuildings, and a mixture of 19th and 20th century houses line Stone Sign Post Road.

Description

The length of the bridge is 26 feet and the width of the road is 14 feet 6 inches. Random fieldstone masonry abutments, with small wing walls, carry the bridge approximately 6 feet 6 inches above the streambed. (Photos 3, 4, 5) The bottom four feet of the west abutment has been encased in concrete and the remaining exposed stone displays evidence of having been reconstructed. (Photo 2) The east abutment is unaltered. The bridge bearings are sliding plates. Each truss has two panels and most connections are riveted. (Photos 2, 6) A single I section floor beam is supported only by the lower chord using a U-bolt and pin at the center panel point of the lower chord. (Photo 7) A distinctive feature of the bridge is the loop forged eye rod that extends from the lower chord pin (Photo 7) vertically to the top truss chord and is secured by a ball finial. (Photo 8) This non-load bearing member does not provide the upper chord bracing that is typically provided by the vertical members of a pony truss bridge. Riveted angles and plates form the box shaped upper chord. A continuous cover plate is affixed to the upper chord and is bent to follow the incline of the end posts. (Photo 9) Gusset plates are used to secure the diagonals at the lower and upper chord panel points. (Photo 6) The vertical rod at the center of each bridge truss is a 1947 modification of an original design feature. Until recently, a cast iron medallion was affixed to the upper chord cover plate at the center of each truss. Currently, the north truss medallion is gone (Photo 8) and the south truss medallion is present but cracked. (Photo 10) The medallion identifies the bridge committee of the Hunterdon County Freeholders and the 1903 date of construction:

Committee,
J. M. Dilts, H. Laux,
P .B. Goodfellow
J. Calla, B. Blackwell
J.H. Bozer, Director

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Stone Sign Post Road Bridge over Plum Brook
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The bridge retains its original lattice railings. Thin flat bars arranged in a diagonal lattice pattern with a cast circular modillion at the intersection are riveted to an upper and lower angle to form the railings. (Photos 1, 9) A welded steel outrigger at the center of each truss provides enhanced upper chord bracing. This member, added circa 1960, consists of a small I section extending horizontally from the end of the floor beam welded to an angle section that extends diagonally to the upper chord. (Photo 5) The single centered floor beam has been replaced in-kind, but with a heavier I beam section, and the plank deck replaced by a metal deck with an overlay of asphalt pavement. (Photos 5, 6) The bridge is painted green.

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Stone Sign Post Road Bridge over Plum Brook
Hunterdon County, NJ

Section number 8 Page 1

Significance Statement

Summary Paragraph

The Stone Sign Post Road Bridge over Plum Creek is significant at the local level under National Register of Historic Places Criterion C in the area of engineering. The bridge meets the registration requirements established by the Multiple Property Documentation Form (MPDF) for the Bridges of Delaware Township, Hunterdon County, as a well preserved and largely unaltered example of a small metal truss bridge fabricated and constructed by a prominent Hunterdon County bridge builder. This bridge was fabricated by the John W. Scott Foundry of Flemington, New Jersey, a local company responsible to constructing and repairing truss bridges throughout Hunterdon and parts of Somerset County during the last decade of the 19th and first two decades of the 20th century. The Stone Sign Post Road Bridge is an example of a modified (or hybrid) Warren truss bridge fabricated and constructed by a local entrepreneurial craftsman before county engineers established specific bridge building specifications or professional engineers dominated metal truss bridge design.

Hunterdon County Roads And Bridges

There were several early roads of significance in Delaware Township. The Easton-Trenton Turnpike, although it bears the name turnpike, was a highway that provided access to two large agricultural product markets: Easton, Pennsylvania and Trenton, New Jersey. In Hunterdon County, this road began in Ringoes in East Amwell, meandered through Croton, Quakertown, and Pittstown on the way north. This is the current County Route 579, intersecting the east end of Stone Sign Post Road and delineating a section of the eastern border that Delaware Township shares with Raritan Township.

In 1785, Flemington was chosen to be the county seat, and throughout the 19th century was the principal agricultural market in Hunterdon County.¹ Consequently, a second major road through Delaware Township led from Flemington to a Delaware River crossing at Prallsville. This ten-mile long road, passing through Sergeantsville, terminated at "Reading Landing" (now Stockton) where a ferry connected New Jersey with Pennsylvania. This is the current County Route 523 and is located south of Stone Sign Post Road. Although Stone Sign Post Road was not constructed until after 1885, numerous rural roads linked farms and villages in the vicinity. Croton was connected to Locktown, to the west, by a rural road, the current Flemington Locktown Road, located south of today's Stone Sign Post Road. A parallel rural roadway to the north, the current Boars Head Road, also linked Croton and Locktown and Whiskey Lane, to the west of Plum Brook, ran north-south. Between the north-south roads Whiskey Lane, to the west, and Route 579, to the east, was a meandering farm road that linked Boarshead Road and the Flemington-Locktown Road. (Figures 1, 2)

The map of Delaware, Stockton, and Sergeantsville in the 1873 Beers, Comstock, and Cline Atlas of Hunterdon County does not delineate Stone Sign Post Road as it is aligned today. In 1873, what is today Stone Sign Post Road originated at Locktown-Flemington Road and continued north to Boarshead Road, a short east-west running road. At some point in 1885, an east-west segment of road between Croton Road (today County Route 579) and the original north-south running Stone Sign Post Road was constructed.² This segment of road

¹ Gordon, 1973, p. 142.

² Hunterdon County Road Return H5-319, 1885

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Stone Sign Post Road Bridge over Plum Brook
Hunterdon County, NJ

Section number 8 Page 2

required the construction of a bridge to cross Plum Brook. Eventually, the northern half of the original road was abandoned and the current alignment of Stone Sign Post Road was established. (Site Map, Figure 3)

The 1861 and 1873 maps also shows that, although numerous farms and residences lined all of the above described roads, the area in the immediate vicinity of Stone Sign Post Road Bridge and Plum Brook was relatively unoccupied until after the construction of the crossing of Plum Brook. Thereafter, maps and census returns indicate that approximately 8 to 10 farms occupied the area.

Warren Truss

The Warren Truss was patented in 1848 by British engineers James Warren and Willoughby Monzani.³ In a Warren truss, the diagonal members carry both tensile and compressive forces. The straightforward design used equally-sized members and was best suited for rigid [riveted] connections. After the adoption of riveted field connections, the Warren Truss patent was used almost exclusively. At the time of the New Jersey Historic Bridge Survey in 1991, there were over 77 Warren Truss bridges in New Jersey which comprised 40% of the metal truss spans and all of these standard Warren Truss bridges used riveted connections.

In the last quarter of the 19th century, truss bridge designs were inclined toward uniformity and standardization. Despite the late-19th century rise of bridge building companies and their eventual consolidation into large manufacturing and erecting companies such as Andrew Carnegie's American Bridge Company, Hunterdon County's truss bridge inventory includes a number of locally produced and fabricated bridges. Initially, the Lambertville Iron Works was the most recognized Hunterdon County iron truss bridge builder. Subsequently, John W. Scott, a Hunterdon County resident who maintained a foundry and machine shop in Flemington, became Hunterdon County's most recognized local metal truss bridge builder

John W. Scott

John W Scott, born December 23, 1863, descended from the Scott family residing in the Quakertown section of Franklin Township, Hunterdon County.⁴ John Scott's mechanical aptitude was noted in May of 1885 when the Hunterdon Republican newspaper reported "John W. Scott, a young genius in his own way is now playing adopted son to Vulcan, having picked up the art of pounding iron along with other mechanical work. He has a wind wheel some 14 feet in diameter, all of his own construction, nearly ready to give to the breeze."⁵

Within 4 years, Scott had been awarded a bridge building contract for a bridge at Pittstown, price \$435.⁶ During the fall of 1890 and the winter of 1891, Scott and his crew worked to complete an iron bridge in Milford.⁷

³ A.G. Lichtenstein, *New Jersey Historic Bridge Survey, 1992*, p. 61.

⁴ "John W. Scott," Find-A-Grave, Locust Grove Cemetery, Hunterdon County, N.J."; Mary C. Vail *History of Land Titles in the Vicinity of Quakertown, New Jersey*, pp. 13-15.

⁵ Hunterdon Republican, May 6, 1885

⁶ Hunterdon Republican, September 18, 1889

⁷ Hunterdon Republican, October 22, 1890, January 7, 1891

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Stone Sign Post Road Bridge over Plum Brook
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Scott received a contract in August of 1893 for a 60 foot long iron bridge over the Rockaway River near Whitehouse, cost \$669.⁸ Floods during the spring of 1896 brought Scott and local carriage maker George Snyder work replacing a number of bridges across Musconnetcong Creek.⁹ During this time period, Scott operated a foundry and machine shop in the Quakertown section of Franklin Township, Hunterdon County.

By 1896, John W. Scott was described as “the well-known bridge builder and contractor” and his success resulted in preparations for relocating his foundry and machine shop to Flemington near the tracks of the Lehigh Valley Railroad.¹⁰ That year, Scott constructed an iron bridge across Copper Creek south of Frenchtown and an iron bridge at Riverside in Readington.¹¹ As with many of the early iron bridge building projects, a separate contractor built the masonry abutments and Scott fabricated and erected the iron structure. The Hunterdon Republican often described him as “our bridge builder”¹² and later noted “He is a good mechanic and always has plenty of work.”¹³ Scott was likewise “quite busy” during 1897 and employed about 20 men.¹⁴ Scott also undertook other types of construction, such as the contract to move a building in Flemington.¹⁵

Scott did not begin the site preparation for his Flemington foundry and machine shop until 1897, described as a 60 by 100 foot building.¹⁶ While building his foundry, Scott also completed an iron bridge over the Alexauken Creek in Delaware Township and a small wrought iron bridge on the road from Mount Pleasant to Little York.¹⁷

On November 1, 1898 the foundry was “aglow with electric lights” and the newspaper reported that the “current was generated by a dynamo constructed by Mr. Scott. The light was steady and brilliant, which evidenced the mechanical and electrical perfectness of the machine.” “Mr. Scott is a genius” concluded the newspaper.¹⁸ Scott’s foundry, located on Hopewell Avenue adjacent to the Flemington Branch of the Lehigh Valley Railroad, manufactured “iron castings” and reportedly employed 5 men in 1901 and 12 men in the years 1907 through 1918.¹⁹

His bridge building included a bridge over the Rockaway River between Readington and Tewksbury in 1899, a bridge in East Amwell in 1901, a bridge at Woodfern in 1902, and the abutments, wing walls and piers for 2

⁸ Hunterdon Republican, August 30, 1893

⁹ Hunterdon Republican, May 27, 1896

¹⁰ Hunterdon Republican, July 22, 1896

¹¹ Hunterdon Republican, August 12, 1896, August 19, 1896, September 23, 1896

¹² Hunterdon Republican, August 19, 1896, December 9, 1896, January 13, 1897

¹³ Hunterdon Republican, December 9, 1896

¹⁴ Hunterdon Republican, January 13, 1897, March 10, 1897, March 24, 1897, July 28, 1897

¹⁵ Ibid.

¹⁶ Hunterdon Republican, September 22, 1897

¹⁷ Hunterdon Republican, August 25, 1897, November 17, 1897, July 13, 1898

¹⁸ Hunterdon Republican, November 2, 1898

¹⁹ Pecks Ferry Bridge, National Register of Historic Places Nomination; *The Industrial Directory of New Jersey*, 1901, 1906, 1909, 1912, 1915, 1918.

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Stone Sign Post Road Bridge over Plum Brook
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other bridges also in 1902.²⁰ The following year the Engineering News reported that Scott had been awarded a contract for “reconstructing” four 175 foot long bridge spans across the Delaware River between Point Pleasant, Pennsylvania and Byram in Hunterdon County.²¹ Newspaper reports of Scott’s bridge building appeared in 1903, 1904, and 1908.²² In 1908, Scott was awarded a contract to build a sixty-two foot long wrought iron bridge over Neshanic Creek between Ringoes and Wertsville.²³ John W. Scott was able to establish and maintain his bridge building business despite the presence of numerous competitors. In the years between 1880 and 1903, Hunterdon County also awarded bridge building contracts to American Bridge Company, Canton Bridge Company, Cleveland Bridge Company, Dean and Westbrook, Dover Boiler Works (NJ), Groton Bridge Company, Horsehead (NY) Bridge Company, I. P. Bartley (NJ), King Iron Bridge Company, Lane Bridge Company, Milliken Brothers Company, Smith Bridge Company of Toledo, Tippet and Wood (NJ) Vulcan Road Machine Company (WV), and Wrought Iron Bridge Company. The Wrought Iron Bridge Company received at least 9 contracts between 1893 and 1900.

Although Scott continued to bid on bridges in Hunterdon County, competitors were selected in at least three cases in the years between 1909 and 1915.²⁴ Increasingly, Scott faced competition from bridge builders from Dover and Trenton, New Jersey and national bridge building contractors. Scott was unsuccessful in bidding on bridge building contracts in 1912, 1913, 1915, and 1916.²⁵ By 1916, Hunterdon County was beginning to award contracts for concrete bridges and, although Scott’s experience was with iron bridges, he bid, unsuccessfully, on at least one concrete bridge in 1916.²⁶ Scott continued to obtain work repairing bridges, for example repairing the Green Sergeant covered bridge during 1932,²⁷ but the presence of national bridge builders and the increasing use of concrete appear to have diminished his success in receiving contracts for the construction of new bridges.

John W. Scott continued to operate his machine shop and foundry through the 1920s and 1930s, however, at some time after 1921, he relocated to 54 East Main Street. The 1938 edition of the Sanborn Fire Insurance Map shows a machine shop and house at this location. In January of 1940, Scott suffered a stroke and paralysis, was treated at the private hospital of Flemington physician Dr. William E. McCorkle, and died on May 17, 1940.²⁸ He is buried in the Locust Grove Cemetery, Quakertown, Franklin Township, Hunterdon County.²⁹ Having remained single, Scott had apparently devoted his life to his foundry, machine shop, and bridge building, with iron bridges scattered throughout Hunterdon and Somerset counties as his legacy.

²⁰ Hunterdon Republican, June 21, 1899; Trenton Times, October 19, 1901, March 21, 1902, June 27, 1902, September 12, 1902

²¹ Engineering News, L, No. 27, December 31, 1903, page 386.

²² Trenton Evening Times, May 8, 1903, page 2, January 29, 1904, September 11, 1908

²³ Trenton Times, September 11, 1908, page 5.

²⁴ Trenton Times, October 24, 1913; April 21, 1916, page 5

²⁵ Ibid.

²⁶ Trenton Times, July 7, 1916

²⁷ Russel Roberts, *Rediscover the Hidden New Jersey*

²⁸ Hunterdon Republican, May 22, 1940

²⁹ “John W. Scott,” Find-A-Grave Locust Grove Cemetery, Hunterdon County, N.J.”

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Stone Sign Post Road Bridge over Plum Brook
Hunterdon County, NJ

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Criterion C Significance

The Stone Sign Post Road Bridge over Plum Brook meets the registration requirements established by the Multiple Property Documentation Form (MPDF) for the metal truss bridges of Delaware Township. The bridge was constructed within the period of significance, retains the appearance of and fully functions as a truss bridge, is an exceptionally complete example of its type, and retains its original truss members, pin connections, and decorative features. The truss members are structural and not merely decorative, the abutments and wing walls are original, and neither the width nor height of the bridge has been altered. Additionally the bridge embodies a distinct modification of the traditional Warren truss.

John W. Scott fabricated and erected both the Stone Sign Post Road Bridge and the nearby New Jersey and National Register listed Locktown-Flemington Road Bridge over Plum Brook, known as the “Peck’s Ferry Bridge.” As noted in the Peck’s Ferry Bridge nomination, Delaware Township’s surviving metal truss bridges are “an embodiment of the development of industrial techniques to solve transportation challenges in rural area, where roads were used by farmers and local craftsmen to transport their goods to market.”³⁰ The surviving metal truss bridges also reveal the transition from local foundries and fabricators, such as the Lambertville Iron Works and the John W. Scott Foundry, to the national bridge building companies as well as the tension between those who pursued bridge building through “hands-on experience and apprenticeship” [such as local bridge builder Scott] and those who relied upon “academic training using the scientific method and textbook procedures.”³¹

Both the Stone Sign Post Road Bridge and the Peck’s Ferry Bridge exhibit a distinctive feature, the floor beam supported only by the lower chord, that results in a modified or hybrid version of the Warren truss system and is considered to be historically and technologically significant. Scott’s Delaware Township pony-truss bridges represent the end of the era, before the rise of professional county engineers.³² The surviving metal truss bridges also reveal the transition from local foundries and fabricators, such as the Lambertville Iron Works and the John W. Scott Foundry and Machine Shop, to the national bridge building companies as well as tension between those who pursued bridge building through “hands-on experience and apprenticeship” and those who relied upon “academic training using the scientific method and textbook procedures.”³³

³⁰ Goodspeed, Marfy. “Peck’s Ferry Bridge,” National Register of Historic Places Nomination. March 1999.

³¹ Ibid.

³² Lichtenstein, Survey Forms Hunterdon County Bridges 100D390 and 100D388.

³³ Ibid.

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Stone Sign Post Road Bridge over Plum Brook
Hunterdon County, NJ

Section number 9 Page 1

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Maps and Atlases

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- Cornell, Samuel C. *Map of Hunterdon County, New Jersey*. S. C. Cornell and Lloyd Vanderveer, Philadelphia, 1851.

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- Hunterdon Gazette*. Flemington, NJ.
- Hunterdon County Democrat*. Flemington, NJ.
- Hunterdon Republican*. Flemington, NJ.
- Philadelphia Inquirer*. Philadelphia, PA.
- Trenton Evening Times*. Trenton, NJ.

Public Documents

- Goodspeed, Marfy. "Peck's Ferry Bridge." National Register of Historic Places Nomination. March 1999.
Copy at New Jersey Historic Preservation Office, Trenton, NJ.
- Hunterdon County Road Returns. Hunterdon County Hall of Records, Flemington, NJ.
- Lichtenstein, A. G. and Associates Inc. *New Jersey Historic Bridge Survey*. 1992. New Jersey Department of Transportation, 1992. Copy at New Jersey Historic Preservation Office, Trenton, NJ and at http://www.state.nj.us/transportation/works/environment/pdf/Survey_Doc.pdf

Internet Resources

- Goodspeed, Marfy. "Goodspeed Histories," <http://goodspeedhistories.com>.

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National Register of Historic Places Continuation Sheet

Stone Sign Post Road Bridge over Plum Brook
Hunterdon County, NJ

Section number photos Page 1

Photo List

Name of Property: Stone Sign Post Road Bridge

City or Vicinity: Delaware Township

County: Hunterdon

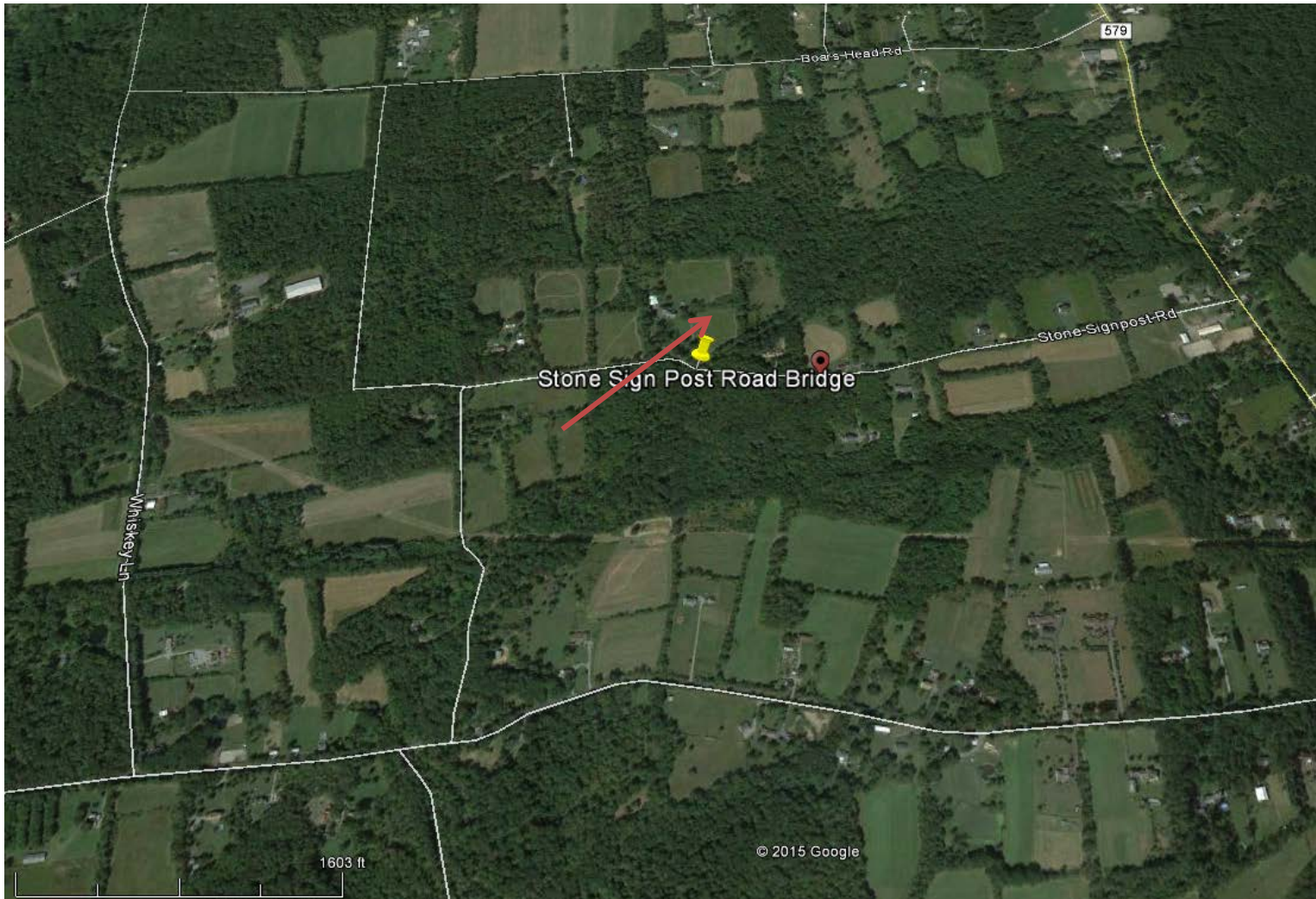
State: New Jersey

Photographer: Wm. Roger Clark

Date Photographed: April 28, 2015

Description of Photograph(s) and number:

- 1 of 10 Stone Sign Post Road Bridge, looking east
- 2 of 10 Stone Sign Post Road Bridge, south truss, looking north
- 3 of 10 Stone Sign Post Road Bridge, west abutment,
- 4 of 10 Stone Sign Post Road Bridge, west end, roadway stone retaining wall
- 5 of 10 Stone Sign Post Road Bridge, east abutment and stone roadway retaining wall
- 6 of 10 Stone Sign Post Road Bridge, riveted gusset plate, floor beam, welded outrigger
- 7 of 10 Stone Sign Post Road Bridge, lower chord floor beam connection
- 8 of 10 Stone Sign Post Road Bridge, ball finial on upper chord, north side truss
- 9 of 10 Stone Sign Post Road Bridge, truss inclined end post, lattice railing and end post with finial
- 10 of 10 Stone Sign Post Road Bridge, south truss, ball finial and damaged builder's plate



Stone Sign Post Road Bridge over Plum Brook
Stone Sign Post Road, Delaware Township, Hunterdon County, NJ

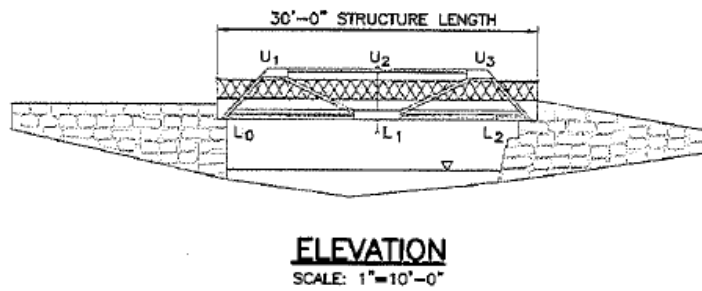
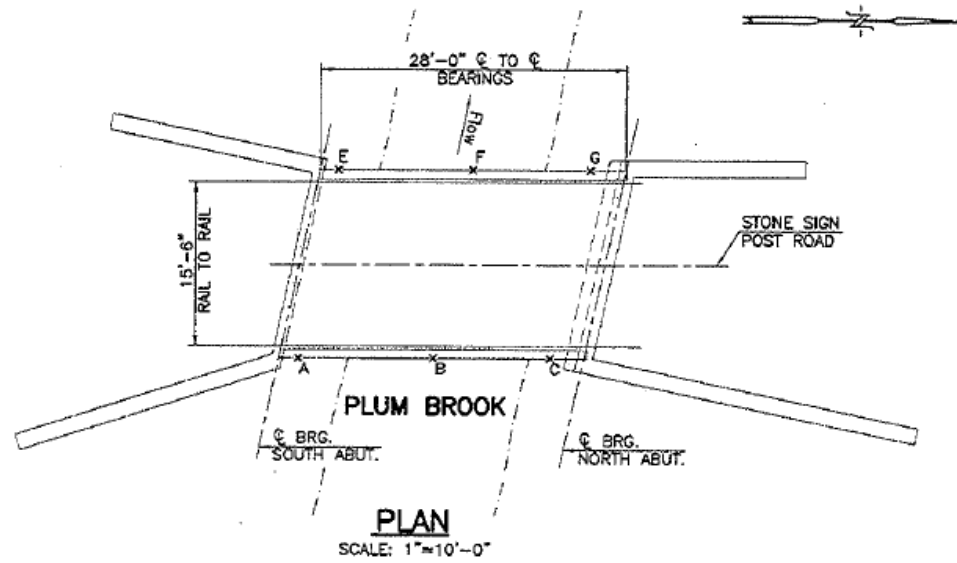
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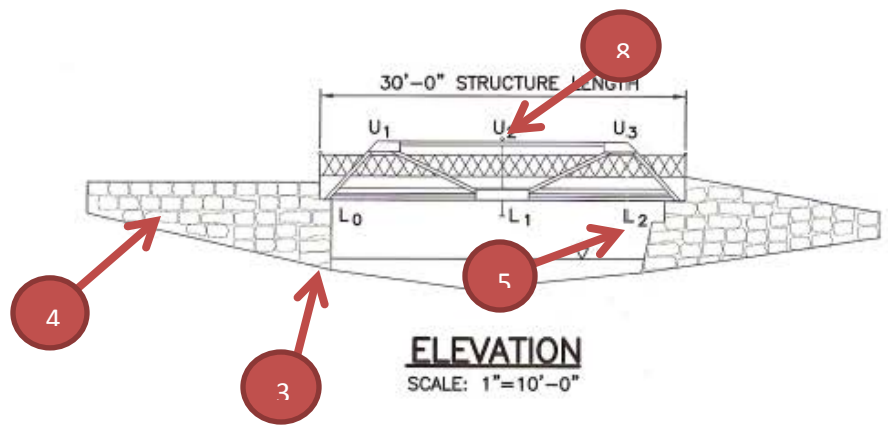
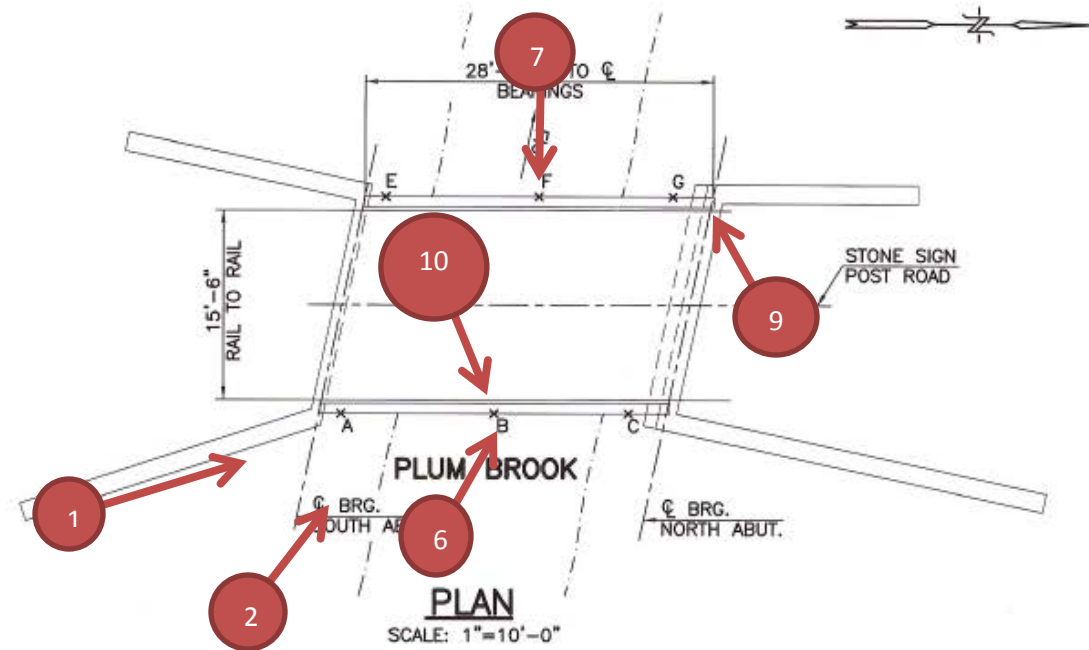
Stone Sign Post Road Bridge over Plum Brook
Stone Sign Post Road, Delaware Township, Hunterdon County, NJ

STRUCTURE NO. 100D390 (D-390)	DATE OF DISP. 05/04/07
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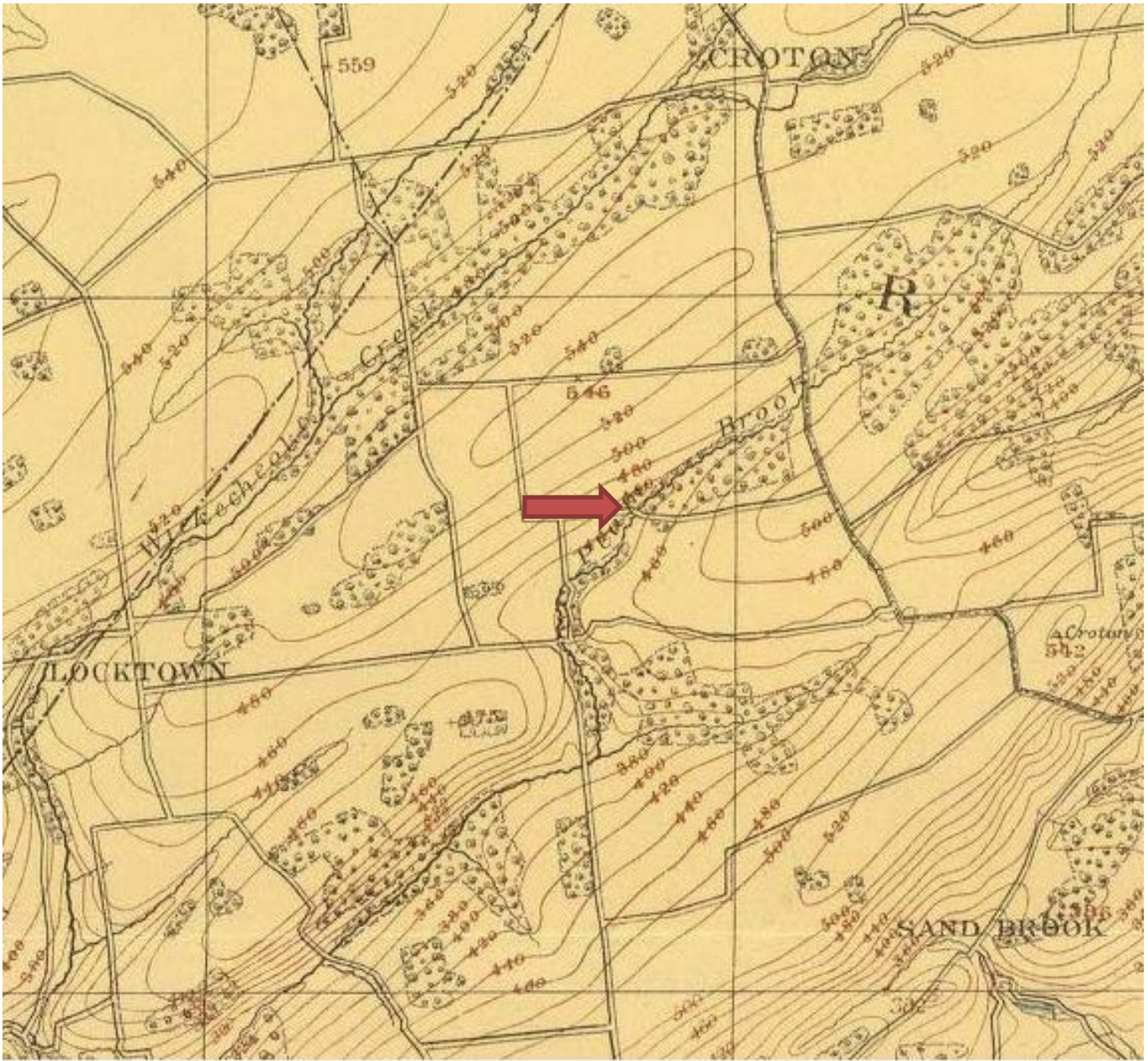
HUNTERDON COUNTY
STONE SIGN POST ROAD OVER PLUM BROOK DELAWARE TOWNSHIP
GENERAL PLAN AND ELEVATION
CHERRY, WEBER & ASSOCIATES, P.C. PHILIPSBURG, NJ

Elevation Plan View
 Stone Sign Post Road Bridge
 Stone Sign Post Road, Delaware Township, Hunterdon County, NJ



HUNTERDON COUNTY
STONE SIGN POST ROAD OVER PLUM BROOK DELAWARE TOWNSHIP
GENERAL PLAN AND ELEVATION
CHERRY, WEBER & ASSOCIATES, P.C. PHILLIPSBURG, NJ

Site Plan with Photo Locations
Stone Sign Post Road Bridge
Stone Sign Post Road, Delaware Township, Hunterdon County, NJ



Stone Sign Post Road Bridge over Plum Brook

Stone Sign Post Road, Delaware Township, Hunterdon County, NJ

Historic Map - 1888





















UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Stone Sign Post Road Bridge over Plum Brook

MULTIPLE NAME: Bridges of Delaware Township, Hunterdon County, New Jersey M
PS

STATE & COUNTY: NEW JERSEY, Hunterdon

DATE RECEIVED: 8/19/16 DATE OF PENDING LIST: 9/19/16
DATE OF 16TH DAY: 10/04/16 DATE OF 45TH DAY: 10/04/16
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 16000692

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 10/4/16 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA C
REVIEWER [Signature] DISCIPLINE [Signature]
TELEPHONE _____ DATE 10/4/16

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Project # 16-0611
HPO-H2016-017

RECEIVED 2280

AUG 19 2016

Nat. Register of Historic Places
National Park Service
BOB MARTIN
Commissioner

State of New Jersey

MAIL CODE 501-04B

DEPARTMENT OF ENVIRONMENTAL PROTECTION

NATURAL & HISTORIC RESOURCES

HISTORIC PRESERVATION OFFICE

P.O. Box 420

Trenton, NJ 08625-0420

TEL. (609) 984-0176 FAX (609) 984-0578

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

August 3, 2016

Paul Loether, Chief
National Register of Historic Places
National Park Service
1201 I (Eye) Street, NW
Washington, D.C. 20005

Dear Mr. Loether:

The enclosed disk contains the true and correct copy of the nomination for the Stone Sign Post Road Bridge over Plum Brook, Township of Delaware, Hunterdon County, New Jersey, and meets the registration requirements described under the Multiple Property Documentation for the Historic Bridges of Delaware Township.

This nomination has received unanimous approval from the New Jersey State Review Board for Historic Sites. All procedures were followed in accordance with regulations published in the Federal Register.

Should you want any further information concerning this application, please feel free to contact Katherine J. Marcopul, Acting Administrator, New Jersey Historic Preservation Office, Mail code 501-04B, P.O. Box 420, Trenton, New Jersey 08625-0420, or call her at (609) 984-5816.

Sincerely,

Rich Boornazian
Deputy State Historic
Preservation Officer