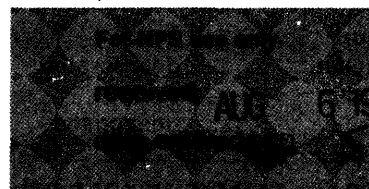


United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form



See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

1. Name

historic Cary Station

and/or common

2. Location

street & number 239 Emmans Road N/A not for publication

city, town Ledgewood \_\_\_\_\_ vicinity of \_\_\_\_\_ congressional district \_\_\_\_\_

state New Jersey code 034 county Morris code 027

3. Classification

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input checked="" type="checkbox"/> private residence
<input checked="" type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	N/A	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Mr. & Mrs. Phillip Meade; Ms. Barbara Blackburn

street & number 239 Emmans Road

city, town Flanders 07836 \_\_\_\_\_ vicinity of \_\_\_\_\_ state New Jersey

5. Location of Legal Description

courthouse, registry of deeds, etc. Morris County Court House

street & number Hall of Records, Court Street

city, town Morristown \_\_\_\_\_ state New Jersey

6. Representation in Existing Surveys

title New Jersey Sites Inventory  
Morris County #26954 has this property been determined eligible?  yes  no

date 1977 \_\_\_\_\_ federal  state \_\_\_\_\_ county \_\_\_\_\_ local

depository for survey records Office of New Jersey Heritage, CN-402

city, town Trenton \_\_\_\_\_ state New Jersey 08625

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## 7. Description

---

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved    date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

---

**Describe the present and original (if known) physical appearance**  
DESCRIPTION

Cary Station is currently a 3.12 acre site containing the Cary Estate House, a pond, part of Drake's Brook, the remains of a stone cider house, and the site of the Cary Station Railroad depot. The estate house, the only dwelling standing at Cary Station spans over 200 years of Cary family history in Roxbury Township. It was built in three sections late 18th century, 1800, and 1852-1868. It was under the ownership of William S. Cary (1822-1902) that the Victorian architectural influence visual today came about as well as the 3rd addition and its real historical significance as Cary Station.

The house was built by Lewis Cary, born 1742 at Stone House Farm (National Register). The original section of the dwelling was a simple square shaped 2 story clapboard farm house 2 rooms deep with a side hall to the left. A primitive Cherry Banister was removed, but retained during the subsequent additions. The interior features original 18th century moldings, 12" wide pine floor boards, and 2 fireplaces. The fireplaces retain original cabinetry, moldings, as well as being brick lined and tiled with clay. The walls are plaster and handsplit lathe. The foundation is made of fieldstone with a sand and lime bonding. The basement in this section has bark covered logs as ceiling beams and floor supports, as well as an early smoke chamber. This primitive chamber is located below the base of the first floor fireplace; it is made of fieldstone, bark covered timbers, and retains original hooks for securing food to be smoked and preserved. The roof is slate with no boards underneath.

The second addition to the house was added around 1800. By 1800 Lewis Cary had 14 living children 23 yrs. to 1 yr. of age. His last child was born in 1801. Obviously needing more room, the second 2 story addition of 4 rooms was added to the left of the original hallway. This addition features plaster and lathe walls and fieldstone foundation. A false fireplace made of slate to simulate marble was added later during William's ownership. The floors are 12" pine floor boards with the exception of one room in chestnut. The roof is slate with no boards underneath.

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The third section added to the house was done somewhere between 1852-1865 under the ownership of William S. Cary (1822-1902), grandson of Lewis. The Victorian influence is seen by the addition of a porch running the full width on the front of the house. The windows were changed to 2 over 2, the roof raised, and attic windows were placed in the eaves. Exterior trim and moldings were added in the Victorian manner of ornamentation to the roof and the porch. The addition of a back 3rd section to the house and the overall change in appearance from a simple clapboard farm house to the more formal Victorian style reflects the wealth and prominence of the family during this period. It was at this time that the property was being referred to by the Cary family as the "estate house". The roof on this addition is also of slate, but differs in that it has roof boards underneath it. This addition provided an interior entrance to the original basement and another staircase to the second story. It also provided a kitchen which featured the large iron cookstoves and an additional bedroom on the second story.

Outbuildings

No original outbuildings remain on the property. It is through Lewis Cary's inventory, Cary family memorabilia, and interviews with elderly residents of the area, that we can re-create a visual picture of Cary Station. The physical landmarks - the brook, pond, and the railroad track - are permanent areas which add to the re-creation of the total site.

The inventory of goods and chattels taken on October 13, 1817 of Lewis Cary's estate describe the farm as it looked in 1817. There were two barns, one was located to the left rear of the main house and one to the right of the main house diagonally across Emmans Road. It sat alongside of Drakes Brook and is described by those who remember it as a fine example of a Pennsylvania style Bank Barn. It was demolished in 1970. A blacksmith shop was located to the left rear side of the main dwelling and existing barn. Its site is marked by the base for the anvil and is now covered

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over by the growth of the present woodland. A "Windmill with the apparatus" sat alongside the brook and was used to power water to the outbuildings and dwelling. The stone foundation remains of a Cider House noted in the inventory can be seen alongside the brook. Elderly residents recall a waterwheel on the then (1900) dilapidated site of the Cider House.

The Cary Station Depot was built during the Post-Civil War period when William S. Cary became involved with the railroad and his mining operation. It was located on his farm alongside the railroad tracks near the sharp bend of Emmans Road. It was a small 10' x 24' wood frame building and contained a wooden bench to sit on. The platform was small and it had no agent. A red flag kept inside would be placed on the outside to signal the engineer to stop. A Morris County Traction map dated Feb. 4, 1909 shows its exact location. The building stood at this space until 1928, when Mr. Cleveland Anderson of Flanders dismantled it and used the wood to build a small garage behind his gas station (now Joe's Pizzeria) in Kenvil, N.J..

Today, Cary Station remains a pristine site. One sees the aging railroad track, the flowing brook, a tranquil pond, and the gracious estate house on manicured grounds. The total atmosphere is best illustrated by Larry Lowenthal in his description of Cary Station from his book Iron Mine Railroads of Northern New Jersey:

"Cary's was little more than a flag stop at a cross-road, not even a Village. Here the rural essence of the High Bridge Branch seems purest. It is easy to imagine a country boy going home along the dirt roads on a November evening. He passes cut-over fields, an amazing variety of austere brown tones, yet somehow self-contained and satisfied. They have the spicy dry autumnal scent of ripeness and frost. Already cool damp air, with all refreshing crispness of the north, is beginning to slide down the hillside that looms nearby and settle in the valley. The first shadowy mists are rising over Drakes Brook.

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Sound travels far in the valley and he hears the evening train a long distance away. The warning whistles at crossings, ever closer, mark its approach. The raw power that makes the ground throb beneath his feet stirs an instinctive excitement in his veins even before he sees the amber headlamp probe the twilight. His imagination is kindled by the receding clicking of the rails as the train heads away down the valley".

# 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input checked="" type="checkbox"/> agriculture	<input checked="" type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

**Specific dates** 1769-78; 1870-1902      **Builder/Architect** Lewis Cary

**Statement of Significance (in one paragraph)**

SIGNIFICANCE

Cary Estate is one of the finest examples of early vernacular Victorian architecture in rural Roxbury Township. The scale, architectural detailing, and high degree of integrity establish it as one of the areas more important mid 19th century survivals. The main house incorporates an 18th century section which was the home of Lewis Cary, the second generation of settlers in the township. A later generation, William S. Cary (1822-1902) played a pivotal role in the subsequent development and naming of Cary Station, when in 1870 he caused the property to be chosen as a stop on the High Bridge Railroad effecting more than fifty years symbiotic relationship between the railroad and the Cary success and prominence as local merchants and entrepreneurs. An early to mid 19th century house, enveloping an 18th century unit, Cary Station chronicles the success of the Cary family for over 200 years.

Although the Cary Estate House in itself is significant, the ultimate Historical value rests in its unique relationship to the High Bridge railroad. The intense railroad fever of the Post-Civil War period captured the imagination and financial interest of farmers as well as businessmen. It was under the ownership of William S. Cary (1822-1902), farmer, surveyor, master of Chancery, and businessman that Cary Station grew into a viable economic outlet. Not only did William become an incorporator of the Flanders and German Valley Railroad, but he also took advantage of the presence of the Longwood Valley Railroad, later called the High Bridge Branch of the Central Railroad. Once the railroad had a line through his farm, he developed (1870-1909) a lucrative sand pit mining operation also located on his land. William directed the whole mining and shipping process. Through his leadership and business

# 9. Major Bibliographical References

See Continuation Sheet

# 10. Geographical Data

Acreege of nominated property ± 3.12 acres

Quadrangle name Chester

Quadrangle scale 1:24000

UMT References

A 

1	8	5	2	6	1	0	0	4	5	2	2	7	0	0
Zone	Easting				Northing									

B 

Zone	Easting				Northing									

C 

Zone	Easting				Northing									

D 

Zone	Easting				Northing									

E 

Zone	Easting				Northing									

F 

Zone	Easting				Northing									

G 

Zone	Easting				Northing									

H 

Zone	Easting				Northing									

Verbal boundary description and justification

Block 47, Lot 13.1 in Roxbury Township, Morris County

List all states and counties for properties overlapping state or county boundaries N/A

state code county code

state code county code

# 11. Form Prepared By

name/title RuthAnn Seraly, Vice President

organization Roxbury Township Historical Society date August 22, 1983

street & number 210 Emmans Road telephone 201-584-3115

city or town Flanders state New Jersey 07836

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

Deputy State Historic Preservation Officer signature

title Acting Director, Division of Parks & Forestry date 7/9/83

For NPS use only	
I hereby certify that this property is included in the National Register	
	Entered in the National Register date <u>9/5/85</u>
Attest:	date
Chief of Registration	

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acumen he developed a natural resource, utilized a convenient mode of transportation, and turned this into sound economics for himself, his two sons, the community and the county. Cary Station or Cary's Siding as it was also referred to came into being and made its mark in history.

The Cary family history in Roxbury Township spans 208 years beginning with Daniel and Martha Cary in 1742 and ending with the sale of Cary Station in 1950. The Carys are descendants of the Plymouth Pilgrims, John Cary of Duxbury, Massachusetts. Daniel Cary was born March 9, 1716 in Bridgewater, Mass. In 1742, at age 27, he married a distant cousin, Martha Cary. They set out for New Jersey where "he bought a large farm extending from the Black River eastward running up the mountain slope on the Succasunna plains, Morris Co., N.J." They built a stone house in which two sons were born; Lewis Oct 3, 1742 and Abel in 1744. Daniel became a successful farmer setting the course for the Cary family's growth in personal wealth and prominence in the community and in the Presbyterian Church. His son Abel moved on to Greene County Pennsylvania, where he lived and died in 1815. Lewis remained on the paternal farm.

By March of 1779 Lewis Cary was paying taxes on 90 acres and had been married 3 times. He married Jane Aynin in 1769, and they had 3 children. His second wife Ann Logan died in childbirth, and his third wife was Isabel Carson, whom he married in 1776. They had 13 children. Needing a larger home he built the first part of the "estate house" at Cary Station. It was during this period (1778) that the family made their contribution to the revolution. The vacant "stone house" of his father, Daniel, was offered and used as shelter for the overflow of sick soldiers being housed at the Presbyterian church in Succasunna.

We know by tax record of 1803 that Lewis was a successful farmer. He owned 200 acres, a still, sawmill and livestock. His inventory taken on October 13, 1817, after his death, was 5 pages long. It tells a story of wealth and accomplishment. The farm was well equipped with tools, livestock, outbuildings and a windmill. He raised rye,



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wheat, hay, corn, flax, oats, and buckwheat; had a lot of pumpkins and several orchards. The interior boasted of furniture, bedding, and linen. Of the 17 children fathered by Lewis three died early, nine moved out of state, and five remained in New Jersey. It was through his 12th child, Daniel, born 1791 in the "estate house" that the family continued their rise to wealth and prominence.

Daniel witnessed wills, executed inventories and by 1853 owned a great deal of land and 5 houses. In 1821 he served as president of the township committee. He managed the farm, operated the sawmill, surveyed land, and was an elder in the Presbyterian church. In 1821 he married Eliza Wills and their first son William Sayre Cary was born March 28, 1822. Sometime after 1853, and before he wrote his will in 1860, Daniel deeded this farm to his son William S. Cary. It is during William S. Cary's tenure that the property achieved significance.

William married his first wife Phebe Northrup, April 1852, and they remained on the farm. They had three children: Ann Eliza (1853), Lyman Northrup (1856-1929) and Lewis Daniel (1858-1940). William carried on the family tradition. He engaged in farming, settled estates and took up surveying. His surveying work became well known, so much so that he assisted in running the original railroad line from Dover to Hackettstown on the extension from Morristown to Hackettstown. Boxes of his surveys remain today as valuable tools for research.

The "uniqueness" of the property rests in its involvement with the railroad. The High Bridge Branch of the Central Railroad (formerly the Longwood Valley Railroad) had run a line through the William Cary farm. Located to the east of the tracks on this farm were the sand pits from which firesand was mined. The sand pits also contained Kaolin, a white clay used in the manufacturing of china, pottery, plaster moldings, etc... William hauled the sand out by wagons pulled by teams of horses to the little depot. They were loaded on railroad cars and orders were sent to Oxford Iron Company, Oxford, N.J.; Allentown Rolling Mill,

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Allentown, Pa.; Lackawanna Iron and Coal Co., Scranton, Pa., and Lehigh Fire Brick Co., Catasaqua, Pa. to mention a few. His firesand mining operation began in the early 1870's and continued after his death. William Cary and his sons also shipped peaches from their orchards to a New York wholesale commission via the depot. They received goods purchased for the farm and business at the depot. Others also used the depot. Marshel Love, a local ladder maker, shipped ladders from this depot to Newark. Timbers to be used as puddle sticks and huge rocks to be used as breakers at the shore were shipped from Cary Station.

Earlier William Cary was one of the incorporators of the Flanders and German Valley Railroad (March 13, 1866). Although it didn't get beyond the planning stage before the capital ran out, it was a genuine effort by a group of small town men to secure the advantages of a railroad.

William's wife Phebe died in 1865 and he re-married Sarah R. Cramer in 1868. His daughter Anna married Nicolas Hoffmann and they lived in Lebanon, N.J. Lyman Northrup settled in Mandan, North Dakota and became a success in the real estate business. His interest in the railroad is evident as he was the land agent for the Northern Pacific Railroad.

When William died in 1902 he left the "estate house" and farm at Cary Station to his son Lewis Daniel. Lewis had worked with his father until 1879. Around 1879 he journeyed west to investigate sheep farming in the Dakotas and Montana. After three years he returned home and resumed farming, operating the sand pit, and surveying. Around 1909 he contracted out the sand pit mining operation. By 1928 the sand pit operation was discontinued, as the little depot was dismantled. Lewis devoted himself to the surveying and construction of roads. He was assistant to the county engineer and as such in charge of construction of 50 miles of a macadam road in Morris County. Many of his surveys remain. Lewis married Carrie Salmon in 1896. Two daughters died in infancy. It was in 1950 that Cary Station was sold

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out of the family ending over 200 years of Cary family history in Roxbury Township.

William S. Cary and Cary Station represent the peak of the 200 year span. His character and ability followed a strong family tradition begun by his great-grandfather, Daniel, in 1842, and carried on by his grandfather, Lewis, and his father, Daniel. With such a background William S. Cary was able to grow further. The sand pits and the depot at Cary Station were the direct result of William's foresight and ingenuity. The effects were widespread and should be considered the most important and influential period of the Cary family.

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Cary Station  
Chronological List of Owners

1769-1817	Lewis Cary
1817-1852	Daniel Cary
1852-1902	William Sayre Cary
1902-1950	Lewis Daniel Cary
1950-1969	Laura M. Appell
1969 to present	Elmer C. and Ruth M. Chaplin

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REFERENCES

Cary memorabilia: Personal letters, business correspondence, surveys, contracts. Roxbury Township Historical Society.

Cary, Seth, C. John Cary, The Plymouth Pilgrims. Published by Author, Boston, 1911, 274 pgs.

History of Morris County N.J. Embracing Upwards of Two Centuries, 1710-1913, Vol II. Lewis Historical Publishing Company, New York and Chicago, 1914.

Interview with Mrs. Barker, Hackettstown. October 1982

Interview with Ruth C. Chaplin, Cary Station. September 1982; January, February, March, 1983

Interview with Goldy Emmans, Succasunna. October 1982

Interview with Goldy Beam Weller, Ledgewood. September 1982

Inventory of Lewis Cary, 1817. Surrogate's Office, Hall of Records, Morristown, N.J.

Lowenthal, Larry. Iron Mine Railroads of Northern New Jersey. Dover Tri-State Railway Historical Society, 1981. pp. 41, 42

Morris County Survey Map 1853

Morris County Atlases 1868, 1887

Morris County Census Records 1830, 1840, 1850, 1860. Morris County Library, Morristown, N.J.

Munsell, WW; Co. History of Morris County, NJ 1882. Reprinted by Morris County Historical Society, 1969.

Record of Gravestones Historical Memorial. Presbyterian Church Library, Succasunna, New Jersey.

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Roxbury Township Tax Ratables. Morris County Library,  
Morristown, N.J.

Roxbury Township Town Committee Minutes Ledger, 1821-1843  
Municipal Bldg, Eyland Ave, Succasunna, N.J.

Wills of Lewis Cary (1742-1817), Daniel Cary (1791-1864),  
William S. Cary (1822-1902). Surrogate's Office, Hall of  
Records, Morristown, N.J.

40.4  
8.268Ac.  
TOTAL

35

17

3.92A.(S)

16

14.36 Ac.

40.2  
7.55 Ac ± TOTAL  
41.3

15  
1.6 A.

14  
1.6 A.

13.2

13.3

41.5

41.2

41.4

3.12 A (S)

RAILROAD

2.64 A. (S)

12

41  
12.3 A (S)

WATER

41.1

Cary Estate  
Cary Station  
Roxbury Township  
Morris County, NJ

61  
5.01' A.(S) TOTAL

43

ROAD

9.1  
0.974 AC.

43.1

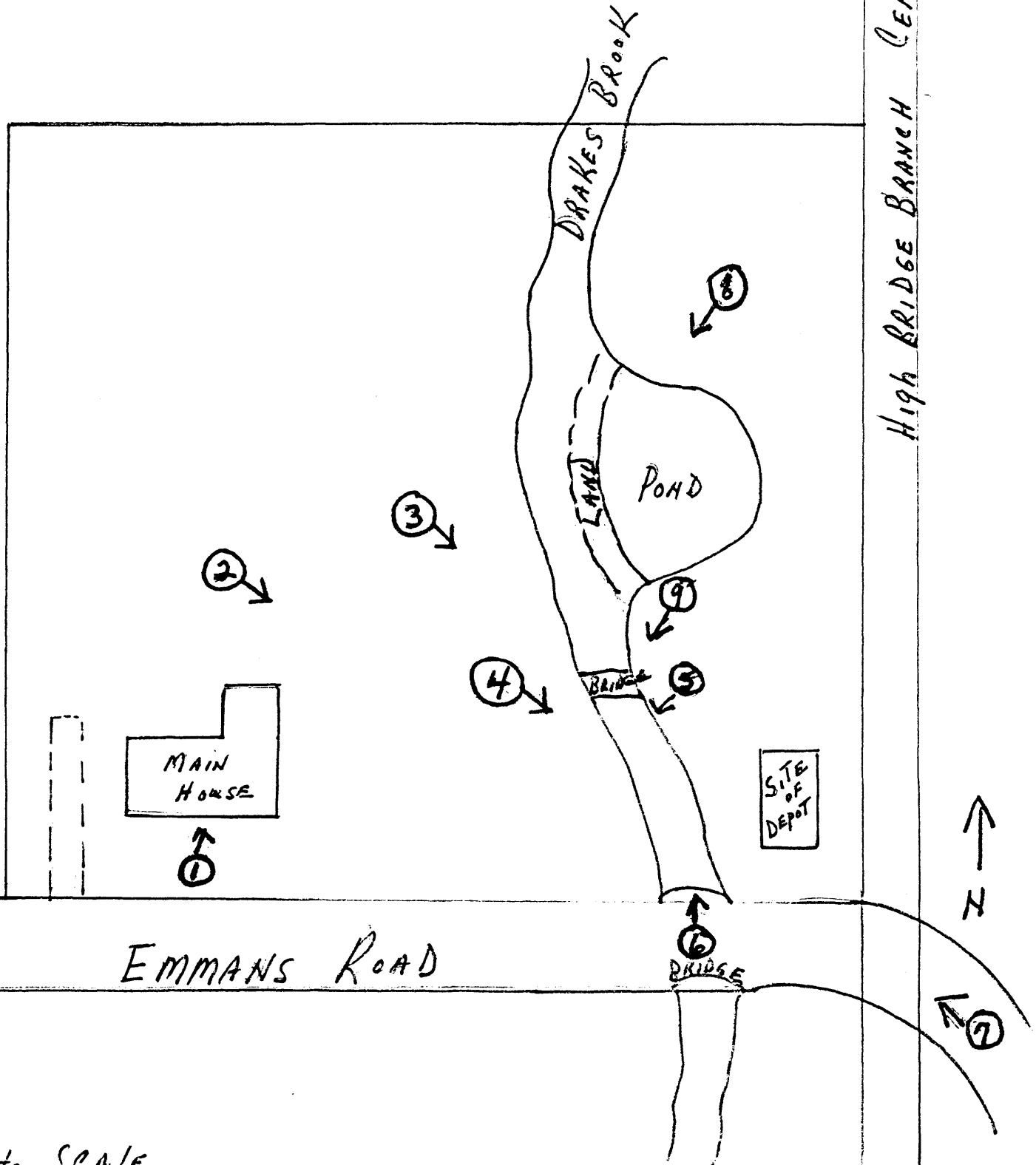
AMERICAN

20' A.T.B.T. CO. EASEMENT

11

# SITE PLAN

Cary Station  
Roxbury Township  
Morris County, New Jersey



\* N.T. to SCALE



CARY STATION

CARY ESTATE HOUSE

FIRST FLOOR PLAN

Roxbury Township  
MORRIS COUNTY, N.J.

