

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**

For HCRS use only  
received **AUG 15 1984**  
date entered **SEP 13 1984**

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

**1. Name**

historic NONE  
and/or common "Bonnie's Bridge"

**2. Location**

street & number 350 Wayland Road N/A not for publication  
city, town Cherry Hill vicinity of \_\_\_\_\_ congressional district \_\_\_\_\_  
state New Jersey code 034 county Camden code 007

**3. Classification**

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

**4. Owner of Property**

name Mr. & Mrs. Patrick Cocchiaraley \*three feet on property of:  
Joseph M. Molinaro  
street & number 350 Wayland Road 340 Wayland Road  
Cherry Hill, New Jersey  
city, town Cherry Hill vicinity of \_\_\_\_\_ state New Jersey 08034

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Register of Deeds, Camden County Courthouse  
street & number Courthouse Square  
city, town Camden state New Jersey

**6. Representation in Existing Surveys**

title Camden County Inventory of Historic Sites has this property been determined eligible?  yes  no  
date Jan. 1981  federal  state  county  local  
depository for survey records Camden County Cultural & Heritage Commission  
city, town Hopkins House, 250 So. Park, Haddon Twp. state New Jersey 08108

## 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" 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

"Bonnie's Bridge", possibly built in the 18th century as a connecting link to the Old Salem Road (1681) and the road to Evesboro (1726), is a masonry arched bridge fourteen feet (14') wide and sixteen feet, nine inches (16'9") long; the brick arch is four feet nine inches (4'9") high and seven feet ten inches (7'10") wide. The structure is quite massive when compared to the small tributary which it bridges. The arch of the bridge is of hand-made bricks so identified by size and composition. The facing bricks forming the perimeter of the arch laid as headers with random stretchers set perpendicular to the perimeter of the arch, as keystones would be set. The stretchers are separated, irregularly, by six to nine courses of headers.

The courses of bricks running through the arch under the road bed are laid level but appear to be parallel to the grade of the stream bed, all of which adds to the primitive appearance of the structure. Impressions in the mortar on the underside of the arch show that the bricks were laid on a wood form during construction. Similar impressions are to be seen in the arched roof cellar which served a building, c. 1716-1719, which preceded the present Pamona Hall (1726-1788) in Camden City.

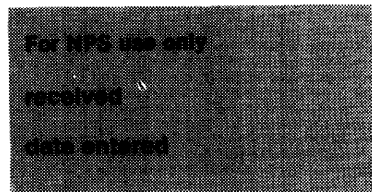
Other materials in the bridge include sandstone or ironstone and a non-native stone. Although imported stone was not generally used in this area until the nineteenth century, there are examples of its use for gravemarkers and milestones in the early eighteenth century. The earliest example of such a milestone, 1723, is in the collection of the Camden County Historical Society.

According to John M. Dickey, F.A.I.A., an analysis which he made of the bridge mortar indicates no portland cement and a relatively large amount of clay. The proportions of lime to sand, he indicates, would be typical of late eighteenth or early nineteenth century work and the variable sand size, as found, would be expected in rural construction. The presence of a timber ground sill should also be noted and indicates a likelihood of a more sophisticated highway construction program rather than a farmer's bridge. Dickey notes that the major evidence for a highway bridge is the length of the brick vault which provides for a cartway nearly thirteen feet (13') wide and the generous

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scale of the barrel vault which would be adequate for severe flooding conditions. Photographs of early bridges on the King's Highway show brick vault structures of similar scale and materials. (Camden County Historical Society, King's Highway File, 1909 photo).

"Bonnie's Bridge" crosses Sawmill Creek approximately 400 feet south of Marlton Pike (Route 70), less than 2000 feet east of Ellisburg Circle and 40 feet north of Wayland Road at #350 Wayland Road, Cherry Hill, N.J. 08034.

The name, "Sawmill Creek" is of recent origin, having been chosen by the developer of the subdivision to add an historic connotation to the local streets. No map has been found which named the stream prior to 1950 and there is no record of a sawmill in the vicinity. The stream rises out of a swamp area north of Marlton Pike and empties into the North Branch of the Cooper River east of Brace Road, where the Old Salem Road crossed the River. The entire course of Sawmill Creek is about 3/4 of a mile. From the swamp to just below "Bonnie's Bridge", Sawmill Creek flows over fairly level ground; after the bridge, the stream has cut a deep ravine from there to the Cooper River, showing its age.

The bridge is reasonably unaltered and only a few repairs have been made to the structure none of which have affected its overall integrity. A portion of one of the four (4) wings collapsed many years ago and was replaced with brick. Presently Mr. Cocchiaraley has replaced individual loose and falling bricks or stones, less than 2% of entire structure. The top courses of stone originally aligning the sides of the cartway, missing since before 1962, have not been replaced.

In 1962 when the Cocchiaraleys purchased the property there was no commercial development along Route 70 in the watershed feeding into Sawmill Creek. Since then both sides of Route 70 have been developed solidly with commercial buildings and blacktop parking lots, except for a 500 foot area of brushwood through which Sawmill Creek flows.

This open area immediately upstream (70') from the bridge contains eleven (11) acres and is presently being considered for commercial development which seriously endangers "Bonnie's Bridge".

# 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 type="checkbox"/> agriculture	<input 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/ humanitarian
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

**Specific dates** pre-1795      **Builder/Architect** Unknown

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

Significance

Probably built before 1795, "Bonnie's Bridge" is the last surviving stone arch bridge in Camden County. It is a rare vestige associated with 18th century transportation and its construction represents traditional bridge engineering techniques of the 18th and 19th centuries in this region. While the precise date of the bridge has not been determined, historical evidence suggests that it was built prior to 1795 as a link-up to the Old Salem Road (pre 1681) and Evesboro Road (c. 1726). These roads were realigned after 1795.

A Burlington County, New Jersey bridge of similar size, appearance and construction, illustrated in Amelia M. Gummere's Friends in Burlington, Philadelphia, 1884, p. 75, was "London Bridge". It was located on the Salem Road crossing London Moat, a stream on the south side of Burlington City. Gummere describes the bridge as "... a substantial piece of stone masonry, with a wide arch, on the main road to Salem and the southwest settlement. The year of its construction is not known but it was there in 1700, probably built in 1680-90." The bridge washed away in 1856. The London Moat and Sawmill Creek are similar in size and run through almost identical sized depressions. Another bridge of comparable construction in the Delaware Valley is the Pennypack Bridge over Pennypack Creek at Frankford Avenue, Philadelphia and is listed in the Delaware Valley Regional Planning Commission's Inventory of Historic Sites, 1969. Dated at 1697, this large, three - arched bridge was originally a smaller, one-arch bridge, enlarged at a later date. The original, older part, c. 1697, is of the same materials and construction-type as "Bonnie's Bridge".

# 9. Major Bibliographical References

SEE ATTACHED SHEETS

# 10. Geographical Data

Acreeage of nominated property less than 1/2 acre

Quadrangle name Camden

Quadrangle scale 1:24000

### UMT References

A	<u>1 8</u>	<u>4 9 9 5 8 0</u>	<u>4 4 1 7 6 6 0</u>
	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

Cocchiaraley property  
Block 342 WH Lot 5

Molinaro property  
Block 342 HH Lot 6

### 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 Gail Greenberg, Camden County Historian  
Historic Preservation Committee

organization Camden County Historical Society date 3/84

street & number Park Blvd. & Euclid Ave. telephone (609) 964-3333

city or town Camden, state New Jersey 08103

# 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 Heritage Conservation and Recreation Service.

Deputy State Historic Preservation Officer signature R.W. Myers F-2-FA

title Director, Division of Parks & Forestry date

### For HCRS use only

I hereby certify that this property is included in the National Register

[Signature]  
Keeper of the National Register

Entered in the National Register date 9-13-84

Attest: \_\_\_\_\_ date

Chief of Registration

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In 1700, Thomas Sharp, one of the original settlers of old Newton Township in present day Camden County prepared a map of area properties. He identified early property owners and indicated the presence of many houses. Sharp's map identifies also the waterways but locates only the Salem Road. It is shown crossing the South Branch of the Cooper River at Lovejoy's Mill (c. 1698), an alteration in the road's course from the original fording place to the mill dam after the dam was erected. On the North Branch of the Cooper River Sharp indicates the presence of a bridge (1700) at the original fording place on that stream, the present Brace Road crossing of the stream. The Salem Road then continued in a northeasterly direction. Sharp shows two houses to the east of the Salem Road, north of the North Branch of the Cooper River. The homeowners, to obtain access to either the landing on the Cooper River or to the Salem Road would have had need of a road; only the above-noted road to Evesboro would meet this need and the only obstacle in the route was the crossing of Sawmill Creek. The use of wagons and carts by these property owners, who had located there prior to 1700, would have necessitated building a bridge over that stream as part of a regular highway system.

An inspection of Sawmill Creek shows that the best place to cross that stream is at "Bonnie's Bridge." South of that point is a deep ravine; north of it was a swamp.

The accounts of the British evacuation of Philadelphia, June, 1778, record that after leaving Haddonfield the British forces branched into two columns; one followed a road east to Evesboro. Historians have always believed that the columns separated immediately after crossing the fording place on the North Branch of the Cooper River (Ewald, Hills, Griscom, and DeCou). Indeed, a cast iron plaque erected by the State of New Jersey has marked the spot for nearly 50 years.

The design and materials of "Bonnie's Bridge" are representative of an old tradition going back to the 17th century (e.g. London Bridge at Burlington City). It embodies the distinctive characteristics of an association and therefore meets the stated criteria for inclusion on the National Register.

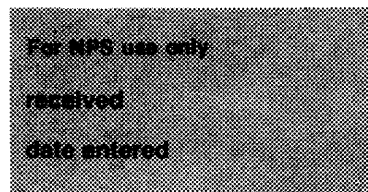
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- 6 Jan. 1695, Elias Hugg to Simeon Ellis, Gloucester County, deeds, Trenton Book 3 p. 71-4
  - 7 Feb. 1754, Resurvey for Simeon, Thomas, and William Ellis, John Burrough and Francis Kay. West Jersey Proprietors. Book S p. 338
  - 1754, Francis Kay division. West Jersey Prop. Book S p. 339
  - 7 Sept. 1827, Charles H. Ellis to Joel C. Hilsee. Glo. Co. Book WW p. 260
  - 9 March 1829, Joel C. Hilsee to Amos Evans. Glo. Co. Book XX p. 159
  - 23 March 1874, Samuel T. Engle to Sarah Ann Anderson. Rec. Camden County. 7 April 1874

Road Returns:

Gloucester County.  
Book A p. 3,5,16,33,50,63,64,73, and 75.

Documents and Photos:

Boyer, Morgan, Kings Highway, Salem Road, and map collection of the Camden County Historical Society.

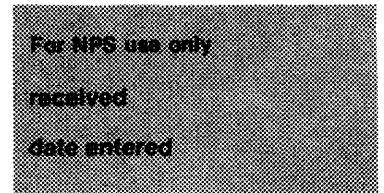
Printed Sources:

Boyer, Charles S., Rambles Through Old Highways and Byways. Camden, 1967.

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Clement, John, First Settlers in Newton Township.  
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David Davis, Joseph Sloan, Joseph Stokes and Thomas Hollingshead. "Survey to settle boundry dispute between John Kay and Simeon Ellis."  
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Hopkins, C.H., Atlas of Philadelphia and Environs. Map of Delaware Twp. Phila., 1877.



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date entered

Lake, J.D. and Beers, S.N., Map of Vicinity of Philadelphia. Phila., 1861.

Merry, Frederick C., Map of Camden County, N.J. Phila., R.L. Barnes, 1856.

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ROAD HIGHWAY BETWEEN APPALACHIAN TOWNSHIP & HARRISON TOWNSHIP

CAMDEN COUNTY HISTORICAL SOCIETY

was shown as the Upper road after the bridge today. Believe me, know.

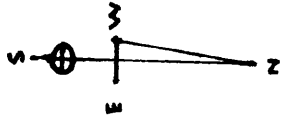
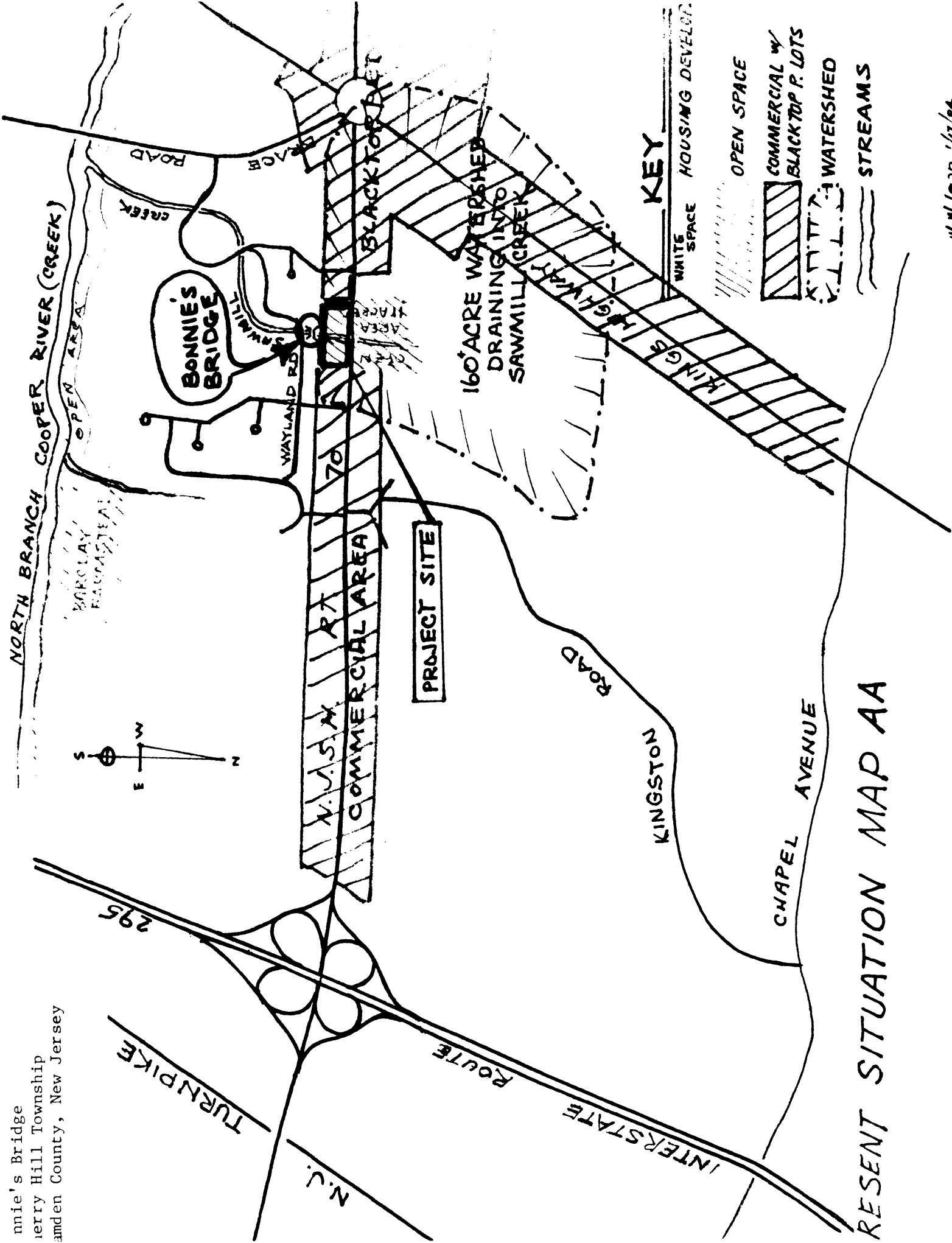


The sketch at the left depicts the London Bridge of Burlington, one of two bridges which provide access to and from the city during the colonial era. (Drawing courtesy of the Burlington County Historical Society)



Kings Highway Bridge over Cooper Creek near Haddonfield.  
Evans Grist Mill ( 1780 or earlier) is in background.  
Both bridge and mill were destroyed before 1920, the  
latter by fire. Photograph by S. Rhoads, 1909.  
From Chas. S. Boyer collection.

Bonnie's Bridge  
Herry Hill Township  
Bergen County, New Jersey

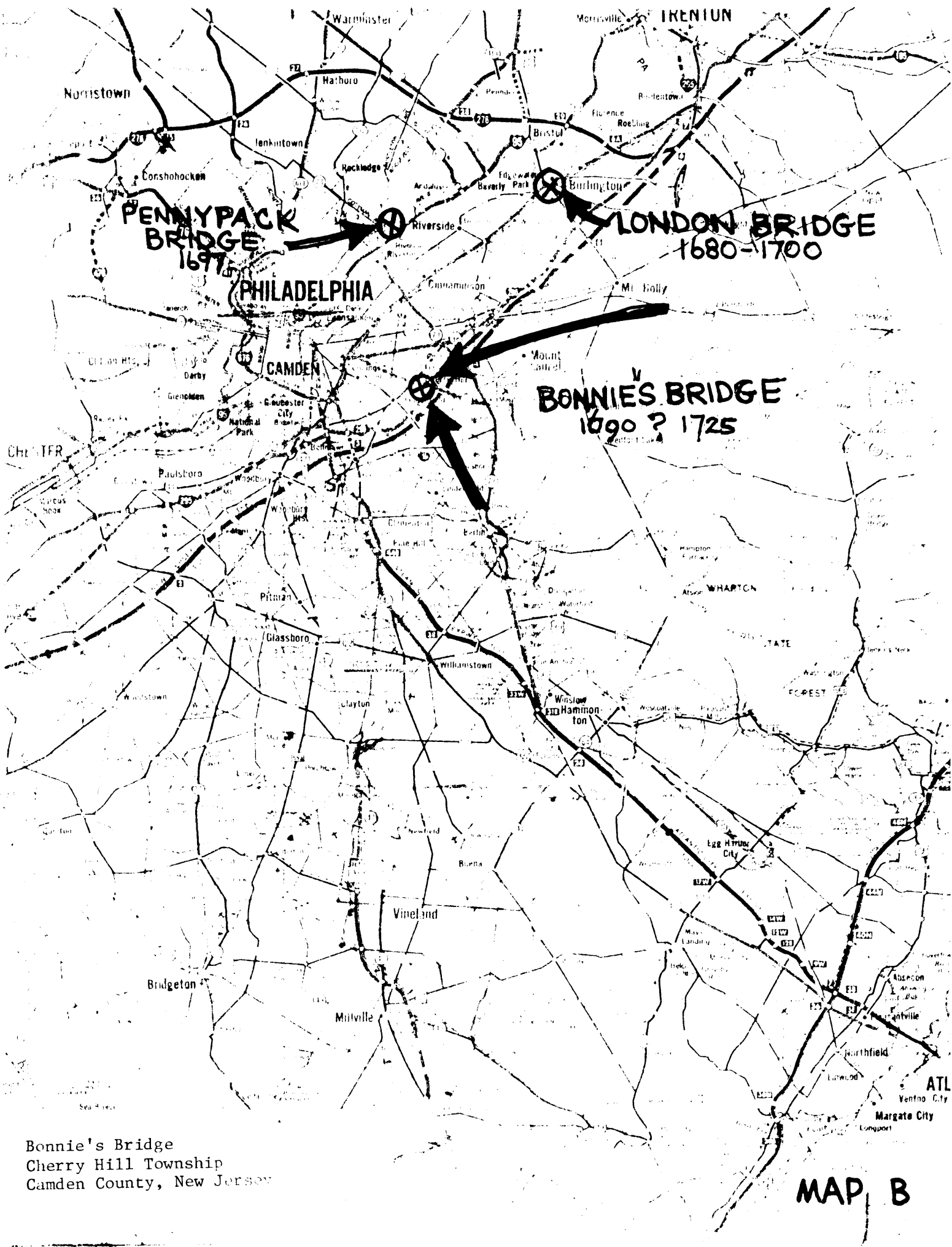


**KEY**

- WHITE SPACE HOUSING DEVELOP.
- OPEN SPACE
- COMMERCIAL w/ BLACKTOP P. LOTS
- WATERSHED
- STREAMS

RESENT SITUATION MAP AA

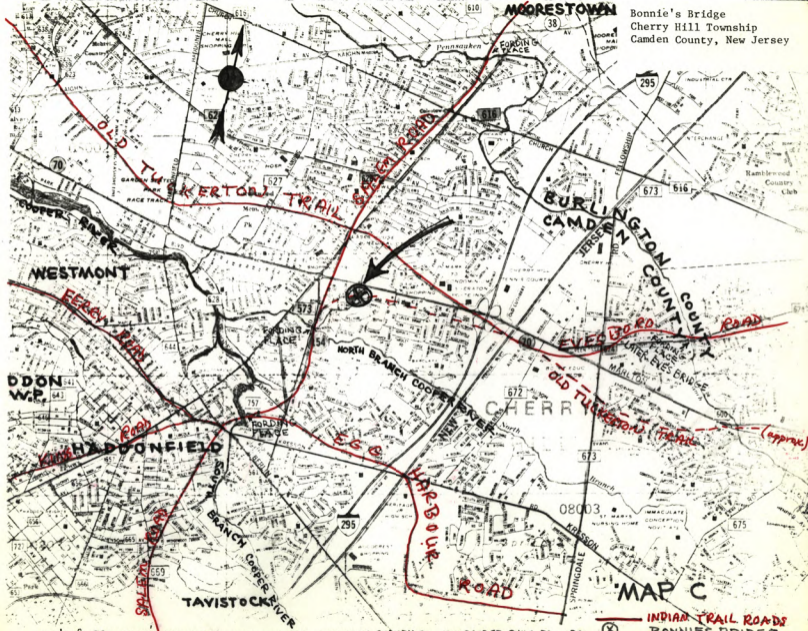
W. N. Loepp 1/11/64



Bonnie's Bridge  
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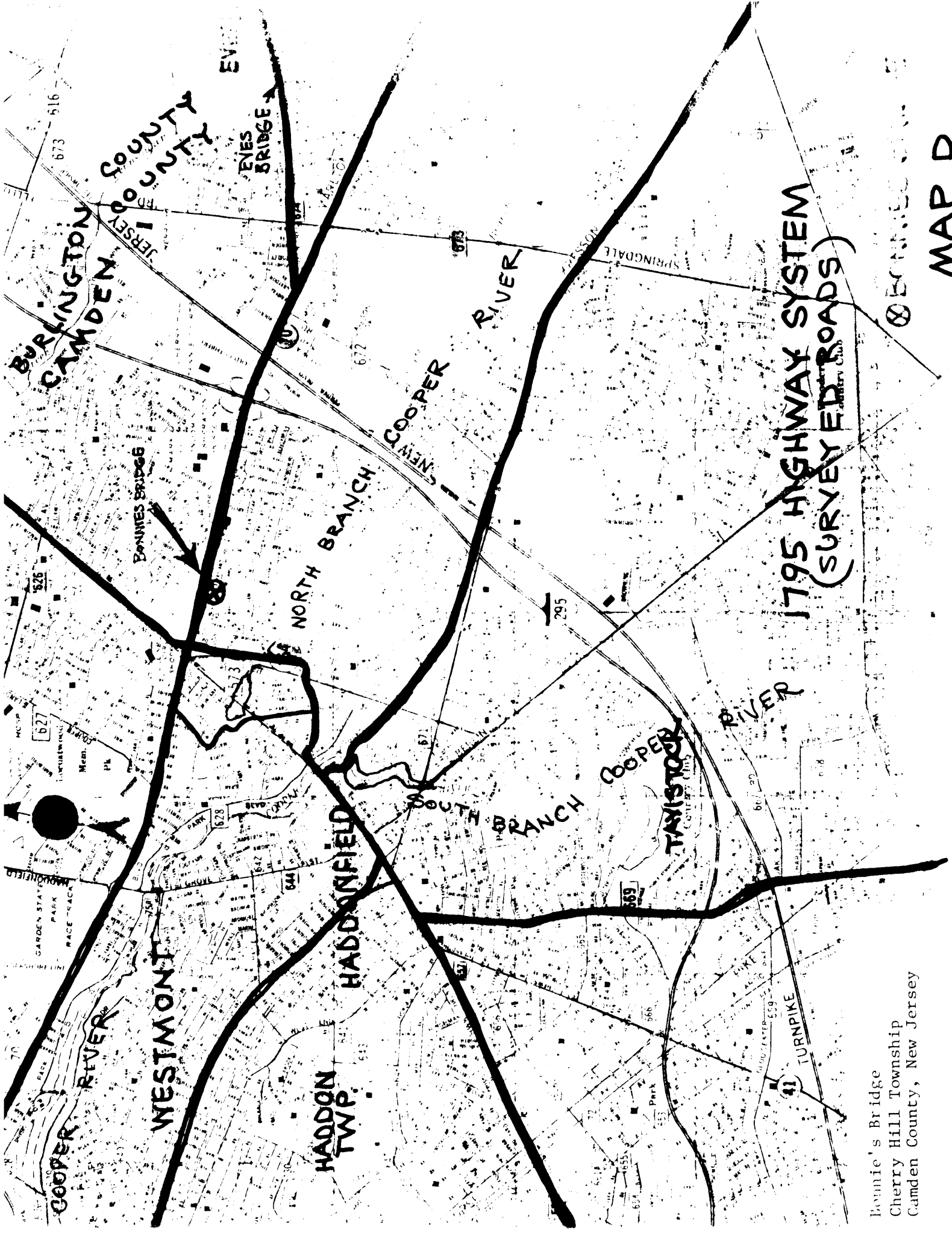
MAP B

Bonnie's Bridge  
Cherry Hill Township  
Camden County, New Jersey



Detail of FRANKLIN'S MAP OF CAMDEN COUNTY, N.J., FRANKLIN SURVEY CO., 1201 RACE ST., PHILA. PA. 1981

INDIAN TRAIL ROADS  
⊗ BONNIE'S BRIDGE  
INDIAN TRAIL ROADS PLOTTED BY: W.H. LEAF



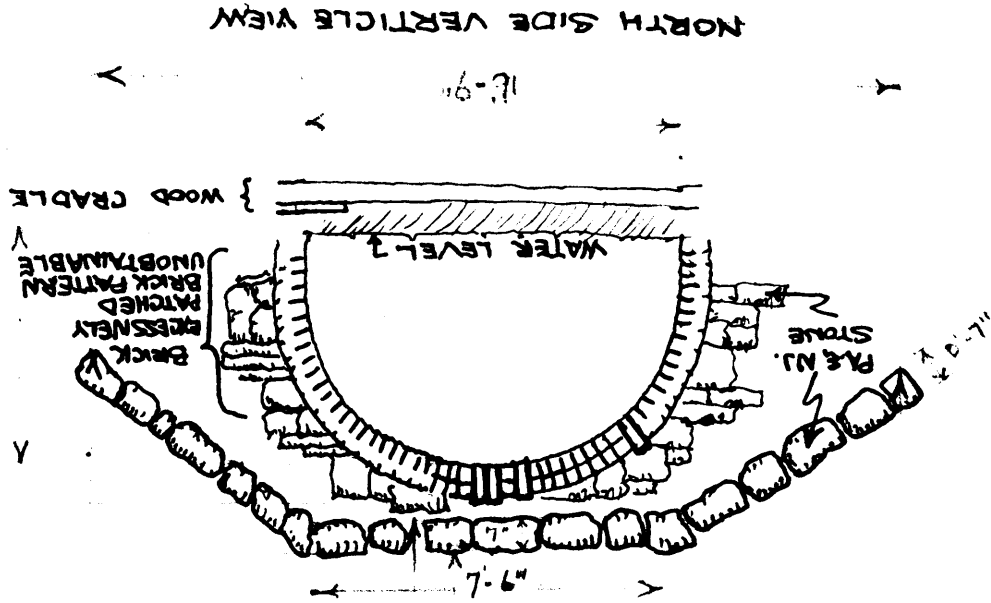
# 1795 HIGHWAY SYSTEM (SURVEY ED ROADS)

MAP D

Bonnie's Bridge  
Cherry Hill Township  
Camden County, New Jersey



BONNIE'S BRIDGE - MR. & MRS. PATRICK COCCHIARALEY, owners  
 350 WAYLAND ROAD  
 CHERRY HILL, CAMDEN COUNTY, N.J.



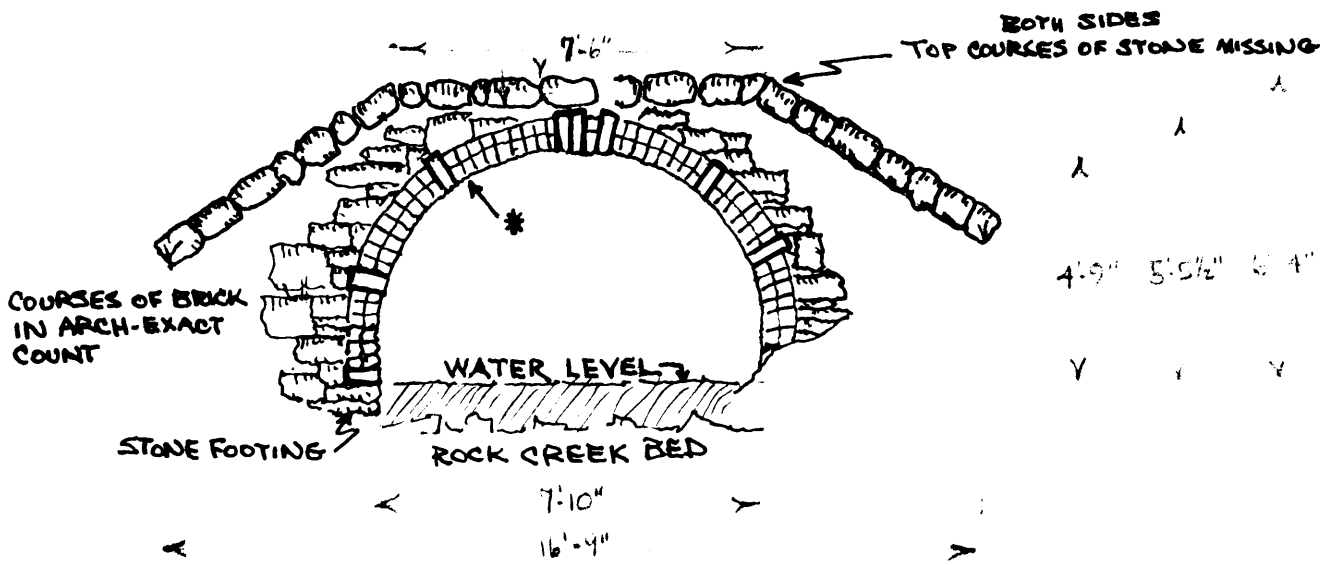
21'-0"

14'-0"  
12'-10"

TOP VIEW

16" EARTHEN ROADWAY  
OVER BRICK ARCH

20'-5"



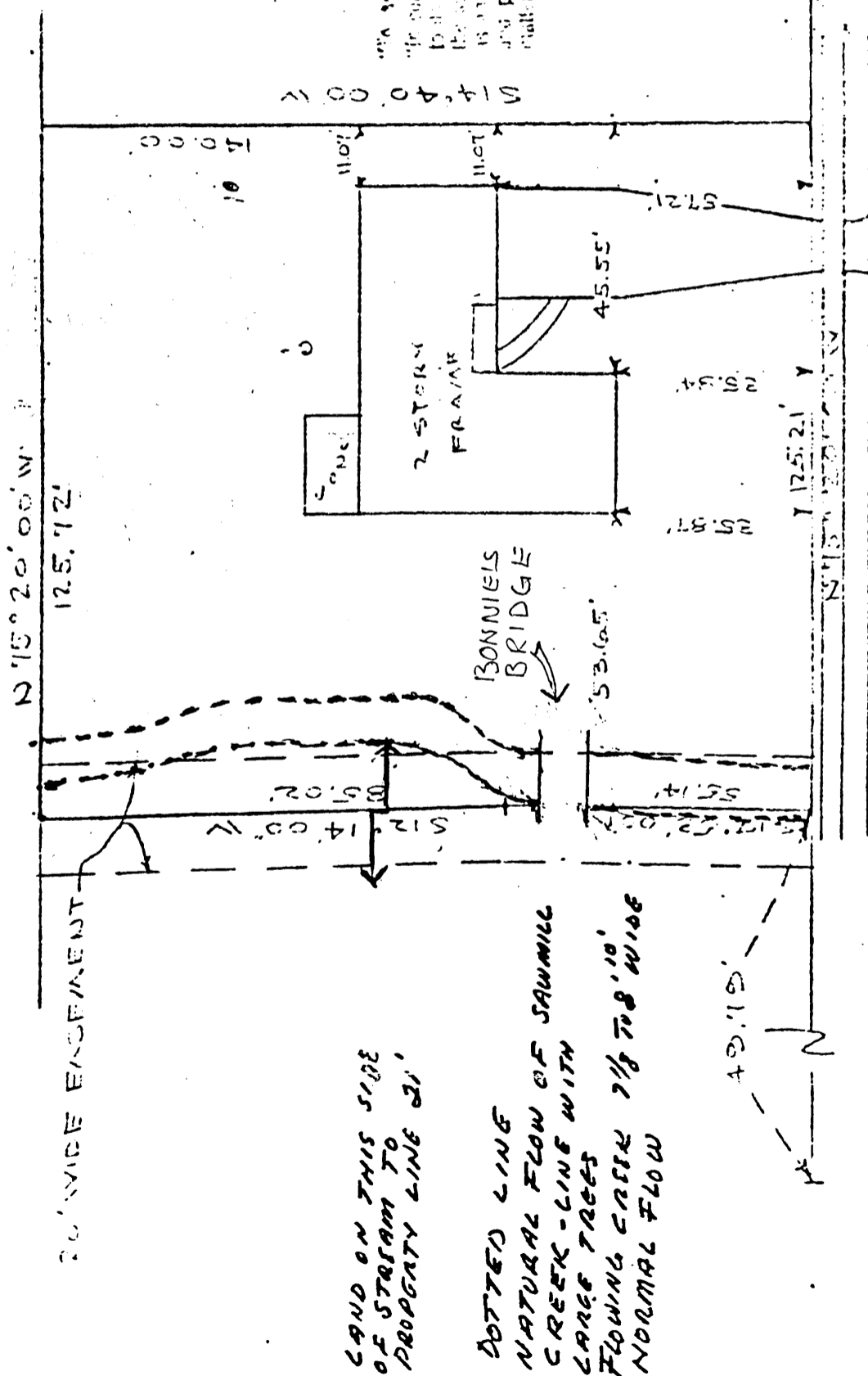
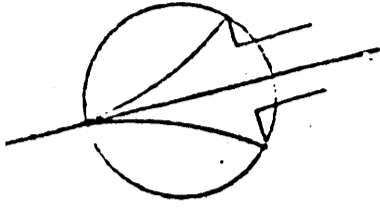
SOUTH SIDE VERTICAL VIEW

\* inside arch mortar shows impression of wood framing.

Scale: 1" = 4'-0"

WILLIAM W. LEAF July 1982.

Bonnie's Bridge  
 Cherry Hill Township  
 Camden County, New Jersey



"We hereby certify that the above described plan and map were prepared by us or under our direct supervision and that we are duly licensed professional engineers and surveyors in the State of New Jersey. We further certify that the same are true and correct to the best of our knowledge and belief and that they conform to the requirements of the laws of the State of New Jersey relating to the practice of the profession of engineering and surveying."

REVISED 11/15/07

PLAN OF SURVEY	
BLOCK WH LOT 5	
SECTION 5	
DATE	
SCALE 1" = 20'	DATE
DRAWN BY	CHECKED
HOXWORTH, BEINKE & GIRARD ASSOC.	
ENGINEERING & SURVEYING	
MALDENFIELD, N.J.	

BLOCK WH  
 LOT 5  
 SECTION 5