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HISTORIC PRESERVATION OFFICE

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 for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any 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 from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Lafayette Village Historic District

other names/site number

2. Location

street & number State Highway Route 15, Morris Farm Road (County Road 659) and Meadows Road ☐ not for publication

city or town Lafayette Township ☐ vicinity

state New Jersey code NJ county Sussex code 037 zip code 07848

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _X_ 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 _X_ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide _X_ local

Ass't Commissioner 10/21/13
Signature of certifying official/Title Date

NJ DEP
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:)

12/31/13
Signature of the Keeper Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply.)

- [X] private
- [X] public - Local
- [X] public - State
- [ ] public - Federal

Category of Property
(Check only **one** box.)

- [ ] building(s)
- [X] district
- [ ] site
- [ ] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
42	14	buildings
3	2	sites
1	4	structures
0	2	objects
46	22	**Total**

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

DOMESTIC: single dwelling; multiple dwelling; secondary structure; hotel
COMMERCE/TRADE: specialty store; general store; trade
GOVERNMENT: post office
RELIGION: religious facility
FUNERARY: cemetery
AGRICULTURE/SUBSISTENCE: processing, agricultural outbuilding
INDUSTRY/PROCESSING/EXTRACTION: manufacturing facility
TRANSPORTATION: road-related; rail-related

Current Functions
(Enter categories from instructions.)

DOMESTIC: single dwelling; multiple dwelling; secondary structure
COMMERCE/TRADE: specialty store
GOVERNMENT: post office
TRANSPORTATION: road-related
RECREATION AND CULTURE: hiking trail
FUNERARY: cemetery
VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions.)

EARLY REPUBLIC: Late Federal
MID-19TH C: Greek Revival; Gothic Revival
LATE VICTORIAN: Second Empire; Queen Anne
LATE 19TH & 20th C. AMERICAN REVIVALS: Colonial Revival
LATE 19TH & EARLY 20th C. AMERICAN MOVEMENTS: Bungalow

Materials
(Enter categories from instructions.)

fdn: STONE
walls: WOOD: weatherboard; shake
METAL: aluminum
SYNTHETICS: vinyl
STONE , ASBESTOS, STUCCO
STONE: slate
roof: ASPHALT, ASBESTOS, METAL

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

(See Section 7 Continuation Sheets)

Narrative Description

(See Section 7 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.)

[x] 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.

[x] 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 old or achieving significance within the past 50 years.

Areas of Significance
(Enter categories from instructions.)

EXPLORATION/SETTLEMENT
INDUSTRY
TRANSPORTATION
ARCHITECTURE

Period of Significance
c.1770-1953

Significant Dates
c.1772 The area's first mill is constructed
1804 The Union Turnpike is chartered
1808 An extension of the Turnpike is surveyed through Lafayette and thereafter constructed
c.1830 Iron foundry is established in Lafayette
1869 Sussex Railroad connects to Lafayette
1953 The Former Union Turnpike becomes New Jersey, Route 15. End of railroad service to Lafayette soon follows

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Period of Significance (justification)

(See Section 8 Continuation Sheets)

Criteria Considerations (explanation, if necessary)

N/A

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

(See Section 8 Continuation Sheets)

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

(See Section 8 Continuation Sheets)

Developmental history/additional historic context information (if appropriate)

(See Section 8 Continuation Sheets)

Lafayette Village Historic District
Name of Property

Sussex County, NJ
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

(See Section 9 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 # _____
____recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University
____Other
Name of repository: _____

Historic Resources Survey Number (if assigned):

10. Geographical Data

Acreage of Property 31.5 acres
(Do not include previously listed resource acreage.)

UTM References
(Place additional UTM references on a continuation sheet.)

(See Section 10 Continuation Sheets and attached sketch map)

	Zone	Easting	Northing		Zone	Easting	Northing
1				4			
2				5			
3				6			

Verbal Boundary Description (Describe the boundaries of the property.)

(See Section 10 Continuation Sheets)

Boundary Justification (Explain why the boundaries were selected.)

(See Section 10 Continuation Sheets)

11. Form Prepared By

name/title Michael Margulies, RA, AIA and Chris Carson

organization Eclectic Architecture, LLC date September 10, 2013

street & number 20 Municipal Drive telephone (908) 387-8630

city or town Phillipsburg state NJ zip code 08865-7800

e-mail mjm@ eclecitecture.com

Additional Documentation

Submit the following items with the completed form:

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

  (A Google Earth map with latitude and longitude coordinates noted and indicating the property's location has been substituted.)

  A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map. **(Included)**

- **Continuation Sheets**

  (Included for Sections 7, 8, 9, 10 and Photo ID)

- **Additional items:** (Check with the SHPO or FPO for any additional items.)

  (Historic photographs and maps included)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

(See National Register Continuation Sheet, Photograph Identification)

Property Owner:

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

name Mailing labels previously supplied (2 copies)

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.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 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 Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

SUMMARY PARAGRAPH

Lafayette Village Historic District is located in Lafayette Township near the geographic center of Sussex County, New Jersey. The village falls within the Valley and Ridge physiographic province of northwestern New Jersey, an area characterized by forested ridges and wide fertile river valleys. The community was established within one such valley near the headwaters of a major tributary of the Delaware River known as the Paulinskill. The Paulinskill, which flows through the center of Lafayette, powered a significant milling operation within the district c.1770. The village took shape around this mill in the decades thereafter. The location was identified to by a variety of names during its first half century of existence including Bale's Mill, Price's Mill and Ludlum's Mill. The village was given the name Lafayette in honor of the Marquis de Lafayette after the general's return to the United States in 1824-25. Lafayette Village Historic district extends linearly along the north bank of the Paulinskill and a tree-lined, one-third mile stretch of New Jersey Route 15. Route 15 traces the path of the former Union Turnpike, an important early transportation corridor in northwestern New Jersey. From a crossroad at the village's center, the district also extends several hundred feet north and south of Route 15 on Meadows Road and Morris Farm Road (County Route 659) respectively. The district is characterized by modestly scaled 19th century residences on narrow, less than 1-acre lots. A small cluster of similarly scaled commercial buildings is centrally located in the district. The village center is conspicuously marked by a large three-level former gristmill and distillery and a picturesque stone-arched bridge that carries Morris Farm Road across the Paulinskill on its route south of Route 15. The district is surrounded by forested hillsides, farmland and uncultivated open space. These features are interspersed with mid-to-late 20th century residential and commercial development generally concentrated southeast of the district.

The Lafayette Village Historic District covers approximately 31.5 acres and includes fifty-six (56) buildings, three (3) sites, seven (7) structures and two (2) objects. There are a total of forty-six (46) contributing resources and twenty-two (22) non-contributing resources within the district. Contributing resources include dwellings, barns, stores, a former hotel, a former church, former mill and processing buildings, a variety of current and former transportation structures, and a cemetery. These buildings, structures and sites form a cohesive grouping that together convey the significance of the district as the residential, business center and locus of community life for Lafayette Township and neighboring agricultural municipalities from 1770 through 1955. The district's buildings are mainly wood frame, two-stories tall and have simple gable roofs, though two of the earliest are constructed of stone (inventory no. 5 and 39, photos 5 and 37). The most prominent stylistic influence is Greek Revival, though Gothic Revival, Queen Anne, Second Empire, Colonial Revival and Craftsman style buildings are also present. Common decorative features include turned posts and balusters, scroll-cut ornamentation and patterned slate roofs. Examples can be seen inventory nos. 2 (photo 2), 6 (photo 9), 17 (photo 18), 22 (photo 21), 27 (photo 26), 38 (photo 35) and 39 (photo 37). Though the bulk of districts buildings represent vernacular interpretations of the noted styles, a select few are distinguished by their design. The most prominent among these is the Ludlum house, inventory no.1 (photo 1), a high quality example of a Greek Revival residence with later Gothic Revival modifications.

NARRATIVE DESCRIPTION

The Lafayette Village Historic District encompasses the one surviving 19th century village in Lafayette Township associated with the area's early settlement as a milling and farming community and later prosperity as a residential, commercial, industrial and transportation center. An inventory of the historic district's resources, organized using the current Lafayette Township Tax Map (August 2004), is included at the end of this section. In this inventory, each parcel surveyed was identified by its municipal block-and-lot designation and each was assigned an inventory number. The inventory numbers were used for reference in this description, to locate the resources on the district map and to identify them in the photographs that accompany the nomination. All resources are classified as contributing or non-contributing to the district's historic significance. Vacant parcels within the district that do not possess significance as a site are noted as "vacant." There are no key resources within the district. As previously introduced, contributing resources consist of forty-two (42) buildings, mostly dwellings, a number of which have been converted from early shops and various outbuildings; four (4) structures, including railroad beds, an engineered roadway and a bridge, and one (1) site, a cemetery, that represents a non-contiguous element. Non-Contributing resources include fourteen (14) buildings, four (4) structures, two (2) objects and two (2) sites.

Architecturally, the district consists of modestly scaled, gable-roofed vernacular buildings of frame and stone construction—most dating from the 19th century and early decades of the 20th century. These buildings generally exhibit stylistic forms and embellishments that distinguish the village's period of significance c.1770 - 1953. Though many buildings have been refurbished or enlarged over the years, the majority retain their historic form and details and are reasonably well preserved. Such alterations and a limited quantity of contemporary intrusions do not significantly diminish the character and feeling of the district. The district's resources are generally in good condition; very few exhibit neglect. Their surrounding yards feature large trees, mature plantings and neatly groomed lawns.

The district's roadways follow their original alignments. The Route 15 right-of-way is approximately 40 feet wide while those of Meadows Road and Morris Farm Road are approximately 30 feet wide. These roads are now surfaced with asphalt pavement and include single travel lanes in each direction that are delineated with painted centerlines and sidelines. Route 15 is defined at its edges with modern concrete curbing. Similar curbing extends a short distance south on Morris Farm Road. Electrified traffic control devices are located at the major crossroads intersection of Route 15, Meadows Road and Morris Farm Road. Electrical service routes through the district by way of overhead distribution lines suspended from ordinary wood utility poles on the south side of Route 15. Service drops from these distribution lines supply the individual buildings. Signage within the district largely consists of standard road identification and speed limit signs.

Form

A building type that is well represented within the Lafayette Village Historic District is the gable-front dwelling. Examples include inventory nos. 1 (photo 1), 6 (photo 9), 13 (photo 16), 20 (no photo), 30 (photo 30), 34 (photo 32), and 38 (photo 35). These buildings are typically two stories tall, three to five bays wide and two rooms deep. This form of building was very common to northwestern New Jersey during the second half of the 19th century and its use continued into the early part of the 20th century in Lafayette. A similar building type, also well represented in the district, is the front-gable-and-wing dwelling. These buildings are generally three bays wide, two stories tall, have a side hall entrance and incorporate an L-plan arrangement. By virtue of the side hall entrance, the design is generally asymmetrical. Inventory nos. 2 (photo 2), 9 (photo 13), 17 (photo 18), 18 (no photo), 23 (photo 22), 29 (photo 28), and 41 (photo 38) display these formal characteristics. Side-gabled structures are also common to the village, including inventory nos. 4 (photo 4), 5 (photo 5), 26 (photo 25), 27 (photo 26), 28 (photo 27), 35 (photo 33). These buildings are generally two stories tall, three to five bays wide and two rooms deep.

Style

Buildings in the district exhibit decorative details that were common to architectural styles prevalent during the mid-19th through early 20th centuries. Ornamentation is typically restrained, yet decorative flourishes are found in porch structures, front door surrounds and along roof eaves. Late Federal influences are seen in inventory no.5 (photo 5). Greek Revival influences are evident in inventory nos. 1 (photo 1), 38 (photo 35), 30 (photo 30) and the General Store of inventory no.6 (photos 9 and 10). Gothic Revival influences are seen in inventory no. 34 (photo 32). Second Empire influences are evident in inventory nos. 4 (photo 4) and 24 (photo 23). Queen Anne influences and embellishments are evident in inventory nos. 4 (photo 4), 9 (photo 13), 17 (photo 18), 23 (photo 22) and 39 (photo 37). Craftsman influences are present in inventory nos. 38 (photo 36) and 43 (no photo). Colonial Revival influences are apparent in inventory no. 13 (photo 16).

Other Resources

Also of interest are the mostly late 19th and early 20th century outbuildings associated with the district's dwellings. Barns and wagon houses/carriage houses are all of frame construction. The district's collection of barns, sheds and garages include inventory nos. 2 (photo 2), 22 (no photo), 23(no photo), 29 (photo 29), 34 (no photo), 42 (no photo), 43 (no photo). One outhouse was recorded on inventory no. 14 (no photo).

Located within the district are several transportation and industrial resources. These include the former Union Turnpike right-

of-way, now occupied by Route 15; the former Sussex Railroad right-of-way and rail bed, later acquired by the Delaware, Lackawanna & Western Railroad (inventory no. 7 and 15, photos 11 and 12); a short span, stone-arched bridge that carries Morris Farm Road across the Paulinskill near the center of the district (inventory no. 45, photos 39 and 40); and the large Mill complex, also near the center of the district (inventory no. 6, photos 6-8).

The six (6) sites in the Lafayette Village Historic District generally represent the locations of non-extant buildings. One site is the town's only cemetery. The Lafayette Cemetery is situated on the north side of the state highway just outside of the east end of the historic district (inventory no. 52, photo 31). The site of the former milldam associated with the Mill complex is situated on the south side of the state highway and east of the intersection of that highway and Morris Farm Road. There is likely potential for archaeological resources in the areas of the former railroad station, dam, mills and mill raceways.

The district contains two (2) objects. One is the Northwestern New Jersey Vietnam War Memorial, which is located on the site of the Ludlum House (inventory no. 1). The other is a Sussex County historical marker plaque that commemorates the history of inventory number 8, the location of a foundry that was important to the development of Lafayette in the mid-19th century.

RESOURCES LOCATED WITHIN THE LAFAYETTE VILLAGE HISTORIC DISTRICT

Inventory No.	BLOCK	LOT	No.	STREET	CONTRIBUTING				NON-CONTRIBUTING			
					Bldg	Struct	Site	Obj	Bldg	Struct	Site	Obj
1	B7	L16	115	Route 15	1					1		1
2	B7	L17	113	Route 15	2							
3	B7	L18	111	Route 15						1		
4	B7	L19	109	Route 15	1							
5	B7	L22	103	Route 15	1							
6	B7	L23	12	Morris Farm Rd.	4							
7	B7	L62	No	Address		1						
8	B8	L1	101	Route 15							1	1
9	B8	L2	99	Route 15	1							
10	B8	L3	97	Route 15	1							
11	B8	L4	95	Route 15	1							
12	B8	L5	95	Route 15	Vacant Lot							
13	B8	L6	93	Route 15	1				1			
14	B8	L7	89	Route 15	1						1	
15	B8	L8	No	Address		1						

Inventory No.	BLOCK	LOT	No.	STREET	CONTRIBUTING				NON-CONTRIBUTING			
					Bldg	Struct	Site	Obj	Bldg	Struct	Site	Obj
16	B8	L27.01	85	Route 15					2			
17	B8	L27.02	13	Morris Farm Rd.	1							
18	B8	L28	83	Route 15	1							
19	B8	L29	87	Route 15	1							
20	B14	L38.07	82	Route 15					1			
21	B14	L39.01	22	Meadows Rd.	1				1			
22	B14	L41	16	Meadows Rd.	2				1			
23	B14	L42	100	Route 15	2					1		
24	B14	L43	98	Route 15	1							
25	B14	L44	96	Route 15	1							
26	B14	L45	94	Route 15	1				1			
27	B14	L46	92	Route 15	1				1			
28	B14	L47	90	Route 15	1							
29	B14	L48	88	Route 15	4				1			
30	B14	L49	86	Route 15	1							
31	B14	L50	84	Route 15					1			
32	B14	L52	No	Address			1					
33	B15	L28	114	Route 15					1			
34	B15	L29	112	Route 15	2							
35	B15	L30	110	Route 15	1				1			
36	B15	L31	108	Route 15	Vacant Lot							
37	B15	L32	106	Route 15	1							
38	B15	L33.01	104	Route 15	1							
			13	Meadows Rd.	1							
39	B15	L33.02	102	Route 15	1							
40	B15	L34	15	Meadows Road	Vacant Lot							
41	B15	L35	17	Meadows Rd.	1				1			
42	B15	L36	19	Meadows Rd.	1							
43	B15	L37	21	Meadows Rd.	1				1			
44	N/A		Route 15	Bridge						1		
45	N/A		Morris Farm Rd.	Bridge		1						
46	N/A		Route 15	Engineered Roadway		1						
Totals					42	3	1	0	14	4	2	2
Contributing/Non-Contributing					46				22			
Resources Counted					68							

Inv. # **BLOCK 7 RESOURCES**

1 **115 Route 15 (Block 7/Lot 16) (Photo 1):** This building is a frame, 1½-story municipal building. It was built as a dwelling c.1838. During the second half of the 20th century, it served as Lafayette's town hall. It is five bays wide with a center entrance and it is crowned with a front-facing gable roof of medium slope. A full-width, 1-story, recessed porch crosses the front (north) and two gabled dormers rise from the roofline on both sides of the house. The building is constructed on a banked, stone foundation (exposed to the rear). Windows are mostly 2-over-2, double-hung sashes (products of mid-19th century renovations). Three original windows, one 9-over-9 and two 9-over-6, are located in the rear-facing gable wall and three brick chimneys stand above the roofline. The building is now known as the Ludlum House (a reference to its longtime occupant) and is the home of the Lafayette Center Preservation Foundation. **(C)**

Style: Greek Revival and later Gothic Revival influences

Date: c.1830; c.1865 and c.1890 additions/alterations

Additional description: The exterior is clad in clapboard and the roof is covered with slate shingles. The porch features six wood, Tuscan style columns and a spindled balustrade. Eaves are medium depth and feature molded cornices with wide frieze bands. Windows are framed by molded architraves; those on the front have an additional hoodmold. Gable and dormer windows feature gothic-styled surrounds and arched sash windows. The building is situated on a large lot of 9.76 acres with approximately 1000 feet fronting Route 15. The lot includes a large municipal park to the west. The Paulinskill flows between the dwelling and the park and serves as the western boundary of the proposed district..

Outbuilding(s): None

Object(s): The Northwest New Jersey Vietnam War Memorial includes a granite monument, an adjacent flagpole, and a small area of surrounding landscaping. It is located to the west of, but nearby, the Ludlum House. **(NC)**

Structure(s): A steel footbridge crosses the Paulinskill and connects the area of the Ludlum House to the municipal park to its west. **(NC)**

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2 **113 Route 15 (Block 7/Lot 17) (Photos 2-3):** This building is a frame, 2-story, 5-bay wide specialty store. It was built as a dwelling c.1910 and served as a post office during the mid-20th century. Its 3-bay wide, front-facing gable and 1-bay wings to each side results in a T-form plan with a cross-gabled roof. The entrance is located in the eastern, 1-bay wing. The building is constructed on a banked, concrete foundation (exposed to the rear) and includes a 1-story, wraparound porch across the front (north). A brick chimney is centered on the ridge of the front-facing gable. **(C)**

Style: Queen Anne embellishments

Date: c.1910

Additional description: The exterior is clad in vinyl siding and the roof is covered with slate shingles. Eaves are medium depth and include molded fascia and rake boards. Other features include 1-over-1 sash windows (replacements); turned posts and spandrel brackets highlight the porch. The building is occupied by *Cottage Charm Antiques* and is situated on a less than 1-acre lot that is bound on its south by the Paulinskill, and it includes approximately 60 feet fronting the south side of Route 15.

Outbuilding(s): A small, frame, front-gable barn (c.1910) with open eaves and vertical board siding is located in the southwest corner of the lot. **(C)**

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3 **111 Route 15 (Block 7/Lot 18):** This less than 1-acre lot with approximately 85 feet fronting the south side of Route 15 is covered almost entirely with an asphalt parking lot that serves the nearby Lafayette Mill Antique Center. The lot slopes to the south, away from Route 15, and is bound on its south by the Paulinskill. A stable complex associated with the Lafayette House (see Block 7/Lot 19) stood on this site. The complex was converted to automobile shop in the mid-20th century and functioned in this capacity until being demolished c. 1970.

Style: None

Date: N/A

Additional description: None

Outbuilding(s): None

Structure: A modern, frame pavilion (c.1980) built on a steel beam and concrete slab platform spans the Paulinskill between this lot and the Lafayette Mill Antiques Center. **(NC)**

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4 **109 Route 15 (Block 7/Lot 19) (Photo 4):** This building is frame, 2½-stories and five bays wide with a center entrance and a gambrel roof. It was built as a tavern c.1835 and functioned in this capacity until the late 20th century. It currently sits unoccupied. Four arch dormers highlight the convex lower slope of the roof and two brick end chimneys stand above the roof ridge. The building is constructed on a banked, stone foundation (exposed to the rear). A 1-story porch crosses the front (north). A large, 3-story, gable-roofed addition is located off the southeast rear corner of the building and other smaller additions are located to the southwest. Windows represent a variety of types and ages, including 2-over-2 sash windows in the original 5-bay core of the building and 6-over-6 sash windows in the large rear addition. **(C)**

Style: Second Empire influences

Date: c.1835; c.1875 and later alterations/additions

Additional description: The exterior is clad in vinyl siding and the roof is covered with slate shingles. The porch includes large square posts that support a flat roof. The curb between the lower and upper slopes of the gambrel and shallow gable eaves feature dentiled horizontal and raking cornices. The building is situated on a less than 1-acre lot with approximately 140 feet fronting the south side of Route 15. A large parking area is located to the east of the house. A stone dwelling, one of the earliest constructed in Lafayette c.1830, occupied this area until it was demolished c.1960. The lot is bound on its south by the Paulinskill.

Outbuildings: None

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5 **103 Route 15 (Block 7/Lot 22) (photo 5):** This building is a stone, 2-story, 5-bay wide specialty store. It was built as a general store and dwelling c.1830, and served as a post office during the mid-19th century. It has a side-facing gable roof of medium slope and is constructed on a banked, stone foundation (exposed to the rear). One brick end chimney rises above the roof ridge on the east side. A 1-story, L-shaped porch is located on the front (north) and

east side elevations. The building has a variety of 6-over-6 sash windows, and mulled double-hung and single-sash display windows. **(C)**

Style: Late Federal / Early Greek Revival influences

Date: c.1832; late 19th and 20th century alterations

Additional description: The exterior is partially clad in roughcast stucco and partially in a more recent stone veneer. The roof is covered with asphalt shingles. The porch includes square posts with decorative spandrel brackets (recent alterations). The door surround of the original dwelling portion of the building includes an entablature with a paneled frieze that is supported by pairs of columnettes that also frame sidelights on each side of the door. Eaves are medium depth and clad with vinyl and aluminum. They originally featured robust molded cornices with end returns and wide, decorated frieze bands with triglyph ornamentation. The original front and rear eaves also included built-in gutters. Decorative (not operable) louvered shutters hang beside most double-hung windows. The building, currently occupied by the *Chocolate Goat Gift Shop*, is situated on a less than 1-acre corner lot at southwest of the intersection of Route 15 and Morris Farm Road. The lot includes approximately 104 feet along Route 15 and 70 feet along Morris Farm Road. The lot is bound on its south by the Paulinskill.

Outbuildings: None

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6 **12 Morris Farm Road/CR 659 (Block 7/Lot 23) (Photos 6-11):** This lot includes four buildings. A large mill complex, including a flour and gristmill, storehouse and distillery is located on the south side of the lot; a general store and playhouse is located on the north side of the lot; a secondary mill building and a garage are located behind these on the west side of the lot. All currently function as specialty stores. The lot they occupy a 2½-acre lot with 175 feet fronting Morris Farm Road. The lot is bound on its north by the Paulinskill.

Mill Complex (Photos 6-8): This building is comprised of three principle periods of construction, built in sequence to the east. The complex consists of a 4-level, timber frame, gable roofed-section (c.1858); a 3-level, timber frame, gable-roofed west extension (c.1860); and a timber frame, 2-level, gable-roofed, east addition (c.1900) that is positioned tightly to the former Sussex Railroad corridor. The 4-level section and 3-level extension are constructed on banked foundations. The mill is currently occupied by the *Lafayette Mill Antique Center*. **(C)**

Style: None

Date: c.1825; c.1860; c.1900; late 19th century additions

Additional description: The 3-level section is clad in vertical board-and-batten, and has deep eaves. On its north elevation, it features a gabled wall dormer with a hoist hood and hoist door opening at its upper level; two service openings and a 9-over-6 sash window at the main level; and a rolling door and 6-over-6 sash window at the basement level. A 6-over-6 sash window is located in the west gable. Two frame, shed roofed additions, clad in drop/novelty siding, are located on the west side of the 3-level section and a shed-roofed entry stoop is located to the rear. This section operated as a distillery during the 19th and early 20th century.

The 4-level section is clad in drop/novelty siding and has deep overhanging eaves. A hoist hood is integrated into the gable, and centrally located hoist doors are located at each floor level of the east elevation. This section includes 9-over-6 sash windows in the upper levels and 6-over-6 at the basement level. A shed-roofed addition projects from the north elevation. This section operated as a flour and gristmill during the 19th and early 20th century. A millrace entered the building from the south. An undershot wheel reportedly powered the mill's machinery.

The 2-level section is clad in drop/novelty siding. It too has deep overhanging eaves with molded fascias and rake boards. Seven cargo bays with rolling doors define the front and rear elevations of this section at the second level. This offset section was constructed for the purpose of loading and unloading product and other freight to and from train cars on the adjacent Sussex Railroad line. A spur of the line ran immediately along the south side of this section of the complex for this purpose.

General Store and Playhouse (Photos 9-10): This frame, 2-story, 3-bay wide building is defined by its front-facing, broad gabled-roof surmounted by a running horse weathervane. It is constructed on a stone foundation that is fully exposed on the building's north side where it forms the south channel wall of the Paulinskill. A 2-story, flat-roofed porch crosses the front of the building and a 3-story, flat-roofed extension is located to the rear. The first floor features an elaborate storefront with a central, double-door entrance that is flanked by large display windows on each side. A tall brick chimney penetrates the south slope of the roof. **(C)**

Style: Greek Revival influences; Queen Anne embellishments

Date: c.1835; late 19th century additions/alterations

Additional description: The exterior is clad in clapboard and the roof is covered with asphalt shingles. Eaves are medium depth and include a simple fascia, rake board and frieze band. The porch includes chamfered posts with large decorative spandrel brackets at the first floor level. A simple balustrade crosses the second floor level of the porch; the first floor level is open. Windows include large, 6-over-6, double-hung sashes in the original section (likely late 19th century replacements) and 2-over-2 in the rear addition. An original 12-over-12 sash window remains in the front gable. In addition to its historic role as a general store, the second floor level functioned as a community playhouse, complete with a stage, during the 19th and 20th century. *Millside Cafe* currently occupies the building.

Secondary Mill Building: The historic function of this building is unknown though it appears to be of late 19th century origin. It resembles a small, gable-front barn in form and evidence of a non-extant rolling door is visible on the gable wall. The building was converted to its current function as a specialty store in the late 20th century. **(C)**

Style: None

Date: late 19th century; late 20th century alteration

Additional description: The exterior is clad in clapboard and the roof is covered with asphalt shingles. Eaves are medium depth and include simple fascia and rake boards and a frieze band. An exterior block chimney rises above the rear eave wall. Windows are 6-over-6, double-hung sashes. *Sweet Peas* currently occupies the building.

Garage: This building appears to be of early 20th century origin though its historic function is uncertain. It is two bays wide and has a low-pitched, front-gabled roof. Its side and rear walls are constructed of cast-in-place concrete. It was converted to its current function as a specialty shop in the late 20th century. The building is currently unoccupied. **(C)**

Style: None

Date: early 20th century

Additional description: None

7 **No Street Address (Block 7/Lot 62) (Photos 11-12):** This structure is the remains of the railroad bed for the Branchville extension of the Sussex Railroad that was run through Lafayette from 1867-69. The Delaware Lackawanna and Western Railroad later operated the railroad. Rail service through Lafayette ended in 1966. The railroad included a double-ended spur in this location to service the adjacent feed mill located on Block 7/Lot 23. The railroad bed currently serves as a recreational trail and state park known as the Sussex Branch Trail. The lot includes approximately 6 acres and includes 175 feet fronting the west side of Morris Farm Road. **(C)**

Style: N/A

Date: 1867-69

Additional description: N/A

Outbuilding(s): N/A

Inv. # BLOCK 8 RESOURCES

8 **101 Route 15 (Block 8/Lot 1)**: This less than 1-acre lot is situated at the southeast comer of the intersection of Route 15 and Morris Farm Road. The lot includes approximately 80 feet fronting Route 15, 70 feet along Morris Farm Road and it is bound on the south by the Paulinskill. An early foundry built c.1830 occupied this central Village location (and Block 8/Lot 2) until c.1900. A small frame, 1-story specialty shop built c.1890 stood on the northwest corner of the lot until c.1960. No remains are now visible of either structure and a paved parking lot now covers the site. **(NC)**

Style: N/A

Date: N/A

Additional description: N/A

Object(s): A Sussex County historical marker commemorating the history of the site is located on the southwest corner of the lot along Morris Farm Road. The marker reads, "On this site stood the LaFayette Foundry, built in 1836 by Alexander Boyles. This operation employed many laborers and the success of the industry resulted in the sale of many building lots along Union Turnpike (now Route 15) by Joseph Northrup Jr. and Mr. and Mrs. John Cummins. This growth contributed to the establishment of Lafayette by the N. J. State Legislature on March 20 1845. By the 1850, Census population grew to 927. Thereafter, the foundry business and population declined. The building was used as an apartment house prior to being razed in 1900. Population then was 717." **(NC)**

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9 **99 Route 15 (Block 8/Lot 2) (Photo 13) :** This building is a frame, 2-story, front-gable-and-wing type dwelling. The front-facing gable is two bays wide; a perpendicular wing projects to the west. The result is an L-form plan with a steep, cross-gabled roof. A partially recessed entry porch crosses the width of the front-facing gable. An enclosed secondary entry porch is located on the west side of the dwelling and a 1-story bay window appendage is located on the east. The dwelling is constructed on a stone foundation and a central, brick chimney rises above the gable intersection. **(C)**

Style: Queen Anne influence

Date: c.1900

Additional description: The exterior is clad in aluminum siding and the roof is covered with asphalt shingles. Eaves are medium depth. Fascia and rake boards are covered in aluminum. Other features include 1-over-1 and decorative sash windows framed by simple architraves. Photographs of this home c.1910 document a dwelling with many hallmarks of Queen Anne styling, including the contrasted use of clapboard siding on the body of the house and fish scale shingles on gable walls, a patterned slate roof, and porches detailed in elaborate spindlework. The building is situated on a less that 1-acre lot with 100 feet fronting the south side of Route 15. The lot's southern boundary is formed by the Paulinskill.

Outbuilding(s): None

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10 **97 Route 15 (Block 8/Lot 3) (Photo 14):** This building is a frame, 2-story, 4-bay wide dwelling that consists of a side-facing, gable-roofed core and later 2-story front and side additions. The core appears to have been built as a small industrial building c. 1850. A wide, front-facing gable-roofed addition was added c. 1900. The building subsequently served as an automotive garage through the mid-20th century. The building was then converted to a residence. A gable-roofed addition was constructed c.1960 to the west. The front-facing addition includes two garage bays and the later east addition includes the entrance. A 1-story shed- roofed addition is located across the rear. **(C)**

Style: None

Date: c.1850; early and mid-20th century additions

Additional description: The exterior is clad in aluminum and the roof is covered with asphalt shingles. Eaves are medium depth and include flat fascia and rake boards (covered with aluminum). Other features include 1-over-1 sash windows, both single and paired. Decorative louvered shutters frame them. One exterior, concrete block chimney is located on the east gable wall of the core section of the dwelling. A pair of loft doors is located at the second floor level on the west elevation of the front-facing gable addition. The building is situated on a less than 1-acre lot that has approximately 90 feet fronting Route 15 and is bound on the south by the Paulinskill.

Outbuilding(s):

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11 **95 Route 15 (Block 8/Lot 4) (Photo 15)**: This building is a frame, 2-story, 3-bay wide, gable-front-and-wing type dwelling. The front-facing gable is two bays wide; a small perpendicular wing projects to the west. The result is an L-form plan crowned by a cross-gabled roof of medium slope. An enclosed, hipped-roofed entry porch crosses the front-facing gable. A shed-roofed addition is located to the rear. The building is constructed on a raised concrete foundation. A central brick chimney rises above the ridge of the front-facing gable. **(C)**

Style: None

Date: c.1925

Additional description: The building is clad in vinyl siding and the roof is covered with slate shingles. Eaves include molded fascias and rake boards (now covered with aluminum). Other features include 1-over-1 sash windows framed by simple architraves and decorative louvered shutters. A diamond-shaped, gable window highlights the front elevation. The building is situated on a less than 1-acre lot that has approximately 35 feet fronting Route 15 and is bound on the south by the Paulinskill.

Outbuilding(s): None

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12 **95 Route 15 (Block 8/Lot 5):** This small lot sits vacant. A building (age unknown) stood here until the late 20th century. The lot includes less than 1-acre and has approximately 35 feet fronting Route 15. It is bound on the south by the Paulinskill.

Style: N/A

Date: N/A

Additional description: N/A

Outbuilding(s): None

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13 **93 Route 15 (Block 8/Lot 6) (Photo 16):** The building is a frame, 1-story, 3-bay wide, front-facing gambrel type dwelling. An additional floor level is included within the roof structure. A gable-roofed entry porch crosses the front; a shed-roofed addition and deck are located to the rear. The building is constructed on a banked, stone foundation (exposed to the rear). A central, brick chimney stands above the east slope of the roof. **(C)**

Style: Colonial Revival influences

Date: c.1930

Additional description: The building is clad in vinyl siding and the roof is covered with slate shingles. Eaves are boxed and include molded fascia and rake boards (covered with aluminum). Other features include 1-over-1 sash windows framed by simple architraves and decorative paneled shutters. The building is situated on a less than 1-acre lot that has approximately 60 feet fronting Route 15 and is bound on the south by the Paulinskill.

Outbuilding(s): A frame, 2-bay garage, with a low-sloped, side-facing gable roof (late 20th century) is locate to the rear of the house. **(NC)**

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14 **89 Route 15 (Block 8/Lot 7) (Photo 17):** This site includes the concrete foundation and entrance stair of a frame, 2-story, front-gabled meeting hall that was destroyed by fire c.2005. This structure, of late 19th century origin, was relocated c.1925 to this site from its original Meadows Road location where it served as the Junior Order of United American Mechanic's Hall. In this location, it became known as The Village Hall and later served as a specialty shop dealing in antiques. **(NC)**

Style: N/A

Date: c.1925 (foundation)

Additional description: The site is situated on a less than 1-acre lot that has approximately 135 feet fronting Route 15 and is bound on the south by the Paulinskill.

Outbuilding(s): A frame, 1-seat outhouse is located to the rear of the site. **(C)**

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15 **No Street Address (Block 8/Lot 8):** This structure is the remains of the railroad bed for the Branchville extension of the Sussex Railroad that was run through Lafayette from 1867-69. The Delaware Lackawanna and Western Railroad later operated the railroad. Rail service through Lafayette ended in 1966. The railroad included a double-ended spur in this location to service the Lafayette Depot and a creamery that were also located on the lot. Neither building survives. The spur also serviced the feed and gristmill that remains on Block 7/Lot 23. The railroad bed currently serves as a recreational trail and state park known as the Sussex Branch Trail. The lot includes approximately 3½ acres and includes 115 feet fronting Morris Farm Rd. The site is bound on the north by the Paulinskill. **(C)**

Style: N/A

Date: c.1867-69

Additional description: N/A

Outbuilding(s): N/A

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16 **85 Route 15 (Block 8/Lot 27.01)**: This building is a large, frame, 3-story, 3-bay wide dwelling with a center entrance and a side-facing gabled-roof. A shed-roofed entry porch and shed-roofed storage appendage is located on the front. The building is constructed on a raised concrete foundation. **(NC)**

Style: None

Date: c.1980

Additional description: Exterior features include vinyl siding, asphalt shingles and 1-over-1 sash windows. Three, part 1-over-1 windows define the outside bays of the front. The building is situated on an approximately 2½-acre lot that has approximately 131 feet fronting Route 15 and is bound on the south by the Paulinskill.

Outbuilding(s): A modern, gable-roofed garage with shed-roofed appendage is located to the southeast of the dwelling. **(NC)**

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17 **13 Morris Farm Road/CR Route 659 (Block 8/Lot 27.02) (Photo 18):** This building is a frame, 2-story, 5-bay wide dwelling composed of a front-facing, gabled section a side-gabled wing. The dwelling appears to be a reconfiguration of an earlier I-house type, double dwelling that occupied the site in during the first half of the 19th century. A partially enclosed wrap around porch crosses the front and north side of the front-facing, gabled section; a secondary entry porch is located within L created by the intersecting wings. The building is constructed on stone and more recent concrete foundations. A block chimney is located on the north wall of the front-facing gabled section. The home's foundation walls include a section from a portion of the earlier I-house that was removed during renovations. This section of original foundation supports a deck area to the north of the house. **(C)**

Style: Queen Anne embellishments

Date: 1850; mid-19th century additions/alterations; late 20th century alterations

Additional description: Exterior features include vinyl siding, boxed eaves with molded fascias and rake boards (covered with aluminum), newer 1-over-1 sash windows framed by simple architraves and decorative paneled

shutters. An arched gable window with a molded hood is located in the front-facing section. Porches include chamfered posts with decorative spandrel brackets. The roof is covered with asphalt shingles. The building is situated on a 1-acre lot that has approximately 170 feet fronting Morris Farm Road. The lot is bound on the north by the Paulinskill.

Outbuilding(s): None

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18 **83 Route 15 (Block 8/Lot 28)**: This building is a frame, 2-story, 3-bay wide, gable-front-and-wing type dwelling. The front-facing gable is two bays wide; a perpendicular, side-gabled wing projects to the east. The result is an L-form plan crowned by a cross-gabled roof of medium slope. The building is constructed on a banked, stone foundation (exposed to the rear). A 1-story porch is located within the L created by the intersecting wings. A gable-roofed vestibule addition is located on the front. The whole is built on a concrete foundation. **(C)**

Style: None

Date: c.1925

Additional description: The building is clad in vinyl siding and the roof is covered with asphalt shingles. The eaves are boxed and include flat fascias and rakeboards (covered with aluminum). Windows are 1-over-1 sash (replacements). The building is situated on a less than 1-acre lot that has approximately 35 feet fronting the south side of Route 15.

Outbuilding(s): None

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19 **87 Route 15 (Block 8/Lot 29) (Photo 19):** This building is a group of three adjoining, frame, 2-story, gable-roofed factory buildings that together create an L-shape in plan. The group consists of a side-gabled core building with front-facing gable additions on each end. A small gable-roofed stoop covers a second floor entrance on the front. A shed-roofed appendage is located on both the front and rear of the building. These structures are remnants of a mid-19th century coach manufactory that later operated as a wood shop. **(C)**

Style: None

Date: c. mid-19th century

Additional description: The core building is clad in clapboard; the additions are clad in vertical plank. Roofs are covered with slate shingles. Hinged double doors and rolling doors are located on the gable-roofed additions. Other features include open eaves, 6-over-6, and 2-over-2 sash windows. The building is situated on a 1-acre lot that has approximately 140 feet fronting the south side of Route 15. The lot is bound on the south by the Paulinskill.

Outbuilding(s): None

Inv. # BLOCK 14 RESOURCES

20 **82 Route 15 (Block 14/Lot 38.07) (Photo 21):** This building is a frame, 2-story contemporary commercial building with a large, sprawling footprint. The main block includes a broad clipped-gable roof. A central entry wing with stepped, front-facing gables projects to the east. A small, mid-19th century, gable-roofed dwelling (three bays wide fronting Route 15) is incorporated into the larger structure as a side wing of the main block. The early dwelling is built on a stone foundation; the remainder of the building appears to be stone veneer. A small, stucco-covered furnace chimney stands above the ridge of the large central entry wing. The building includes a variety of vinyl

casement windows (including replacements in the early dwelling) and the whole is clad in vinyl siding. The roof is covered in asphalt. **(NC)**

Style: None

Date: c.1850, enlarged as commercial building c.1995

Additional description: The building is situated on a 38-acre lot with approximately 210 feet fronting Route 15. A large parking area surrounds the building to the north and east.

Outbuildings: None

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21 **22 Meadows Road (Block 14/Lot 39.01) (Photo 20):** This building is a frame, 1½-story, 3-bay wide dwelling that was built as a wagon shed in the mid-19th century and later converted. It has a central entrance and a front-facing gable roof. A shed-roofed wall dormer on the north slope of the roof creates a 2-story appearance along the north elevation. A 1-story service addition, a small porch covering a secondary entrance and a brick chimney are located on the north side of the building. The building is constructed on a steeply banked, parged stone foundation (exposed along the south side). The building features 6-over-1 sash windows. **(C)**

Style: None

Date: mid-19th century; converted to dwelling c.1920

Additional description: The exterior is clad in vinyl siding and the roof is covered with asphalt shingles. The porch addition includes decorative posts and a simple balustrade. Simple boxed eaves define the roof-wall junction. Windows are framed by flat architraves. The building is situated on a large 39-acre lot with approximately 175 feet fronting the east side of Meadows Road.

Outbuildings: A 1-bay, parged block garage (mid-20th century) is situated to the rear of the house. It includes a front-facing gable roof with open eaves and is covered with asphalt shingles. **(NC)**

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22 **16 Meadows Road (Block 14/ Lot 41) (Photo 21):** This building is a frame, 2-story, 5-bay wide dwelling with a center entrance. It is crowned with a pyramidal-hipped roof that terminates in a small, flat deck. Steeply-sloped cross gables are centered on each side. One brick internal chimney rises above the east slope. The building is constructed on a banked, stone foundation (exposed to the front). A 1-story porch is located across the center three bays of the front (south). The building has a variety of sash windows including 4-over-4 at the first floor, 6-over-6 at the second floor, and 1-over-1 gable windows (all are replacements). A 1-story, shed-roofed addition is located across the rear of the house. **(C)**

Style: Queen Anne influences

Date: c.1850; renovated c.1880; late 20th century alterations

Additional description: The exterior is clad in vinyl siding and the roof is covered in patterned slate. Metal ridge and hip copings and open valleys highlight the roof's lines. The porch includes square, paneled posts with decorative spandrel brackets, a spindle work frieze and balustrade. Eaves are medium depth with molded cornices and frieze bands. Windows are typically framed by molded architraves with hoodmolds. Gable windows feature

arched hoods. The building its on a nearly 1½-acre lot with approximately 200 feet fronting the east side of Meadows Road.

Outbuildings: A small, frame, side-gabled barn (c. mid-19th century) **(C)** with drop/novelty siding and a gable-roofed garage (c. mid-20th century) **(NC)** with vinyl siding are located to the north of the house.

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23 **100 Route 15 (Block 14/Lot 42) (Photo 22):** This building is a frame, 2-story, 5-bay wide dwelling. It was likely built as a dwelling c.1850 and served as a general store from the late 19th century to the mid-20th century. It is built in a T-form plan with front-facing and rear-facing gable wings on its west end. It stands on a stone foundation. A 1-story enclosed porch crosses the front 3-bay core of the house. A large, 2-story, hip-roofed addition and a small, 1-story service appendage is located on the rear of the house. A decorative chimney pot is located on the central roof ridge and a brick chimney rises above the rear-facing gable. The building has a variety of sash windows, the majority are 2-over-2. **(C)**

Style: Queen Anne influences

Date: c.1850; c. 1890 and mid-20th century additions

Additional description: The exterior is clad in asbestos siding and the roof is covered with patterned slate shingles. Eaves are deep with molded fascias. The gables feature decorative verge boards and decorative trusses at their apex. Windows are framed by flat architraves with molded hoods. At the turn of the 20th century, the front-facing gable wing included a storefront and an ornate wraparound porch. The building is situated on a less than 1-acre corner lot northeast of the Route 15 and Meadows Road intersection. It includes approximately 130 feet along Route 15 and approximately 190 feet along Meadows Road.

Outbuilding(s): A small, frame, side-gable barn (c.1910) with open eaves and vertical board siding is located to the rear of the house. It is built on a parged stone foundation and is covered with slate shingles. **(C)**

Structure(s): An in-ground swimming pool is located approximately 100 yards to the east of the dwelling. **(NC)**

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24 **98 Route 15 (Block 14/Lot 43) (Photo 23):** This building is a frame, 2½-story, 3-bay wide dwelling with a mansard style roof. Four segmental arch dormers embellish the flared lower slope of the roof on each elevation. A brick chimney is centered on the upper deck of the roof. The building is constructed on a stone foundation. A small bay window appendage is located on the east elevation at the first floor level and an enclosed porch addition crosses the front. The porch is built on a decorative block foundation. A 1-story, shed-roofed addition is located off the rear. The building includes 1-over-1 sash windows. **(C)**

Style: Second Empire influences

Date: c.1860; mid-20th century alterations

Additional description: Exterior details include aluminum siding, a patterned slate roof and deep eaves. The cornice line is covered and obscured with aluminum. The building is situated on a less than 1-acre lot with approximately 105 feet fronting the north side of Route 15.

Outbuilding(s): None

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25 **96 Route 15 (Block 14/Lot 44) (Photo 24):** This building is a frame, 1½ -story, 3-bay wide post office with a front-facing, clipped-gable roof. It was built as a Presbyterian Church c.1860 in a Greek Revival aesthetic. Fire heavily damaged the church in the mid-20th century; its roofline and other defining elements were altered during rebuilding to its present form. It served the Presbyterian congregation until the late 20th century. A 1-bay wide, 1-story is entry porch and vestibule, with a hip-roofed tower above, projects from the front of the building. The building is constructed on a stone foundation. A brick chimney is located on the east slope of the roof, to the building's rear. Tall window openings that originally held stained glass lancet windows were altered to accommodate smaller 1-over-1sash windows. **(C)**

Style: None

Date: c.1860; mid-20th century alterations

Additional description: Exterior features include roughcast stucco cladding and a patterned asbestos shingle roof. A pair of Tuscan style columns supports the porch roof. Eaves are medium depth and include molded cornices and frieze bands. Windows and doors are framed by molded architraves with shouldered heads that include hoodmolds. The building is situated on a less than 1-acre lot with approximately 50 feet fronting the north side of Route 15.

Outbuilding(s): None

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26 **94 Route 15 (Block 14/Lot 45) (Photo 25):** This building is a frame, 2-story, 5-bay wide dwelling with a center entrance and a side-facing gable roof. Its 5-bay configuration appears to represent two periods of construction, the east two bays being an addition. Early 20th century photographs suggest the dwelling was conceived with a Greek Revival aesthetic. A 1-story, 3-bay wide, hip-roofed, enclosed porch is roughly centered on the front. A 2-story service ell addition with a shed roof is built off of the west rear. The building is constructed on a stone foundation and has two brick end chimneys. Windows are 1-over-1, double-hung sashes (replacements). **(C)**

Style: None

Date: c.1840; mid-19th century additions

Additional description: The exterior is clad with aluminum siding and the roof is covered with asphalt shingles. It has boxed eaves of medium depth that are faced in aluminum. Simple architraves and decorative louvered shutters frame the windows. The building is situated on a less than 1-acre lot with approximately 75 feet fronting the north side of Route 15.

Outbuilding(s): A frame, 2-bay wide garage (mid-20th century) with a hipped-roof and aluminum siding is situated behind the dwelling, to the northeast. **(NC)**

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27 **92 Route 15 (Block 14/Lot 46) (Photo 26):** This building is a frame, 1-story, 4-bay wide, hall-and-parlor type dwelling with two inner-bay front entrances and a side-facing gable roof. A shed-roofed porch crosses the front, a saltbox extension is located across the rear and a small, 1-story, shed-roofed appendage abuts the west gable wall. All are constructed on stone foundations. **(C)**

Style: None

Date: c.1840; mid-19th century additions

Additional description: Exterior features include aluminum siding, medium depth eaves with simple fascias and rake boards, paneled entry doors and 6-over-6 sash windows with operable louvered shutters. The porch includes chamfered posts and decorative spandrel brackets. The roof is covered with asphalt shingles. The building is situated on a less than 1-acre lot with approximately 65 feet fronting the north side of Route 15.

Outbuilding(s): A frame, 1 -bay wide garage (mid-20th century) with a low sloped gable roof is situated to the west of the dwelling to the northeast. **(NC)**

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28 **90 Route 15 (Block 14/Lot 47) (Photo 27):** This building is a frame, 1½"-story, 3-bay wide dwelling with a side-facing gable roof and has a saltbox extension across the rear. The dwelling is built on a stone, steeply banked foundation that adds a full basement level to the front elevation. The exposed front face of the foundation/basement level is composed of neatly dressed broken range stonework. Two windows and an offset entrance are located here. A deep, posted and enclosed entry porch crosses the front of the building above this level. Three small attic windows define the dwelling's 3-bay arrangement. **(C)**

Style: Late Victorian embellishments

Date: c.1850; early 19th century additions

Additional description: Exterior features include aluminum siding, medium depth eaves with simple fascias and rake boards, a slate roof, 6-over-6 and 2-over-2 sash windows. The enclosed porch includes jalousie windows and a brick end chimney rises above the ridge to the west. The building is situated on a less than 1-acre lot with approximately 45 feet fronting the north side of Route 15.

Outbuilding(s): None

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29 **88 Route 15 (Block 14/Lot 48) (Photos 28-29):** This building is a frame, 2-story, 3-bay wide, gable-front-and-wing dwelling. The front-facing gable is two bays wide; the perpendicular wing extends the front elevation an additional bay to the west. The gable section was extended to the rear to create a 2-story service addition. The dwelling is built on a stone, steeply banked foundation that adds a full basement level to the front elevation. A posted and enclosed entry porch crosses the front of the building above this level at the first floor. A brick end chimney is centered above the ridge on the west wings gable wall. A second external, brick chimney is centered above the ridge on rear gable extension. **(C)**

Style: None

Date: c.1900; early 20th century addition

Additional description: The exterior is clad in clapboard and the roof is covered with slate shingles. Eaves are medium depth with molded fascias and rake boards. 1-over-1 sash windows are framed by simple, flat architraves. The porch features a flat roof with a molded cornice and 4-light fixed sash windows. The dwelling is situated on a 4-acre lot with approximately 60 feet fronting the north side of Route 15.

Outbuilding(s): A frame, front-gabled, 2-bay garage (mid-20th century) is situated to the north of the dwelling. It

features drop/novelty siding and cross-batten doors. **(NC)** Beyond the garage to the north are three contiguous frame outbuildings. The first appears to be a frame wagon shed (c.1900). It features drop/novelty siding, open eaves and a slate roof. Two frame barns (c.1880) are attached in succession to the rear of the wagon house. These feature vertical plank siding, open eaves, batten doors and slate roofs. These structures may be remnants of a sash and cabinet manufactory that occupied this site during the mid and late 19th century. **(3=C)**

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30 **86 Route 15 (Block 14/Lot 49) (Photo 30):** This building is a frame, 2-story, 4-bay wide specialty store (built as a dwelling c.1845) with paired inner-bay entrances and a front-facing gable roof. A 2-story, flat-roofed entry porch crosses the front. A 1-story, bay window addition is located on the east elevation and 2-story, flat-roofed service addition with a 1-story appendage is located to the rear. The building is constructed on a stone foundation. An external, brick chimney rise above rear gable wall. **(C)**

Style: Greek Revival influences

Date: c.1845; mid-19th century addition; 20th century additions/alterations

Additional description: The front elevation and porch platform is clad in a recently added brick veneer; the remainder is clad in clapboard. Shallow eaves include molded cornices and frieze bands. Across the front of the building, 6-over-6 (recent replacement) and 2-over-2 sash windows (early replacements) are framed by wide architraves with a backband and hoodmold; entrance doors are framed by pilasters and a dentiled entablature. The porch features a flat roof with a molded cornices supported by square columns. The building, currently occupied by *Record and Bough Antiques,* is situated on a less than 1-acre lot with approximately 145 feet fronting the north side of Route 15.

Outbuilding(s):

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31 **84 Route 15 (Block 14/Lot 50):** This building is a frame, 2-story, 3-bay wide dwelling with a front-facing gable roof. It is constructed on a stone foundation. A 2-story rear extension includes a gabled wall dormer on west slope of the main gable roof. A 1-story, shed–roofed, enclosed entry porch, constructed on brick piers, crosses the front. A projecting bay window and cantilevered, second floor level deck are located on the west elevation. An internal chimney rises above the west slope of the main gable. **(NC)**

Style: None

Date: c.1845; 20th century additions/alterations

Additional description: Exterior features include vinyl siding, boxed eaves, 1-over-1 sash windows (replacements). The enclosed porch includes 1-light casement windows. Asphalt shingles cover the roof.

Outbuilding(s): None

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32 **Route 15 (Block 14/Lot 52) (Photo 31):** This site is a small 1-acre cemetery. The roughly rectangular, tree lined lot is located on a south facing knoll. It contains a variety of 19th and 20th century gravestones, the earliest interment reportedly being 1812. A dry-laid, fieldstone wall that is capped by slate slabs surrounds the cemetery. The cemetery is entered through an arched, decorative iron banner that read "Lafayette 1828 Cemetery:" **(C)**

Style: N/A

Date: c.1828

Additional description: The cemetery is non-contiguous with the remainder of the district and is situated roughly 30 yards north of Route 15.

Inv. # BLOCK 15 RESOURCES

33 **114 Route 15 (Block 15/ Lot 28):** This building is a frame, 1½-story, 5-bay wide dwelling with a center entrance. It has a low-sloped, side-gabled roof and is built on a raised concrete foundation. The exterior is clad in vinyl siding and the roof is covered in asphalt shingles. Eaves are medium depth with simple fascias and rake boards that are now covered in aluminum. The house has 1-over-1 sash windows. **(NC)**

Style: Modern

Date: c.1980

Additional description: The house is on a less than 1-acre lot with approximately 55 feet fronting the north side of Route 15. The Paulinskill forms the lot's western boundary. An elaborate Gothic Revival styled dwelling (built c.1890) occupied this lot until it was destroyed by fire about 1980.

Outbuildings: None

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34 **112 Route 15 (Block 15/Lot 29) (Photo 32):** This building is a frame, 2-story, 3-bay wide dwelling with an offset entrance and a steeply-sloped, front-facing gable roof. The house is built on a stone foundation. It includes 2-over-2 sash windows and an external, block, sidewall chimney. **(C)**

Style: Gothic Revival influences

Date: c.1890 with 20th century additions

Additional description: The exterior is clad in asbestos siding and the roof is covered with asphalt shingles. Eaves are medium depth with molded cornices. Windows are framed by simple, flat architraves, except for the front gable window. This window features a pointed window hood with decorative fretwork. The house includes a 1-story shed roof addition across its rear and a 1-story vestibule enclosure added to the front. This house was originally clad in clapboard and had a full porch across its front with decorative posts and flattened arch brackets. It is situated on a nearly 1-acre lot that includes approximately 105 feet fronting the north side of Route 15.

Outbuilding(s): A small, frame, 2-story, side-gabled barn (c. mid-19th century) with a later 1-story wagon shed addition is located to the northeast of the dwelling. The barn and its addition are clad in clapboard. The barn features a patterned slate roof and its addition features a patterned, asbestos shingle roof. **(C)**

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35 **110 Route 15 (Block 15/Lot 30) (Photo 33):** This building is a frame, 2-story, 3-bay wide dwelling with a side-facing gable roof. The building is constructed on a steeply banked, stone foundation (exposed to the front). An enclosed 1-story porch, with a center entrance, stretches the width of the front and a large, 2-story, gable-roofed addition is constructed across the back of the building. Standing above the roofline are an external, block, end-wall chimney and a central metal chimney pipe. The house includes 1-over-1, sash windows (replacements). The

enclosed porch includes vinyl casement windows. **(C)**

Style: None

Date: c.1850 with 20th century addition

Additional description: The exterior is clad in patterned, wood shingles and the roof is covered with asphalt shingles. Eaves are medium depth with simple fascia and rake boards. Windows are framed by flat architraves and decorative louvered shutters hang beside most second floor windows. The house is situated on a less than 1-acre lot that includes approximately 90 feet fronting the north side of Route 15.

Outbuilding(s): A frame, 2-car garage (c. late 20th century) with a front-facing gable is located to the west of the house. The garage is clad in grooved plywood panels and the roof is covered with asphalt shingles. **(NC)**

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36 **108 Route 15 (Block 15/Lot 31):** This less than 1-acre lot with approximately 130 feet fronting the north side of Route 15 is vacant. It was historically occupied by a large 2-story, hip-roofed dwelling (c.1840) that was destroyed by fire in the mid-20th century. No remains of the building are visible above the current grade.

Style: None

Date: N/A

Additional description: None

Outbuilding(s): None

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37 **106 Route 15 (Block 15/ Lot 32) (Photo 34):** This building is a frame, 2-story, 5-bay wide dwelling with a side-facing gable roof. It is built on a steeply banked, stone basement (exposed to the front) and has one offset entrance on the front elevation and a second entrance on the east side elevation. Two pair of French double doors are installed in the exposed basement level and create a 3-story appearance across the eastern half of the front. One brick internal chimney is centered on the ridge and the building has 2-over-2 sash windows with horizontal muntins. **(C)**

Style: None

Date: c.1850, late 19th and 20th century alterations

Additional description: The exterior is clad in three different materials: clapboard on the front, wood shingles on the west side and asbestos siding on the north and east sides. The roof is covered in asphalt shingles. The front entrance is covered with a small, posted, gable-roofed stoop and the side entrance is covered with a small, posted, shed-roofed stoop. Eaves are medium depth with molded cornices and frieze bands. Windows are framed by simple, flat architraves, though the building's two gable windows feature arch hoods. The house is on a less than 1-acre lot with approximately 50 feet fronting the north side Route 15.

Outbuildings: None

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38 **Block 15/Lot 33.01 includes two buildings, one at 104 Route 15 and one at 13 Meadows Road**

104 Route 15 (Block 15/ Lot 33.01) (Photo 35): This building is a frame, 2½-story, 3-bay wide specialty store. It was built as a dwelling c. 1840 and general store and also served as a post office during the late 19th century. Its first proprietor was John Demarest It features a steeply sloped, front-facing gable roof. A 1-story, paneled bay window appendage projects from the east elevation and a shed-roofed porch addition crosses the rear. The building is constructed on a steeply banked, stone foundation (exposed to the front). A full-width, 2-story, recessed entry porch covers an offset entry. A storefront fills the exposed basement level across the front giving the building the impression of an additional story in height. The building includes 1-over-1 sash windows (replacements). **(C)**

Style: Greek Revival influences

Date: c.1840; 19th century additions

Additional description: The exterior is clad in clapboard and the roof is covered with asphalt shingles. The building expresses a stylized Doric vernacular. The entry porch features four square columns with molded bases and capitals that support a full entablature and classically inspired, gable-end pediment above. The door surround includes a heavy entablature with supported by pairs of pilaster that frame sidelights on each side of the door opening. Eaves are medium depth with molded cornices and a wide frieze-band. Small, rectangular, louvered attic windows punctuate the frieze-band along on the front and side elevations. Windows are typically framed with molded architraves; however, the front gable window features an arched hood with decorative fretwork. A decorative truss with similar fretwork at its apex further highlights the front gable. The building, currently occupied by *Herb's Antiques and Collectables,* is situated on a less than 1-acre lot that includes approximately 30 feet fronting the north side of Route 15.

Outbuilding(s): None

13 Meadows Road (Block 15/Lot 33.01) (Photo 36): This building is a frame, 1½- story, 3-bay wide dwelling. It is crowned with a front-facing, gable roof of low pitch. Gabled-dormers are centered along each side and a brick chimney is centered above the roof ridge. A 1-story, hip-roofed vestibule and entry porch crosses the front. The whole is built on a steeply banked, parged stone foundation (exposed along the south side). The building includes 1-over-1 sash windows. **(C)**

Style: Craftsman influences

Date: c.1925

Additional description: The exterior is clad in roughcast stucco and the roof is covered with asphalt shingles. Eaves are deep and include simple fascia and rake boards. Windows are framed by flat architraves.

Outbuilding(s): None

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39 **102 Route 15 (Block 15/ Lot 33.02) (Photo 37):** This building is a stone and frame, 2½-story, 6-bay wide specialty store (likely built as general store c.1840). Its original, central core has a side-facing gable roof. The 6-bay width includes two, 2-story, gable- roofed wing additions; one built off the eastern side of the front (south) and one off the western side of the rear. Two parged brick chimneys rise above the roof ridge. The building includes three separate retail spaces. The western space includes a 1-story, L-shaped, wraparound entry porch while the central and eastern spaces each have storefronts that feature paneled and glazed double doors that are centered between large plate glass display windows. Other windows are typically 2-over-2, double-hung sashes. **(C)**

Style: Late Victorian embellishments

Date: c.1840; mid-19th, early 20th century and later additions

Additional description: The exterior is clad in both roughcast stucco and clapboard, and the roof is covered with asphalt shingles. The porch includes chamfered posts with a neck molding and cutout brackets. The roof-wall junction features closed eaves with molded cornices. Window surrounds are simple, flat architraves, except for the front gable window. This window features a pointed window hood with decorative wood fretwork. Window surrounds are typically simple, molded architraves. A few minor 1-story service additions (20th century) are located off the rear of the building. The building, currently occupied by *Old Lafayette Emporium Antiques, Rose Petal Porch* and *Black Pony Antiques*, is situated on a less than 1-acre corner lot northwest of the intersection of Route 15 and Meadows Road. It includes approximately 100 feet fronting the north side of Route 15 and 90 feet fronting the west side of Meadows Road.

Outbuilding(s): None

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40 **115 Meadows Road (Block 15/Lot 34):** This 1-acre wooded lot is vacant. The lot includes a small panhandle with approximately 15' feet fronting Meadows Road.

Style: N/A

Date: N/A

Additional description: N/A

Outbuilding(s): None

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41 **17 Meadows Road (Block 15/Lot 35) (Photo 38):** This building is a frame, 2-story, 4-bay wide, gable-front-and-wing dwelling. The front-facing gable is three bays wide; the perpendicular wing extends the front elevation an additional bay. A 1-story, wraparound porch is constructed within the L created by the intersecting wings. The whole is built on a concrete foundation. The house includes 1-over-1, sash windows (replacements) and a parged block, sidewall chimney. **(C)**

Style: None

Date: c.1910 with 20th century alterations

Additional description: The exterior is clad in clapboard and the roof is covered with standing-seam metal (the porch roof is standing-seam copper). Eaves are medium depth. Windows are framed by simple, flat architraves. The front door features a decorative door surround with paneled pilasters and an entablature. The dwelling is situated on a less than 1-acre lot that includes approximately 115 feet fronting the west side of Meadows Road.

Outbuilding(s): A frame, side-gabled, 3-car garage (c. late 20th century) is situated to the west of the dwelling. It is clad in grooved plywood panels and the roof is covered with asphalt shingles. A small ventilation cupola is centered on the roof ridge. **(NC)**

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42 **19 Meadows Road (Block 15/Lot 36):** This building is a frame, 2-story, 3-bay wide, and center-entrance dwelling

with a side-facing gable roof. A 1-story, gable-roofed addition is built across the width of the rear. A simple, steel shed roof covers the front entry stoop. The building is constructed on a concrete foundation. It includes 1-over-1, sash windows and two large, single-light picture windows define the bays on each side of the entrance. A small end-wall chimney stands above the roof ridge. **(C)**

Style: None

Date: c.1920 with 20th century alterations

Additional description: The exterior is clad in aluminum siding and the roof is covered with asphalt shingles. Eaves are medium depth with simple, flat fascia and rake boards. Windows are framed by simple, flat architraves. The dwelling is situated on a less than 1-acre lot that includes approximately 50 feet fronting Meadows Road.

Outbuilding(s): None

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43 **21 Meadows Road (Block 15/Lot 37):** This building is a frame, 1-story, 3-bay wide dwelling with a low-pitched, front-facing gable roof and a 1-story, hipped-roof and enclosed porch across the front. A small brick chimney is centered above the roof ridge. The dwelling is built on a patterned concrete block foundation and includes 1-over-1 sash windows. **(C)**

Style: Craftsman influences

Date: c.1930

Additional description: The exterior is clad in aluminum siding and the roof is covered with asphalt shingles. The roof wall junction has boxed eaves medium depth. Windows are framed by simple, flat architraves. The dwelling is situated on a less than 1-acre lot with approximately 40 feet fronting the west side of Meadows Road.

Outbuilding(s): A 1-car garage (early 20th century) with a low-pitched front-facing gable roof is situated southwest of the dwelling. It is clad in vinyl siding and the roof is covered with asphalt shingles. **(NC)**

Inv. # OTHER RESOURCES

44 **Route 15/Paulinskill Bridge:** This structure is a modern corrugated steel pipe and concrete, short-span bridge, with reinforced concrete abutments and parapets. It includes a section of an earlier 19th century short span stone-arched bridge at its core. The earlier bridge's parapets and wing walls were removed and it abutments were significantly altered when the bridge was widened with the addition of pipe and concrete extensions to both sides in the mid-20th century. These changes have appreciably altered the structures integrity of design, materials, workmanship and feeling. **(NC)**

Style: N/A

Date: Mid-20th century

Additional description: N/A

Outbuilding(s): N/A

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45 **Morris Farm Road/Paulinskill Bridge (Photo 39-40):** This structure is a short-span, stone-arched bridge. It features neatly dressed and uniform voussoirs and roughly coursed, rubble spandrels, parapet walls and abutments. The parapet walls feature the gentle humpback profile typical of 19th century short span stone bridges. The exact date of its construction in not known. **(C)**

Style: N/A

Date: Possibly early 19th century

Additional description: None

Outbuilding(s): N/A

46 **Route 15, Union Turnpike Roadbed (Photo 41):** This structure is an engineered roadway that serves New Jersey State Highway, Route 15 and follows the original course of the Union Turnpike (and reportedly a spur of the aboriginal Minisink Trail). The Turnpike through Lafayette was surveyed and designated a public right-of-way in 1808. The Route 15 right-of-way is approximately 40 feet wide and is oriented in a northwest to southeast direction and its horizontal alignment is relatively within the district. After crossing the Route 15/Paulinskill Bridge, the roadway rises moderately, approximately 40 feet in elevation, as it passes through the district for approximately one-third of a mile. Early images of the road through Lafayette show what appears to be a packed earth and gravel wearing surface. The roadway was subsequently modified in the second quarter of the 20th century, creating a raised roadbed to accommodate the rise of automobile travel and provide more advanced drainage controls. The road now includes single travel lanes in each direction, delineated with painted centerlines and sidelines, and is surfaced with "hard" modern asphalt pavement. The entire length of Route 15 that passes through the district is sporadically lined with a variety of shade trees and is bound on both sides with recently installed concrete curbing. Numerous curb "cuts" provide access to residential driveways throughout the district. A small section of the roadway, the roughly 250 feet west of its intersection with Morris Farm and Meadows Roads, includes concrete sidewalks that service the commercial establishments along this stretch near the village center. **(C)**

Style: Engineered road

Date: c.1808 with later alterations

Additional description: N/A

Outbuilding(s): N/A

PERIOD OF SIGNIFICANCE

The Lafayette Village Historic District's period of significance begins c.1770 and ends 1953. The year c.1770 marks the first certain European settlement within the boundaries of the future village and the establishment of a mill site around which the locale later grew and prospered. The year 1953 marks the culmination of a "golden age" of road construction in northwestern New Jersey identified with the last major realignment of the State Highway identification system that gave the "backbone" of the district, State Highway Route 15, its current name. The realignment demonstrated the irreversible dominance of automobile, bus and truck transportation in the state at the time and foretold the end of railroad service to Lafayette. Railroading first came to Lafayette in the mid-19th century and thereafter sustained the village's prosperity through the first decades of the 20th century. The advent of the automobile, combined with a greatly improved network of local roads and state highways ended the area's reliance on the railroad for personal and commercial transportation. The dominance of the automobile during the second half of the 20th Century transformed Lafayette's rural way of life and concluded a long sustained period during which the village was the focal point of the larger agricultural community's commercial, residential and social affairs. Little traditional development occurred within the village after this date. The more dispersed suburban residential and commercial patterns of development responsible for New Jersey's growth in the decades after World War II are abundantly visible in the landscape that surrounds Lafayette today.

STATEMENT OF SIGNIFICANCE

The Lafayette Village Historic District possesses local significance under National Register Criterion A in the areas of exploration/settlement, industry and transportation and under Criterion C as a distinguishable entity in the area of architecture.

Supporting Criterion A, the district is a vestige of the agriculturally based, agglomerated settlements that emerged in Sussex County in the late18th and early 19th centuries. It further reflects the later transformation of such small settlements brought about by transportation improvements and the resultant expansion of market opportunities and diversification of commercial and industrial enterprises during the 19th and 20th centuries.[1]

The location of early settlements in northwestern New Jersey was the result of a variety of factors. Important among these was the presence of a basic route of transportation and a water resource sufficient to power industry. In such locations, pioneering industries were established. Around these industries, such as gristmills and smithies, service and trade centers developed to meet the needs of the region' s early farmers. As agricultural production grew, commerce increased and diversified, and newcomers clustered around these early industries. Homes were built, stores were opened, churches were put up and community populations steadily grew.[2]

Lafayette is one such community. The village was founded in the late 18th century alongside a spur of a centuries-old aboriginal footpath[3] and around the focal point of a mill seat on the Paulinskill. Early on, a log mill ground grain and sawed timber for an accruing community of farmers then arriving in northwestern New Jersey. The district retains historic and natural resources that define its early history as a rural support and processing center for the agricultural motive that characterized the area's earliest settlement.

During the first half of the 19th century, the development of an interregional network of improved wagon roads linked

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[1] Wacker, *Land and People* - pages 377-378; also see Olga Chesler, ed., *New Jersey Archaeological Resource: A Review of Research Problems and Survey Priorities* (Trenton: NJDEP Historic Preservation Office, 1982).

[2] Wacker, *The Musconetcong* - pages 25-28 and 117-131.

[3] The aboriginal footpath referenced is the Minisink Trail. The trail was rather more a network of prehistoric and early historic period footpaths used by Native Americans for travel between New Jersey coastal points, central New Jersey and the primal forests of the Minisink region of the Upper Delaware in northwestern New Jersey, northeastern Pennsylvania, and southern New York. The trails route through Lafayette reportedly corresponds with today's Route 15. Wacker, *Land and People* - 70-71 and 111-112. An informative general study of the Minisink region is *The Minisink: A Chronicle of One of America's First and Last Frontiers* by Dennis Bertland, et al.

Sussex County to the population centers and markets of central New Jersey and the eastern seaboard. The northwest-southeast route of the Union Turnpike, marked today by Route 15, was surveyed through Lafayette in 1808. Lafayette' s growth thereafter occurred alongside this major thoroughfare and evolved beyond its agricultural base to include a complex assortment of commercial and industrial interests. Consequently, the Lafayette Village Historic District exemplifies a linear pattern of settlement that occurred along the region's important early wagon roads and turnpikes in the 19th century.[4]

The prosperity Lafayette experienced because of improved roads was sustained during the second half of the 19th century and into the early decades of the 20th century by the emergence and success of railroad transportation in the region during that time. The Sussex Railroad began service to the village in 1869 and quickly became the preferred mode of transportation for passengers and freight. Lafayette continued to supply goods and services to local farmers, yet as a waypoint on the railroad, the village also became the gateway for the export and distribution of local farm products to distant metropolitan markets. The district includes several historic resources that identify its history as an important railroad transportation center.

Supporting Criterion C, the district contains a significant concentration of architectural resources that identify Lafayette Village as a social, commercial, industrial and transportation center of northern Sussex County during the 19th and early 20th centuries. The village is architecturally significant as a reasonably well preserved group of buildings and structures that served these purposes and whose form and spatial organization are characteristic of the area's growth during that time. Unlike other similarly settled areas in northwestern New Jersey, Lafayette retains a quantity of resources that illustrate the continuum of its evolution. Buildings within the historic district retain a substantial quantity of their original design features, and comprise a cohesive group constructed between c.1830 and c.1930. The predominantly wood frame, 2-story buildings tend to be vernacular in nature, yet the presence of a few high-style buildings within the district documents the influence of the modes of design prevalent in New Jersey during that period. Stylistic influences within the Historic District include Late-Federal, Greek Revival, Gothic Revival, Second Empire, Queen Anne, Colonial Revival and Craftsman.

EXPLORATION/ SETTLEMENT

> *"8 May – In the morning came along the path downwards and surveyed a lot for John Bellers, containing 2,500 acres and joineth to Matthew Gardner's lot. In the running of the same, we crossed a very large meadow, which occasioned the laying out of another lot of 1250 acres for father. There is 400 or 500 acres of meadow and indifferent good upland in it."*
>
> *- Journal of John Reading, Jr., 1716*

The above citation is the first known recorded mention of the area where the village of Lafayette is located. It is an extract from a diary of John Reading an early surveyor for the West Jersey Proprietors, who in the 18th century controlled this portion of New Jersey. From their headquarters in Burlington, the Proprietors commissioned agents to survey their holdings, drew up title to their parcels and thereafter sold them for profit. Many of Reading's surveys were of the meadowland surrounding the Paulinskill, then referred to by the Indian name—Tockhockonetcong. Reading is known to have first navigated the area using the well-worn "Minisink Trail."[5] The 2,500 acres of land belonging to Bellers, noted in Reading's diary account, was one such parcel.[6]

Though European settlement in northern Sussex County began in the 1740s, it was not until after mid-century that the first settlers established themselves in the area that later became Lafayette. About 1770, German immigrant Henry Bale cleared an area of land just south of the Paulinskill near the center of the Bellers' tract and, as a squatter, established a farm. Bale

[4] Wacker, *Land and People* - pages 385-394.
[5] Ibid. – page 111.
[6] Everitt – page 1.

reportedly arrived at Philadelphia from Rotterdam in 1752 aboard the passenger ship *Forest* and thereafter came to the area by way of Hunterdon County.[7]

Bale's farm in cluded a log dwelling and a variety of other primitive agricultural structures. By 1773, Bale had expanded his activities to include the operation of a combination gristmill and sawmill for custom processing grain and timber brought to the mill by area farmers.[8] The milldam and race needed to power these new enterprises was thus in place by this date. Bale's improvements represent a sizable investment of resources and know-how in the frontier environment that characterized northwestern New Jersey in the Colonial Era. At the time of the American Revolution, the small cluster of development surrounding Bale's farm and mill was known as Bale's Mill. Bale, who died in 1783, never held title to the property.[9]

The first significant changes to affect the settlement of Bale's Mill resulted from a network of improved roads in the region that began taking shape in the early 1800s. In 1803, a new public road was surveyed to connect the center of Lafayette to a so-called Great Road, now marked by Route 94, that passed through the area roughly one-half mile to the east of the settlement. The new road generally corresponds with the current section of Route 15 that runs east-west from Route 94 to its intersection with the north-south path of Morris Farm and Meadows Road. This intersection marks the center of the district today. Morris Farm and Meadows Roads were also opened about this time.[10] On February 23, 1804, the New Jersey Legislature chartered the Union Turnpike Company to plan and construct an improved public road and bridges to facilitate commerce between northwestern New Jersey, central New Jersey and points east. The turnpike was first planned to stretch from Morristown through Dover and onto Sparta about 25 miles to the northwest and about 6 miles shy of Lafayette. In 1806, the Legislature authorized a 25-mile extension of the road from Sparta through Lafayette, along the route of today's Route 15, to the Upper Delaware Valley and Milford, Pennsylvania beyond. The work of completing the extension occurred over many years with a later segment not complete until 1814.[11]

The completion of the Union Turnpike was transformational to the development of Lafayette. The thoroughfare made possible the first efficient means of overland transport of semi-perishable produce, natural resources and semi-finished manufactured goods. Pork, butter, flour, iron and zinc ores and pig iron and castings from northwestern New Jersey communities, including Lafayette, began to flow east aboard horse and ox drawn carts and wagons. Stage traffic was also now feasible. The turnpike supplied the growing region with a variety of imported goods and finished consumer products in return. Improved transportation provided the basis for new non-agricultural business opportunities within the community and a variety of new tradesmen and merchants established themselves in Lafayette along the turnpike in the decades that followed. Among these were coopers, wheelwrights, carriage makers, harness makers, milliners, tailors, innkeepers, teamsters, physicians, grocers, peddlers, storekeepers and iron founders.[12]

Joseph Northrup Sr. became the first American-born owner of the land encompassing Bale's Mill when he purchased 320.57 acres from its absentee English owners in 1801.[13] Northrup's purchase included lands situated north and south of the Paulinskill and on both sides of today's Route 15. Northrup was a wealthy regional landowner and entrepreneur with numerous business enterprises in nearby Sparta and Andover. In 1803, Northrup sold the southern section of his Lafayette property to Zacariah Price. This 66.65-acre parcel included all of the lands to the southwest of Route 15 and included the mill site developed by Bale.[14] The property later passed to Robert and Samuel Price then to John Price in 1817.[15] John Price

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[7] Everitt – page 2; Hurdle – pages17-21.
[8] Everitt - page 3; Newton Township Tax Ratables – 1773. According to secondary sources, Bale also reportedly operated a blacksmith shop on or nearby the mill site.
[9] Everitt – pages 2-3.
[10] RBA 2011 - page 15.
[11] McCahon - 263-264; Union Turnpike Company Records.
[12] Gordon – 166; *Sussex County Register* – May 7, 1824, October 1, 1835 and August 24, 1839; 1860 Federal Census; Hopkins - 1860 ; Sanborn Map Co. – 1886.
[13] Book of Deeds E - page 315, Office of the Sussex County Clerk.
[14] Book of Deeds I - page 288, Office of the Sussex County Clerk.
[15] Book of Deeds H 2 - page 295, Office of the Sussex County Clerk.

reportedly built a dwelling about this time south of the mill and on the west side of Morris Farm Road. The dwelling does not survive. The area took on the identity of Price's Mill during this time.[16]

In 1822, James Ludlum purchased the original mill and its 66.65-acre parcel from Price's estate. Ludlum constructed a new race and timber frame mill to replace Bale's original log structure.[17] The new mill included both a gristmill and distillery and the area soon became known as Ludlum's Mill. While Ludlum continued to provide local and domestic milling services to surrounding farmers, he, more significantly, began lucrative merchant milling activities in Lafayette focused on the export of processed grains. After his arrival in Lafayette, a handsome Greek Revival residence was erected at the northwestern boundary of the district (inventory no. 1, photo 1) that remained his window's residence until the mid-19th century.

While known as Ludlum's mill, a public burying ground was established in the village on a rise of ground at the eastern edge of the settlement (inventory no. 32, photo 31). The year was 1828. Prior to this date, the spot chosen had apparently served burials in an unofficial capacity for some time as a so-called potter's field. The earliest headstone is reportedly that of Margaret Demerest, placed March 29, 1812. In the confines of the new walled cemetery, interments were made regardless of religious preferences. The establishment of the cemetery denoted an important milestone in the development of the village's identity.[18]

In 1824, America prepared to celebrate its 50th year of independence. The United States Congress invited General Marquis de La Fayette, the young French general who had played a famed role in the Revolution, to share in the celebration. At the age of 66, La Fayette accepted the invitation and returned to America in 1825—his first visit since the war's end. Celebrations were held for the elder La Fayette throughout the country and the excitement of his visit captivated New Jersey. The residents of the village decided to memorialize the General by renaming their community—La Fayette (later Americanized to Lafayette).[19] The village is purported by one historian to represent the first American community to take its name in honor of the General.[20] The first known reference to the village by its new name was contained in a newspaper advertisement of 1824 that states "store goods for sale at La Fayette near Ludlum's Mill."[21] The "La Fayette" post office was established in the village in 1826, with Jonathan Owen serving as its postmaster.[22]

When the village assumed the name Lafayette, it straddled the municipal boundary separating Newton and Frankford Townships. The village was nominally divided into two portions by this boundary. The area of the proposed historic district was located in Newton Township and referred to locally as Upper Lafayette. The other section, about a mile northwest and within Frankford Township, was referred to as Lower Lafayette.

Business activity increased substantially in Lafayette between 1830 and 1842. In April 1830, James Ludlum promoted the development of the area around his new mill with an advertisement in the weekly Sussex Register. The entry read, "James Ludlam wishes to sell his water power at Lafayette..."[23] In the same year, Joseph Northrup Jr., son of the tract's earliest American owner, and Jonathan Owen purchased a parcel located along the north bank of the Paulinskill, between the kill and today's Route 15. The parcel included land on both sides of today's Morris Farm Road. On the land east of the road, Northrup and Owen set up an iron foundry and sawmill. The foundry was a large 2-story stone structure, roughly 70 feet wide and 35 feet deep; the Paulinskill powered its bellows and trip hammer.[24] On the land west of the road, they erected two stone

[16] Snell - page 377; Bale's log dwelling and mill were reportedly located to the east of the present mill complex. The dwelling survived until around 1835. Bale's log mill was removed in 1822. Bale's dam across the Paulinskill and the headrace from the dam to the mill remained until 1858, when it taken down to reclaim an area of land that had been flooded by its backwater for nearly 100 years.
[17] Book of Deeds Y2 - page 367, Office of the Sussex County Clerk.
[18] Heritage - page 4-9; Snell - page 376.
[19] Everitt - pages 7-8.
[20] Barber and Howe – page 477.
[21] *Sussex County Register* - May 7, 1824.
[22] Snell - page 373, Everitt - page 11.
[23] *Sussex County Register* - April 23, 1830.
[24] Everitt Research Files.

buildings. The largest was a storehouse that stands today on the southeast corner of Route 15 and Morris Farm Road (inventory no. 5, photo 5) and next to it a dwelling. The foundry property was sold to Alexander Boyles and James Cassidy in 1832, who in partnership operated the ironworks and store for several years thereafter. Though the foundry, sawmill and dwelling do not survive, the storehouse does and is the oldest surviving building in the historic district.[25]

Joseph Northrup Jr. purchased the mill and the balance of Ludlum's land in Lafayette along the south side of Route 15 from Ludlum's estate after his death in 1834.[26] Soon after, John Cummins took possession of the lands on the north side of the roadway through marriage into the prominent Price family. Between 1834 and 1850, Northrup and Cummins subdivided and sold their properties along the Union Turnpike. Numerous residences were built to the east and west of the original village center.[27] In 1836, Northrup Jr. sold a 1/3-acre lot to innkeeper Hazlet Slater for $100. There he erected a 2-story frame tavern that survives today just west of the village center on the south side of the Route 15 (inventory no. 4, photo 4). This establishment operated as the Lafayette House into the late 20th century. In 1839, Northrup sold a smaller adjacent parcel to Horatio Peters for $75. In 1838-1841, John Cummins sold several house lots opposite Slater's hotel, including a 1/10-acre to John Demarest who built a Greek Revival style residence and store on the property (inventory no. 38, photo 34). In 1846, a 1/4-acre lot on the northwest corner of the village crossroads at the center of town was sold to David Magee (et al.) for the considerable sum of $2000; the price suggests a building was already in place at that time. It likely survives as a portion of inventory no. 39 (photo 37). Cummins sold many similar lots on the east side of town during this period including lots for a Presbyterian Church and parsonage in 1841.[28] Most of the houses first erected on these parcels still stand today (including inventory no.s 25-30, photos 24-30).

By the close of the 1830s, the village contained several stores, a gristmill and sawmill, an iron furnace and foundry. The foundry operated by Boyles and Cassidy employed about 40 men and boasted the capacity of producing castings up to 1500 lbs.[29] The village also supported a school, two churches and numerous dwellings.[30] During the 1840s, the village grew to include a flouring mill, tinsmith shop, a blacksmith shop and a clover mill. By this time, O. P. Armstrong operated the flouring and gristmill on the site of Ludlum's mill, as well as a new cider press and distillery. A portion of the mill's stones was reportedly dedicated entirely to grinding apples to support the distillery. Years later in 1881, the capacity of the distillery was 226 gallons of apple brandy per day. Both raw material and the finished products of these various enterprises were transported into and out of Lafayette by freight wagons drawn over the Union Turnpike.[31]

As early as 1837, a drive to establish a township anchored by the village of Lafayette was promoted by its leading citizens. In January of that year an entry in the regional *Sussex Register* announced "a meeting at the house of Hazlet Slater passed resolutions favoring [the] new township of Lafayette, and appointed ...a committee to go to Trenton and urge passage of law for such Township."[32] The effort to create a new township met with some local resistance but was eventually realized in the spring of 1845. The lands included in the new township were taken from Frankford Township (located northwest) and Newton Township (located southeast), and the municipality took its name from the largest of its settlements - Lafayette.[33] The legislation that authorized the creation of Lafayette Township was approved March 20, 1845 and reads as follows:

> *"An Act to Set Off from the Townships of Newton and Frankford, in the County of Sussex, a new Township, to be called the Township of Lafayette.*
>
> *Be it enacted by the Senate and General Assembly of the State of New Jersey, as follows: Those parts of*

[25] Book of Deeds Y2 - page 367, Office of the Sussex County Clerk.
[26] Book of Deeds S3 - page 9; Everitt Research Files.
[27] Everitt - pages 10-11.
[28] Everitt Research Files.
[29] *Sussex County Register* – July 22, 1836.
[30] Barber and Howe - page 477.
[31] Weiss - page 239.
[32] *Sussex County Register* - January 26, 1837.
[33] Everitt – pages 15-16.

the Townships of Newton and Frankford, in the County of Sussex, lying within the boundaries and description following, - to wit, beginning in the middle of the road leading from Thomas Houses to Merritt Pinckney's, at the southwest corner of the Township of Sparta; thence running in a direct line to a black oak tree standing on the east side of the great road leading from Newton to Lafayette, northeast to the dwelling house of Jacob Snook, which tree stands near the forks of the road leading from said Newton and Lafayette Road to the Newton and Deckertown Turnpike; thence continuing the same course from said black oak tree until its strikes the aforesaid turnpike; thence along the center of said turnpike until it strikes the line of the Townships of Newton and Frankford; thence in a direct line to a corner of the Township of Frankford and Wantage, southeast of the dwelling house of John Clay; thence along the line of Townships of Frankford and Wantage to a corner of the Township of Hardyston and Frankford north of the dwelling-house now occupied by Jonathan A. Dusenberrie; thence along the line of the Townships of Frankford and Hardyston until it strikes the line of the Township of Sparta; thence along the line of the Township of Sparta to the beginning – shall be, and the same is hereby, set off from the Townships of Newton and Frankford, in the County of Sussex, and made a separate township, to be called and known as the 'The Township of Lafayette.'

The inhabitants of the Township of Lafayette shall hold their first annual town-meeting in the house of Hazlet Slater, innkeeper, in the Village of Lafayette, in said Township of Lafayette, on the second Monday of April, One Thousand Eight Hundred and Forty-Five."

According to a credible history of the village, "Moses Woodruff, Alexander Boyles, and John Snyder, or any two of them, were by the same act appointed Commissioners to run, survey, mark and ascertain the lines above mentioned, and were to execute and discharge the duties of their said appointment before the second Monday of April 1845, the charges and expense for said Commissioners being taxed and paid as by law directed in case of commissioners appointed by the Court of Common Pleas."[34]

Though the 19th century population of Lafayette Township peaked in 1850 at 958 residents, the village continued to prosper.[35] By 1860, the village had become a thriving commercial center, providing essential services to 70 to 80 surrounding farm families and those living within the village itself.[36] An 1860 map of Sussex County provides an enlarged detail of the village that depicts its many buildings and lists their uses and owners at that time. This is the earliest published illustration of the Lafayette community; it possesses a remarkable similarity to the village's appearance today. The map documents a dense cluster of industrial and milling operations straddling the Paulinskill at the village's center and a large millpond situated to the northeast. This cluster marks the location of Lafayette's 18th century origin and the seed of its 19th century growth and expansion. Residences and stores radiate from the village center along the north and south sides of Union Turnpike to the northwest and southeast limits of the district. Little expansion of significance is detailed on the map to the north or south of the village along today's Meadows and Morris Farm Roads. The map of 1860 catalogues at least 18 residences, four stores, a hotel, a post office, a cabinetmaking shop, a gristmill, a distillery, a sawmill, an iron foundry, a blacksmith shop, a coachworks and a Presbyterian Church and parsonage.[37] The village and district shows a nearly mature development by this date. Subsequent growth would generally consist of the further subdivision of existing lots along the turnpike, and the erection of similarly scaled residences to the north and south along Morris Farm and Meadows Road.

Edward A. Webb's *Historical Directory of Sussex County, N.J., published* in 1872, noted the following concerning the Village of Lafayette:

The Village of Lafayette "is beautifully situated on the east branch of the Paulinskill, about five miles northeast

[34] Snell - page 374.
[35] Everitt - page 17.
[36] Everitt – pages 15 and 24.
[37] Hopkins – 1860.

from Newton. It was organized about forty years ago.

In the year 1836, an iron foundry was built and for many years was very successfully worked, the pig iron being drawn mostly from Franklin, but about ten years ago this business began to fall off, and so continued to until 1865 or 1866 when it was entirely abandoned.

Fifty years ago, nothing distinguished the locality but a store, a few houses, a grist and sawmill, both carried on under the same roof. This building was of logs, put together in the rough and ready style. The mill was built by Henry Bale. It was sufficient to meet all of the wants of the people for many years; but in 1826, increased business made the erection of a larger building and the purchasing of new machinery necessary, and the log mill, which was situated where two houses now stand, opposite the present mill and next to the foundry, was soon after torn down. This new frame structure was burned to the ground in 1858, and the present mill was built upon the same site.

Many years ago a still-house was built here, but at the extension of the Sussex Railroad to Branchville, the line of construction passed through the center of the building, the apparatus was moved to the rear of the mill into an addition that was built for it. A part of the old building still remains on an embankment just above the track.

At the present time a good business was done by Mr. David Munroe's sash and blind manufactory, where about a dozen hands are employed. It has been in successful operation for more than 17 years. The annual business of the factory is about $15,000.

In 1871, a brick schoolhouse was erected. There are two hotels, two blacksmith's and wheelwright's shops, beside the grist mill and still house referred to.

A good Templers' lodge, consisting of 90 members has been formed and meets regularly once a week.

Presbyterian Church of Lafayette was built in the years 1856-57. It was dedicated in July 1867, with 14 members and organized there in the following month. These members were formerly connected with the North Church of Hardyston and with the church of Augusta. Reverend Joel Campbell, who had been pastor of the North Church for 18 years, was elected to preach as a stated supply.

In 1842, an effort had been made to put up a Presbyterian church and a committee was sent by the presbytery to inquire into the expediency of the building. After looking carefully into the strength of the organization, it was decided not to attempt it at that time.

Mr. Campbell remained here as stated supply until early in 1872, when Reverend Jethro B. Woodward was called and on May 2nd was installed as the first pastor of the church. Mr. Campbell died the same month, twelve days after Mr. Woodward's installation, after an illness of only one week. Mr. Campbell had been 44 years in the ministry, a faithful preacher of the Gospel and dearly beloved by all who knew him. His last public address was the charge given to the people at the installation by Mr. Woodward. Mr. Campbell, at his death was 75 years of age. He was buried in the North Church Cemetery."[38]

Among the details offered in Webb's account, a few stand out as noteworthy with regard to their impact upon Lafayette's development following the Civil War. The first is the demise of the iron foundry started by Northrup and Owen in 1836. The closure of the foundry in 1862 and a period of general economic depression began a very slow decline in the village. Yet the second item of interest in Webb's account, the arrival of the railroad, had a profound effect on easing this decline. The concept of reaching the mineral and agricultural wealth of northwestern New Jersey and the Upper Delaware Valley by rail

[38] Webb - pages 35-37.

(through Lafayette) was promoted by regional entrepreneurs as early as 1836.[39] Three decades later, in 1867, the Sussex Railroad reached Lafayette from the county seat at Newton, located about 6 mile southwest. The line was run along the southern edge of the village south of the Paulinskill (inventory no. 7, photos 11-12) on its route to the community of Branchville about six miles to the northwest. The arrival of the railroad enabled an important shift in the region's agricultural production that extended Lafayette's prosperity for several decades. The railroad offered a more rapid means of transporting perishable goods to market. As a result, surrounding farmers trended away from grain based production to the more profitable practice of dairy farming, which interestingly goes without mention in Webb's account. The dairy industry soon became the preeminent interest of Lafayette area farmers. Sussex County became a major supplier of milk and other dairy staples to eastern seaboard markets during the late 19th century.

A fire insurance map of Lafayette, published in 1886, depicts a village little changed from that recorded in 1860. Though the building stock shown is a bit denser than the earlier depiction, it is clear that the steady expansion experienced during the first half of the century did not continue. The most notable changes documented in the 1886 map are the conversion of the stone foundry building to a double dwelling and the new presence of the Sussex Railroad. In 1886, Lafayette included 23 dwellings, with a variety of associated outbuildings, a Presbyterian Church, a flourmill, gristmill and distillery, a hotel, a shoemaker, and three general stores, one of which included the post office. Also present were a cabinetmaking shop, a cider mill, two woodworking shops (including a shutter and blind manufactory), a blacksmith shop, a machine shop and a passenger and freight depot on a spur of the Sussex Railroad. A few additional dwellings were depicted north and south of the village center along Meadows and Morris Farm Roads. [40]

The State of New Jersey published industrial directories every three years within the first two decades of the 20th century. The purpose of these directories was to promote the cities, towns and villages of the state as high-quality places for manufacturers to locate their companies. The 1906 edition of the directory described the Village of Lafayette as follows:

> *On the Branchville Junction branch of the Delaware, Lackawanna and Western Railroad; station in the town. Population: 625. Banking town, Newton. A money order post-office; telegraph and telephone stations. Express service, United States Company. Tax rate: $1.50.*
>
> *The town is very advantageously situated for the purpose of carrying on manufacturing industry. The railroad service is good and freight routes and taxes are reasonable. The location is perfectly helpful and absolutely free from Malaria in any form.*
>
> *Factory sites conveniently situated for making direct railroad connection can be purchased at specially low prices and on favorable terms.*
>
> *Large deposits of what is claimed to be the finest slate in the United States are found here. Three quarries are open but no material is now being taken out, because of scarcity of capital. These quarries can be either leased or bought outright, with the appliances, capital and proper management of the property, their operation should yield a considerable profit.*
>
> *The town supports three public schools and three churches – Methodist, Presbyterian and Baptist. A good supply of labor of an exceptionally orderly and intelligent kind can be depended upon.*
>
> *The industries at present in operation are two flouring mills and a large new creamery which draws its supply of milk from the farms surrounding the town. The poultry and egg business in this region is very extensive.*[41]

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[39] *Mechanics Magazine* - pages 63-64; *American Railroad Journal* - pages 440-441.
[40] Sanborn Map Co. – 1886.
[41] Garrison 1906 - page 187.

A noteworthy addition to Lafayette noted in the 1906 directory is the presence of a creamery alongside the Sussex line and to the east of Morris Farm Road. Creameries like Lafayette's, where area farmers sold their raw milk to be processed and packaged for shipment to eastern markets, were essential components of local dairy economies.[42]

Later similar publications portray a community that changed little during the first several decades of the 20th century; the village's economy clearly stagnated during this period. In 1920, Lafayette's population had fallen nearly 40 percent from its 1850 high and stood at only 634. Only a limited number of buildings were built within the district during the following decades. The independence offered by automobile transportation during the early and mid-20th century undercut the traditional purpose of central places like Lafayette and the rural populations they anchored began to disperse. Small-scale agriculture was displaced by larger farming operations and a preference for truck transportation increased during these years as well. These factors and the steady decline in milk prices had a significant impact on the area's farming community. A steady decrease in agricultural production ensued. With a much-reduced quantity of farm products leaving Lafayette by rail, the village economy likewise contracted. Both freight and passenger service to and from the village steadily diminished as the 20th century progressed. Major efforts to end railroad service began in the early 1950's. The railroad to Lafayette was abandoned in 1966.

INDUSTRY

As introduced, the waterpower potential of the Paulinskill and its proximity to early transportation routes were the principal factors in the development of industry in Lafayette in the 18th and 19th centuries. German immigrant Henry Bale first harnessed the Paulinskill when he built the vicinity's first mill, a combination gristmill and saw mill, about 1770. It is probable that Bale chose the location in part because of the region's early assemblage of primitive roads that originated as aboriginal footpaths. Bale's log mill continued to operate for approximately 60 years when James Ludlum replaced it with a larger frame gristmill in 1822. Ludlum's new mill stood on the site of the current mill complex. The new structure incorporated a new undershot waterwheel, new gearing and three run of grindstones. The mill later added a run of grindstones for processing the area's apple harvest and to supply its cider press and distillery. Fire destroyed the frame mill in 1857. In the wake of this loss, mill owners Obadiah Armstrong and Thomas Kays completely reconstructed the mill seat beside the Paulinskill. The original millpond was relocated and a new race was trenched to a 3-level frame gristmill completed in 1858. The mill again incorporated entirely new works and continued to run a cider press and distillery. The mill was subsequently enlarged twice and stands as a landmark at the heart of the district today.[43]

The advent of improved roads in the form of turnpikes connected Lafayette to more distant markets in the early years of the 19th century. Turnpikes enabled commercial traffic to and from Lafayette. As a result, industrial ventures were drawn to Lafayette where they established themselves alongside Ludlum's mill during the second quarter of the 19th century. A cupola furnace, iron foundry and new sawmill were established near the mill and astride the Paulinskill in 1830. A large stone building was erected for the ironworks by its first proprietors Joseph Northrup Jr. and Jonathan Owens. It was soon purchased and expanded by Alexander Boyles and James Cassidy. On July 22, 1836 an entry in the Sussex Register read, "A. Boyles says the Lafayette foundry is now successful, and can cast up to 1,500 lbs. weight."[44] Boyle's operation prospered for many years, working pig iron produced in the nearby Franklin Furnace to produce mill castings of all shapes and sizes for machinery production. The business also had a tinworks.[45] The foundry, also known as "the Lafayette Factory" was the community's largest employer and many new dwellings and several businesses were constructed to shelter and serve Boyle's 40 employees and their families.[46] By 1838, the village boasted industrial manufactories of a gristmill, cider mill, distillery, clover mill, sawmill, furnace, foundry and blacksmith shop.[47] By the year 1860, industrial trades counted in census data

[42] Everitt - page 27.
[43] Snell - page 377; Gordon - page 166.
[44]; *Sussex County Register* - July 22, 1836.
[45] Ibid. - October 28, 1841.
[46] Everitt - pages 10-12; Barber and Howe – page 477.
[47] Hopkins – 1860.

expanded to include a molder, machinists, a millwright, a pattern maker, cabinetmakers, carriage makers, wheelwrights, a harness maker, master coopers and several blacksmiths.[48]

By 1886, Lafayette's business community assumed a different complexion as documented in a Sanborn Fire Insurance Map of the village published that year. The map depicts numerous dwellings, a hotel, shoemaker, five stores (one with a post office), the grist and flourmill, cider mill and distillery, three blacksmith shops, a machine shop, a woodworking and cabinetmaking shop (including a shutter and blind manufactory) and a painting shop. Also shown on the map are the Sussex Railroad and its combination freight and passenger station, erected in 1869 with the arrival of the railroad. Notably absent from the image is the iron works that had enhanced the village's industrial growth. It ceased operations in 1862. Though the stone structure that housed the foundry still stood in 1886, by that time it had been converted for use as a double dwelling. The assemblage of businesses documented in Sanborn's survey of 1886 represented the loss of heavy industry from the village dynamic. In this, Lafayette was likely part of a general decline in New Jersey's iron industry that accelerated in the1870s. The decline shadowed the iron and steel industry's shift west, closer to cheaper sources of raw materials and fuel and its preference for highly integrated manufacturing sites. Small-scale manufacturing defined Lafayette's industrial community following the loss of the iron industry in 1862.

TRANSPORTATION

The last quarter of the 18th century and first quarter of the 19th century is sometimes referred as the Turnpike Era in American History. During these years, agricultural, commercial and political interests alike promoted the upgrading and expansion of "improved" roads across the nation; a particular fervor gripped the Mid-Atlantic and New England. Promoters sought to rebuild the existing network of primitive roads and extend them as interregional arteries to connect distant centers of commerce. The roads envisioned would have straighter and wider right-of-ways (with shoulders) and crowned roadbeds covered with uniform, well-drained crushed stone. Permanent bridges, built with robust timber frames or stone, would overcome intervening streams and rivers. The movement for improved roads in New Jersey and other states took shape in government chartered capital ventures known as turnpike companies. Through turnpike companies, private investors would acquire the necessary lands, subsidize the construction and provide for the continued maintenance of "artificial roads" in return for the right to collect tolls from travelers to generate profits.[49]

Forty-eight turnpike companies were chartered and incorporated in Mid-Atlantic and New England states by 1801. Thirteen were operational in New York and five in Pennsylvania by this date. Though New Jersey's first turnpike charter was granted in 1795, no such improved roadway was yet completed within its borders. Over the next decade however, the Turnpike Era took its place in New Jersey history as well. During this ten-year period, numerous turnpike companies were established under state charters to take over, improve and extend existing right-of-ways. In addition to resurfacing these routes with stone, the newly formed companies widened and straightened roads, built bridges across rivers and streams, and extended them to numerous remote locales. The first turnpikes built in New Jersey connected major markets in the east with the established and growing population centers across the waist of New Jersey to eastern Pennsylvania. These routes included the Morris Turnpike (1801), the New Jersey Turnpike (1801) and the Trenton-New Brunswick Turnpike (1804).[50]

Efforts to connect eastern markets with the northwestern New Jersey and the Upper Delaware regions, whose mineral wealth and agricultural surpluses were prized by merchants and businessmen, resulted in the charter and construction of turnpikes there as well. New York business interests invested heavily in these routes including the Union Turnpike (1804) and the Patterson and Hamburg Turnpike (1806). The Union Turnpike Company was chartered by an act of the New Jersey legislature, on February 23, 1804 to run northwest from Morristown, roughly 25 miles southeast of Lafayette, to Sparta, roughly 6 miles southeast of Lafayette. The company's charter was modified in 1806 at the behest of Sussex residents, including Lafayette mill owner Zacariah Price. The modification provided for the turnpike's extension into Lafayette, then

[48] United States Census 1860.
[49] KSK, pages 34-49; Lane - pages, 20-24 and 145; *New Jersey Herald* - March 5, 1987.
[50] KSK, pages 34-49; Lane – pages 147-149 and 157-158; Heritage - page 4-2.

known as Price's Mill and onto Milford, Pennsylvania approximately 20 miles beyond the village. The turnpike was surveyed near Lafayette in 1808. It was brought into the village along a public road opened in 1803 and continued through the village and points beyond, reportedly tracing the course of the "Minisink Trail."[51]

Using today's network of highways for reference, the course of the Union Turnpike through Sussex County would be described as follows:

> *Entering the county along what is now New Jersey State Highway Route 181, the turnpike joined the village of Sparta and headed north to where it joined the current New Jersey Route 15. The turnpike extended through the locales of Houses, Woodruff's Gap and Ackerson, Gustin's Corner, Lafayette and up to Ross' Corner. The turnpike then followed current U.S. Route 206 north through Branchville and then followed Route 206 north of Tuttle's Corner, deviating slightly to the west along a short stretch of the Layton-Hainesville Road (County Route 646) prior to terminating at Montague.*

As introduced previously, the Union Turnpike linked the commercial affairs of northwestern New Jersey, including Lafayette with those of the larger state and seaboard markets. This improved the import and export of raw materials, dry goods and finished merchandise and fostered the establishment of a variety of commercial and industrial enterprises in the following decades. The construction of new dwellings and civic amenities shadowed the growth of the area's business community. The turnpike expanded Lafayette's agricultural and manufacturing trade with other regions and influenced a diversification of farm production to match the needs and demands of more distant consumers. Though more acreage was placed in service, the traditional cultivation of grains such as wheat, rye and corn persisted for some time. Dairy farming began its rise to dominance about this time. Farming operations surrounding the village prospered and the value of farming acreage increased because of the turnpike's improved hauling capacity.[52]

Contrary to the hopes of turnpike companies and their investors, the creation and operation of the roadways proved technically difficult and expensive, and profits fell far short of expectations. Though they represented an important improvement in New Jersey's transportation infrastructure, few of the state's Turnpikes looked or functioned as the orderly system envisioned. By mid-century, turnpikes had largely become feeder routes linking population and production centers throughout New Jersey with connection points along an expanding system of canals and railroads. After 1850, turnpikes gradually reverted to local control thus ending the Turnpike Era in New Jersey. Though sections of the Union Turnpike required payment of a toll for travel until the late 19th century, the route through Lafayette became a free road in 1832.[53]

The railroad first came to Sussex County for the exploitation of the region's valuable iron and zinc deposits south and east of Lafayette. On March 9, 1848, the New Jersey State Legislature approved an act incorporating the Sussex Mine Railroad to connect the iron mines at Andover to the Morris Canal. Its primary purpose was the transference of iron ore to waiting barges at Waterloo for distribution to refineries east and west. The railroad's charter also provided the corporation with the privilege of extending the railroad to Newton, the Sussex County seat. The Legislature approved a supplement to the original charter on March 18, 1851, that permitted the railroad to extend its line in Sussex, Warren and Morris counties in order to connect with the Morris and Essex and the Warren Railroads to the south and east. A further supplement adopted on February 5, 1853, authorized a change of the corporation's name to The Sussex Railroad Company. The same supplement also authorized the railroad to extend its line from Newton to any point in Sussex County on the Delaware River and the authority to construct a bridge across the river if the Commonwealth of Pennsylvania concurred. At that time, Mr. Abram S. Hewitt was President of the railroad.[54]

Construction of the original line from the Andover mines to the Morris Canal at Waterloo, a distance of 11 miles, began in

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[51] McCahon - pages 263-264; Union Turnpike Company Records; KSK - pages 34 -49; RBA 2011, n.p.
[52] Pitt – pages 71, 73, 79 and 98.
[53] RBA 2011, page 15.
[54] Wright - n.p. (http://www.newtonnj.net/Pages/railroad.html); *The Court of Chancery* - pages 559-560.

May 1849 and was completed two years later in August 1851. The extension of the line to Newton, the reconstruction of some original tracks and the completion of connections with the Morris and Essex and Warren Railroads was accomplished between 1853 and 1854. The line was opened for traffic between Newton and Waterloo on December 11, 1854. The Sussex Railroad Company began passenger service in Sussex County in 1854, when it ran its first train from Waterloo past Cranberry Lake and Andover and to the county's government and business center at Newton. Newton served as the terminus of the line until 1869, at which time passenger and freight service was extended northwest through Lafayette and beyond to Branchville. The completed railroad included more than 25 miles of track and 16 stations in communities throughout the county.[55]

The extension of the Sussex Railroad to Branchville began in 1867, funded by the sale of $180,000 in new stock. Construction however advanced slowly. The ten mile line from Drakes Pond (outside of Newton) through Lafayette to Augusta, and then to Branchville was finally opened in 1869.[56] The first train from Lafayette ran on New Year's Day 1869. A group of about 100 took this first excursion to Newton where they dined at the Anderson Hotel and returned home, passing through a severe winter storm en-route. A frame combination passenger and freight station was erected in the village later that year. Lafayette was described in the *Sussex Register* soon after this event as "waking up under the influence of the railroad extension."[57]

The railroad was a quick success. During the closing decades of the 19th century, its annual mileage totals and profits from passenger, freight and mail service steadily rose. Soon after the route's extension through Lafayette, the Sussex Railroad Company's shareholders were rewarded with a 22% dividend on their investments.[58] Passenger travel steadily increased on the Sussex Railroad during these years. As many as eight passenger trains per day arrived and departed from the village's depot by the dawn of the 20th century.[59]

The railroad generated great profits for its investors and improved the mobility of Lafayette's residents, yet the new railroad most importantly provided local farmers the ability to ship their products to distant markets more reliably—and rapidly. The value of farmland in the region reached its peak between 1870 and 1880.[60] During this period the focus of farming in the area shifted from cereal and grain production to more profitable dairy and poultry farming. The cultivation of other perishables such as fruits and vegetables also became important components of the area's export agricultural economy. Sussex County soon became a major supplier of milk, milk byproducts and eggs to eastern seaboard markets including New York City during the late 19th century.[61] As described in one account:

> *When the Sussex Railroad Company first ran a milk train over their line in 1858, the amount of milk received did not average over 50 cans a night. By May 1874, the milk train carried over 400 cans and was one of the most profitable businesses on the route. The freight charges on a can shipped to Waterloo was 20¢, bringing the total earnings of the train to $75 per trip. Almost all the milk carried was sold to the Newark Milk Company, though a few cans were forwarded to Hoboken. In January 1877, over one thousand cans of milk were being shipped weekly over the Sussex Railroad.*[62]

Northwestern New Jersey was touted as one of America's leading dairy producing regions by the early 20th century and the quantity of fresh milk and other goods exported by railroad each day represented a substantial source of revenue for the railroad for well into the second quarter of the 20th century.[63] A creamery for the collection and processing of the area's milk

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[55] Wright - n.p.
[56] Ibid.
[57] *Sussex County Register* - May 10, 1869.
[58] *Annual Statement of the Railroad and Canal Companies of the State of New Jersey 1869* - page 69; *1870* - page 114; *1881* - page 109; *1890* - page 210; *1909* - page 93.
[59] Timetables for 1874, 1885, 1895, 1906, 1912 - n.p. (http//dlw-sussexbranch.com/Papers/Timetables/schedules.html).
[60] Pitt – pages 71, 73, 79 and 98.
[61] Webb - page 25; Snell - pages 372 and 390; *Port Jervis Evening Gazette* - October 22, 1874.
[62] Wright - n.p.
[63] Taber - page 147; Heritage - page 4-4.

output for shipment was first erected near the center of Lafayette in 1902. It was reportedly one of the largest in the county upon completion. Numerous trains operated over Lafayette's rail line daily in each direction solely for carrying the area's farm products to market.[64]

The introduction of the automobile and motor truck into the American cultural milieu in early decades of the 20th century initiated a slow demise of the railroad. Diminished earnings brought on by the increasing preference for the personal and commercial independence afforded by the car, bus and truck caused railroads to curtail services throughout New Jersey. After 1914, the Sussex Railroad (as a division of the Delaware, Lackawanna and Western Railroad) continued operations in spite of accruing annual deficits. The number of passenger and freight trains steadily dropped off across the line in the following years.[65] Much reduced passenger travel during the 1940s and 50s made for erratic service schedules, often consisting of as few as two trains a day to and from Lafayette. In 1962, train service to and from Lafayette was reduced to weekends only.[66]

The New Jersey Highway Department and the state's first official roadway system were established by passage of the New Jersey Highways Act of 1917. Empowered by this legislation, the state gradually took control of a variety of county roads deemed to be of general public interest and inter-regional importance. Following World War I, the state's investment in rebuilding existing roads and the construction of new roads suitable for car and truck traffic increased. New Jersey's golden age of highway construction reached northwestern New Jersey in the late 1920s. The stretch of the former Union Turnpike through Lafayette was reconstructed as an all-weather road during the following decade to include a paved wearing surface with painted centerlines and curb-lined shoulders. An alphanumeric identification system was established in 1927 in which the former Union Turnpike through Lafayette was recognized as New Jersey Highway 6A.[67]

Highway transportation brought great changes to Lafayette. The location of one's work no longer restricted one's place of residence and as a result, community residents began a very gradual dispersion out of the village as reflected by the minimum of new residential construction within the district after 1940. Farmers also developed a preference for truck transportation of their produce that both enabled direct delivery of their goods to market and increased profits resulting from reduced shipping costs as compared to the railroad. Many farmers purchased their own trucks for the task while others came to rely on delivery services for hauling. Services included refrigerated cartage of perishable items such as whole milk, eggs and butter. Add to this a general decline in agriculture at mid-century and the region' s dairy herds dwindled. The Lafayette Creamery closed in June 1938 though it later reopened on a more limited scale. Its operations completely ceased in the early 1960s.[68]

During the second quarter of the 20th century New Jersey highways also became popular sources of recreation. Pleasure trip and weekend exploration of the countryside became a common facet of American life. Tourism was promoted by a variety of road associations and road map publishers that included travel itineraries coaxing the hesitant to set out. The highland resorts and scenic beauty of the upper Delaware Valley, the Pocono Mountains of eastern Pennsylvania and the Catskills of Central New York became a major destinations for day and weekend trips from eastern urban centers, most notably New York City. Tourists were directed through Lafayette in their travels to and from these destinations by regular reports printed in the *The New York Times.* The reports offered advice on preferred routes of travel, area attractions, " villages" of interest along the way and expected travel times. The " usual method" west through " the Picturesque Country" during the 1930s and 40s was marked by the " paved road [composed of sections of today' s Routes 94 and 15] that leads southwest through Monroe to Lafayette, and then northwest via Augusta, Branchville, Culver' s Lake, Layton and Dingmans Ferry." Crossing the Delaware River there, one set out for points beyond New Jersey' s

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[64] *New Jersey Herald* - July 31, 1902.
[65] *Annual Statement of the Railroad and Canal Companies of the State of New Jersey 1869* - page 69; *1870* - page 114; *1881* - page 109; *1890* - page 210; *1909* - page 93.
[66] Timetables for 1874, 1885, 1895, 1906, 1912, 1946, 1953, 1962,1965 - n.p. (http//dlw-sussexbranch.com/Papers/Timetables/schedules.html).
[67] *History of New Jersey's First Highway System* - n.p. (http://www.jimmyandsharonwilliams.com/njroads/1920s/. history.html; *New Jersey Herald* - November 17, 1949.
[68] *New Jersey Herald* - June 30, 1938; June 1, 2003.

boarders.[69]

In 1953, State Highway 6A was designated State Route 15 as part of the first major reorganization of the New Jersey highway identification system since its inception in 1927. The new system was an effort to simplify the haphazard alphanumeric system then in use and to align New Jersey' s highway designations with an emerging network of Federal highways. The change, vigorously promoted by automobile and trucking groups and oil companies (fuel producers and roadmap publishers), was a clear demonstration of the central importance of car, bus and truck transportation to public and commercial affairs by this date. The highway instead of the railroad was now the principal vehicle for both interstate and intrastate travel, commerce and communication. In 1955, the railroad reported losses of more than three million dollars over the preceding three-years and the company sought federal permission to drop passenger service on the line. In its plea the railroad cited "the expanding network of highways facilitating the use of private autos and buses, [the] decentralization of business, housing and industry, [the] failure of passenger fares to keep pace with costs and the growth of suburban shopping centers have combined to divert passenger traffic."[70] By the close of the decade, people reportedly outnumbered cows in Sussex County for the first time. While summer visitors still flocked to the region to take advantage of its established recreational offerings, a growing year-round commuter population, dependent upon the automobile and modern roads, began to reshape Sussex County, including Lafayette, into a "bedroom community" of the greater New York City in following years. Construction of the 75-mile stretch of Interstate 80 between New York City and the Upper Delaware Valley between 1959 and 1972 hastened this transformation. Train service was an inevitable casualty. The last train through Lafayette Village ran on July 13, 1966.[71]

ARCHITECTURE

The Lafayette Village Historic District is eligible for listing in the National Register of Historic Places under Criterion C in the area of architecture. As described in the Narrative Description, the village lies along both sides of New Jersey Route 15 (formerly the Union Turnpike) and along two streets intersecting the state road – Morris Farm Road and Meadows Road, and includes a collection of buildings and structures that make up a significant and distinguishable entity. The district contains several notable buildings. Many others lack individual distinction but contribute to the district as a whole. The contributing buildings and structures within the district were constructed between 1830 and the second quarter of the 20th century and followed many of the state and local trends in commercial and residential architecture during that period.

The buildings, structures and outbuildings along Route 15 and the district's other roads were erected in the preferred architectural styles of the day and some remain relatively unaltered. The buildings and structures within the district not only display architectural styles and methods of construction typical of the time period, they further convey the significance of the district as a residential, commercial, manufacturing and transportation hub of the local Sussex County region.
Nineteen dwellings included within the district and represented by inventory no.s 1, 4, 5, 10, 17, 20, 21, 22, 23, 24, 26, 27, 28, 30, 31, 35, 37, 38 and 39 were constructed between 1830 and 1850. Most of these houses are modestly styled and scaled variations of traditional vernacular forms. They are indicative of a village of relatively prosperous workers, mechanics and professionals whose livelihoods benefitted from the presence of manufactories, workshops and mills. They further benefitted from supplying goods and services to surrounding agricultural enterprise and to traffic associated with the Union Turnpike. Some of these dwellings reflect the Late Federal and Greek Revival styles (inventory no.s 1, 5, 26, 30, 35 and 38). Buildings constructed in the Gothic Revival (inventory no. 34), Second Empire (inventory no.s 4 and 24) and Queen Anne styles (inventory no.s. 2, 9, 22 and 23) reflect architectural preferences after mid-century. Decorative flourishes strongly associated with the Queen Anne style of the late 19th and early 20th centuries are present in the alterations to many dwellings built in earlier periods. Queen Anne elements include bay windows, scroll-sawn and turned ornamentation. Two dwellings located on Meadows Road (inventory no.s 38 and 43) are examples of the Craftsman influence. Both were constructed c.1920. The

[69] *The New York Times*- September 15, 1929, July 5, 1931; April 24, 1932; August 18, 1940; June 6, 1948.
[70] Wright- n.p.: *Valuation Reports Interstate Commerce Commission* – page 333; Timetables for 1946 and 1951; *New Jersey Herald - July* 14, 1955 and July 7, 1966.
[71] *The New York Times*- November 21, 1951, December 16, 1952, December 28, 1952, June 11, 1972.

paucity of buildings within the district that post date c.1920 evidences Lafayette's waning fortunes.

Many dwellings were enlarged by the addition of side or rear appendages (inventory no.s 1, 4, 10, 17, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 34, 35 and 37). One structure, built as a wagon shed in the mid-19th century, was converted to a dwelling c.1920 (inventory no. 21). In addition, new porches were added to several of the buildings, providing opportunities to add details adopted from fashionable styles. For example, the General Store and Playhouse (inventory no. 6) includes a two story front porch with chamfered posts and large decorative spandrel brackets at the first floor level. A simple balustrade crosses the second floor level of the porch; the first floor level is open.

Contributing to the district's architectural significance are several outbuildings. These resources are typically located behind their associated dwellings. All are of frame construction. There are five barns. Four date to the mid to late 19th century, while the other was erected c.1910. These barns have either vertical board or clapboard siding, gabled-roofs with open eaves, and slate roofs. One of the barns is 2-stories in height, with a 1-story wagon shed attached (inventory no. 34). There are seven one and two car garages in the district. One wood-framed outhouse remains intact at inventory no. 14.

There are only a few buildings of individual architectural distinction within the borders of the district. As a collection, they are evocative of a hardworking rural community. The relative similarity in scale and lack of pretense Lafayette's buildings exhibit, reflects the cohesive nature of the community. They further express both local and regional vernacular architectural traditions and the stylistic preferences seen in numerous villages in northwestern New Jersey. Layette's architectural stock identifies its emergence during 19th century and its general decline thereafter.

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LATITUDE AND LONGITUDE (see attached Google Earth map)

1.	Latitude:41.098479°	Longitude: -74.691750°
2.	Latitude:41.099909°	Longitude: -74.690362°
3.	Latitude:41.100305°	Longitude: -74.690328°
4.	Latitude:41.099314°	Longitude: -74.688049°
5.	Latitude:41.098096°	Longitude: -74.685005°
6.	Latitude:41.097236°	Longitude: -74.686468°
7.	Latitude:41.096077°	Longitude: -74.685109°
8.	Latitude:41.095656°	Longitude: -74.685217°
9.	Latitude:41.095660°	Longitude: -74.688221°
10.	Latitude:41.097398°	Longitude: -74.689492°

VERBAL BOUNDARY DESCRIPTION

The boundary of the Lafayette Village Historic District is delineated on the attached map entitled "Lafayette Village Historic District, Lafayette Township, Sussex County, New Jersey," and is verbally described in the following paragraphs. The site and boundary map were created from current municipal tax maps from the Township of Lafayette.

The boundary of the District begins at the northernmost point of lot 29/block 15 (inventory no. 34) and runs thence: in a southeasterly direction along the northeast boundary of the same parcel for a distance of 290 feet; thence, again in a southeasterly direction along the rear line of lot 30/block 15 (inventory no.35) for a distance of 82 feet; thence, in that same direction for a distance of 94 feet along the northeastern boundary of lot 34/block 15 (inventory no. 40); thence, in a northeasterly direction for a distance of 60 feet along the rear property line of Lot 37 (Block 15); thence, along the right side property line of the same parcel for a distance of 220 feet to a point along the westerly side of the right-of-way of Meadows Road; thence, in a northeasterly direction along the westerly side of the right-of-way of Meadows Road for a distance of approximately 50 feet to a point directly opposite the common boundary between lots 39.01 (inventory no. 21) and 40 of block 14; thence, extending in a southeasterly direction across Meadows Road and running along the boundary separating lots 39.01 and 40 and along the northeasterly property line of lot 48/block 14 (inventory no.29) for a total distance of 935 feet; thence, turning in a southwesterly direction and extending for a distance of 515 feet along the southeasterly boundary of the same parcel to a point serving as the northernmost corner of lot 38.07/block 14 (inventory no.20); thence, along the rear lot line of the same parcel, in a southeasterly direction for a distance of 300 feet; thence, extending in a southwesterly direction along the southern property line of the same parcel and crossing the right-of-way of New Jersey State Highway Route 15 for a total distance of 346 feet; thence, along the southern side of the right-of-way of State Route 15, extending in a north-northwesterly direction to the common boundary line between lots 26.01 and 28 (inventory no. 18) of block 8 for a total distance of approximately 160 feet; thence, extending in a southwesterly direction along the common boundary line of those two lots for a distance of 74 feet; thence, in a southerly direction along the common boundary line between lot 26.01/block 8 and lot 27.01/block 8 (inventory no. 16) for a distance of 476 feet; thence, extending in a westerly direction along the common boundary line between the same parcels, and crossing the former right-of-way of the Delaware Lackawanna & Western Railroad for a total distance of 90.6 feet; thence, extending along the southern side of the former right-of-way of the Delaware Lackawanna & Western Railroad to a point on the opposite side of the right-of-way of Morris Farm Road, for a total distance of 1,073 feet; thence, in a northerly direction along the western side of the right-of-way of Morris Farm Road to a point of the intersection of lot 25.02/block and the former right-of-way of the railroad for a total distance of approximately 80 feet; thence, leaving the western side of the right- of-way of Morris Farm Road and extending in a northwesterly direction along the southern side of the former railroad right-of-way to a point directly opposite the southwestern boundary of lot 23/block 7 (inventory no. 16), for a total distance of approximately 750 feet; thence, extending in a northeasterly direction across the former railroad right-of-way for 66 feet and along the northwesterly boundary to the northwest corner of the same parcel for a distance of 176.53; thence crossing lot 16/block 7 (inventory no. 1) along the west bank of the Paulinskill in a northeasterly direction to a point on the northern side of the right-of-way of State Route 15 and the southwestern corner of lot 28/block 15 (inventory no. 33); thence extending in a northeasterly direction along the western side of the same parcel for a

distance of 187 feet to the northern most point of said lot; and thence in a northerly direction along the boundary of lot 29/block 15 (inventory no. 34) for a distance of 135 feet to the point and place of beginning.

Located outside of the district boundary described above is a historic cemetery plot associated with the early growth of Lafayette. This parcel represents a non-contiguous element. It is located approximately 125 feet to the southeast of the southern property line of lot 38.07/block 14 and setback approximately 125 feet from the northerly right of way of State Route 15. This property is designated as lot 52/block 14, has an area of slightly more than a half-acre and is surrounded by a separate tax lot. The following is a description of this lot that contains the Lafayette Cemetery:

Beginning at the western most corner of lot 52/block 14, that corner being the closest to the northern side of the right-of-way of State Route 15, and extending in a north-northeasterly direction for a distance of 165 feet, to a point; thence, extending in an east-southeasterly direction for a total distance of 183.4 feet, to a point; thence, extending in a south-southwesterly direction for a distance of 145.5 feet, to a point; thence, extending in a west-northwesterly direction for a distance of 183.4 feet to the point and place of beginning

BOUNDARY JUSTIFICATION

The boundary of the Lafayette Village Historic District was delineated to reproduce the geographic limits of the village during its period of significance as corroborated by resources that date to and reflect the areas of significance substantiated in Section 8. Similarly, boundaries were established to exclude properties whose historic uses and functions were distinct from the growth and affairs of the village. Properties excluded generally consist of acreage historically associated with large surrounding farms (e.g. lot 38.01/block 14, lot 40/block 14, lot 38/block 15) not indicative of the village model of settlement.

The district generally includes village properties situated along New Jersey State Highway Route 15 (following the course of the former Union Turnpike) and along limited portions of Meadows Road and Morris Farm Road that meet Route 15 at the crossroad intersection located at the center of the village. Lafayette's earliest development coalesced around milling and industrial sites adjacent to the Paulinskill near this central point and thereafter progressed outward along the east-west transportation route, marked by Route 15, following the natural contours of the Paulinskill Valley. The narrow valley is defined by converging highland ridges north and south of Lafayette.

The southern boundary of the district follows the course of the former Sussex Railroad that traverses the southern flank of the Paulinskill Valley. The western boundary follows the east bank of the Paulinskill as it flows north of the village before returning south in its route toward its confluence with the Delaware River. Beyond the Paulinskill in this area is a modern municipal park that occupies a former upland meadow that historically limited the growth of the village beyond this point. Two resources within the district along this natural boundary formed by the Paulinskill (lot 28/block 15, inventory no. 8 and inventory no.44) were determined non-contributing due to loss of integrity. The district's northern boundary is formed by the northernmost property lines of lots situated on the north flank of the Paulinskill Valley associated with the village's development prior to 1953. The eastern boundary is similarly justified and further highlights the convergence of the highland areas north and south of the historic village that historically created a quasi-natural boundary to the village. Two parcels along this boundary (lot 38.07/block 14, inventory no. 20 and lot 27.01/block 8, inventory no. 16) include non-contributing resources due again to a loss of integrity.

The Lafayette Cemetery, an important resource associated with the village's early 19th century identity, was determined to represent a non-contiguous element of the district. The cemetery is located to the east of the historic village core, separated by a parcel of land historically associated with agricultural uses.

Photograph Identification:
The following information is the same for all of the photographs submitted:

Name: Lafayette Village Historic District
Location: Lafayette Township, Sussex County, NJ
Photographer: Eclectic Architecture, LLC
Date of photographs: Spring/Summer 2011
Negative repository: Eclectic Architecture, LLC
20 Municipal Drive
Phillipsburg, NJ 08865-7800

Photo	Site Identification No.	Direction of View	Note
1	1 (B7/L16)	Looking Southwest	Ludlum House
2	2 (B7/L17)	Looking Southeast	
3	2 (B7/L17)	Looking southwest	Wagon Shed
4	4 (B7/L19)	Looking Southwest	Slater Hotel/Lafayette House
5	5 (B7/L22)	Looking Southwest	Early Store now Chocolate Goat
6	6 (B7/L23)	Looking Southwest	Mill Complex
7	6 (B7/L23)	Looking West	Mill Complex
8	6 (B7/L23)	Looking Southeast	Mill Complex
9	6 (B7/L23)	Looking Northwest	General Store
10	6 (B7/L23)	Looking Southeast	General Store
11	7 (B7/L62)	Looking Northeast	Sussex Railroad Bed (foreground)
12	7 (B7/L62)	Looking Northwest	Sussex Railroad Bed
13	9 (B8/L2)	Looking South	
14	10 (B8/L3)	Looking Southwest	
15	11 (B8/L4)	Looking Southwest	Nurge House
16	13 (B8/L6)	Looking Southwest	
17	14 (B8/L7)	Looking Southwest	Mechanic's Hall, later Antique Shop
18	17 (B8/27.02)	Looking East	
19	19 (B8/29)	Looking South	Portion of Bush/Koyt Coach Manufactory
20	21 (B14/L39.01)	Looking Southeast	Converted Wagon Shed
21	22 (B14/L41)	Looking Northeast	Snook House
22	23 (B14/L42)	Looking Northeast	Baxter House and Store
23	24(B14/L43)	Looking North	
24	25 (B14/L44)	Looking North	Presbyterian Church, now Post Office
25	26 (B14/L45)	Looking Northeast	
26	27 (B14/L46)	Looking North	Parsonage
27	28 (B14/L47)	Looking North	
28	29 (B14/L48)	Looking Northeast	
29	29 (B14/L48)	Looking Southwest	Outbuildings
30	30 (B14/L49)	Looking North	
31	32 (B14/L52)	Looking Northeast	Lafayette Cemetery
32	34 (B15/L29)	Looking Northeast	Strader/Slater House
33	35 (B15/L30)	Looking North	
34	37 (B15/L32)	Looking North	
35	38 (B15/L33.01)	Looking North	Demarest Store,104 Route 15
36	38 (B15/L33.01)	Looking North	13 Meadows Road
37	39 (B15/L33.02)	Looking Northeast	Rude/Iliff Store
38	41 (B15/L35)	Looking Northwest	
39	45	Looking Northwest	Morris Farm Road/Paulinskill Bridge
40	45	Looking Northwest	Morris Farm Road/Paulinskill Bridge
41	46	Looking Northwest	NJ Route 15 (former Union Turnpike) at Morris Farm/Meadows Road Intersection

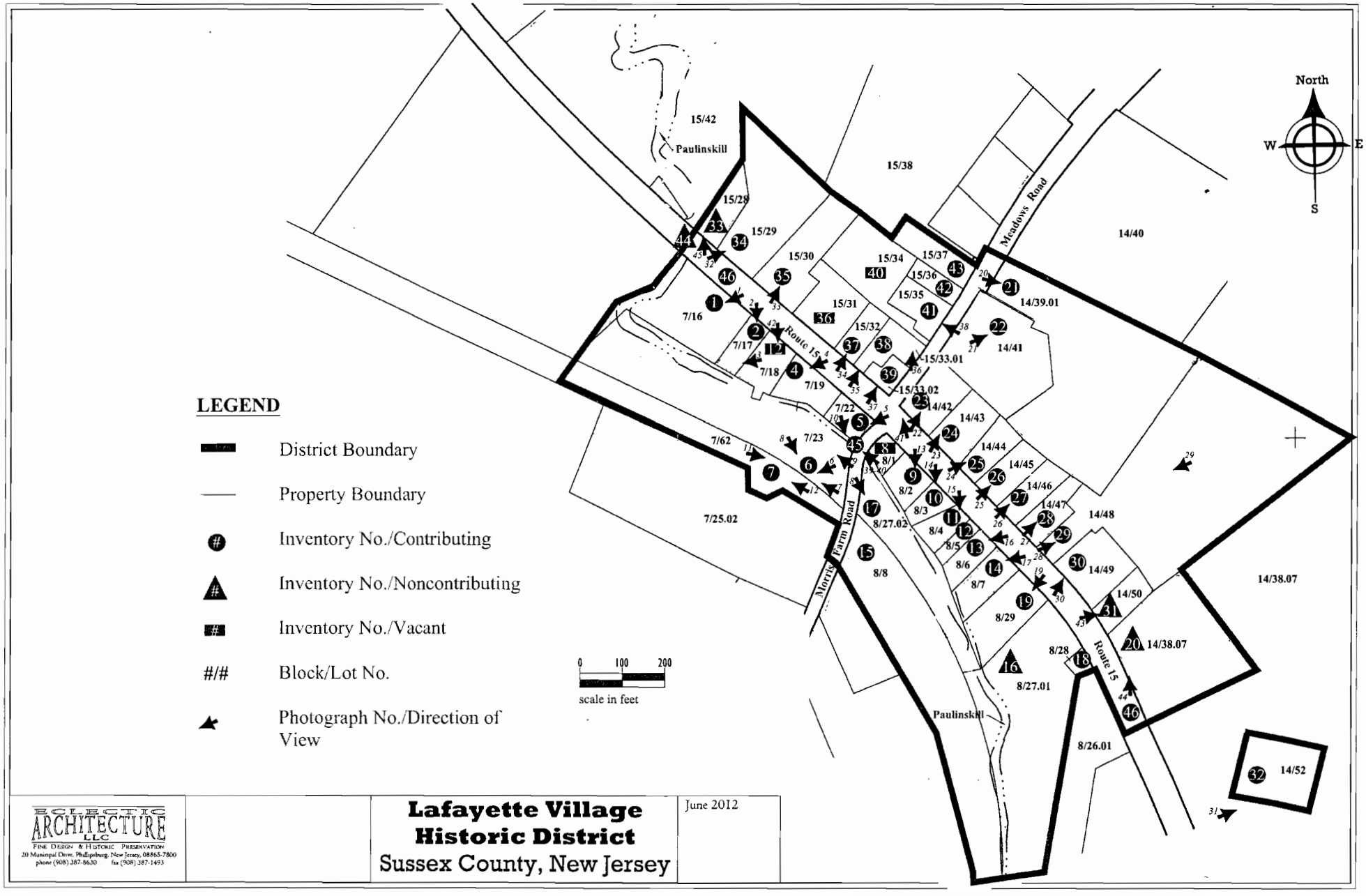
42	12 (B7/L18)	Looking Southeast	Vacant Lot along Route 15
43	31 (B14/L50)	Looking Northeast	Non Contributing Resource (19th Century Dwelling-Loss of Integrity) near the Eastern District Boundary
44	14 (B14/L38.07)	Looking Northwest	Non Contributing Resource (19th Century Dwelling incorporated into a Modern Dwelling – Loss of Integrity) along the Western District Boundary
45	33 (B15/L28)	Looking Northwest	Non Contributing Resource (Modern Dwelling Along the Paulinskill and Western District Boundary

Lafayette Village Historic District

Name of Property

Sussex County, NJ

County and State



ECLECTIC ARCHITECTURE LLC
FINE DESIGN & HISTORIC PRESERVATION
20 Municipal Drive, Phillipsburg, New Jersey, 08865-7800
phone (908) 387-8630 fax (908) 387-1493

Lafayette Village Historic District
Sussex County, New Jersey

June 2012

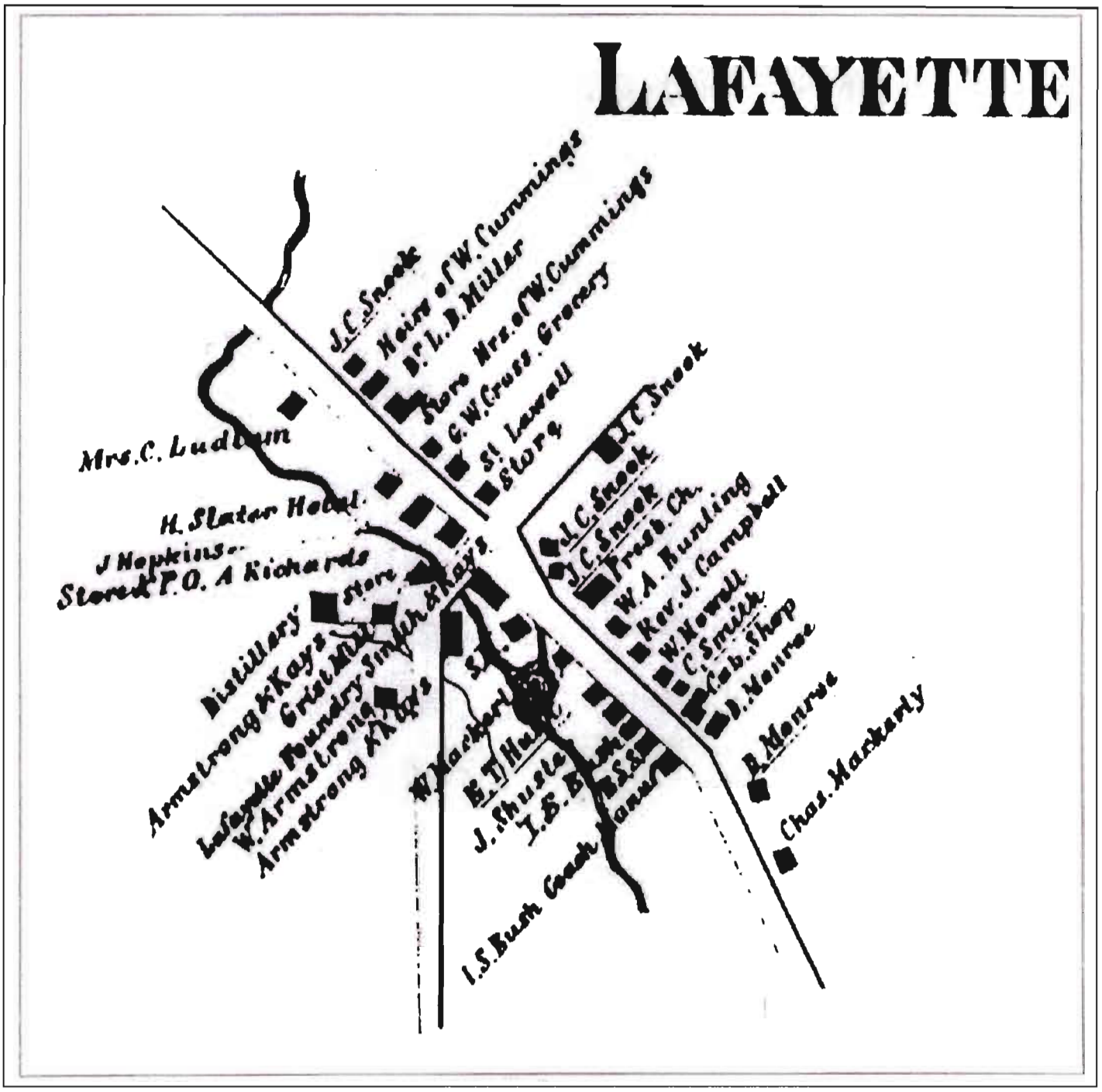


Figure 11: George M. Hopkins, *Map of Sussex Co., New Jersey,* 1860.

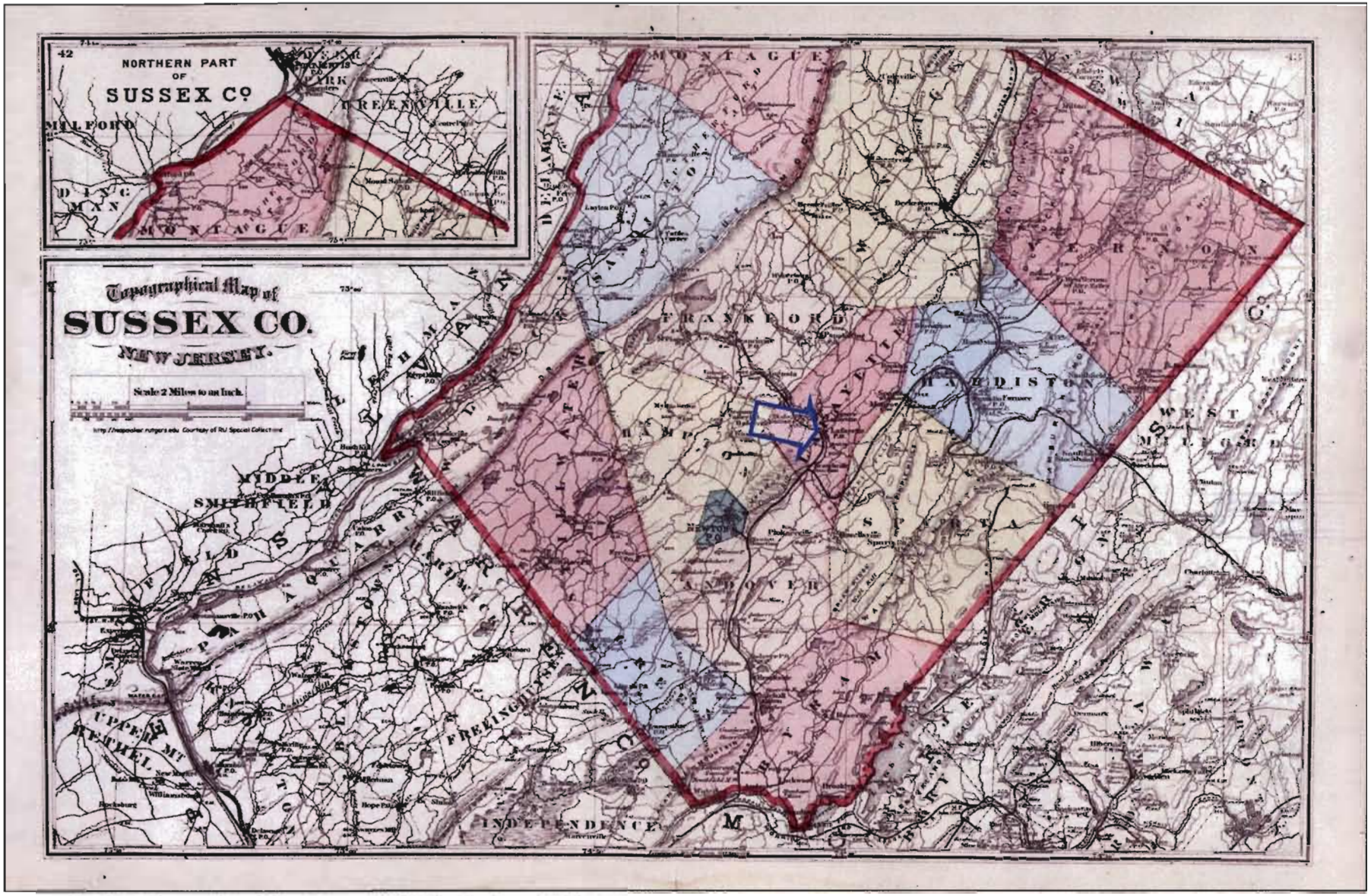


Figure 12: F.W. *Beers, Atlas of New Jersey*, 1872. The location of Lafayette Village is indicated with an arrow.

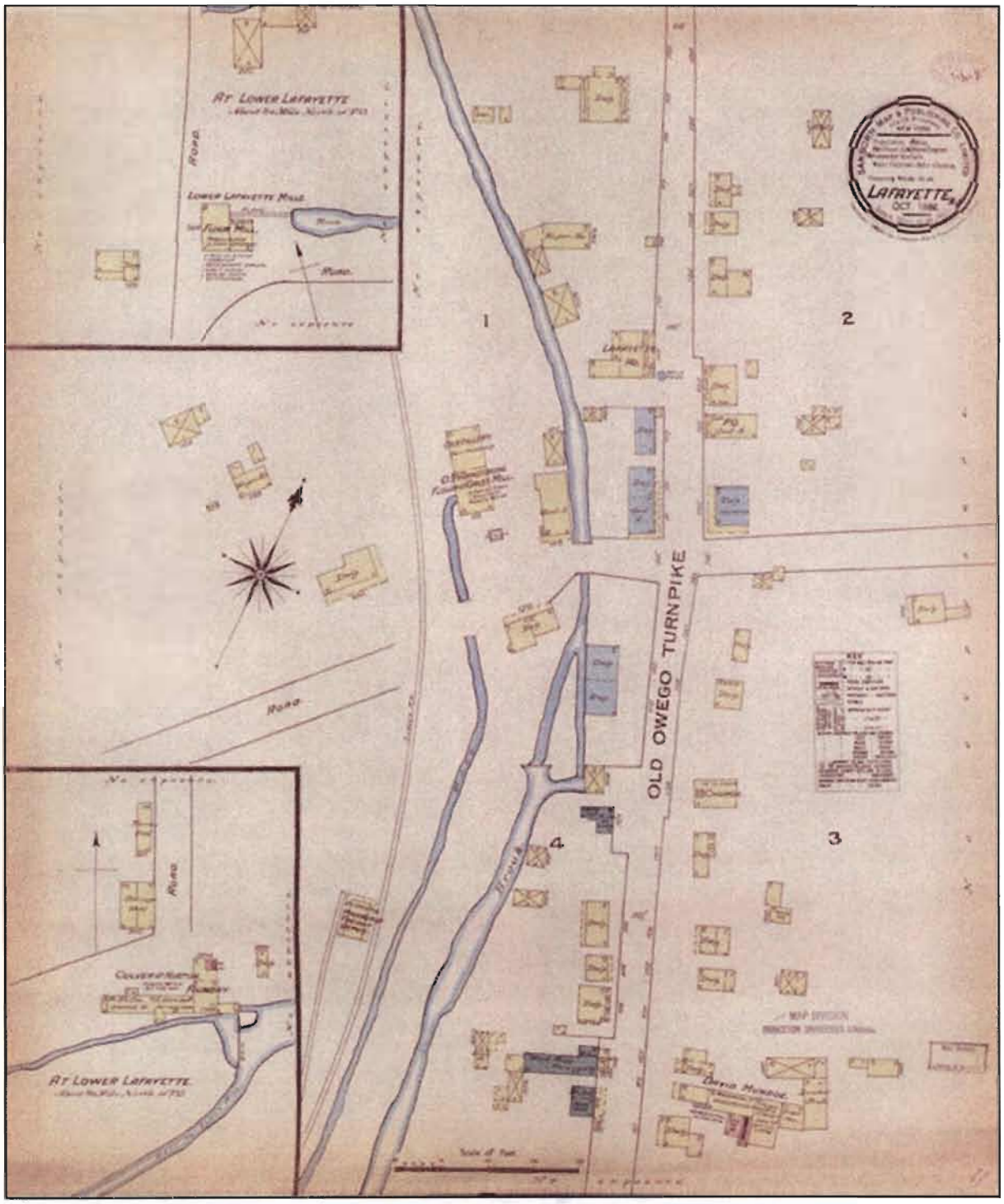


Figure 13: Sanborn Map and Publishing Company, *Lafayette, New Jersey,* 1886.

Figure 1: Lafayette Village as seen from the west about 1906. Inventory no.1, the Ludlum House (c.1836), is located on the right.

Figure 2: Inventory no. 4, The Lafayette House (c.1835), as it appeared about 1910.

Figure 3: Lafayette Village center seen from the west as it appeared about 1905. Inventory no.39 (c.1840) and no.23 (c.1850) are located on the immediate left.

Figure 4: Inventory no. 5 (c.1830), possibly Lafayette's oldest surviving structure, as it appeared about 1890.

Figure 5: Inventory no. 23 (c.1850 with later additions), as it appeared about 1907.

Figure 6: Inventory no. 6, the fully realized Mill Complex (c.1825 with later additions), as it appeared about 1910. At this time it operated as Armstrong and Kays. The General Store and Playhouse are seen on the immediate right.

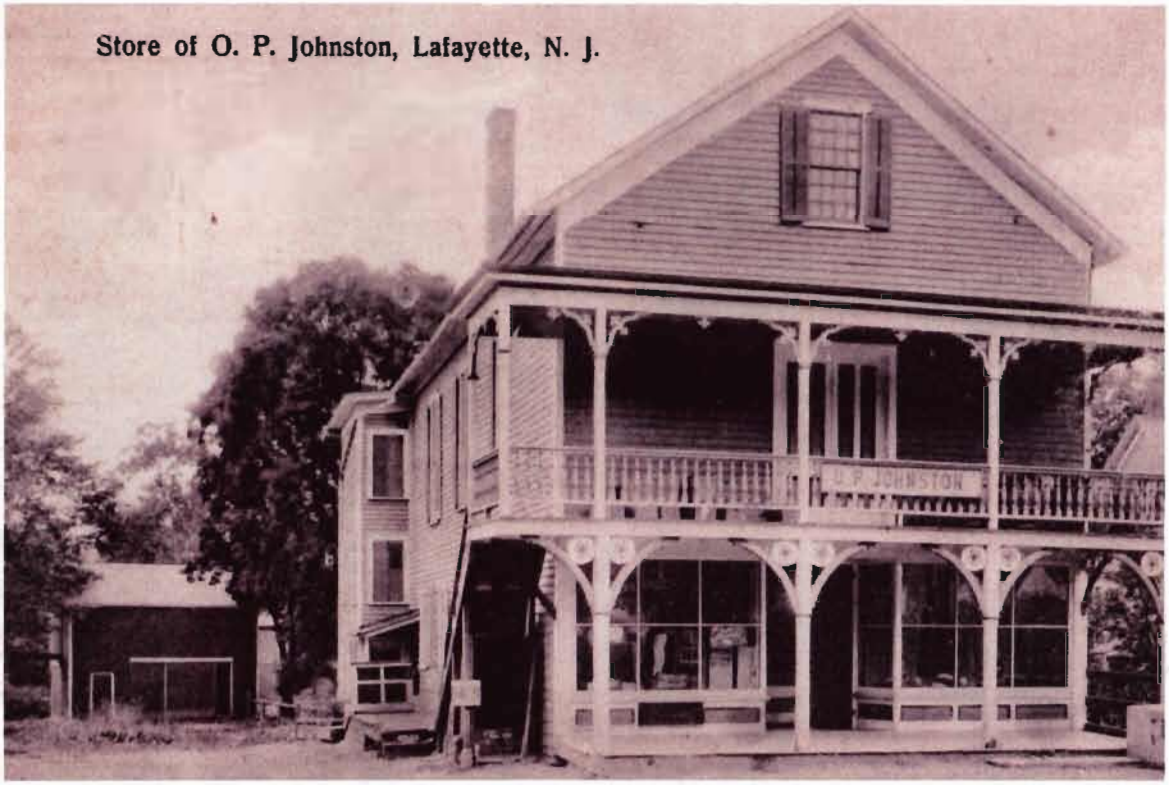


Figure 7: Inventory no. 6, General Store and Playhouse (c.1835), as seen about 1910.

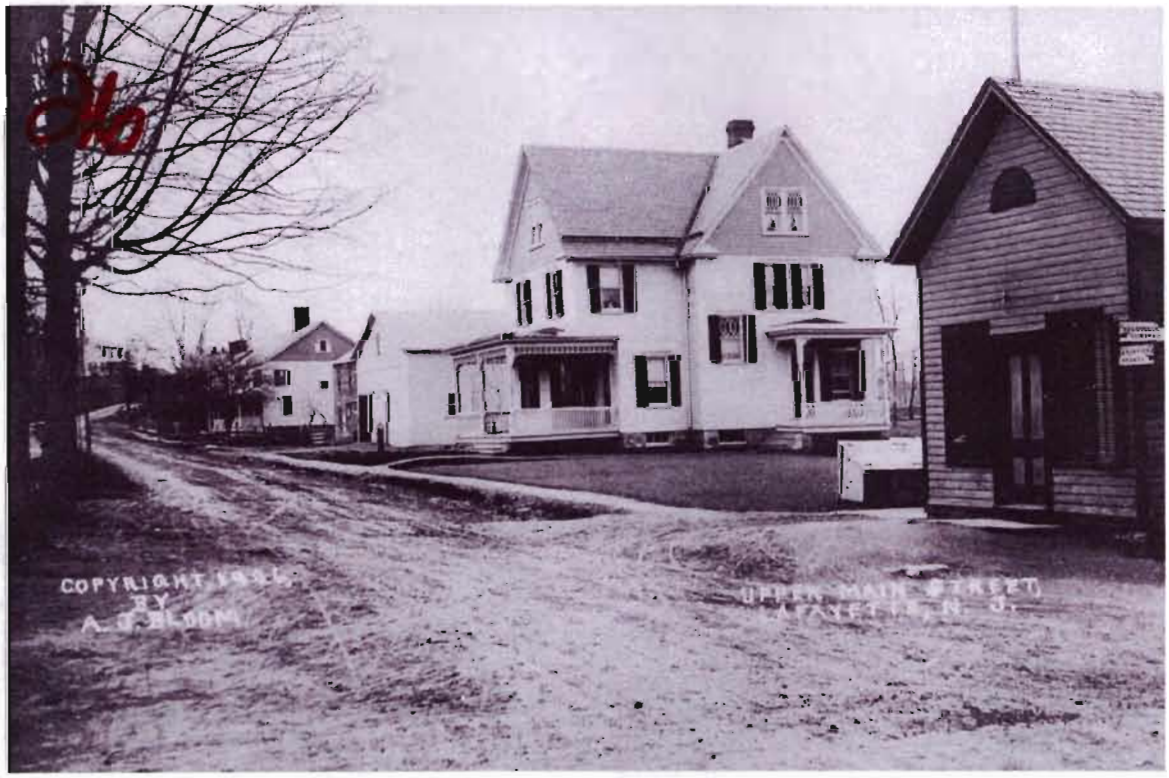


Figure 8: Inventory no. 9 (c.1900), a Queen Anne styled style residence near the center of the Village, as it appeared about 1910.

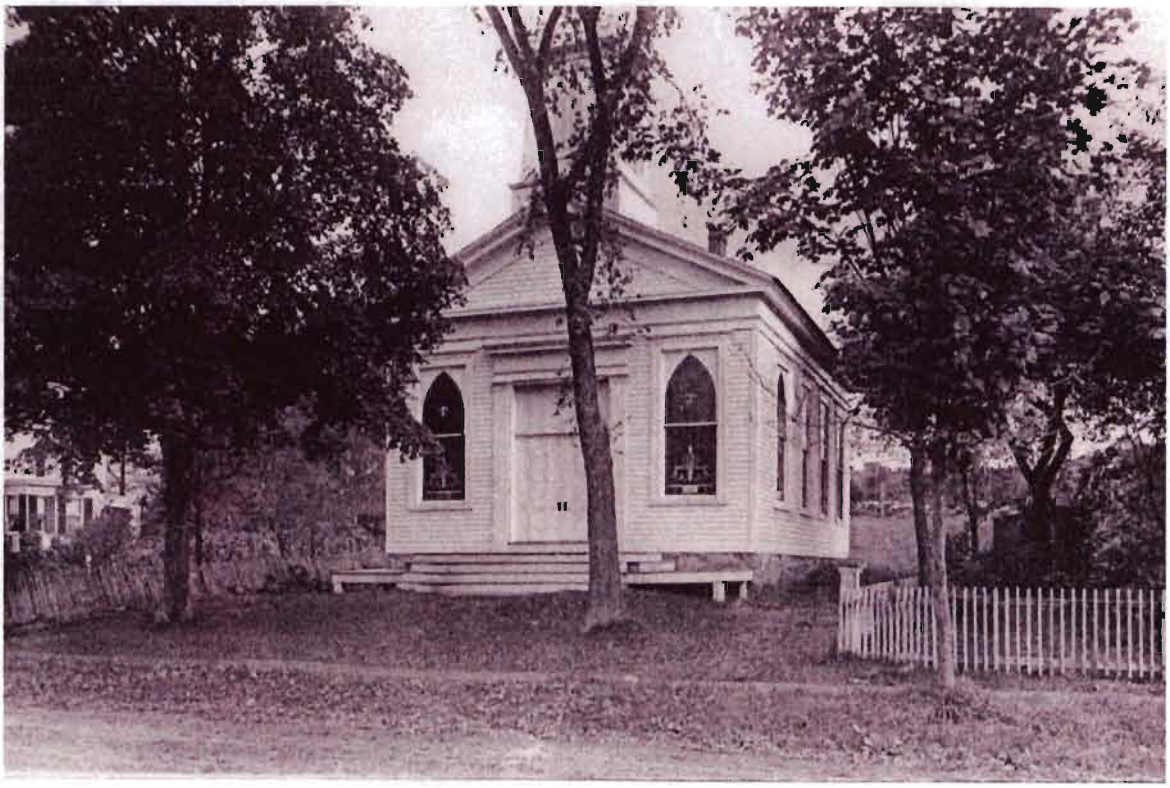


Figure 9: Inventory no. 25 (c.1860), Presbyterian Church, now the community's post office, as it appeared about 1900.

Figure 10: Lafayette Village as seen from the east about 1945. Inventory no. 14 (19th century building relocated to this location c.1925) and no. 13 (c.1925) are seen on the immediate left.

Photo 1 of 45: NJ_Sussex County_Lafayette Village Historic District_0001

Photo 2 of 45: NJ_Sussex County_Lafayette Village Historic District_0002

Photo 3 of 45: NJ_Sussex County_Lafayette Village Historic District_0003

Photo 4 of 45: NJ_Sussex County_Lafayette Village Historic District_0004

Photo 5 of 45: NJ_Sussex County_Lafayette Village Historic District_0005

Photo 6 of 45: NJ_Sussex County_Lafayette Village Historic District_0006

Photo 7 of 45: NJ_Sussex County_Lafayette Village Historic District_0007

Photo 8 of 45: NJ_Sussex County_Lafayette Village Historic District_0008

Photo 9 of 45: NJ_Sussex County_Lafayette Village Historic District_0009

Photo 10 of 45: NJ_Sussex County_Lafayette Village Historic District_0010

Photo 11 of 45: NJ_Sussex County_Lafayette Village Historic District_0011

Photo 12 of 45: NJ_Sussex County_Lafayette Village Historic District_0012

Photo 13 of 45: NJ_Sussex County_Lafayette Village Historic District_0013

Photo 14 of 45: NJ_Sussex County_Lafayette Village Historic District_0014

Photo 15 of 45: NJ_Sussex County_Lafayette Village Historic District_0015

Photo 16 of 45: NJ_Sussex County_Lafayette Village Historic District_0016

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Photo 21 of 45: NJ_Sussex County_Lafayette Village Historic District_0021

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Photo 30 of 45: NJ_Sussex County_Lafayette Village Historic District_0030

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Photo 32 of 45: NJ_Sussex County_Lafayette Village Historic District_0032

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Photo 35 of 45: NJ_Sussex County_Lafayette Village Historic District_0035

Photo 36 of 45: NJ_Sussex County_Lafayette Village Historic District_0036

Photo 37 of 45: NJ_Sussex County_Lafayette Village Historic District_0037

Photo 38 of 45: NJ_Sussex County_Lafayette Village Historic District_0038

Photo 39 of 45: NJ_Sussex County_Lafayette Village Historic District_0039

Photo 40 of 45: NJ_Sussex County_Lafayette Village Historic District_0040

Photo 41 of 41: NJ_Sussex County_Lafayette Village Historic District_0041

Photo 42 of 45: NJ_Sussex County_Lafayette Village Historic District_0042

Photo 43 of 45: NJ_Sussex County_Lafayette Village Historic District_0043

Photo 44 of 45: NJ_Sussex County_Lafayette Village Historic District_0044

Photo 45 of 45: NJ_Sussex County_Lafayette Village Historic District_0045