LANDING ROAD BRIDGE (STRUCTURE NO. 1400-073) OVER THE MORRISTOWN LINE AND THE MORRIS CANAL (LANDING ROAD & MORRIS COUNTY TRACTION COMPANY/DELAWARE, LACKAWANNA, AND WESTERN & MORRIS CANAL BRIDGE)

Roxbury Township
Morris County
New Jersey

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

PHOTOGRAPHS

Prepared to the Standards of the
HISTORIC AMERICAN ENGINEERING RECORD
For submission to the
New Jersey Historic Preservation Office
5 Station Plaza
501 East State Street
Trenton, New Jersey 08625

HISTORIC AMERICAN ENGINEERING RECORD
LANDING ROAD BRIDGE (STRUCTURE NO. 1400-073) OVER THE MORRISTOWN LINE AND THE MORRIS CANAL (LANDING ROAD & MORRIS COUNTY TRACTION COMPANY/DELAWARE, LACKAWANNA, AND WESTERN & MORRIS CANAL BRIDGE)

Location(s):	Township of Roxbury, Morris County, New Jersey
Date(s) of Construction:	1907
Type:	Elliptical earth-filled concrete arch bridge
Designer(s):	Unknown
Builder:	Salmon Brothers Construction Company
Present Owner:	Morris County
Present Use:	Bridge

Significance: Constructed in the autumn of 1907, Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/Delaware, Lackawanna, and Western & Morris Canal Bridge) (Landing Road Bridge) measures approximately 136 feet in length and carries a two-lane, two-way road over the New Jersey Transit Corporation's (NJ TRANSIT) Morristown Line and the former right-of-way of the Morris Canal in the Township of Roxbury, Morris County, New Jersey. The design of the two-span bridge consists of two elliptical concrete arches supported on a central concrete pier and concrete abutments with concrete spandrel walls supporting the earthen fill. Landing Road, and therefore Landing Road Bridge, was significant to transportation and economic development related to Lake Hopatcong and surrounding towns during the late nineteenth and early twentieth centuries. During this time, a trolley line was built on Landing Road in response to the growing leisure industry at Lake Hopatcong, which required the replacement of an earlier iron bridge with the current Landing Road Bridge.

Landing Road Bridge is individually eligible for listing in the National Register of Historic Places (NRHP) under Criterion C for Engineering (SHPO Opinion: 2/25/1994). It is the earliest earth-filled concrete arch bridge and the only two-span example of its type in Morris County. The structure is also a key contributing resource to two historic districts: NRHP-eligible Old Main Delaware, Lackawanna & Western Railroad Historic District (SHPO Opinion: 9/24/1996) and the New Jersey Register

and NRHP-listed Morris Canal Historic District (NJR: 9/30/1974; NR: 11/25/1973). The Morris Canal and the Delaware, Lackawanna & Western Railroad (DL&WRR) exerted considerable economic influence and spurred rapid development in northwestern New Jersey during the nineteenth and twentieth centuries. Landing Road Bridge represents the growth of the village of Landing in the Township of Roxbury, Morris County as well as that of the Lake Hopatcong vacation trade, prompted by the Morris Canal and the DL&WRR.

Historian: Kristen Herrick, RGA, Inc., March 2018

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II. PROJECT INFORMATION

In April of 2017, Morris County proposed to demolish and replace Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/Delaware, Lackawanna, and Western & Morris Canal Bridge) (Landing Road Bridge) (Figure 1). The proposed project is located within the boundaries of the New Jersey Register (NJR) and National Register of Historic Places- (NRHP) listed Morris Canal Historic District (NJR: 9/30/1974; NR: 11/25/1973), of which Landing Road Bridge is a key contributing resource. Landing Road Bridge is also a key contributing resource to the NRHP-eligible Old Main Delaware, Lackawanna & Western Railroad Historic District (SHPO Opinion: 9/23/1996), in addition to being individually eligible for inclusion on the NRHP (SHPO Opinion: 2/25/1994). The demolition and replacement of the subject bridge will constitute an adverse effect on the Morris Canal Historic District pursuant to N.J.A.C. 7:7 9.34(d). As stipulated in the New Jersey Historic Sites Council's Resolution HPO-2016-370, the Historic American Engineering Record (HAER) documentation of Landing Road Bridge presented herein was completed to mitigate the anticipated adverse effects on the NJR- and NRHP-listed historic district. This work was undertaken in accordance to HAER Level III standards as prescribed by the Secretary of the Interior's Standards for Architectural and Engineering Documentation as published in the Federal Register, Vol. 68, No. 139 (July 21, 2003).

Constructed in 1907, Landing Road Bridge measures approximately 136 feet in length and carries a two-lane, two-way road over the former Morris Canal and the active tracks of New Jersey Transit Corporation's (NJ TRANSIT) Morristown Line. The design of the two-span bridge consists of concrete arches supported by concrete abutments and a concrete pier with closed concrete spandrel walls supporting and retaining earthen fill over the arches. The bridge is located in the Township of Roxbury, which originally developed as an industry-centered town due to the economic influences of the Morris Canal and the Morris and Essex (later the Delaware, Lackawanna & Western) Railroad. The township and its various settlements, including the village of Landing in which Landing Road Bridge is situated, grew to support the tourist trade that developed at Lake Hopatcong in the late nineteenth and early twentieth centuries. The growing popularity of Lake Hopatcong attracted trolley companies, including the Morris County Traction Company, which ultimately built the present Landing Road Bridge.

III. HISTORICAL INFORMATION

The village of Landing in the Township of Roxbury, Morris County, New Jersey developed in the late nineteenth century due to the economic influences of the Morris Canal and the Morris & Essex Railroad (later the Delaware, Lackawanna & Western Railroad [DL&WRR]). The Morris Canal opened in 1831 and was designed to transfer coal, pig iron and iron products, and other goods from mines in eastern Pennsylvania and iron furnaces and foundries in northwestern New Jersey to markets in Newark and New York City. The highest elevation of the Morris Canal occurred at Lake Hopatcong, where a connector canal joined Lake Hopatcong with the Morris Canal in Landing. Lake Hopatcong also served as the Morris Canal's primary source of water (Kalata 1974). The arrival of the Morris & Essex Railroad in 1853 further drove development in the towns located along its main line, including the village of Landing. In 1868, the DL&WRR leased the Morris & Essex Railroad (Taber 1977:49,75).

By the 1880s, regular passenger rail service provided by the DL&WRR and other rail companies spurred the rapid growth of the tourist industry at scenic Lake Hopatcong, in Landing, and in other surrounding towns in Morris County. Several hotels were constructed along the shores of Lake Hopatcong, offering a variety of amenities to tourists including picnic grounds, dance pavilions, and outdoor excursions (Strathearn 1989:9; D. Appleton and Company 1896:10). Present-day Landing Road was laid out in 1887, providing a direct route from Drakesville (Ledgewood) and points south to Lake Hopatcong. A 150-foot long iron bridge was constructed to carry Landing Road over the DL&WRR and the Morris Canal at Landing (Meyer 1887:20). The iron bridge was centrally located near the Landing post office and the Lake Hopatcong train station. It also provided a connection to present-day Lakeside Boulevard and Mount Arlington Road on the shores of Lake Hopatcong. Both routes linked travelers to the various industries and resorts associated with the lake, including the American Forcite Powder Company and the Bertrand Island Club (E. Robinson 1887) (Figure 2).

The iron-built Landing Road Bridge served the local traffic needs of Landing prior to the arrival of the trolley in the area at the turn of the twentieth century. The Morris County Traction Company (MCT), founded in 1899, proposed a system of trolley lines stretching from Newark to Lake Hopatcong. Despite the rapid growth of the trolley industry in New Jersey at this time, no trolley lines extended into northwestern New Jersey (Lowenthal and Greenberg 2005:3). By 1904, the tracks of the MCT had reached Dover, approximately eight miles southeast of Lake Hopatcong. In the spring of 1906, MCT wrote to the Board of Chosen Freeholders of Morris County and announced its intention to bring electric trolley service to the shores of Lake Hopatcong. The exact points had not yet been determined, but the plan included "crossing over the DL&W tracks at Landing" at some location (Morris County Board of Chosen Freeholders n.d.).

In December 1906, the MCT completed its line to Ledgewood, roughly two miles southeast of Lake Hopatcong and Landing (Lowenthal and Greenberg 2005:10-15). MCT then set its sights on Landing, continuing toward the shores of Lake Hopatcong. On April 10, 1907, MCT secretary F.H. Allman wrote to the Board of Chosen Freeholders to explain that the trolley company had decided to bring its tracks across the DL&WRR over the iron bridge carrying Landing Road. Allman noted that the

"current Bridge at Landing" was likely not strong enough to withstand the trolley tracks and that a reinforcement of the existing bridge or the construction of a new bridge was required (Morris County Board of Chosen Freeholders n.d.). He requested a meeting with the Freeholders to discuss the possibility of the construction of a bridge "that would be strong enough to take care of the present travel and for our [MCT's] purpose" (Morris County Board of Chosen Freeholders n.d.).

The Board of Chosen Freeholders made quick work of the plan and established a Committee on the Bridge at Landing to determine the proper course of action. On April 30, 1907, the Committee met to discuss bids on the construction of a new bridge over the DL&WRR tracks and the Morris Canal. Herbert K. (H.K.) Salmon was announced as the winner of the contract one week later, with a winning bid of $13,978 to construct the new bridge at Landing. MCT was asked to pay one-fourth of the cost of the bridge, and the Board of Chosen Freeholders pledged to finance the remainder of the project (Morris County Board of Chosen Freeholders n.d.). Salmon lived in the area and was co-owner of the Salmon Brothers Construction Company with his brother, Jerre B. (J.B.) Salmon. The firm specialized in public works projects and worked extensively throughout Morris County, including grading work for the DL&WRR and the macadamizing of county roads in the neighboring towns of Mount Arlington, Dover, Ledgewood, and Succasunna (Hill 1899:584-585).

Planning for the new bridge at Landing occurred during the summer of 1907, under the supervision of County Engineer William E. King. On September 11, 1907, Roxbury Township Freeholder John W. Francher reported to the Board of Chosen Freeholders that H.K. Salmon was experiencing difficulty in finding adequate footing for the new bridge on the slopes of the DL&WRR tracks and the Morris Canal. H.K. Salmon requested permission from the Board to use piles to stabilize the foundation of the bridge. The Board approved the request, and the construction of Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/Delaware, Lackawanna, and Western & Morris Canal Bridge) (Landing Road Bridge) took place during the fall of 1907 (Morris County Board of Chosen Freeholders n.d.) (Figures 3 and 4). Landing Road Bridge was completed by the end of the year (Figure 5). Circa 1907 plans of the bridge called for a concrete sidewalk on the north side, macadam roadway in the center, and trolley tracks on the south side of the bridge (Figure 6). These plans also specified the original decorative details of Landing Road Bridge, including geometric panels on the abutments, spandrels, and central pier.

MCT trolley service to Landing began in January 1908 (Lake Hopatcong Breeze 11 July 1908) (Figure 7). After its construction, Landing Road Bridge became a central structure in transportation to Lake Hopatcong. The Hopatcong Shore Railroad Company, of which County Engineer William E. King was President, sought to establish a passenger and freight line along the eastern shore of Lake Hopatcong to carry tourists directly to the hotels. Previously, trolley passengers crossed Landing Road Bridge and were then deposited at the base of Lake Hopatcong, where they would take a steam boat out onto the lake to the hotels (Figure 8) The Hopatcong Shore Railroad Company planned to use the tracks of the DL&WRR's Hopatcong Railroad freight line, and then continue along the eastern shore of Lake Hopatcong to Bertrand Island, an amusement park located on a peninsula in Lake Hopatcong that opened in 1905. The Hopatcong Shore Railroad Company entered into a preliminary agreement

with the DL&WRR for trackage rights in November 1907 and planned to begin construction of the rail line in the summer of 1908. However, the project stalled for over two years until the Morris County Traction Company leased the Hopatcong Shore Railroad Company in 1910 and took over the agreement (Delaware, Lackawanna & Western [DL&W] Railroad Correspondence n.d.). MCT then extended its tracks from Landing Road Bridge to connect with the Hopatcong Railroad of the DL&WRR and continue further out to Bertrand's Island (see Figure 7). Trolley service to Bertrand Island was in full service by the summer of 1910 (DL&W Railroad Correspondence n.d.; Lake Hopatcong Breeze 2 July 1910).

Records from the Interstate Commerce Commission (ICC) indicate that despite Landing Road Bridge's similar appearance to DL&WRR concrete bridges, the subject structure was built by Morris County in conjunction with MCT (New Jersey Board of Public Utility Commissioners). In 1912, the DL&WRR constructed a new passenger station at Lake Hopatcong just south of Landing Road Bridge. The passenger station included concrete pedestrian walkways that connected with Landing Road Bridge (Figures 9 and 10). The passenger station replaced the earlier Hopatcong Station, which was located on the tracks just north of Landing Road Bridge. The new DL&WRR station increased tourist traffic to Lake Hopatcong and, subsequently, the number of people using the MCT trolley across Landing Road Bridge to reach Lake Hopatcong (Figure 11).

Trolley service to Landing and Lake Hopatcong over the Landing Road Bridge was suspended for a brief period during World War I due to the active DL&WRR lines to the Atlas Powder Company (DL&W Correspondence). MCT ended trolley service in 1926 due to declining ridership and its routes were largely replaced by bus services (Lowenthal and Greenberg 2005:3). The explosive growth of automobile use during the second quarter of the twentieth century led to the demise of the trolley in the Landing area. By the mid-twentieth century, Landing Road Bridge was one of the primary routes that vehicular traffic used to reach Lake Hopatcong and destinations north (Figure 12).

Landing Road Bridge remained relatively unchanged throughout most of the twentieth century except for routine repairs to the structure's concrete. Circa 1954 plans of the bridge indicated concrete spalling (Figures 13 and 14). In 1972, the arch barrels and the fascias of the bridge were treated with gunite. Landing Road Bridge underwent an extensive rehabilitation and repair project in 2000, which included the removal of gunite treatment; removal of spalled concrete; replacement of reinforcement bars; and patching of concrete to the structure's arch barrels, abutments, pier walls, and spandrel walls (RBA Group 2015:14). In 2009, concrete repair occurred to the bridge's arch barrels and south abutment wingwall. In 2011, further concrete repairs were made to the spandrel walls and the concrete sidewalk on the north side of the span was replaced (Stantec Consulting Services, Inc. 2013: 31).

IV. ARCHITECTURAL INFORMATION

Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/Delaware, Lackawanna, and Western & Morris Canal Bridge) (Landing Road Bridge) is located in the Township of Roxbury, Morris County, New Jersey. Built in 1907, Landing Road Bridge is a two-span earth-filled elliptical concrete arch bridge supported by concrete abutments and a concrete pier. The structure measures 136 feet long and 29.6 feet wide and carries a two-lane, two-way road over New Jersey Transit Corporation's Morristown Line and the abandoned right-of-way of the Morris Canal. Closed concrete spandrel walls support the earthen fill. The spandrel walls and pier originally featured geometric panel patterns embossed in the concrete. A steel pipe railing caps the concrete spandrel walls of the bridge. The structure, the earliest earth-filled concrete arch in Morris County, is supported by a concrete pier and abutments. To the north, the approach embankment is supported by stone retaining walls around the former Morris Canal. To the south, the approach embankment is supported by concrete retaining walls.

Landing Road Bridge is adjacent to the Lake Hopatcong Train Station, built by the Delaware, Lackawanna & Western Railroad in 1912. A concrete stairway at the south end of the bridge traverses the slope from Landing Road to the tracks of the Morristown Line.

V. SOURCES OF INFORMATION

General Sources

Published sources, maps, miscellaneous documents, cultural resources survey reports and archaeological site files were all consulted at the following repositories: the New Jersey Historic Preservation Office, the New Jersey State Library and Archives, and the New Jersey State Museum, all located in Trenton, New Jersey; Rutgers, The State University of New Jersey, Special Collections and University Archives in New Brunswick, New Jersey; Morris County Library and Archives in Whippany, New Jersey; Lake Hopatcong Historical Museum and Lake Hopatcong Foundation in Landing, New Jersey; and the Steamtown National Historic Site in Scranton, Pennsylvania.

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VI. ATTACHMENTS

ATTACHMENT A: FIGURES

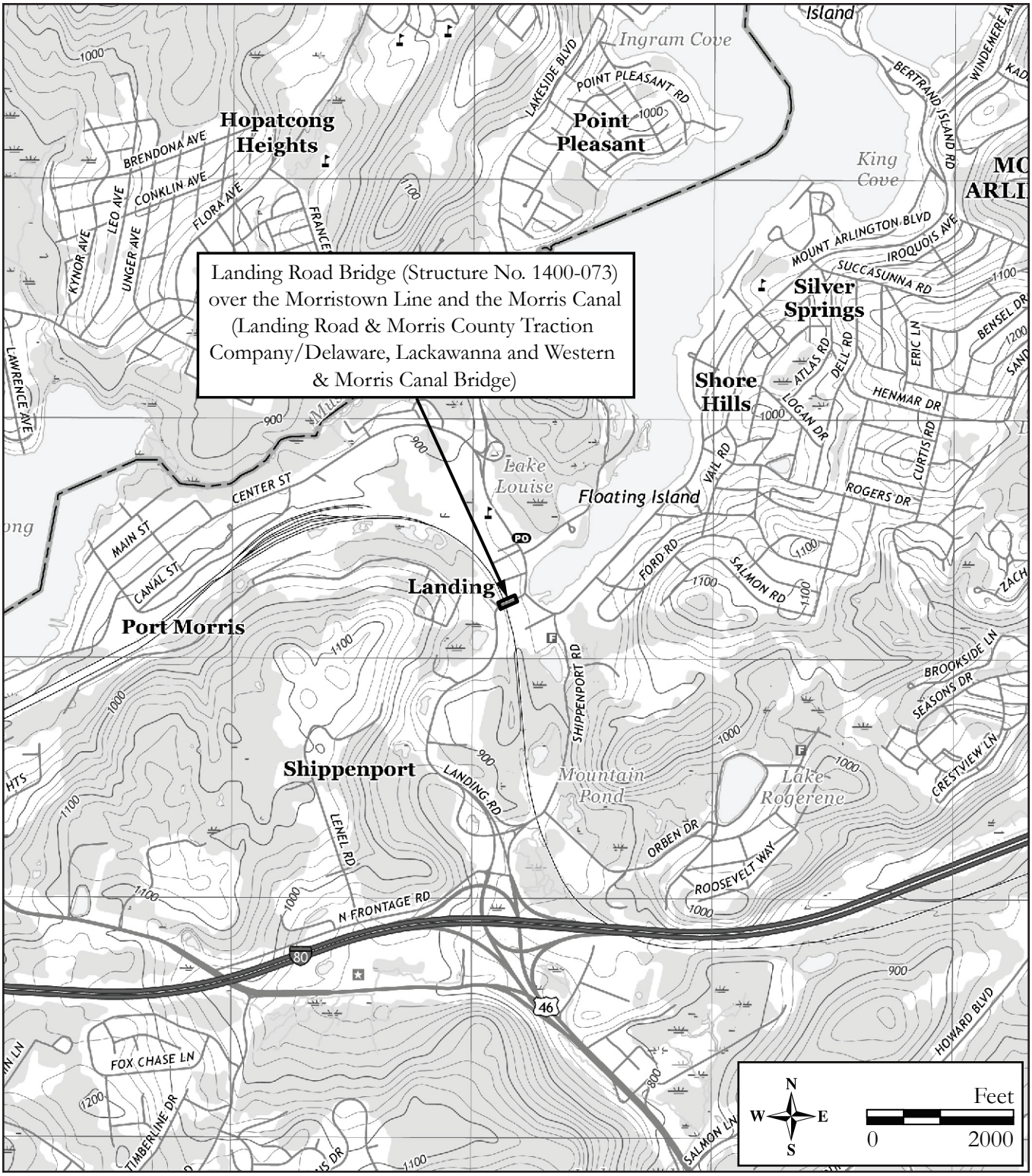


Figure 1: U.S.G.S. Map (from 2016 U.S.G.S. 7.5' Quadrangle: Stanhope, NJ).

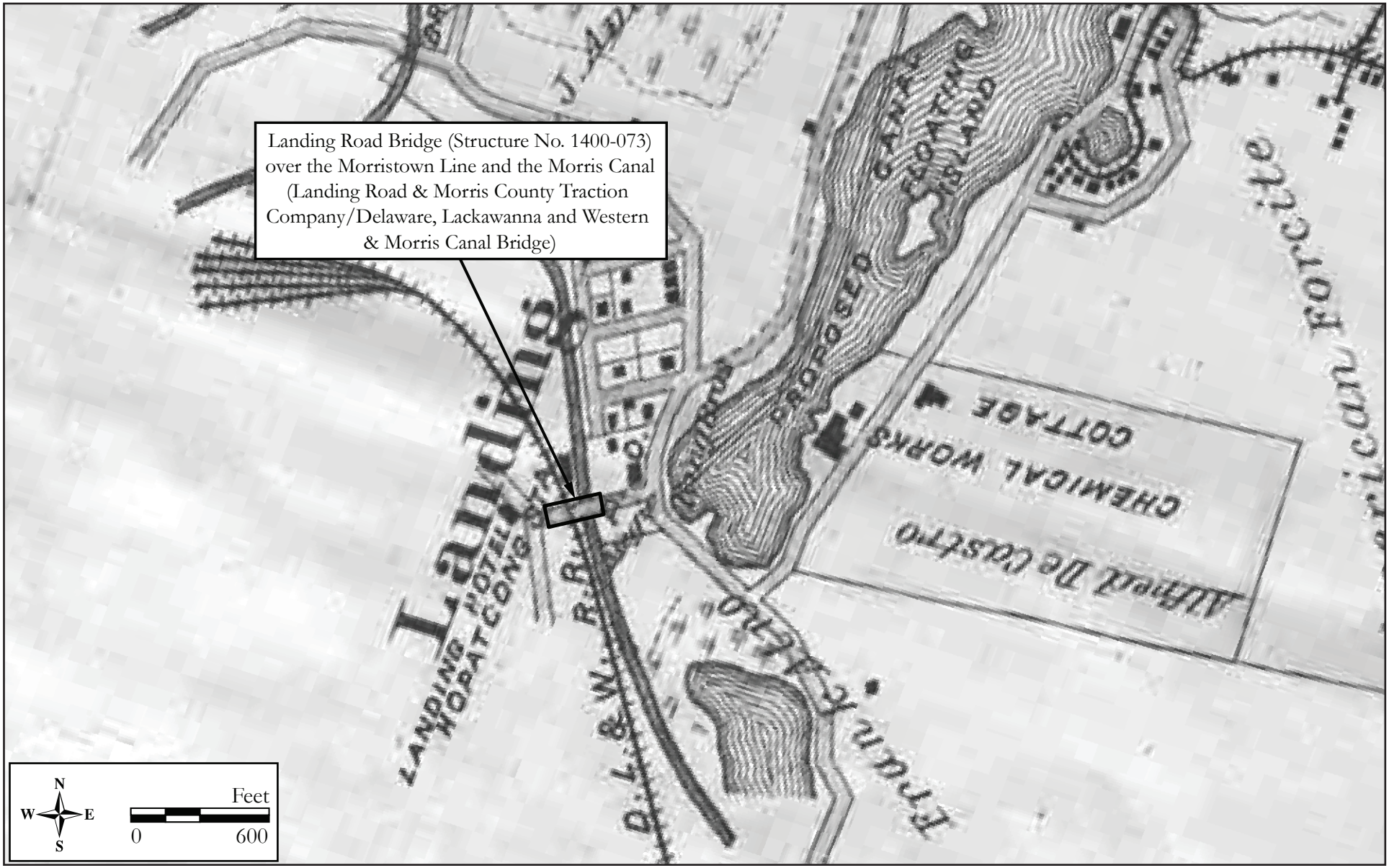


Figure 2: 1887 E. Robinson, *Robinson's Atlas of Morris County, New Jersey*.

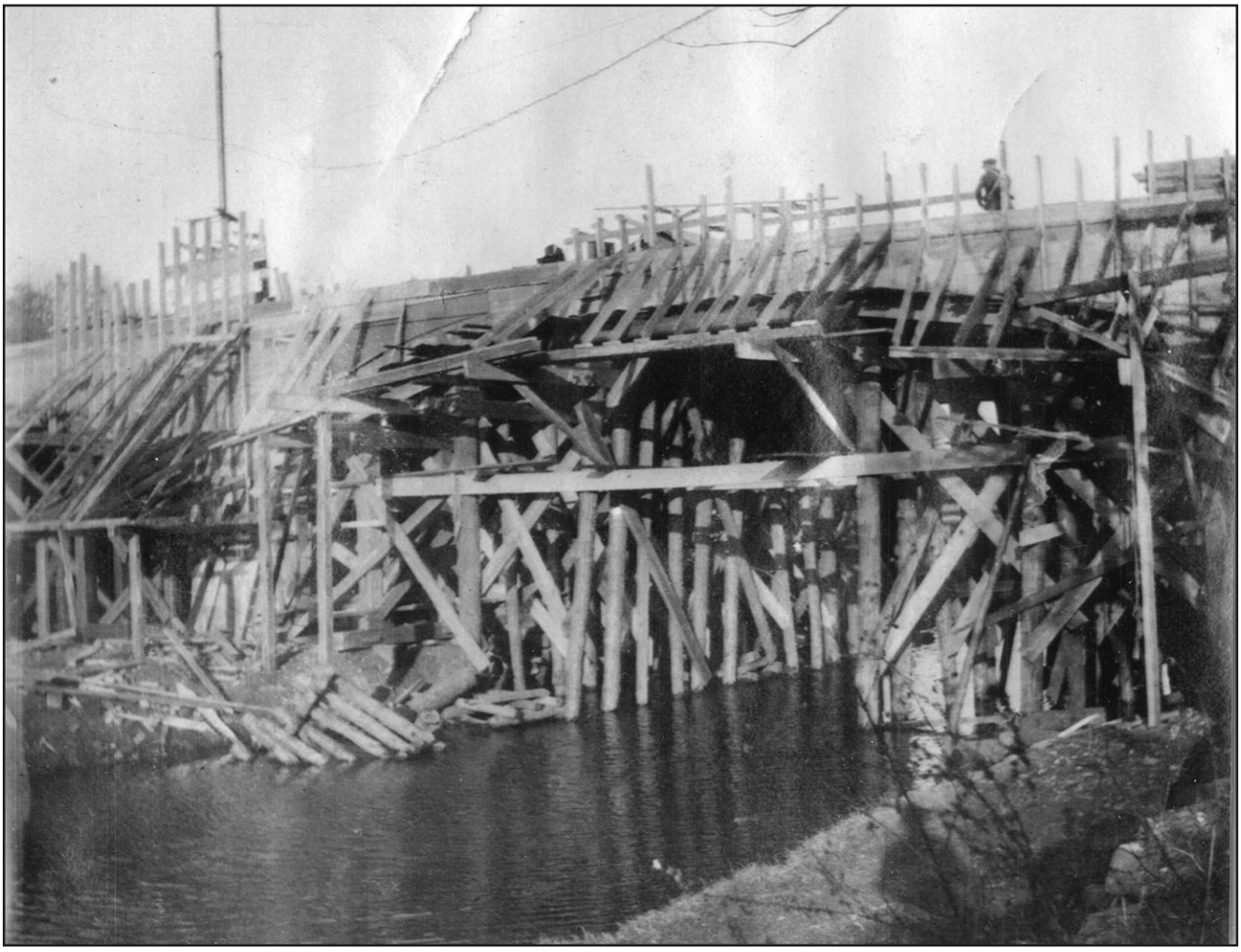


Figure 3: 1907 photograph of the construction of the Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/Delaware, Lackawanna and Western & Morris Canal Bridge), showing the structure's east span over the Morris Canal (Lake Hopatcong Historical Museum).

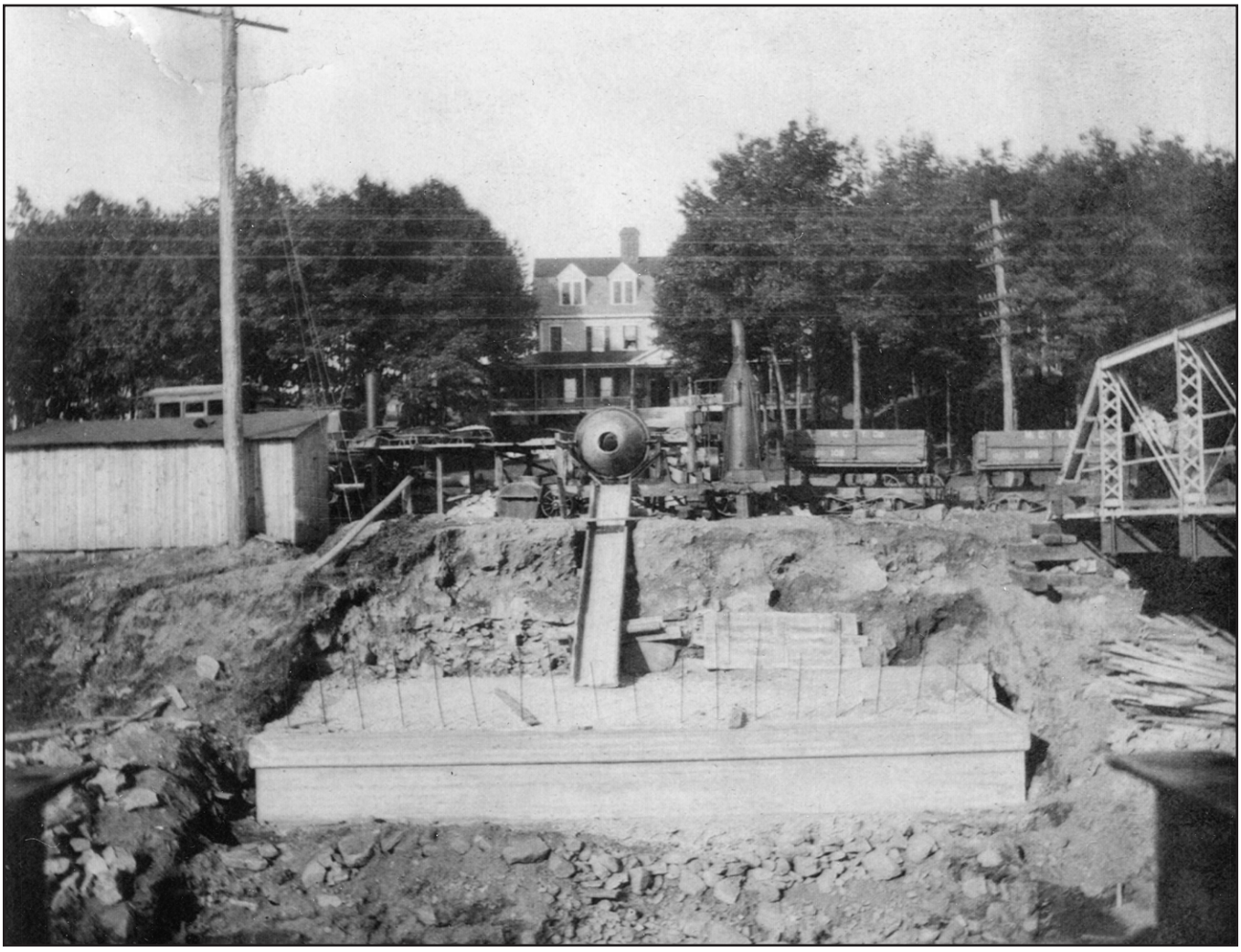
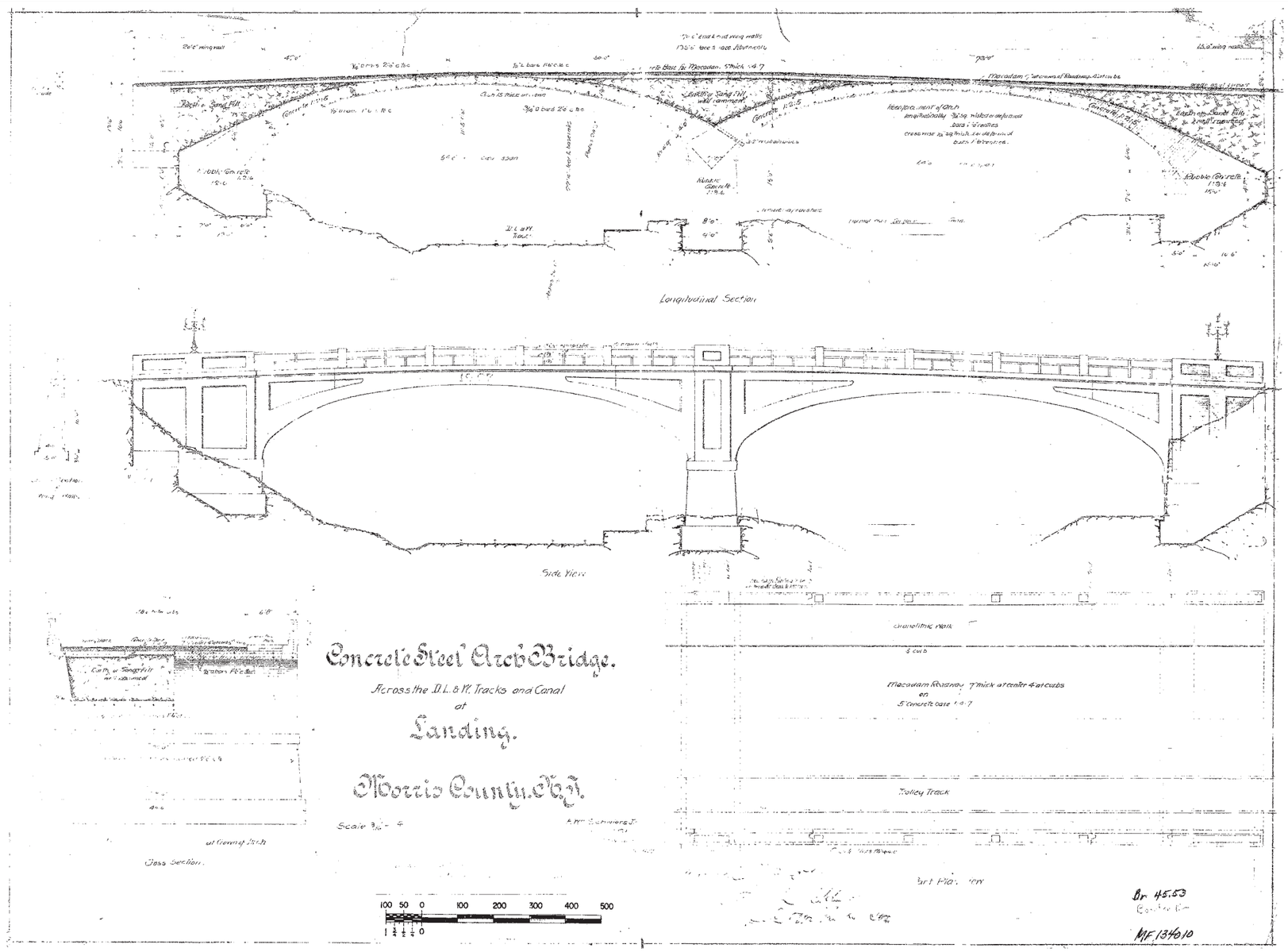


Figure 4: 1907 photograph of the construction of the Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/Delaware, Lackawanna and Western & Morris Canal Bridge), showing the laying of the structure's west abutment in concrete (Lake Hopatcong Historical Museum).



Figure 5: 1907 photograph of the Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/Delaware, Lackawanna and Western & Morris Canal Bridge), view from the south (Lake Hopatcong Historical Museum).



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Figure 6: Circa 1907 plans of the Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/Delaware, Lackawanna and Western & Morris Canal Bridge).

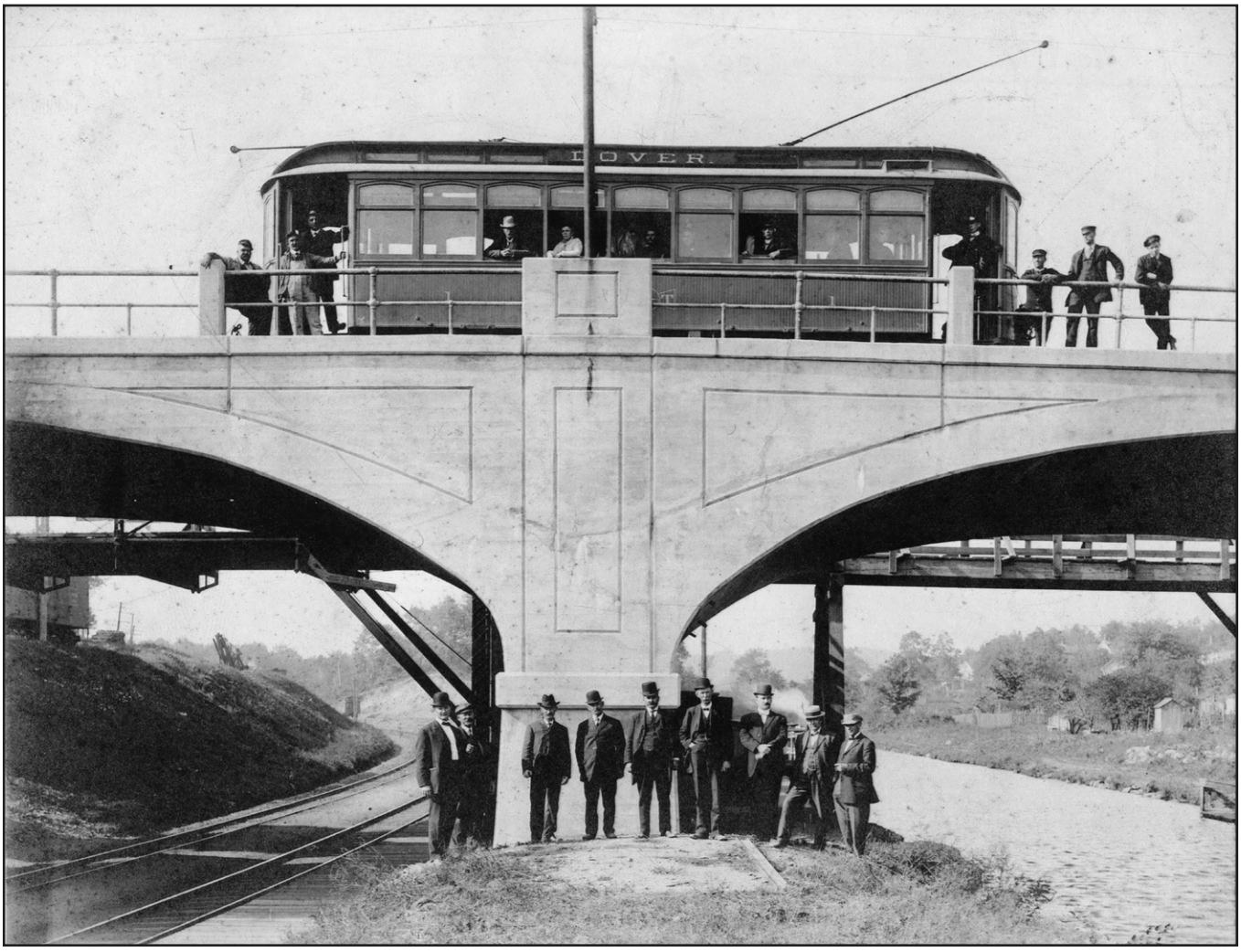


Figure 7: Circa 1908 photograph of the Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/Delaware, Lackawanna and Western & Morris Canal Bridge), view from the south (Lake Hopatcong Historical Museum).



Figure 8: Circa 1910 photograph of the Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/Delaware, Lackawanna and Western & Morris Canal Bridge), looking east toward the Landing steamboat dock (Lake Hopatcong Historical Museum).



Figure 9: Circa 1912 photograph of the Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/Delaware, Lackawanna and Western & Morris Canal Bridge) (Lake Hopatcong Historical Museum).



Figure 10: Circa 1912 photograph of the Lake Hopatcong Train Station, showing the concrete walkway and staircase that connected to the Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/Delaware, Lackawanna and Western & Morris Canal Bridge), visible in the background.

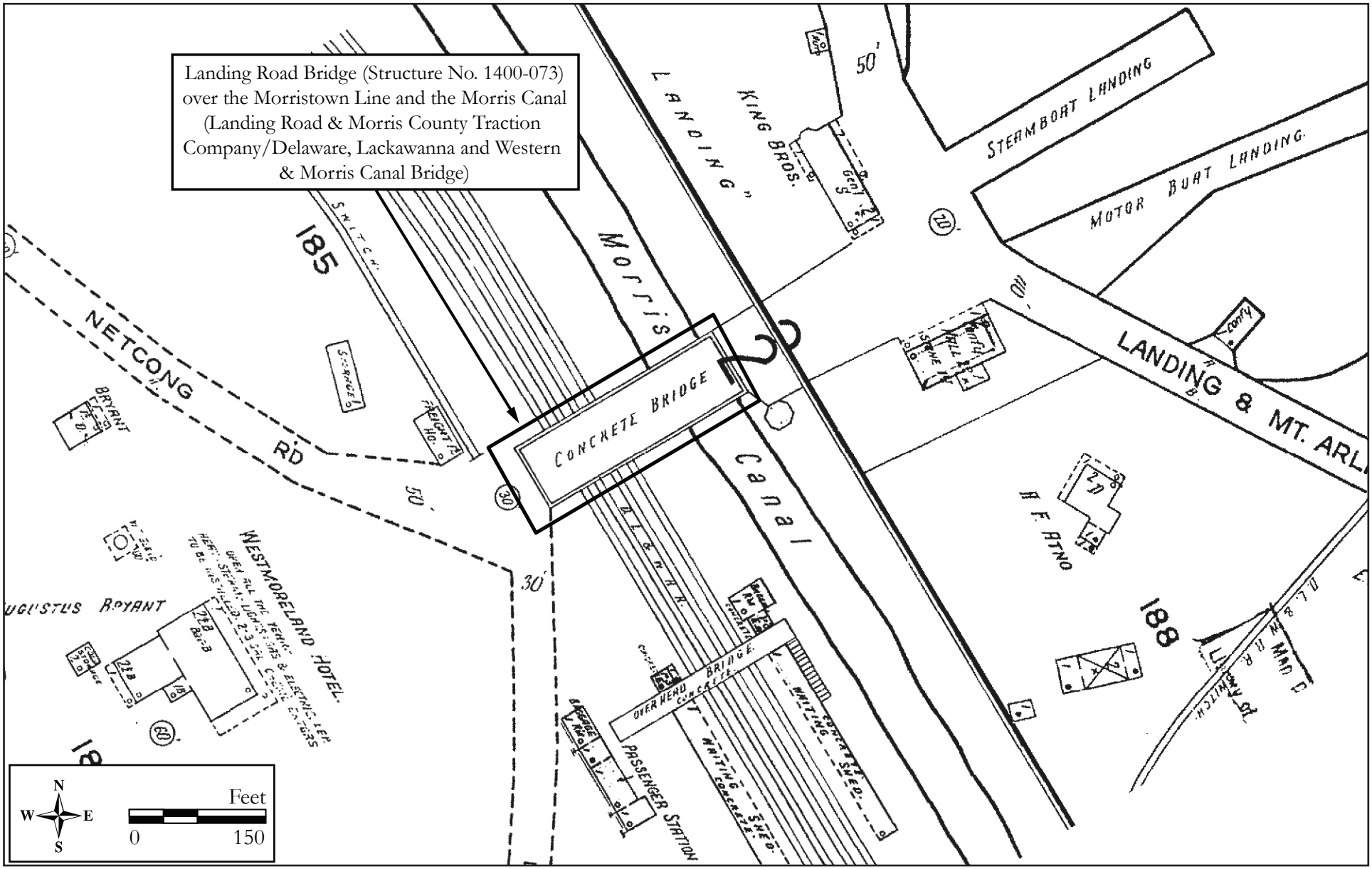


Figure 11: 1917 Sanborn Map Company, *Lake Hopatcong, Including Hopatcong and Mt. Arlington Boroughs, Roxbury and Jefferson Townships, Morris County, New Jersey*.

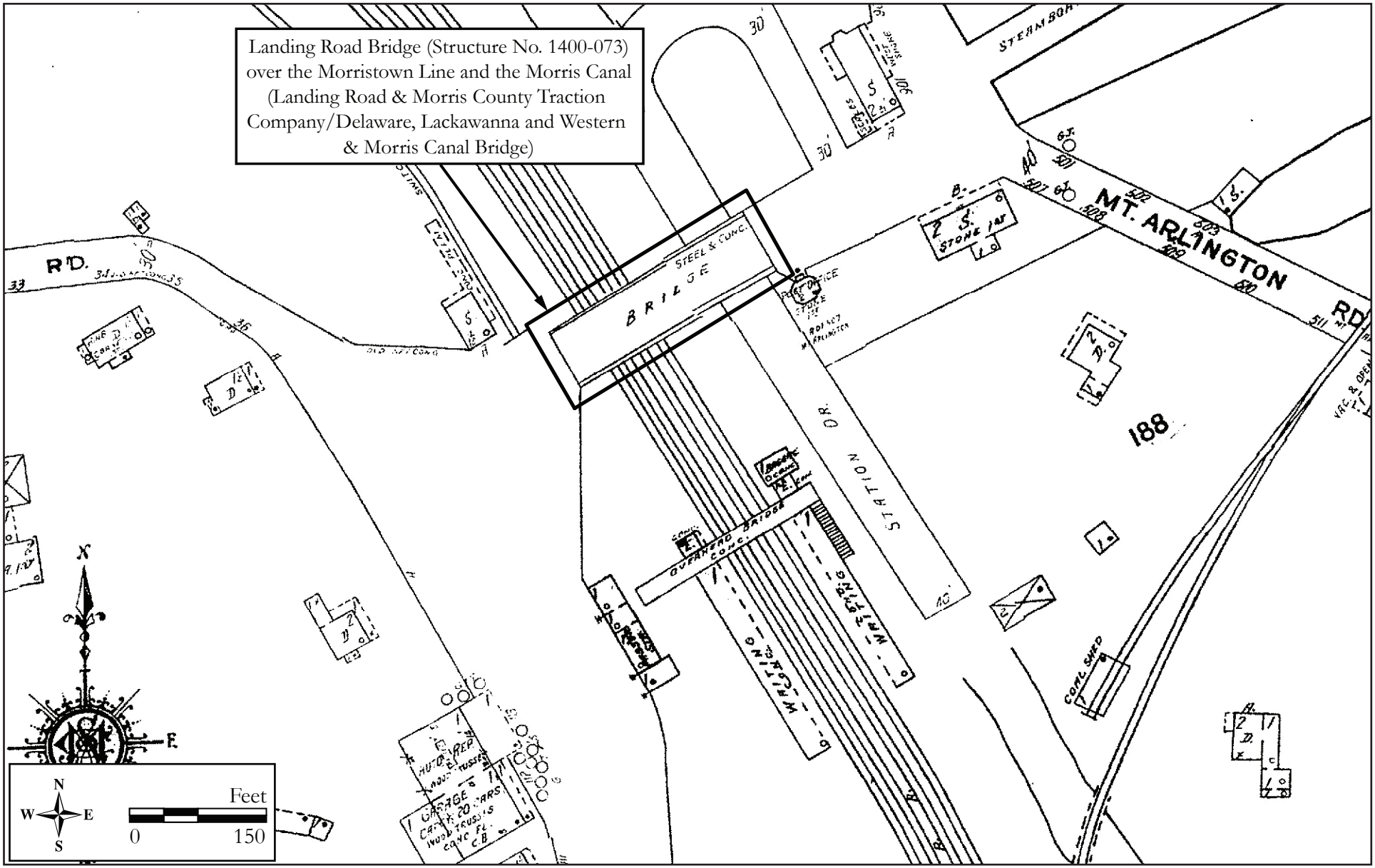


Figure 12: 1942 Sanborn Map Company, *Lake Hopatcong, Including Hopatcong and Mt. Arlington Boroughs, Roxbury and Jefferson Townships, Morris County, New Jersey.*

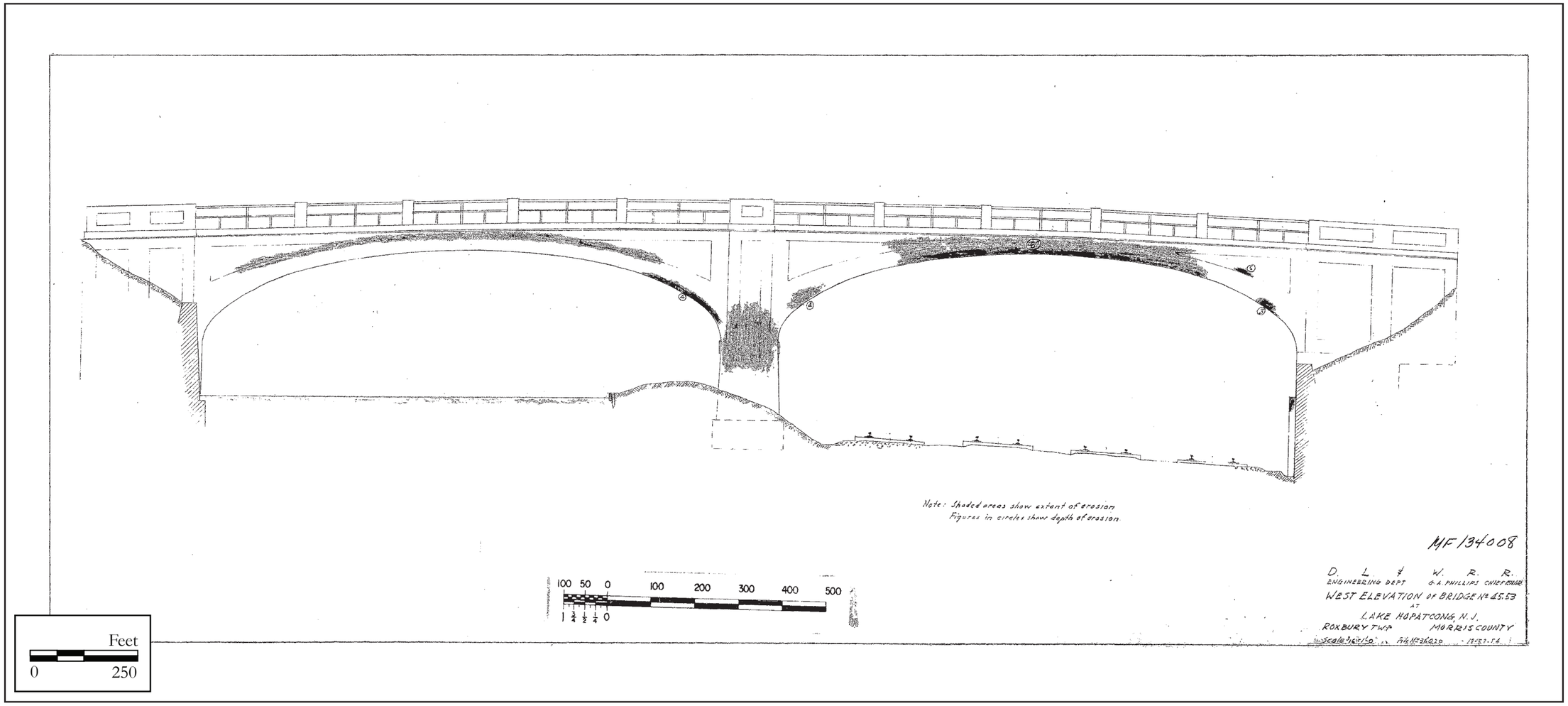


Figure 13: 1954 plans of the west elevation of the Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/Delaware, Lackawanna and Western & Morris Canal Bridge)

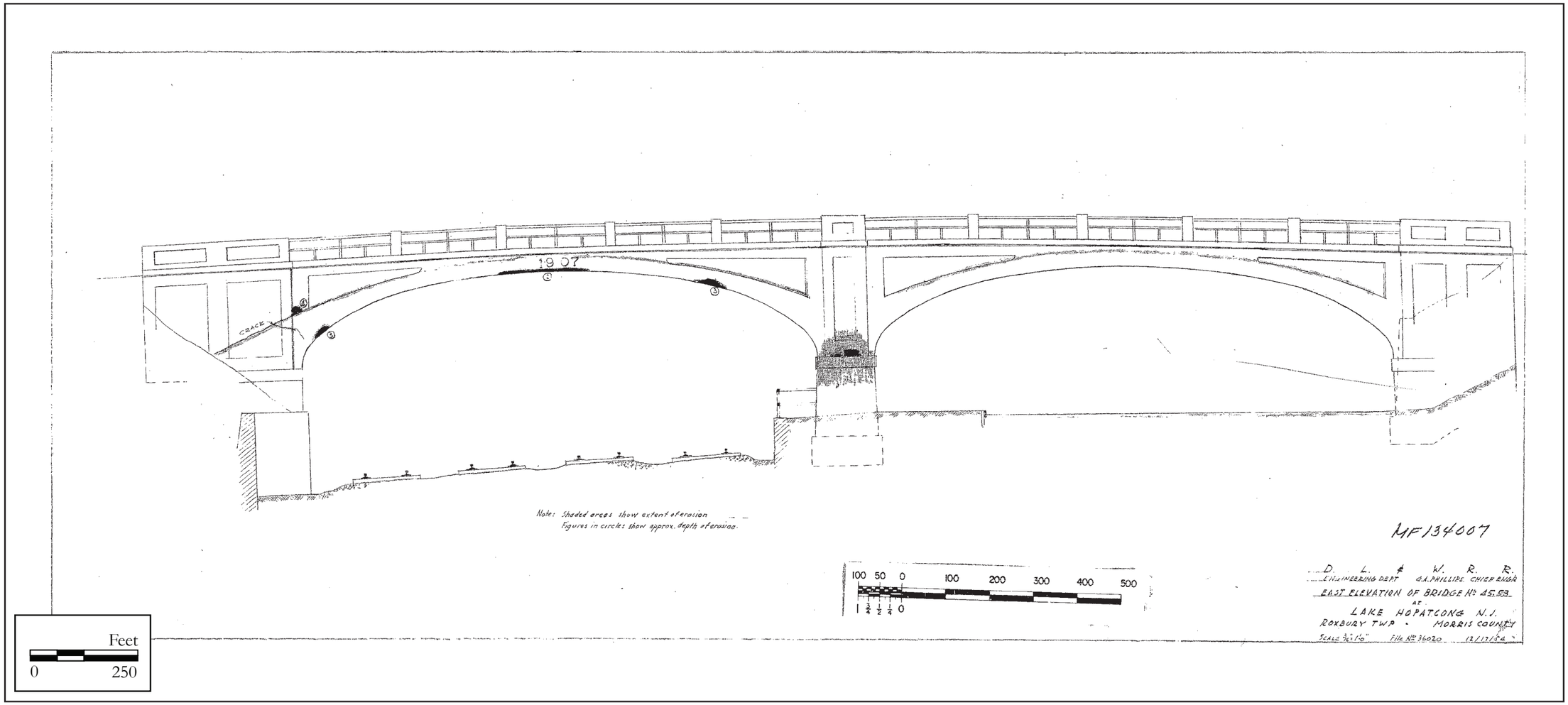


Figure 14: Circa 1954 plans of the east elevation of the Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/Delaware, Lackawanna and Western & Morris Canal Bridge).

ATTACHMENT B: PHOTO RECORDATION

HISTORIC AMERICAN ENGINEERING RECORD
INDEX TO PHOTOGRAPHS

LANDING ROAD BRIDGE (STRUCTURE NO. 1400-073) OVER
THE MORRISTOWN LINE AND THE MORRIS CANAL
(LANDING ROAD & MORRIS COUNTY TRACTION COMPANY/DELAWARE,
LACKAWANNA AND WESTERN & MORRIS CANAL BRIDGE)
Township of Roxbury
Morris County
New Jersey

Photographer: Laura Hundersmarck, December 8, 2017

1. Partial view of the north fascia of Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/ Delaware, Lackawanna and Western & Morris Canal Bridge), looking southwest.

2. View of the west arch barrel of Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/ Delaware, Lackawanna and Western & Morris Canal Bridge), looking southwest. The bridge's west span carries Landing Road over the active tracks of NJ TRANSIT's Morristown Line.

3. View of the east arch barrel of Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/Delaware, Lackawanna and Western & Morris Canal Bridge), looking southeast.

4. Detail view of the concrete pier of Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/ Delaware, Lackawanna and Western & Morris Canal Bridge), looking south.

5. Detail view of the stone retaining wall adjacent to the east abutment of Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/Delaware, Lackawanna and Western & Morris Canal Bridge), looking east.

6. Detail view of the east arch barrel of Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/ Delaware, Lackawanna and Western & Morris Canal Bridge), looking east. The bridge's east span carries Landing Road over the former right-of-way of the Morris Canal, today a paved commuter parking lot.

7. Detail view of the stone retaining wall adjacent to the east abutment of Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/Delaware, Lackawanna and Western & Morris Canal Bridge), looking northwest.

8. Partial view of the south fascia of Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/ Delaware, Lackawanna and Western & Morris Canal Bridge), looking north.

9. Detail view of the west arch barrel of Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/ Delaware, Lackawanna and Western & Morris Canal Bridge), looking west.

10. Overview of the northeast approach of Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/ Delaware, Lackawanna and Western & Morris Canal Bridge), looking southwest.

11. Overview of the south fascia of Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/ Delaware, Lackawanna and Western & Morris Canal Bridge), looking northwest.

12. Overview of the south fascia of Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/ Delaware, Lackawanna and Western & Morris Canal Bridge), showing the abandoned concrete staircase that once led commuters down to the passenger railroad tracks below, looking northeast.

13. Detail view of the abandoned concrete staircase adjacent to the west abutment of Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/Delaware, Lackawanna and Western & Morris Canal Bridge), looking east.

14. Overview of the southwest approach of Landing Road Bridge (Structure No. 1400-073) over the Morristown Line and the Morris Canal (Landing Road & Morris County Traction Company/ Delaware, Lackawanna and Western & Morris Canal Bridge), looking east.

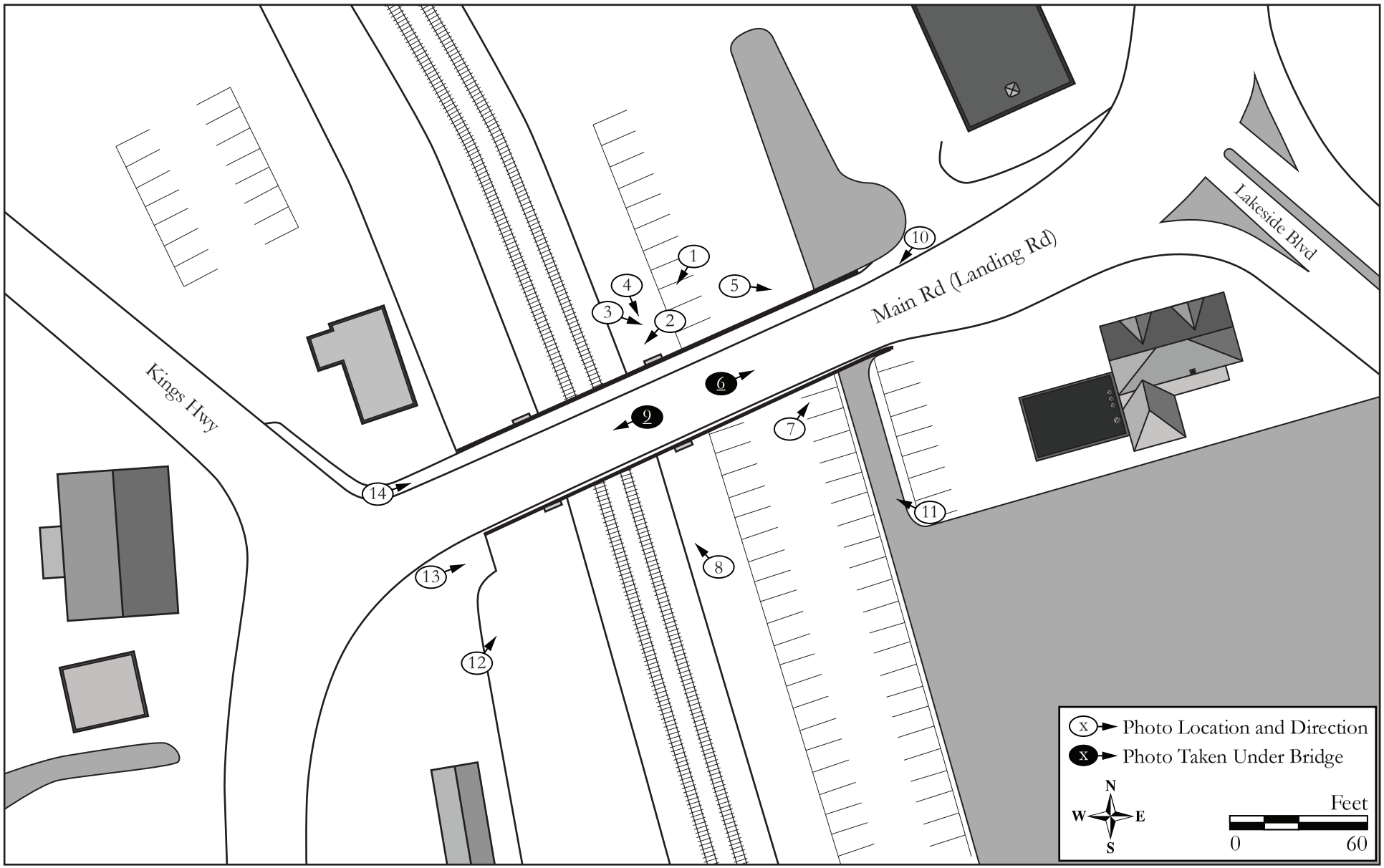


Photo Location Map



1 ←



2 ↑



3 ←



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