

WINNEBAGO SCOUT RESERVATION HISTORIC TRAIL NORTH TOUR

A 14.5-MILE HISTORIC HIKE FOR SCOUTS BSA



BOY SCOUTS OF AMERICA®
PATRIOTS' PATH COUNCIL

Cedar Knolls, New Jersey

www.ppcbsa.org



The Winnebago Boy Scout Historic Trail Northern Tour is a 14.5-mile roundtrip hike.

The hike begins in camp, leads to Four Corners, then to the old Wharton & Northern Railroad bed along the Charlotteburg Reservoir, follows the Susquehanna & Western Railroad bed, across Green Pond Road, to the northern terminus of the Four Birds Trail on the ridgeline of Green Pond Mountain, with a breathtaking view of Cragmeur Ski Center, down the mountain following the **WHITE TRAIL**, along the Copperas Mountain and back to camp.

All units taking these hikes are required to check in with the campmaster or ranger for instructions before starting on the trail. Guidebook and map are to be used by the hike leader, but Scouts may record their own answers.





The Winnebago Scout Reservation BSA Historic Trail Northern Tour

DESCRIPTION: The Winnebago Scout Reservation Scouts BSA Historic Trails offer a walk back in time to an era when this area of New Jersey opened its natural wealth and beauty to early settlers. The Delaware Indians, the Lenni Lenape or “original people” were the first inhabitants of these lands. Perhaps you will walk some of the same trails they did in search of face-paint rock (iron oxide).

Hiking the Wharton & Northern Railroad bed along Charlotteburg Reservoir, try to picture the 19th century tourists arriving by stage or train in the Highlands of New Jersey for summer visits. Green Pond Mountain affords a unique geological look at the area with glacial boulders and pre-Cambrian “Green Pond Conglomerate.” Spring finds the trails fragrant with abundant mountain laurel. Hiking the “Four Birds Trail” past Craigmear you cross the valley to the Copperas Mountains and return to camp.

QUALIFICATIONS: The Northern Tour is a challenging hike across two mountains and is not for the faint of heart or weak of spirit. This trail has been designed for the Scouts BSA program and may be hiked by similar community groups.

A group can hike the trail in one or two days. Minimum suggested age for hiking the trail is 11 years of age.

SCOUT REQUIREMENTS: All Scouts BSA MUST conform to all normal requirements set by the Boy Scouts of America governing hiking activities. Wearing a uniform is not required. Pencils and a compass are needed to fill out the questionnaire. A bag lunch, water canteens and waterproof boots are recommended.

TRAIL REQUIREMENTS: A donation of \$2 per booklet is suggested at the start of the hike to cover the cost of the trail package if you do not bring your own copy. For the Trail Award, there is a questionnaire with 24 informative fill-in questions. These are to be turned in to the group leader at the end of the trail in order to receive the award. Starting time is between 8 and 11 a.m. Units can select their own starting time but must report to the campmaster 30 minutes prior to this time. Scouts units from councils outside of Patriots’ Path Council are required to have a valid Certificate of Accident Insurance coverage provided by their home council. Hikers should wear shoes and clothing appropriate to a backwoods trail running through the Fanny Highlands Trail Network. A marshy trail and several streams must be crossed. “Be Prepared- waterproof boots or plastic bags to cover footwear are encouraged.

TIME REQUIREMENTS: The trail can be hiked year-round depending on weather and



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trail conditions. Depending on skill level, the hike is eight to ten hours.

TRAIL AWARDS: The Winnebago Scout Reservation Scouts BSA Historic Trail Award patch can be purchased at the Winnebago Scout Reservation Trading Post at the end of the hike.

REGISTRATION: Prior to hiking or camping, a day or weekend reservation for Winnebago Scout Reservation must be made with the Patriots' Path Council Service Center, 973-765-9322, ext. 225.

OVERNIGHT CAMPING: Tent sites, lean-tos and cabins are available for overnight camping at Winnebago Scout Reservation. Information regarding fees and reservations may be obtained from the Patriots' Path Council Service Center, 973-765-9322, ext. 225.

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TRAIL GUIDE

The Winnebago Scout Reservation Scouts BSA Historic Trail Northern Tour begins at the parade field opposite the “A” (Administration) building. When your group is ready, begin your hike by walking northwest on the camp road. The sites at Winnebago Scout Reservation are named after Native American nations with the Lenape representing the local area.

QUESTION 1: Name the Lenape people and their totem identified as “Men of the Stony Country.”

QUESTION 2: Name the Lenape people and their totem identified as “Fishermen.”

QUESTION 3: Name the Lenape people and their totem identified as “People Living Near the Ocean.”

Exit camp on Timberbrook Road; 50 feet past the entrance gate, hike north onto the dirt logging/fire road.

QUESTION 4: What were the red rocks the Lenape used for face paint?

QUESTION 5: Describe how the Dutch outwitted the Lenape for land in 1609. Hike to Four Corners. Here the trail intersects with the east/west bed of the old Wharton & Northern Railroad. Look for foundations of a railroad bridge over the stream to the west. Hike north and then east on the road.

QUESTION 6: Where are the Lenape Nations today?

The logging/fire road again intersects with the Wharton & Northern Railroad bed. Follow the railroad bed north with the Charlotteburg Reservoir to the east.

QUESTION 7: Name the hotel located in the Charlotteburg section of West Milford.

QUESTION 8: Why was the town of Charlotteburg burned?

QUESTION 9: Name the winter industry that was a spinoff of hotels.

The Wharton & Northern Railroad bed intersects the active line of the Susquehanna & Western Railroad at the northern end of Charlotteburg Reservoir. Hike west on the road



next to the track. The railroad bends north/west then begins a straight-a-way that parallels highway Route 23.

QUESTION 10: Using Scout techniques, measure the distance from the turn to the most distant point of track.

QUESTION 11. What was the early path of highway Route 23?

QUESTION 12: Who was the president of the NJ Midland Railroad?

Hike west, cross Green Pond Road and hike on Bigelow Road past the railroad station.

QUESTION 13: What is the name of the station?

QUESTION 14: Name the railroad line for the parked train.

Pass the ball field and apartments to the end of the blacktop road and a two-car parking area. Uphill and into the woods is the trailhead of the “Four Birds” **WHITE TRAIL**. One mile north on Route 23 is the Village Square Inn.

QUESTION 15: What was the Village Square Inn originally?

Hike the “Four Birds” **WHITE TRAIL** south on Green Pond Mountain. There is a unique rock type associated with this geological formation. Look for rock containing “subangular pebbles of white quartz in dull red quartz sandstone.”

QUESTION 16: Name and collect a sample of the unique rock.

QUESTION 17: How old is pre-Cambrian rock?

At the overlook (large rock formation) there is a spectacular view of the valley and the Copperas Mountain. The trail descends into the valley. The rock overhangs and shelters a small area. Stand on the overlook rock.

QUESTION 18: Take a compass bearing on the tower to the northeast.

QUESTION 19: Take a compass bearing on the tower to the southeast.

Hike the **WHITE TRAIL** crossing a stream on the descent and again on the valley floor.



The trail joins a logging/fire road and the road intersects a power-line road that you follow north. (Following the road to the southwest will bring you to Green Pond). Remain on the **WHITE TRAIL**.

QUESTION 20: How was Green Pond formed and what are its dimensions?

QUESTION 21: Name the three turn-of-the-century Green Pond hotels.

Watch for the **WHITE TRAIL** to enter the woods at the bottom of the hill. There was an old picnic table in a small meadow. You will cross and re-cross streams. One has a log bridge. The Craigmour Ski area will be to the east.

QUESTION 22: Why is Craigmour no longer used for skiing?

Hiking this area on a Sunday morning you will be treated to melodies from a nearby house of worship.

QUESTION 23: Identify the house of worship.

Crossing a dike, you will view old manmade dikes and dams. However, research could not identify a name or use. Carefully cross Green Pond Road and continue following the **WHITE TRAIL**. The trail crosses a logging/fire road and gently ascends the Copperas Mountain. Charlotteburg Reservoir will become visible to the east and the trail will follow the old logging/fire road. The trail leaves the road and begins to descend the mountain. Look for the microwave tower, this was viewed earlier from Green Pond Mountain.

QUESTION 24: Take a compass bearing to the microwave tower.

QUESTION 25: What is the name of the lake in the valley you have entered?

The **WHITE TRAIL** will lead you across the old Wharton & Northern railroad bed and beside a marshy area now turned into a small pond by beaver damming. The trail meets the original logging/fire road taken out of camp. Hike the road south back to Timberbrook Road and the entrance to Winnebago Scout Reservation.



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FIGURE 1.2 Geologic time chart.

ERA	PERIOD	EPOCH	AGE (TO START OF PERIOD)
C e n o z o i c	Quaternary	Holocene	1.8 million yrs.
		Pleistocene	
	Tertiary	Pliocene	
		Miocene	
		Oligocene	
		Eocene	
		Paleocene	65 million yrs.
	Mesozoic	Cretaceous	144 million yrs.
		Jurassic	208 million yrs.
		Triassic	245 million yrs.
P a l e o z o i c	Permian	286 million yrs.	
	Pennsylvanian	320 million yrs.	
	Mississippian	360 million yrs.	
	Devonian	408 million yrs.	
	Silurian	438 million yrs.	
	Ordovician	505 million yrs.	
	Cambrian	543 million yrs.	
Pre-Cambrian	Formation of Planet Earth, approx. 4.6 billion years ago		



TRAIL GUIDE HISTORIC INFORMATION

THE LENAPE TRIBES – (from: *History, Manners, and Customs of the Indians Nations*. The Moravian missionaries, John Heckewelder and David Zeisberger, reported that the Lenape, at the time of the white man's arrival, were divided into three distinct nations: the **Minsi**, or "Men of the Stony Country"-who had as their totem **the wolf**; the **Unami**, the "Fisherman" of the central area-who had as their totem **the turtle**; and the **Unilachtigo**, the "People Living Near the Ocean"-who had as their totem was **the wild turkey**.

RED FACE PAINT – In 1609, seaman Juet of Henry Hudson's ship the "Half Moon," recalled shipmates inquiring of the natives the source of the red paint on their faces. The Dutch, more than a little interested in finding sources of minerals and other wealth, may well have recognized the red as iron oxide. The Lenape are said to have responded that the red was to be found on the shores of the "long pond" (Greenwood Lake). **Red rocks, iron oxide, which the Lenape used to paint their faces**, abounds in the Northern Highlands area.

LENAPE TRICKED – (from: *John Heckewelder, 1876*) Returning a year later, the Dutch, as they had communicated to the Lenape upon leaving in 1609, requested a strip of land, only as much as the hide of a bullock would cover, in order to grow greens. Their request granted, however, **the white men then proceeded to cut the hide, using a shape knife, into one continuous strip** "no thicker than a child's finger." This, when stretched out into a circular shape, encompassed a large area. Though outwitted, the Lenape are said to have protested little. With more than enough land for themselves, they could easily yield some to the newcomers.

LENAPE LEGACY – By the time of the French & Indian War, the main Lenape villages had already relocated on the Pennsylvania frontier along the Susquehanna River. By 1758 most of the Lenape had withdrawn beyond the Alleghany Mountains. Following the decisive battle of Fallen Timbers, the Lenape were forced to sign the Treaty of Greenville (1795) which granted to the Delaware land in what was later to become northern Ohio, Indiana, Illinois, Michigan and Wisconsin. But the sorrowful story of the Delaware does not end on the Wabash River in Indiana or even in upper Canada, where the Monsey band in particular settled. As one by one each treaty was voided by the restless pioneers of a new nation, the Lenape found their way to Oklahoma, where they became Cherokee citizens. Although their blood is said to run through those of mixed Native American ancestry in Oklahoma and in parts of Canada, **today there are no full-blooded**



Lenape living.

J.H. HALLOWAY'S HOTEL – Located in the Charlotteburg section of West Milford, the hotel offered 30 rooms for the convenience of city vacationers. The highlands of New Jersey, once a region of prosperous iron mines, were now overwhelmed by the new discoveries of iron along Lake Michigan. The new settlers to the region were shopkeepers and hotel owners who touted the area as being closer than the Adirondacks, peaceful, without mosquitoes and malaria. Prices ranged from \$2.50 a day to \$7 - \$8 per week.

CHARLOTTEBURG IN FLAMES – (*from: The Earth Shook and The Sky Was Red, A Bicentennial History of West Milford*). Charlotteburg in 1871 could boast a post office, 35 homes, a rolling mill, forge, sawmill, machine shop, blacksmith shop, and schoolhouse. Residents were eagerly awaiting the first New Jersey Midland Railroad passenger train. But 26 years later, Charlotteburg was in flames. Its population had dwindled with the demise of the ice industry and the end of the era of the great hotels. **Newark, which owned the land on which the hamlet was located, was concerned with the continuing pollution of the Pequannock River** by the Hennion house and barn. The decision was made; Charlotteburg, with the exception of one house, a hotel, a barn, and a schoolhouse, would be demolished.

On August 25, 1897, nearly all of Charlotteburg was burned to the ground. A year later, even the nearby school was closed by order of the superintendent of schools because of sanitary problems. By 1912, there were only 40 residents left in the nearby area and by 1928, the area could only be described as “deserted.”

ICE CUTTING DAYS – (*from North Jersey Historical Society, by Leslie I. Post*) “The days had been clear and cold with early morning temperatures below zero for about ten days, when the word went across the Valley and up the ridges that ice cutting would start in the morning. Cutting ice was a big business in North Jersey with huge icehouses at Greenwood Lake, Echo Lake, Brady's Pond (Lake Gerard) Summit Lake and numerous smaller ice houses on the mill ponds for the local hotel's summer use.” **Ice cutting became an important spin-off industry** from the summer tourist trade. “The ice had to be at least 10 inches before it was cut, and some years got as thick as 30 inches. If the ice was clear, cutting would start at daybreak and go on till dark and even later on moon lit nights. If it had snowed, the ice had to be plowed before it could be cut. The ice was cut in 16 x 24-inch cakes with a steel plow drawn by a single horse and another up and down and back and forth until an area of about 12 to 16 cakes wide and 30 to 40 cakes long was marked or cut halfway through. This area would then be sawed by hand all the



way through and floated down a channel, to the icehouse. The cakes were pushed onto a conveyor which would in turn carry them into the icehouse where the cakes were crossed stacked. A layer of salt hay would be placed between the ice and walls of the icehouse and also over the top of the ice to keep all warmth out.”

THE PETERSON & DECKERTOWN STAGE LINE – (from *The Earth Shook*). The stage line began its scheduled runs on May 1, 1857. The stages left Paterson on Monday, Wednesday, and Friday, meeting the 8:30 a.m. train from New York. Nearly 10 hours were allowed for the trip to Deckertown (in Sussex County) with stops at Preakness, Pompton, Bloomingdale, Newfoundland, Stockholm and Hamburg. The return trips were made on Tuesday, Thursday and Saturday. **Route 23 follows the early path of the Paterson & Deckertown Stage Line.**

THE NEW JERSEY MIDLANDS RAILROAD – (from *The Earth Shook*). On May 1, 1869, a meeting was held at Brown’s Hotel (Newfoundland) to consider extending the (NJ Hudson & Delaware Railroad) line to Newfoundland. A year later the NJ Hudson & Delaware merged with the New Jersey & Western to form the NJ Midlands Railroad. In early 1871, the NJ Midland pushed up the valley toward Charlotteburg, but difficult terrain slowed the construction. Heavy fill was needed, deep cuts had to be made and a bridge 50 feet above the water was to be constructed. It is not clear when the line was actually completed, but in 1887 a short stretch of track called the Macopin line was finished. The 1 ½ mile road serviced the ice industry and carried tourists to Echo Lake. **US Vice President Garrett Hobart was president of the line.**

VILLAGE SQUARE INN – (from *Village Square Inn, History*). This **historical two-room schoolhouse** was built in the late 1880’s. It’s unique architectural lines and sky reaching steeple have served as a visual landmark for nearly 100 years. Local residents and travelers alike have welcomed this sight as the entrance to Northern New Jersey’s recreation areas. In the early days, many school lunches of chicken soup were served from the large potbelly stove as the children rested from learning the 3 R’s. The school operated until the mid-1950’s, after nearly 65 years of teaching. Later, the board of education used the building for its administration offices. The Village Square Inn opened in 1980.

GREEN POND CONGLOMERATE – (from: *Geology and Magnetite Deposits of Dover District, Morris County, NJ*) Green Pond Conglomerate of the Silurian age crops out on both Copperas Mountain and Green Pond Mountain on the northwest side of the Dover District, where it directly overlies rocks belonging to the pre-Cambrian era. Green Pond conglomerate rests disconformably upon eroded surface of the pre- Cambrian rocks,



and at several places is exposed within a distance of 25 or 30 feet of the pre-Cambrian, although it is not seen in actual contact.

The Green Pond conglomerate, for the most part, is a red to gray course-grained conglomerate that contains **subangular pebbles of white quartz in a matrix composed of dull-red quartz sandstone**, but parts of the formation are considerably different. The basal part of the conglomerate at any places is a gray or greenish conglomerate, and the upper part commonly is a purple- red quartzite. Green Pond Conglomerate is specific to this geographic location, and discovery otherwise is the result of glacial movement.

GREEN POND LAKE– The lake was **formed by a glacier** and is **2-½ miles long and ½ mile wide**. There are no major streams entering the lake; the lake is fed by mountain runoff and underground springs. The average depth measured in 1953 was 14 feet, while a 1972 study gave a figure of 13 feet. The pond holds its level by virtue of a heavy clay seal below its sandy and rock bottom areas. When the glacier passed through this area, it left two specific evidences: first, glacial till and gravel, mounds of mixed materials and stones that are found along much of its easterly shore, and second, the extensive relatively flat area at the northern end of the lake.

GREEN POND – *(from Historic Tour of Rockaway Township)*. - The community of Green Pond is built around the largest body of water in Rockaway Township. In the early 1700's the first settlers in this area were the Cobb family, whose business interests were tied into the Split Rock Furnace and the Cobb Iron Mine. The Green Pond mines were opened in 1872 and were worked until 1899 when they were abandoned because of an unfavorable ore market. In the early 1900s, the community of Green Pond began to emerge as a summer vacation area. The early tent community gave way to summer bungalows. Summer supplies could be ordered at the general store and delivered by horse-drawn buggy. Three hotels catered to vacationers who came for dancing, tennis, croquet, bowling, boating, fishing, swimming and horseback riding in the country. **The Green Pond Hotel** was built in 1905 and could accommodate 100 guests. Guests could expect hot and cold baths and running water. The hotel was heated by steam heaters and open fires and was lighted by acetylene gas. In 1924 you could enjoy a delicious meal in the dining room for \$1.50. Guests to this hotel dwindled in the 1950s and it was demolished in 1961. **The Davenport Hotel** was also torn down. **The Lake End Hotel** still stands as a private residence.

CRAIGMEUR – *(from CraigmEUR Recreation Complex)* Today CraigmEUR is a recreation complex on 50 acres, specializing in company and group picnics. Among the many



activities and facilities are: two softball fields, six tennis courts, six volleyball courts, flume ride, bumper boats and pony rides. Craigmear Ski Center overlooks the Green Pond Mountain. It was opened in 1928 by a developer named Hugo Meur. Mr. Meur's wife's maiden name was Craig, thus the origin of the ski center's name. In the 1950's the Doig brothers purchased the property and held it until 1962 when it was purchased by Dot Murray, who is the current owner. The ski center offered public skiing in a family atmosphere; it had a reputation as a great place to learn. The facility included one T-bar, one rope tow, two trails, three slopes, snowmaking and open nights with a vertical drop of 18 degrees. With the recent trend of warmer, dryer winters the **economic pressures forced a change of venue for Craigmear** as a ski center.

Northern Tour

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**Newfoundland
Schoolhouse**





Winnebago Scout Reservation BSA Historic Trail Northern Tour Answer Sheet

The trail questions can be found in the trail guide. The trail guide must be followed closely, both to show you the trail and where to find the answers to the questions. YOU WILL NEED A COMPASS AND PENCIL. Fill in your answers in the following blank lines.

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