

WINNEBAGO SCOUT RESERVATION HISTORIC TRAIL WEST TOUR

A 14-MILE HISTORIC HIKE (OR BIKE) WITH OPTIONAL 5.8-MILE
SPUR FOR SCOUTS BSA



BOY SCOUTS OF AMERICA®
PATRIOTS' PATH COUNCIL

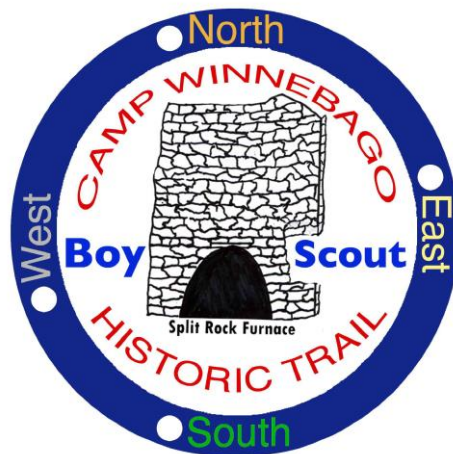
Cedar Knolls, New Jersey
www.ppcbsa.org



The Winnebago Scout Reservation Scouts BSA Historic Trail Western Tour is a 14-mile round trip bike or hike with an optional 5.8-mile spur.

The adventure begins in camp, travels south on Timberbrook Road and Upper Hibernia Road to a woods trail to the old Wharton & Northern Railroad bed. The bed passes Lake Denmark and Picatinny Arsenal, onto Lake Denmark Road to Snake Hill Road and into the community of Lake Telemark. The optional spur is available to the Mt. Hope Cabin, the Ford Fasche House and Mt. Hope quarry. The tour continues on Snake Hill Road, into the community of Lake Telemark, across Green Pond Road to Upper Hibernia Road, onto the Oreland Railroad bed 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.





Naval Commander's House, Navy Hill Picatinny Arsenal

The Winnebago Scout Reservation BSA Historic Trail Western Tour

DESCRIPTION: The 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 Western Tour can either be hiked or biked and takes advantage of local roads in the area.

Traveling south out of camp the tour follows Timberbrook Road to Elizabeth Lane to Upper Hibernia Road and the Marcella Community Center. Fifty feet south on Green Pond Road a dirt road connects to the old Wharton & Northern Railroad Bed.

Following the railroad bed south past Lake Denmark and the historic Picatinny Arsenal to the Partnership Field picnic area. Travel south on Lake Denmark Road to Snake Hill Road past the Air National Guard helicopter training pad and hanger. At Lake Ames, formally a Scouts BSA camp area, a path brings you to historic Lake Telemark for a self-guided tour. Exit Lake Telemark and cross Green Pond Road into the Darlington Road development and onto a dirt road connection to Upper Hibernia Road, to Timberbrook Road and back to camp.

QUALIFICATIONS: 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 40 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 a.m. and 11 a.m. Units can select their own starting time, but must report to the campmaster 30 minutes prior to this time. Scout 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 Farny 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 trail conditions. Depending on skill level, the hike can be completed in five to eight hours, the bike tour in three to four 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, biking 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.



TRAIL GUIDE

The Winnebago Scout Reservation Scouts BSA Historic Trail Western Tour begins at the parade field opposite the "A" (Administration) building. Hike out the north entrance and on to Timberbrook Road. It is 7/10 mile to Durham Road and one mile to a church.

QUESTION 1. What is the name of the church and in what year was it built?

QUESTION 2. What is the name of the cemetery?

Turn east on Elizabeth Lane and continue to Upper Hibernia Road. Walk west to Green Pond Road. Note the white house on the corner to the north. Cross Green Pond Road to the Marcella Community Center.

QUESTION 3. How many children were born in this house to John and Elizabeth?

QUESTION 4. This area is called the Marcella Section; what was the original name?

QUESTION 5. What was the Marcella Community Club originally?

Walk south on Green Pond Road, approximately 350 feet, to the telephone pole marked RT-217 and turn west onto the dirt road.

QUESTION 6. A quarter of a mile down the road is a golf course. How many holes does it have?

Travel west to a small pond and field in front of an abandoned house. Follow the road in front of the house and continue west.

Remain on the main road and avoid any tempting cutoffs. Enjoy the hillside filled with mountain laurel. A rock wall, bearing north, begins at a fork. Hike to the north side keeping the wall to the south. The trail meets a NE/SW trail at a "T." Hike to the southwest. The trail meets a second NE/SW trail behind a house. Continue southwest to the paved road.

Hike on the road approximately 630 feet to trees marked with numerous **ORANGE** blazes. Turn northwest into the woods to the railroad bed of the old Wharton & Northern Railroad and hike west. If the bed is flooded continue on the paved road



approximately 540 feet and look for an entrance into the woods opposite “Southard Salvage.”

Hike southwest and keep your eyes open for relics like railroad tie plates or spikes.

QUESTION 7. How would Greenponders know when they reached their railroad stop?

QUESTION 8. What was significant about the train wreck on the Hibernia Branch?

QUESTION 9. What was the original name given to the town of Wharton?

Note the power lines that stretch east/west. These are the same power lines encountered on the Scouts BSA Hike Western Tour at Split Rock Reservoir.

At a fork hike to the east up a subtle rise, the railroad bed continues straight but is frequently flooded. The railroad bed “T’s” and the eastern spur continue to Upper Hibernia (Oreland). Hike west past the junction of the main line you were just on.

Throughout the Rockaway countryside are test wells to check water table levels and purity. Look for two along the bed.

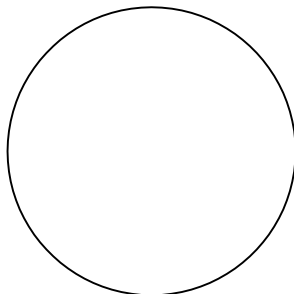
QUESTION 10. Copy the number of the first test well.

Past the first well is a cutoff to the northwest. This affords a great view of the lake.

QUESTION 11. What is the name of this lake?

QUESTION 12. Copy the number of the second test well.

QUESTION 13. In the middle of the bed is a water meter. Draw a picture of it.





QUESTION 14. What unique feature allowed the trains to not use engines?

QUESTION 15. List the three old railroad stops you will be passing on your hike.

The gate marks the entrance to Picatinny Arsenal. Because of the September 11, 2001 disaster the Picatinny bed is off limits. Hike back about 400 feet to a trail to the east, which will take you to Lake Denmark Road at a telephone pole marked NJ 1711RT.

Walk southwest for 1 mile on Lake Denmark Road to the baseball field. For emergency only there is porta-potty, potable water (in season), and an emergency arsenal security telephone.

QUESTION 16. What is the name of the field?

QUESTION 17. An iron mine was located nearby. What was it called?

Hike west on Lake Denmark Road. BE CAREFUL, this is an ACTIVE ROAD. The first road to the south is Snake Hill Road.

QUESTION 18. What was the original name given to Picatinny Arsenal?

QUESTION 19. Name the arsenal chemist who discovered the explosive haleite.

QUESTION 20. What was one of the arsenal's WWII research triumphs?

QUESTION 21. What Korea era armament improvements are credited to the arsenal?

QUESTION 22. In 1986 the arsenal's name was changed to what?

You may continue your hike on Lake Denmark Road traveling the 5.8-mile round trip spur to the historic Ford Faesch House and the Mt. Hope Mine. If you choose not to take the spur, you may answer the questions related to the historic sites from the back of this guide.

QUESTION 23. What caused the arsenal to blow up in 1926?

QUESTION 24. In 1948 the arsenal began tests on what two rocket engines?

A security gate into the arsenal and the Pica tinny Water Park will be to the northwest and beyond is the historic Naval Commander's House.



QUESTION 25. What is this general area of the arsenal known as?

Lake Denmark road intersects with Mt. Hope Road and the Mt. Hope Road arsenal gate. Travel east on Mt. Hope Road. Look for a gated road to the west before you come to Mt. Hope Pond.

Hike this road to the Mt. Hope Cabin.

QUESTION 26. Name the Scouts BSA troop responsible for building the cabin.
Continue on Mt. Hope Road to the Mt. Hope Methodist Church.

QUESTION 27. How was the church used during epidemics?

Across the road is the Ford Faesch House.

QUESTION 28. What was Faesch's nickname?

QUESTION 29. What did General Washington give to John Jacob Faesch?

QUESTION 30. Who patronized the tavern that was part of the Mt. Hope Store?

QUESTION 31. Tilcon is one of the United States' largest producers of what?

QUESTION 32. Name the main operation shaft of the Mt. Hope Mine Complex.

Return on Mt. Hope Road the way you came to the intersection with Snake Hill Road. Travel south on Snake Hill Road.

QUESTION 33. What is the full name of the helicopter base?

Hike 1 ½ miles on Snake Hill Road to a path to the north marked with red blazes at a berm and gate posts. A stream and bridge are further along the road as is the Lake Ames Pavilion. The BATHROOMS are open in-season.

Hike the red blazed trail along the western shore of Lake Ames. Look for the remains of an old log cabin.

QUESTION 34. Name the group who camped at a cabin at Lake Ames.



Follow the red trail along the stream hiking north up and over the hill to the crest and then turn east where the trail empties onto Winding Brook Way, in Lake Telemark. At the lake, turn east on Lake Telemark Road. The Lake Telemark Country Club is on the lakeshore.

QUESTION 35. Lake Telemark is named after a small village in what country?

QUESTION 36. What type of display is Lake Telemark noted for on the Fourth of July?

Turn left on Oslo Drive and continue around the lake. If you were to continue on Telemark Road to Green Pond Road the Telemark Store, now Tony's Famous Pizza, is a good refueling point.

QUESTION 37. What is the name of the log cabin on the east shore of the lake?

Hike onto Brookside Road and do not continue around the lake.

At the "T" turn north, against one-way traffic, onto Colonial Road and out to Green Pond Road. Cross the road and hike north passing an elementary school.

QUESTION 38. What is the name of the elementary school?

QUESTION 39. Name the camp that was across the road.

QUESTION 40. Who was the founder of the Girl Scouts and in what year did she do it?

Continue north on Green Pond Road and enter the Darlington Drive development. Pass Chandler Terrace to a yellow road gate at a dirt road. Hike the road following the power lines, pass another yellow road gate and out to Upper Hibernia Road at the junction of Brunache Road. Here is a parking lot and down the dirt road to the north is the Wildcat Ridge Wildlife Management Area Interpretive Center. You may have visited here on Scouts BSA Historic Southern Tour.

Please sign the guest book.

Return to Upper Hibernia Road, hike north past the landscaper's private home and look for the telephone pole marked NJ 1153RT. Hike into the woods to the northeast past dirt piles and onto the railroad bed of the old Wharton & Northern Railroad, Oreland Branch. The bed will bring you out to Upper Hibernia Road near the power lines. Walk Upper



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Hibernia Road 1.6 miles to Elizabeth Lane to Timberbrook Road and back into Winnebago Scout Reservation.

BONUS QUESTION: What is the name for a person who makes and studies maps?



TRAIL GUIDE HISTORIC INFORMATION

CHRISTIAN FELLOWSHIP CHURCH AND MARCELLA UNION CEMETARY - The land was given to the church by John and Elizabeth Allison (her maiden name) Egbert. The church was completed in 1903 and burials began the same year. The cemetery contains disinterred settlers from the Zeek, Winter, and Green Lake cemeteries. (Green Lake Cemetery was on Jacobs Road near the present-day town dump). Jacobs Road was named for the Rev. Jacob Bostedo, a settler from the early 1800s, also buried in the Marcella Union Cemetery.

JOHN EGBERT HOMESTEAD – This large white house is located at the corner of Green Pond Road and Upper Hibernia Road. It was erected by Andrew B. Cobb for John and Elizabeth (Allison) Egbert in exchange for their property in Green Pond. **John and Elizabeth's last 11 children were born in this house.** Andrew Cobb was an iron ore industrialist and owner of large tracts of land in the area including the Cobb furnace (Split Rock furnace) and the Cobb iron mine, west of Split Rock Reservoir.

EGBERT HOMESTEAD – This log cabin near Green Pond was built in 1862 by John and Elizabeth (Allison) Egbert. They lived here until 1866 when Andrew Cobb bought Egbert's Corner and it became Cobb's Corner. The structure was used as the Green Pond Rental Office for many years. In 1962 it became the Green Pond Corporation Office, and it has served in that capacity ever since.

MARCELLA – **The Marcella section of the township was once called Greenville.** The mail service became very poor because there was another Greenville in the state. Mr. Marshall, who operated a store and post office, thought it best to change the name of the community so that the mail service would improve. Marshallsville was proposed but was declined in favor of the name Marcella, his wife's name.

The Marcella Community Club was originally the Marcella School, which was erected here in 1915. The property was given by John and Elizabeth Egbert. The building contained two rooms with a seating capacity of 40 pupils in each room. During World War II, this building was used as a Catholic church. In 1953, the Marcella Fire Company built an addition to house their fire apparatus. From 1954 to 1966, a small cloakroom served as a public library. Today it serves as a meeting place for the members of the Marcella Community and Scouts BSA Troop 165 calls it home.

EGBERT'S LAKE – A mile north on Green Pond Road this pond is situated west of the road and adjacent to the old Wharton & Northern Railroad bed. This was a man-made



lake created by the children and grandchildren of John and Elizabeth Egbert in 1928-1930. Later, a number of bungalows were available for summer rentals; hiking, swimming, boating, and fishing were featured activities. The bungalows fell into disrepair and were vandalized; the township has taken ownership and a park is planned.

GREEN POND GOLF CLUB – Originally known as the Peter D. Henderson first homestead. The golf course was started prior to 1929 by a group of men from Green Pond. Mr. and Mrs. Enholm Sr. purchased the property in 1939, expanded the golf course and renovated the home. Today it is a **nine-hole public course** weaving horizontally down the hillside.

WALK TO GREEN POND - (from Lake End, Green Pond, New Jersey. Its History and Its People). Travelers to the Lake End section of Green Pond would exit the Wharton & Northern train. **Upon verbal notice to the conductor**, the train would stop at “The Trail”. From that point it was only a mile or so hike over the Copperas Mountain and down to the Lake End Road. Carrying baggage and paraphernalia over the hill taxed wind and limbs. For the eastbound trip to the railroad, most campers would climb uphill over one of the several homemade paths to the “Trail” and follow this to its normal peak. At that point there was also a junction summit trail that ran southwesterly along the crest of Copperas Mountain to a collection of boulders, which was surmounted by the famous “Lookout Rock”. By sliding due east downhill, the campers reached the rails and with a vigorous hand wave, stopped the train. Some businessmen commuted to New York, creating a day that lasted at least 13 hours.

THE GREAT TRAIN WRECK – (from Lake End, Green Pond, New Jersey. Its History and Its People). One of the big events of the time was a **part of a movie thriller**. The Wharton Film Company, producers of the Pearl White series, and other episodes, needed a train wreck. Arrangements were made to have some bad men move the track of the Hibernia Branch of the Wharton & Northern so that a locomotive would fall over an embankment, as part of a movie episode of that era. Advance notice indicated zero hour for 10 a.m. 30–40 people from Green Pond, with lunches packed, set off only to find out sunlight would be best in three or four hours. In due time, sunlight was adequate and cameras started rolling. The train was seen coming around the bend with a dummy leaning out of the locomotive cab and waving an arm. The wreck was a success. Most of the movie cameras were in a good position, but one was almost hit by the engine when its trajectory over the embankment exceeded calculations. An unexpected bonus was the pleasure of meeting the movie personnel, and particularly Creighton Hale, who played the hero.



PORT ORAM – (*from Railroads of New Jersey*) **Port Oram**, now Wharton, was less than two decades old when the railroad reached it and it probably still had the rough, unfinished appearance and raw vitality of a frontier town. It was named for Robert Oram, who owned most of the land and businesses in the town. After Joseph Wharton took over the furnace and became the town's dominate figure, its name was officially changed in 1902. East of Port Oram, the CNJ (Central Railroad of New Jersey), now running on the tracks of the Dover & Rockaway, crossed the Rockaway River on a three-span bridge. On May 8, 1900, a heavy engine struck a switch frog. Three hundred feet of track were torn up. The track was blocked until the following morning, and passengers had to be moved from trains on both sides of the gap.

WHARTON & NORTHERN PASSENGER SERVICE – (*from Railroads of New Jersey*) The Wharton & Northern Railroad was originally constructed to haul iron ore but with the growth of the area and the number of summer vacationers in particular, the need for expanded service was evident. Not all trains on the main line ran over the relatively barren section to Charlotteburg Junction; some terminated at Green Pond or Lake Denmark. The southern terminus was at Morris County Junction with the CNJ located almost in the shadow of present Route I-80 near where it crosses Berkshire Valley Road. These passenger runs generated a bit of excitement. A feature article in the *Newark Sunday Call* in June 1895 described how the Morris County Railroad often **operated by gravity**, that is, with the engine running ahead to move other cars out of the way while the ore cars and coach coasted down the grade. Normally the gravity runs began at the naval powder depot at the upper end of the Picatinny Reservation and ceased near Spicertown, "but if the track is clear and good headway gained the train can run a slight rise to the stopping place at Morris County Junction."

WHARTON & NORTHERN STATIONS – On June 10, 1905, Joseph Wharton combined the almost 21 miles of the Morris County R.R., the Port Oram Railroad, the Hibernia Branch Railroad, and Morris County Connecting Railroad to form the Wharton & Northern Railroad. Wharton named the settlement at his mines at Upper Hibernia "Oreland" and the Hibernia Branch became known as the Oreland Branch. Between Oreland and the main line, there was a passenger train stop at a place called Post Town, near Green Pond Road. On the main line, there were stops, from north to south, at Green Pond Junction, Green Lake (Green Pond), Oreland Junction, **Lake Denmark, Navy Depot, Factory, Picatinny Arsenal, Mt. Pleasant, Wharton Junction, and Wharton.**

PARTNERSHIP FIELD – This field was a joint venture of Picatinny Arsenal and the township of Rockaway. On or near this site the Lake Denmark Hotel stood for many



years, offering comfort and hospitality to summer visitors. A picture exists, however, little more; a fire destroyed it.

LAKE DENMARK MINE – (from *Abandoned Iron Mines*). The Denmark Mine consisted of three separate groups of openings on the low hill south of Lake Denmark. The history and development of the mine is unknown. The northernmost group of openings consisted of a shaft and abandoned slopes. The central group consisted of two small pits on opposite sides of the road about 400 feet south of the shaft. The southernmost group of workings consisted of several pits, the largest of which was an open cut about 50 feet long. The total production of ore from this place is estimated to have been 1,000 tons. The site was an ambitious exploration at best.

PICATINNY ARSENAL – (from *Points about Picatinny, ARDEC Museum*). On September 6, 1880, the War Department established the **Dover Powder Depot**. Four days later it changed the name to Picatinny Powder Depot. In 1907, the Army altered the name to Picatinny Arsenal and established its first powder factory on the site. While continuing to produce munitions, the arsenal moved into research and development work with the start of a school to instruct officers in weaponry sciences in 1911; the establishment of testing and control laboratories during the WWI era; and the beginning of a small, experimental plant for the design and development of artillery ammunition in 1919. In 1921, the arsenal took over responsibility for experimental work on fuses.

The arsenal continued to realize its potential as a research and development facility in the years between the two wars. Major accomplishments of this period include better methods for storing smokeless powder, improved processing of cyclonite more commonly called RDX and the discovery of a new explosive, haleite. **The discoverer was Dr. George C. Hale, the arsenal's chief chemist.**

WWII interfered with the arsenal's efforts to concentrate on research and development. As one of the few facilities with the ability to manufacture munitions, it employed 18,000 people and ran three shifts turning out bombs and artillery shells. However, it still had its research triumphs, especially the development of **a delay fuse for skip bombing and special bombs for dams and oil fields**. It also pioneered production processes later transferred to munitions manufacturers around the country.

After WWII, Picatinny refocused its efforts on developing new weapons and munitions. Its support to the American forces in **Korea included an improved bazooka and an illuminating rifle grenade**. In periods of peace, the arsenal made important contributions to progress in the areas of radar, pyrotechnics, missiles, time fuses, and nuclear munitions.



When war broke out again, it gave troops in Vietnam a complete family of 40 mm ammunition for grenade launchers and helicopter gunships.

In 1977, the Army recognized Picatinny Arsenal's leadership in weapons and munitions development by headquartering its Armament Research and Development Command at the arsenal and giving it responsibility for developing small caliber weapons and munitions. In 1983, the Army disestablished the Armament Research and Development Command and Picatinny became the home of the Armament Research & Development Center. **In 1986, the name again changed to the Armament Research, Development and Engineering Center.**

NAVY HILL EXPLOSION – (*from Points about Picatinny*) In 1892, the arsenal transferred 317 acres to the U.S. Navy, and this became the core of the Lake Denmark Powder Depot. It was also the site of the largest disaster in the history of Picatinny. On July 10, 1926, at approximately 5:15 p.m., **lightning struck on Navy Hill**, setting off fires in the adjacent powder magazines. The fires set off three major explosions. By the time the smoke cleared, the arsenal had suffered \$1.265 million worth of damage (in 1930 currency) and 19 people were dead. The dead included one Army officer, three Navy officers, one Marine Corps officer, one Navy enlisted man, 11 Marine Corps enlisted men, and two civilian women. One of the women was the wife of the depot's chief civilian clerk and a resident of the arsenal. The other was a visiting friend on the depot.

Shells tossed by the explosion, which the fire set off, landed as far as a mile away. People in Hibernia suffered injuries from flying glass and plaster damage. Some houses even lost their doors. The force of the blast caused similar glass and plaster damage in Mt. Hope and blew out all the plate glass in the Rockaway business district. Two million, three hundred thousand pounds (2,350,000) of explosives were destroyed.

Modern Picatinny dates from the rebuilding done after this blast. Picatinny rebuilt shortly after the disaster and increased and improved its facilities when Works Progress Administration funds and personnel became available in the mid-1930s. However, the Navy depot never fully recovered from the explosion and its activity during WWII was on a very limited scale. The Navy had tentative plans to use it as a camp for Italian prisoners of war, but the Italian switch to the Allies in 1943 made this unnecessary.

In 1948, the Navy Air Rocket Test Station took up residence on the Hill, but only until 1960. The land went back to the Army. Work at the test site included development of **engines for the X-1 and X-15 rocket planes.**



NAVAL COMMANDER'S HOUSE - (*from dedication plaque, Naval Commander's House, Picatinny Arsenal*). Built in 1890 for the Commanding Officer of the Naval detachment situated here beginning in 1891 from land ceded by the Chief of Ordnance, U.S. Army. This general area became known as "**Navy Hill**" and was a magazine and storage station. The Navy closed this area and it became part of Picatinny Arsenal again in September 1960.

This building housed the commander of the Lake Denmark Powder Depot until 1948 and the commander of the Naval Air Rocket Test Station from 1948 to 1960. It is a very fine example of 1890's puddingstone construction. (Puddingstone, geologically classified as Green Pond Conglomerate, is generally dull-red sandstone with pebbles of white quartz intermixed and particular only to the Green Pond geographical area).

MT. HOPE CABIN – (*from Rockaway Record, June 3, 1937*). "Mt. Hope Scout Troop to Dedicate New Cabin, June 12. Camp Fire Saturday Night, to Which All are Invited to Attend" **Boy Scout Troop 12**, with the help of the troop committee, mothers auxiliary, had its dream fulfilled with the erection of a chestnut log cabin at the north end of Mt. Hope Pond. The Warren Foundry & Pipe Corporation Mines, at Mt. Hope, donated the land. Logs were found on the property of Mr. Jeremy Brady of Woodport and he donated the logs. The floor is concrete with a bed of stone and cinders beneath. There is a 12-foot porch on the front and one end of the cabin. The doors are made of half logs, and there is one door on each of the three sides. The lumber and other materials were supplied by JH Nickson Lumber Co. of Rockaway; N.J. Bell donated poles and electric line. Local craftsmen donated time and other materials to complete the work. Today, the cabin is home to the Rockaway Sportsmen's Club and is open to troops from around the area for year-round camping.

MT. HOPE METHODIST CHURCH– Across the road from the Faesch House stands the Mt. Hope Methodist Church, built in 1868 by the mining company for its employees and their families. It has also been called the Miner's Church. **During epidemics it has served as a hospital** and when needed-a schoolhouse. The well-to-do parishioners used pews in this church, while the balcony was thought to be sufficient for the miners and their families. The congregation dwindled and eventually the church was closed down. Vandals have been responsible for a great deal of damage to the church.

FORD FAESCH HOUSE – (*from the Historical Society of the Rockaways*). John Jacob Faesch "**the smart little Dutchman**" was one of the most noted ironmasters of Morris County. Born in Switzerland in 1729, he came to America in 1765 under an agreement made with Francis Hasenclever, on behalf of his brother, Peter, the general manager and superintendent of the British -owned London Company, to manage their iron works. He



took up the managerial position at Ringwood, where he resided. In 1768 the works at Charlotteburg were placed in his charge and later the works at Long Pond. Trouble arose between Hasenclever and the other company members and Robert Erskine was appointed to succeed Hasenclever. Mr. Faesch resented the treatment of his friend Hasenclever and left the service of the company in June 1772. He had already made arrangements to take the Mount Hope property, and took a long lease on the lands owned by Jacob Ford Jr. In addition, Faesch purchased for the proprietors the great Mount Hope tract surrounding them and began building of the furnace. He afterward purchased the Middle forge and Rockaway forge, leased Mount Pleasant forge and the Boonton mills, and carried on the iron business on an extensive scale.

Faesch became a naturalized American citizen through a special act of the legislation in 1776. At the outbreak of the American Revolutionary War, Faesch was an ardent Whig. He took an active part in politics. The Tories made many attempts to rob the house of Faesch at Mt. Hope and to destroy his property. After the battle of Trenton, **Washington visited Faesch at Mt. Hope and presented him with Hessian prisoners** who kept guard at the old homestead and were put to work at the mines and forges making supplies for the Continental Army. The prisoners also built living quarters in the rear of the stone mansion and performed other chores, such as carpentry work and chopping wood. At the close of the war, the British had a certain number of days to gather up the Hessian soldiers, as they were required to pay for everyone they did not return to the old country. However, by that time, the prisoners had fallen in love with America and refused to leave. The descendants of the Hessians settled here and established homes.

MT. HOPE STORE – This is the place where the miners would purchase everything that they needed. The mining company owned the store and would make deductions from the miners' salaries for their purchases, and by the end of the month, the miner owed his entire salary to the general store. This store has been renovated over the years. Originally, the store's appearance was similar to the Hibernia General Store with a butcher shop on the left side and groceries and other merchandise in the main section. At one time a tavern was located in the rear on a lower level. **Many baseball players and their fans patronized it when ball games were played on a field located behind the store.** The store and the abandoned iron miner's church were owned by Mount Hope Rock Products.

TILCON – (*from Tilcon Public Relations*). Tilcon New York, Inc. purchased the Mt. Hope Quarry and Asphalt facility in April 2001. Formerly known as Mt. Hope Rock Products, the site is located on 560 acres surrounding a historic iron ore mine. The company has applied innovative operational techniques to become one of the largest producers of



granite and bituminous concrete in the United States. The facility is considered one of the elite hard rock quarries in the United States. Mt. Hope has a crushing plant, three on-site asphalt plants and a soil remediation plant. The old Mt. Hope Store is used as plant offices.

MT. HOPE MINE – (from Abandoned Iron Mines of Jefferson and Rockaway) The mine included the workings on nine ore bodies: four were on Mt. Hope Hill, three on Hickory Hill, and two on Mt. Teabo Hill. The principal shafts included the Spencer, Fowler, Brown, Elizabeth, Carlton, Leonard, and New Leonard. The New Leonard shaft was the main operating shaft from 1944 until the Mt. Hope operations was permanently closed. The New Leonard was a three-compartment shaft, 2,694 feet deep that connected with the 1,000, 1,700, 2,100, 2,300, and 2,500 levels. The Mt. Hope Mine ranks as the largest producer of iron ore in New Jersey, yielding close to 6 million tons since its beginning.

HELICOPTER BASE – (from Picatinny Heliport Ready to Fly, Daily Record June 4, 1978). Constructed for \$2 million, the N.J. National Guard heliport can house 31 aircraft. It will be used for weekend drills by Troop D of the 117th Calvary, Westfield, and Headquarters 1st Brigade of the 50th Armored Division. A hangar, control tower and maintenance facility have been erected on the site near Lake Denmark, on 56 acres of the military installation known as Navy Hill. Two types of aircraft will be in residence – the OH6A (Loach), an observation helicopter, and the UH1 Utility Helicopter (Huey). All maintenance work will be done in the hangars, there are 21 tie-down areas and a main helipad for liftoffs. Frequently visited by elementary school class trips, a visitor might view practice take-offs and landings on a weekend. **The official designation is NJ Army National Guard Aviation Support Facility #2.**

LAKE AMES – from The Daily Advance, Jan. 17, 1979) Purchased by the township of Rockaway for nearly \$1 million in 1979, the 285-acre Lake Ames Park is the largest municipally-owned park in the county. Original plans called for a multipurpose field, swimming, boating, ice skating and hiking facilities, plus “passive” activities for senior citizens such as pavilions and bench-lined walkways. Today the Rockaway Township Castle Playground is on the site. Lakes Ames was formed by a Canadian glacier and the first dam at Big Pond (Lake Ames) was erected during the Revolutionary War. The dam eventually broke loose and washed away. About 1905 the mining company, owned by Joseph Wharton at the time, had the dam repaired; Joseph Jackson was the contractor. The concrete capping over the rebuilt dam crumbled and was rebuilt around 1915. **Camp Ames was a Scouts BSA Camp** and early history has a troop from Montclair camping here in 1916 after a mix-up with arrangements to use the property at Camp Winnebago. A fireplace and chimney remain from what locals remember as the small cabin and a



triple seat latrine foundation can be found in the woods. The history in the Rockaway Library dates the camp to 1942-43. The *Denville Herald, October 11, 1945*, announced a Tri-Town Girl Scout leader training at Camp Mogisca, formerly Camp Ames, in Hibernia.

LAKE TELEMAR – The Lake Telemark District is a tight residential development around the lake. The Bergdahls brothers from Norway originally owned the land around the lake and named it after a small village in their homeland, Telemark, Norway. In the 1920's they constructed a general store, tavern, and lodge that were reminiscent of log construction found in Norway and embellished with traditional Norwegian rural motifs. The best examples include the homes on Telemark Road and Oslo Drive, and the Telemark General Store and Tavern on Green Pond Road, (now Tony's Famous Pizza). Each of these structures is a 1½ or 2-storied gable-roofed log cottage with stone chimneys, foundations and property walls. Some include board and batten or clapboard in the gable that adds to the multiple use of materials and textures. These rustic homes are sited on small wooded, quarter-acre lots and blend well within their environment.

LAKE TELEMAR COUNTRY CLUB – The land for the country club was donated by the Lake Telemark Development Corp. in the 1930s. It is family oriented with picnics, parades, horseshoes, and swimming. The island in the middle of the lake was created when the lake was drained and dredged in the 1960s. After WWII a club member who worked at Picatinny secured permission for a **pyro-technic display**, a community highlight, every Fourth of July. The fireworks are shot off from the island.

THE B.U.L. CABIN, NOR-BU LODGE NO. 427, SONS OF NORWAY- (*from 50th Anniversary, Bondeungdomslaget "Young Farmers Club/Lodge"*). The purpose of the club was to perpetuate the culture of a nation, Norway. From the beginning, Bondeungdomslaget had thought of starting a "kaffistove" or a sort of coffee shoppe. On Sunday, March 30, 1930 the ground was broken and four months later the cabin was delivered to the club. The BUL's cabin was a vacation place and weekend retreat. In the beginning the members brought their own bedding and cooked their own meals. In 1943, BUL purchased 35 acres adjoining the property from the Girl Scouts. Today this land is town property, developed as soccer fields and named Norway Field. The cabin was destroyed by fire in 1989, the dedication for the new cabin was held on November 22, 1991.

LAKE TELEMAR SKI JUMP – Up the hill behind Norway Field was a ski jump that was used for local competition. It was destroyed by fire in the 1960s and can still provide a hair-raising thrill for snow tubing.



KATHARINE D. MALONE SCHOOL – (from History of Building the Katharine D. Malone School – 1957-1997). KDM is a neighborhood elementary school serving northern Rockaway Township for the last 46 years. The 25-acre site was purchased from the Jersey City Council of the Girl Scouts Inc. in February 1956 for \$1. The school was named for one of the Northern District's most well liked teachers Katharine D. Malone. After serving the township for many years, she taught fifth grade in the new school until her retirement in 1960. The school building was originally planned to be situated further south on the property, on more level ground nearer to the present ball field location. However, more clearance was need between the school and camp caretaker's house. The school was moved further north on the site. Several years later the camp caretaker, Mr. Royal, moved out of his house and the fire department used the house for a drill by burning it to the ground.

GIRL SCOUTS – (from The Guide for Brownie Girl Scout Leaders) Girl Scouts of the United States of America is part of the International Educational Association for Girls, the World Association of Girl Guides and Girl Scouts. All national organizations that are members of WAGGGS share a common history. Robert Baden- Powell, First Baron Baden-Powell of Gilwell, England, founded the Scouting movement in 1908. In 1909, a Boy Scout rally was held in London. A number of girls turned up proclaiming they wanted to be "Girl" Scouts! A separate movement, the Girl Guides Association, was formed in 1910. A friend of Baden-Powell, **Juliette Gordon Low**, was so enthusiastic about the idea of a youth organization for girls that she founded Girl Scouting in the United States in 1912. From these beginnings WAGGGS has grown to 118 national Girl Guide/Girl Scout organizations with membership close to 8 million.

HUDSONIA GIRL SCOUT CAMP – Across from Katharine D. Malone School and owned by the Jersey City Water Department, it has a small lake and numerous cabins. The camp buildings fell into disrepair after the Girls Scouts moved out and were eventually leveled by the township, which now has control over the property. Ballfields have been built and are now in use.



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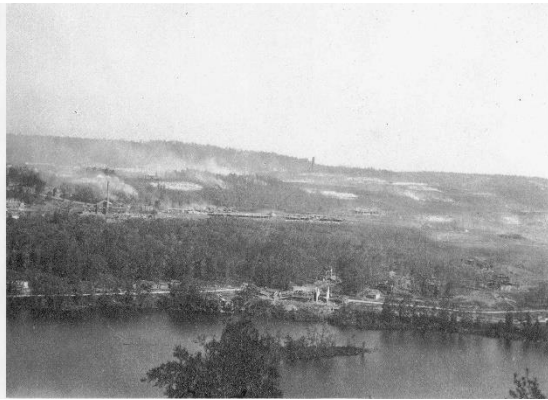
PATRIOTS' PATH COUNCIL

Author's thank yous - This project was a five-month labor of love involving researching, hiking and writing the Cub Scout Historic Hike and then Scouts BSA Hikes: Southern, Eastern, Northern and finally the Western Historic Hike. These are some of the of the many individuals, and their roles, who assisted me in this project. ARDEC Historical Office & Museum, Mr. Pat Owens (research); Dover Historical Society, Mrs. Betty Inglis and Stan Schoonmaker (research); Matt Hendrickson, BSA Troop 5, (scanning pics); Coco Jaremcak, (my constant companion); Pat Jaremcak, (hiking); Matt Jaremcak, BSA TROOP 165, (hiking, in all kinds weather); Teddy Moritz (proofreading) Carl Moritz (planting the seed); New Jersey Department of Labor, Div. of Public Safety & Occupational Safety & Health: MINE SAFETY; Jean Nielsen, (proofreading); Rockaway Historical Society, Ms. Ellie Mason, and John Dunado (research); George DeFlora, Ridgewood High School Senior for making this into an electronic document; and many other individuals who supplied information from spontaneous interviews.

Winnebago Scout Reservation Scouts BSA Historic Trail (Western Tour) Written by: Ron Jaremcak, April 2003 Revised June 2006



The landscape near the explosion was leveled as seen in this photo.



Panoramic view of Navy Hill with fires still burning. Lake Picatinny in foreground along with the Powerhouse

The Powerhouse. It was later rebuilt.



Crater made by explosion of Building #8
– estimated in this building:
670,000pounds of TNT.



Winnebago Scout Reservation BSA Historic Trail Western 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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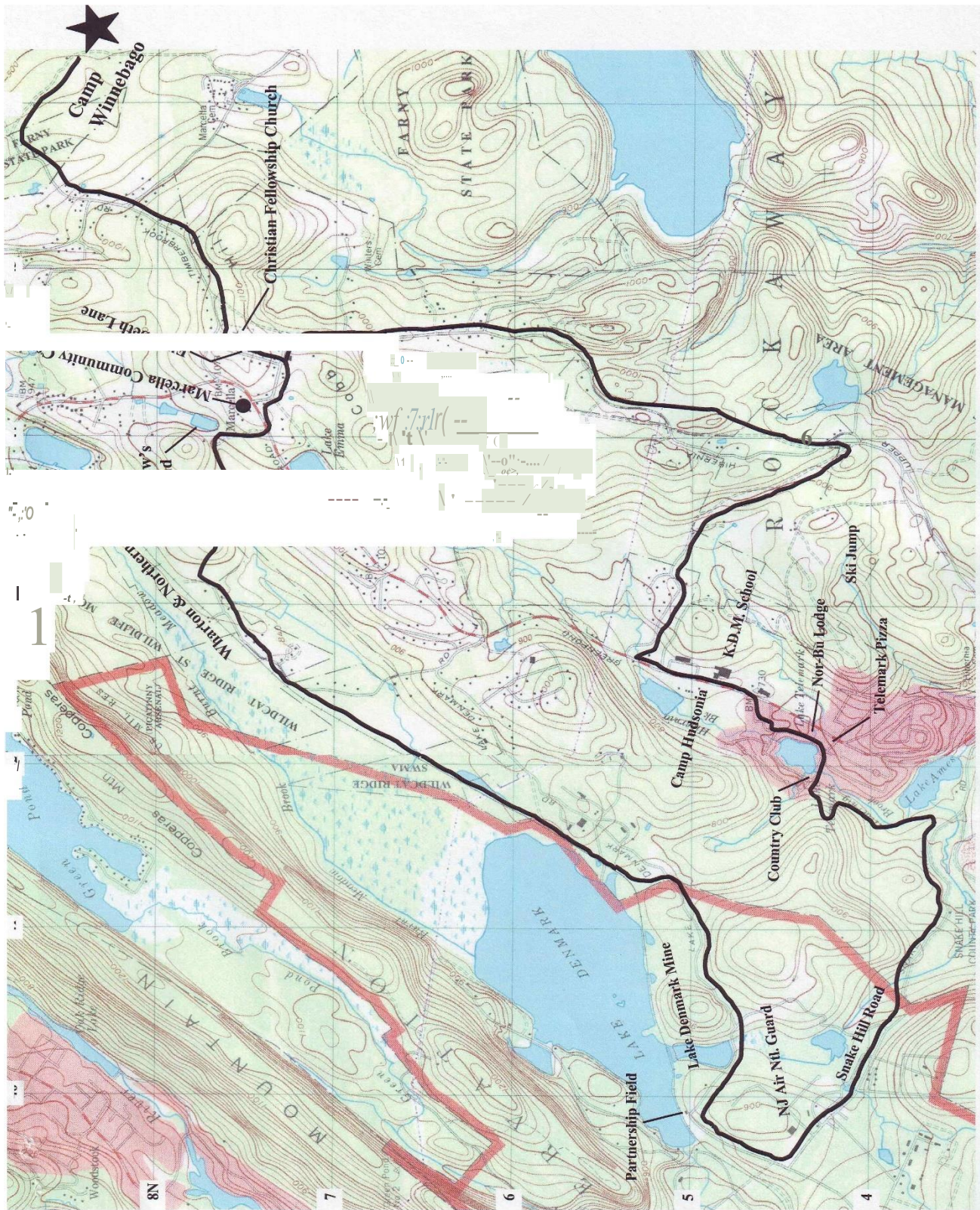
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- Bonus. _____



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