

Franklin Lakes' First Memorial Day Parade

by BCHS Trustee Jack Goudsward

The tradition of the Franklin Lakes Memorial Day Parade started soon after America entered World War II. Prior to that a special ceremony was held at the Masker Memorial then located in Crystal Lake Section of Franklin Lakes. Zachary Masker was the only resident to lose his life in World War I. After the ceremony concluded the participants would leave for the Wyckoff parade.

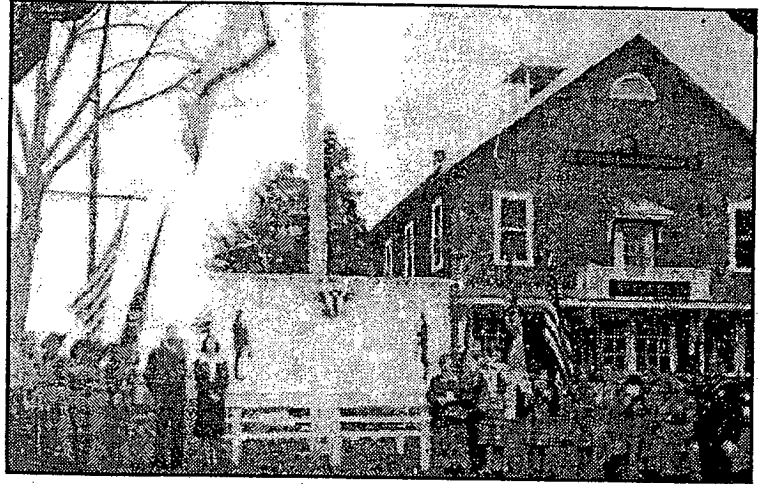
The First Memorial Day Parade was held May 30, 1942. Its inception was under the auspices of the Borough Officials and honored not only Zachary Masker but all World War I Veterans and those who were now in World War II service with the dedication of the Town's Service Flag.

The parade formed up in front of the then Town Hall, now the Board of Education Building, and was said to have been the largest parade in town to that time. As the march stepped off the order of march was as follows: Police Department Flags, Mayor Bowers and Council Members, Campgaw Music School led by Miss Weissbuch, Franklin Lakes School Board, Girl Scouts, Boy Scouts, Jr. O.V.A.M. P.T.A., Church Organizations, Rain Bow Garden Club, Civilian Defense Council, Hawthorne Band, American Legion, Wyckoff Firemen, Oakland Firemen and the Campgaw Firemen.

The parade started at 9 A.M. and proceeded along Pulis Avenue. Then turning on to Franklin Avenue and then down Colonial Road to High Mountain Road and the Masker Memorial. The parade today still follows part of this original route. At the Masker Memorial the Invocation was given by Rev, Harry Goodrich. He was the Pastor of the

Franklin Lakes Methodist Church. This was followed by the "Massing of the Colors," as the "National Anthem" was played by the Hawthorne Band.

Next the Borough "Service Flag" was brought forward. The town had ordered this flag and at the time of the



Franklin Lake Roll of Honor with the Service flag above it

dedication it contained twenty-two stars. Each star represented a service man from town. This flag would later fly over the towns "Roll Of Honor" located next to the town's old Town Hall.

Mayor Bowers received the flag and said, in part, "This is a Service Flag and a Memorial. Each star represents one of the citizens of the borough who is serving in the armed forces of this country in this war."

"As your Mayor, I have been selected to dedicate it and present it to the citizens of the borough. I dedicate it to service. When we look at it may we always remember that we too must serve".

"Just as we, without our armed forces, would be helpless against our enemies-so our armed forces cannot possibly win this war without the enthusiastic and wholehearted support of the civil population of our country".

"All reports reaching us show that the morale of our armed forces is

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Franklin Lakes' Contribution to The Battle of the Atlantic

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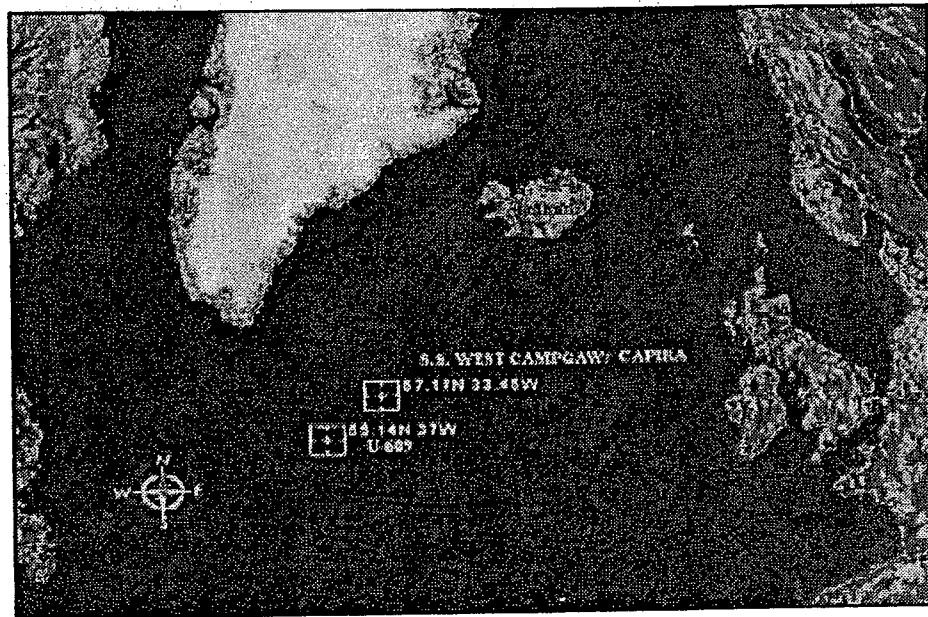
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The ship was built in 1920 by the J.F. Duthie and Company of Seattle, Washington, too late to enter war service. Her administration was placed under the Merchant Fleet Corporation, and then operated by various ship companies. She was operated by the U.S. Line through its subsidiary the "Yankee Line". This allowed the American Ship to trade with U.S. possessions. She started her career by plying the Atlantic. (Colton 2006, *New York Times* 1927)

Being a modern ship

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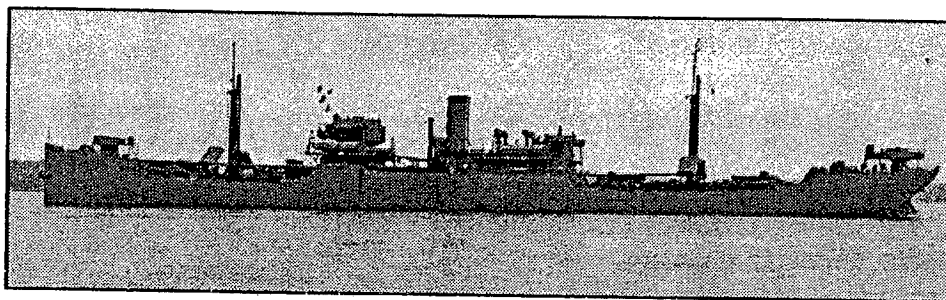
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Final resting place of the S.S. Campgaw / Capira and the U-609

to receive recognition for a high state of maintenance; this bought a sense of pride to the crew.

In 1933 the U.S. Shipping Board was redesigned as the U.S. Shipping Bureau and placed in the Department of Commerce, then disbanded and replaced by the Maritime Commission when Congress passed the Merchant Marine Act of 1936. Later in



West Campgaw / Capira on August 16, 1942

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continued on page 18

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Benjamin F. Reid, a Second Class Seaman and survivor of the *Capria* sinking, recounts the events. "We were hit in the number four hold about six o'clock in the morning. I stepped out on the Aft deck and one of the booms came loose and hit a member of the Gun Crew in the head. There was nothing we could do she was going down fast. A Life raft came loose and hit me into the cold Atlantic. I was under it and a Dutch Merchant Seaman who was on the raft reached under and pulled me out. A Canadian Corvette picked us up. I had swallowed some Diesel fuel. I stayed on deck most of the time with the wind blowing in my face. I did not eat until we got to a North Ireland Naval Base." (Reid 2006)

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Flower Class Corvette. She went down with all forty seven hands. Her resting place is 55.17N, 26.38W. Not far from the final resting place of the *Capria*. This ends the involvement of Franklin Lakes in the Battle of the Atlantic.

ACKNOWLEDGMENTS

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OWNER	US Lines Inc. New York
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FLAG	Panama
FATE	Attacked and Sunk August 31, 1942
SUNK BY	U-609 (Klaus Rudloff)

TABLE 2:

U.S. MERCHANT SEAMEN SURVIVORS OF THE S.S. CAPIRA

Caras, James	Deck Cadet
Higgins, Thomas	Fireman
Travis, James B.	Engine Cadet

U.S. NAVAL ARMED GUARD SURVIVORS

Ravella, James A.	Lt. jg.
Barbar, William L.	S2c
Campbell, John L.	S2c
Catoe, James W.	S2c
Chastain, Lawyal J.	S2c
DeChantsreiter, John G.	S2c
DeHaven, Woodrow W.	S2c
Dudley, Alvin D.	S2c
Freemen Wilham L.	S2c
Hertel, Mathew	S2c
Reid, Benjamin F.	S2c
Ricks, Benjamin F.	S2c
Van Bushkirk, Lester K.	Slc

FOREIGN SEAMEN LOST

Ching, Young Foo China	Ch.Cook
Cuteger, Carmelo, Malta	Oiler
Kinnear, Thomas England	Chief Engr.
Mitchison, Thomas England	2nd Engr.

The Final Resting Place of the S.S.Campgaw/Capira and the U-609.

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 P.O. Box 55, River Edge, NJ 07661
 201.343.9492
www.bergencountyhistory.org

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 editors & layout

Items for the newsletter may be submitted
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 69 Christie Ave., River Edge, NJ 07661
 or emailed to dspowell@optonline.net

Association, the Erie Railroad Company promised to place four electric lights near the railroad depot immediately and two more in the spring. The company also planned to layout the grounds on the west side of the depot as a park with a driveway leading to the station. Crowds of children masqueraded around Hackensack on Halloween, making holiday calls.

Considerable speculation in northern New Jersey real estate was ignited in October 1906 by the rapid progress made in construction of six tunnels, arranged in pairs, under the Hudson River for the use of electric subways: the tunnels of the New York & New Jersey Railroad, running from Hudson Place, Hoboken, near the Delaware, Lackawanna & Western terminal to Morton Street, near Christopher Street in Manhattan; the tunnels of the Manhattan Railroad, extending from the present Pennsylvania Station in Jersey City to a new terminal to be built at Cortlandt and Church Streets in Manhattan; and the tunnels of the Pennsylvania Railroad, running from Weehawken to 32nd Street. The Borough Club of Tenafly began agitation for a bridge across the Hudson River from Fort Lee to Harlem in October 1906. The City Club of Englewood, organized on October 23, 1906, to second Tenafly's efforts in this regard. The Tenafly Borough Club, alive not only to the needs of the hour but to those of the future, announced that a Hudson River Bridge Rally would be held at Tenafly Hall on Monday evening, December 3, 1906, to be addressed by the New York and New Jersey Bridge Commissioners.

Colonel Alfred T. Holley, of Hackensack, in arguing for construction of a bridge across the Hudson River at the meeting held in Grantwood on January 10, 1907, said that the bridge could be built at this location at a cost of about seven million dollars, because Columbia Heights and Woodcliff offered so many natural advantages. Charles T. Logan, of the Grantwood Taxpayers'

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New Jersey Legislature went strongly Republican, the Senate being 13 to 8 and the Assembly, 41 to 10. Riverside and Demarest Boroughs were the only two districts in Bergen County where voting machines were still used.

The first snow squall came on November 5th. More than 50 representatives of Bergen County towns and boroughs met at the County Engineer's office in Hackensack that evening to form an organization for the purpose of furthering the project of building a boulevard across the county to connect with the proposed new Hudson River bridge. Apples, potatoes and other vegetables took a big jump in price. With the advent of freezing weather, blacksmiths experienced a rush of sharpening horseshoes. The four vases of flowers around the fountain on the Hackensack Green were taken in out of the cold, leaving the maidens forlorn. In December 1908, the County Building Committee bowed to the public will and decided to erect a new courthouse on the old site, instead of several other more central locations in Hackensack. The holiday rush was on at the Hackensack post office and delivery wagons worked overtime with heavy loads of holiday packages. Santa Claus visited the Christmas festival at the North Hackensack Sunday School with a team of Rocky Mountain goats pulling his wagon loaded with oranges and other good things up the main aisle to the pulpit. He presented Pastor Duryea with an envelope containing a sum of money and handed Miss Abby Wills, the church organist, a mouse trap with a \$29 gold piece for bait, together with a poem referring to the young lady as being frightened by a mouse in the organ. A new fire alarm, made from a section of trolley rail, was placed in the triangle on Main Street, Hackensack, but residents complained that it looked too much like a gallows. ❖

Franklin Lakes Memorial Day, cont. from page 8
 extremely high. Let us as private citizens, keep our morale equally high. Let us have no doubts, no complaining and no fears. Let us give all if necessary to bring victory to our beloved land."

"I present this flag to all the citizens of the borough. May it be their symbol of their dedication to the service of the United States of America and may God add his blessing to their service".

After the dedication, floral tributes were placed at the base of the Masker Memorial. This was led by Mrs. Israel, sister of Zachary Masker. Other tributes were placed by Mrs. Harry Snyder representing the Wyckoff American Legion Auxiliary and Mrs. H.J. Payne, representing the Rain Bow Garden Club.

Band music preceded the Rifle Squad Salute and the sounding of "Taps". The ceremony concluded with a Benediction by Rev. Goodrich.

NAMES OF SERVICE PERSONAL ON SERVICE FLAG

Terrance Melville
 Albert Ernest Melville
 John O'Donnell
 James O'Donnell
 Edward Gorman
 William E. Blauvelt
 Theodore Van Itallie
 Kurt Roehrs Jr.
 Joseph Rego
 Robert Knight
 Robert W. Brousseau

Melvin Hopper
 Theodore Weidanz
 David J. Vervael
 Robert Tilton
 Curtis Thompson
 Charles Winters
 John Deurloo
 Joseph Van Dyke
 Albert Cosgrove
 William Cosgrove
 Curt Lechler

Memorial Day Program

BOROUGH OF FRANKLIN LAKES

At Zachary Masker Memorial

Invocation	Rev. Harry Goodrich Pastor Franklin Lakes Methodist Church
Massing of Colors	
"National Anthem"	Hawthorne Band
Dedication of Service Flag	Mayor S. Bowers
"God Bless America"	Hawthorne Band
Address—Ralph Hendrickson, Borough Attorney	
Placing of Floral Tributes on Zachary Masker	
Memorial—Mrs. Catherine Israel, Legion Auxiliary, Mrs. Harry Snyder, Garden Club, Mrs. H. Payne	
Music	Hawthorne Band
Firing Squad	Taps
Benediction	Rev. Harry Goodrich

Franklin Lakes' Contribution to The Battle of the Atlantic

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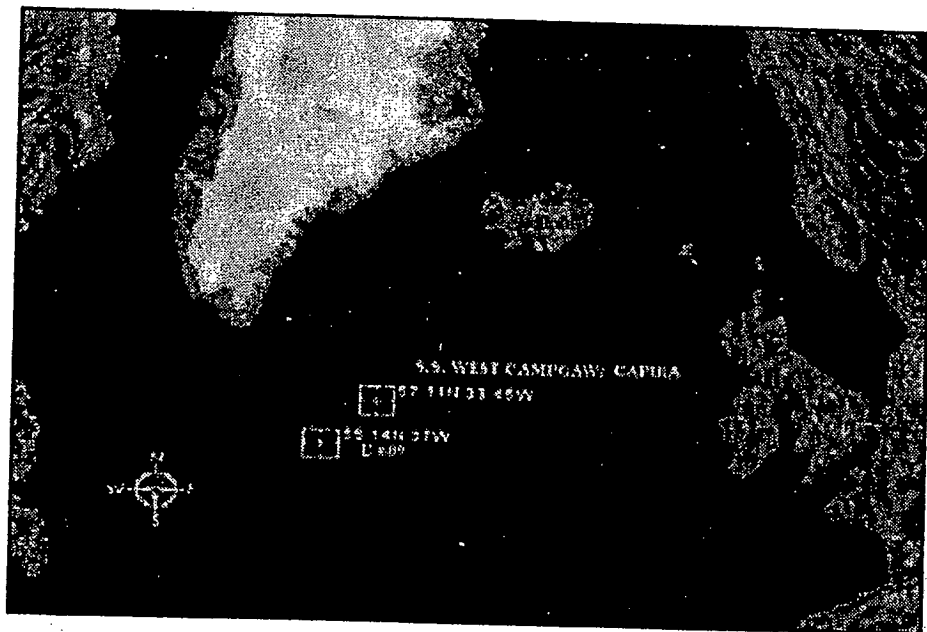
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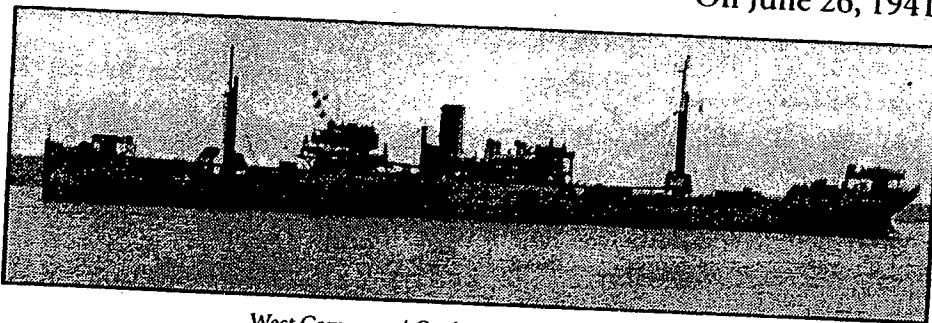
Final resting place of the S.S. Campgaw / Capira and the U-609

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FLAG	Panama
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Higgins, Thomas	Fireman
Travis, James B.	Engine Cadet
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Barbar, William L.	S2c
Campbell, John L.	S2c
Catoe, James W.	S2c
Chastain, Lawyal J.	S2c
DeChantsreiter, John G.	S2c
DeHaven, Woodrow W.	S2c
Dudley, Alvin D.	S2c
Freemen Wilham L.	S2c
Hertel, Mathew	S2c
Reid, Benjamin F.	S2c
Ricks, Benjamin F.	S2c
Van Bushkirk, Lester K.	Slc

FOREIGN SEAMEN LOST

Ching, Young Foo China	Ch. Cook
Cuteger, Carmelo, Malta	Oiler
Kinnear, Thomas England	Chief Engr.
Mitchison, Thomas England	2nd Engr.

The Final Resting Place of the S.S. Campgaw/Capira and the U-609.

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Bowerma
The WWI
Site Acces
www.arm
Braun, M:
Franklin I
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Association, the Erie Railroad Company promised to place four electric lights near the railroad depot immediately and two more in the spring. The company also planned to layout the grounds on the west side of the depot as a park with a driveway leading to the station. Crowds of children masqueraded around Hackensack on Halloween, making holiday calls.

Considerable speculation in northern New Jersey real estate was ignited in October 1906 by the rapid progress made in construction of six tunnels, arranged in pairs, under the Hudson River for the use of electric subways: the tunnels of the New York & New Jersey Railroad, running from Hudson Place, Hoboken, near the Delaware, Lackawanna & Western terminal to Morton Street, near Christopher Street in Manhattan; the tunnels of the Manhattan Railroad, extending from the present Pennsylvania Station in Jersey City to a new terminal to be built at Cortlandt and Church Streets in Manhattan; and the tunnels of the Pennsylvania Railroad, running from Weehawken to 32nd Street. The Borough Club of Tenafly began agitation for a bridge across the Hudson River from Fort Lee to Harlem in October 1906. The City Club of Englewood, organized on October 23, 1906, to second Tenafly's efforts in this regard. The Tenafly Borough Club, alive not only to the needs of the hour but to those of the future, announced that a Hudson River Bridge Rally would be held at Tenafly Hall on Monday evening, December 3, 1906, to be addressed by the New York and New Jersey Bridge Commissioners.

Colonel Alfred T. Holley, of Hackensack, in arguing for construction of a bridge across the Hudson River at the meeting held in Grantwood on January 10, 1907, said that the bridge could be built at this location at a cost of about seven million dollars, because Columbia Heights and Woodcliff offered so many natural advantages. Charles T. Logan, of the Grantwood Taxpayers'

continued on page 20

The Public History of the Franklin Lakes Nike Base NY 93/94.

by Jack Goudsward

With the advent of the Cold War and the preconceived threat of waves of Soviet bombers attacking the Continental United States the Nike Weapon Systems were conceived and deployed.

The following was taken from local newspapers and deals with what the public learned about the base during its 15 years of operation. This also shows how the base tried to fit in and become part of the community.

Early in 1954 Army representatives and engineers began making surveys and asking landowners the value of their land and would they be willing to sell. This started a large protest against "An Instillation in Mahwah". Telegrams were sent to the Department of Defense, Rep. Widnall, State Senators, The Board of Chosen Freeholders and Bergen Park Commission condemning the installation.

The land under consideration was located in Darlington and Franklin Lakes. The surveys were centered on the high ground of Phelps Road in Franklin Lakes. The Darlington land was partly owned by the County and Immaculate Conception Seminary. Richard and William Gass along with Edward C. May owned the Franklin Lakes property. There was also the public fear that the base would be dangerous and would adversely affect land values and would ruin the parkland. At that time the army said it would require 20-30 acres for the base that would be garrisoned 24 hours a day by 40 men. (*Wyckoff News* March 25, 1954)

A few weeks later it was announced that after a closed door meeting with the Army the Freeholders started "Condemnation Proceedings to acquire a section of County-owned Park land in Mahwah for the installation of a guided missile station for the defense of the Metropolitan Area." Of the 14 acres of parkland acquired only about 3 acres will be used for the installation. The rest of the

land will be opened to restricted public use in accordance with Army regulations. The army also said that it would probably require 100 acres for the installation.

The Army also put out for bid a construction contract to build the base. The base would consist of a Launching Area and Control Area. The launching area would include of a Guided Missile Magazine, Fuel Storage and Maintenance Facilities. The Control Area will handle Radar-to track aircraft and equipment to coordinate the Nike Missiles. Tandy and Allen Construction Co. of Hackensack won the contract with a bid of \$517,500. The contract called for the construction of storage magazines, launching platforms, roads, water system and a power plant. The launch area is located near the property of the Immaculate Conception Seminary in Darlington. While the Radar Installation was located 1000 feet south of the land partially owned by Edward C. May. The Army reported that it took over a year to find an area that "Would cause least disturbance to the Community and fit the defense plan for the Metropolitan Region." They also announced that eighty-seven men would be stationed at the base. (*Wyckoff News* May 13- June-20-August 12, 1954)

As 1955 arrived the Army started to make inroads into the Community. This started off with a talk at the Franklin Lakes Republican Club. A Guided Missile expert from the First Army Anti-Aircraft Regional Command spoke at the meeting. He was obtained through the cooperation of Capt. L. DeVanzo of the Army.

The speaker stressed several topics. The first was that the missiles would only be fired when an enemy is approaching. Second, that the missile would not be shooting down bombers with atomic bombs overhead. The missile is designed to target bombers before they reach their target. He gave guarded information on

how the missile works in conjunction with the radar. The expert explained that the missile explodes on impact or when it reaches lethal proximity. Information was also disclosed that the Nike has an Atomic warhead capable of destroying all aircraft within a half-mile or more of the missile. He went on to describe the control site. It included a combination Barracks and Bachelors Officers Quarters, Administration Building and a Mess Hall. All are one story above ground and made of concrete. The Launch Area contains a combination Barracks and Bachelors Officers Quarters, Missile Assembly and Test Building and a Generator Building for Emergency Power. Three underground chambers that are 28 feet deep, 52 feet long and 28 feet wide for the storage of the Nike. Two will be on racks on the surface while the third is on elevators to bring the missiles to the surface. (*Wyckoff News* March 3 - April 7, 1955)

Near the end of 1955 10 soldiers arrived at the under construction Franklin Lakes Base. They were lead by S/Sgt William Shoemaker. He came with a Medic, one Corp., one Pvt. 1st Class, and six Pvts. They were under the command of Capt. Herbert Anthony. At the time the Military designation of "A" Battery of the 43rd AAA Missile Battalion (NIKE) was given to the base.

(*Wyckoff News* September 22, 1955)

Capt. Herbert L. Anthony was born Sept. 4, 1923 in Berlin N.Y. He went to school in Sidney N.Y. He entered the Army in January 1942 and served in the 386 AAA A.W. BN. at Camp Edwards, Mass. He participated in the Louisiana maneuvers and shipped over seas in January 1944 to England. He participated in the invasion of Normandy and on into Germany. All this was accomplished as an Enlisted man. He received the Bronze Star in World War 2 along with Purple Heart and the Croix De Guerre from France. He was commissioned a 2nd Lieutenant on Sept. 23, 1949 at fort Riley, Kansas and then promoted to 1st Lieutenant Jan. 1951 in England while with the 4th AAA A.W. BN. Then on July 8, 1954 he was promoted

to Captain.

Capt. Anthony was the guest speaker at the Franklin Lakes Memorial Day exercises of 1956. His last public appearance was when he addressed the local PTA. He talked about the development of the Nike Missile and then showed a short film dealing with the missile system.

The public too reached out to the men at the base. The Wyckoff Post #83 of the American Legion hosted a dinner and dance at the St. Elizabeth's Auditorium. The high point of the year was the first public open house at the base. Tours of 20 people were lead by Sgt. Clifford Day. It was announced at that time the base would be opened to the public and on the third Sunday of the month from 2 PM to 4 PM. Visitors could bring cameras if they wanted. At this time the base was in full operation and armed with the Nike Ajax missile. The base was under the command of Capt. William L. Sullivan. (*Wyckoff News* December 20 - December 27, 1956)

Capt. W.E. Sullivan was born in Massachusetts. He entered the Army in Jan. 1941 and served in the European Theater in World War 2. He returned to Civilian life in 1945 and was recalled for the Korean Conflict on 1951. He served at B Battery at Packanack Lake, N.J. He then was given Command of the Franklin Lakes base. Capt. Sullivan attended the 1957 Franklin lakes Memorial Day Services as principal speaker along with a Color Guard from the base.

(*Wyckoff News* June 8, 1957)

In May of 1957 the dental Bus arrived at the base. This allowed the stationed personal to attend to their dental needs. Before the arrival the personal had to travel to West Point for treatment.

(*Wyckoff News* May 23, 1957)

The Officers were not the only ones to have contact with the public. Early in 1958 Gary E. Leebeck, a 24 year old stationed at the base, appeared before Magistrate A. Edward Hook. He fined the soldier \$25.00 and \$5.00 cost of court for driving with an improper registration and suspended the fine and leveled a \$3.00 cost of court an a careless driving charge. The Careless

driving Summons was issued by Ptl. John Bockhorn because Leebeck knocked down road and street signs at Circle Avenue and Pulis Ave. Leebeck a native of Wisconsin, stated that he was going too fast to make the curve and another soldier in the front seat fell against him causing him to lose control. (*Wyckoff News* March 6, 1958)

This was not the only incident to involve the soldiers and the law. This incident involved James E. Roberts, 20 of Backler Road Liverpool N.Y. He escaped unhurt after hitting a Utility pole at 216 Darlington Road in Ramsey. Ptl. John Alberse sighted him for driving as fast as 70 miles an hour, blowing a tire and skidding 175 feet then hitting the pole. (*Wyckoff News* September 9, 1958).

The local Government also took an active interest in the base. A safety inspection involving Civil and Military officials, as well as then Franklin Lakes Mayor John I. DeKorte, reviewed the precautions at the base. This was in response to the explosion of 8 Nike Missiles at Leonardo Base that claimed 10 lives in Middletown Township in Monmouth N.J. They were assured that this could not happen at this base. (*Wyckoff News* May 29, 1958)

In 1959 the base started to upgrade the installation with the Nike Hercules Missile. The missile equipment arrived by rail and off loaded by crane at a siding at the Susquehanna Station in Wyckoff N.J. and trucked to the base. The main missile components were shipped to Campgaw Station and convoyed under guard to the base. (*Wyckoff News* April 30, 1959)

The 1960 Memorial Day Parade was a high point for the Base. The soldiers attending the parade brought with them a Nike Ajax on its transporter. After the function a public viewing of the missile was held. At the display it was stated that the Hercules Missile in now at the base and is 4 times the size of the Ajax. From 1961 to 1968 a rifle Squad always participated in the parade. Upon arriving at the memorial they would take part in the firing of the salute to the fallen.

(*Wyckoff News* June 2, 1960, June

8, 1961, May 29-June 6, 1962, May 4, 1964, June 3, 1965, May 26, 1966, May 29, 1968)

The base continued to do public outreach programs. Capt. Guy DeChandrase, now the commander of the base, gave a talk to the Junior Chamber of Commerce of Oakland. He spoke on Civil Defense and showed a film of the Nike Hercules and Zeus Missiles. He then held a question and answer period. (*Wyckoff News* August 3, 1961)

The year 1964 held another high point for the base. It was at this time that 1st Sgt. William A. Leonard received his first Oak leaf Cluster to his Army commendation Medal. The citation accompanying the medal stated Sgt. Leonard was commended for unusual professional competence, outstanding leadership ability and exceptional outstanding leadership ability and exceptional resourcefulness resulting in the high state of combat readiness for his unit. Battery Commander Capt. George S. Gregory III presented the award. (*Wyckoff News* July 30, 1964)

In 1968 the base personal were again in the news. This time Ronald McCabe, a soldier at the base, lost his license for 90 days for speeding. Ptl. Richard Canova clocked McCabe going 95 miles an hour on Route 208. McCabe paid a \$15 dollar fine and \$5 dollars cost of court.

(*Wyckoff News* May 26, 1966)

The base opened to the public for the last time in 1968. On this Memorial Day the public was given a hardy lunch, shown a movie about the Nike and toured the base. Later this year the base was turned over to the New Jersey Air National Guard.

(*Wyckoff News* May 16, 1968, August 22, 1968)

The base closed officially on June 30, 1971. At that time it was the second largest in the country. It was in operation for 15 years. The base land, in Franklin Lakes, for a time reverted temporarily to the General Services Administration. The Mahwah acreage reverted to the county. The personal left and the missiles were removed. After that the base passed into history. (*Wyckoff News* March 11, 1971)

In reality the base was more than the

people knew. It was known as NY 93/94 or RAMSEY/DARLINGTON/MAHWAH. It was known as a 'DOUBLE SITE'. That is a site that has six launch sections and twenty-four launchers.

The base was built around the Nike Ajax missile. They had an altitude of 60,000 feet. Later the base was upgraded with the larger Nike Hercules Missile. This missile had an altitude of >100,000 feet. During the bases, modification between May 1958 and May 1959 the base gained an AN/ FPS-71 as an Alternate Battery Acquisition Radar (ABAR). This was used to detect targets at longer ranges attainable with the Nike Hercules. The base also received the Defense Acquisition Radar known as AN/FPA-16. The base also held a command center along with a number of maintenance and support Buildings. All guarded twenty-four hours a day seven days a week.

ACKNOWLEDGMENTS

I would like to thank Mark Morgan for his help in the Technological aspects of this paper.

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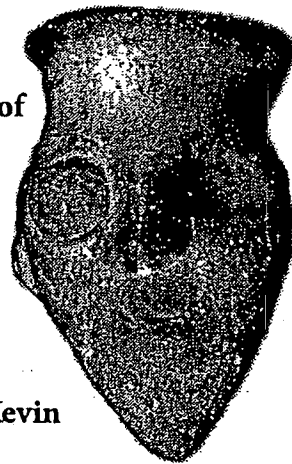
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I have several favors to ask. We are looking for someone to handle hospitality at our lecture meetings. We are always looking for docents and general helpers at HNBL to assist with our visitor services. Lifestyles have changed over recent decades and the number of active, participating members has declined. There are never enough hands to do the work and we are grateful for any and every contribution of time and talent. A membership drive is my highest priority. We need your support and value your membership! Please spread the word and join our very special community of interest. Remember, the past cannot speak for itself and cannot save itself. Help us extend the lessons of history to another generation.

I hope to see you soon. Best regards, Kevin Wright,

BCHS President



continued from page 4

tending a fire and other adventurers. Finally the visitors arrived at the Campbell-Christie tavern and delivered the written news report to the jovial innkeeper, Todd Braisted, who was so overjoyed at the news of an American victory that he ordered a round of hot cider and fresh donuts to the visitors, on the house, no less. Then friend and foe alike joined our visitors to sing rousing tavern songs as we all celebrated. A happy time was had by all. Huzzah!

Our visitors agreed that they had a fine time! This has been the third year that Tina Ishihara has so ably produced and directed the event and all agreed that it has been the best year yet!

Submitted by Louis A. Fallon

Newsletter printed at Tech Repro, Inc., Hackensack

The Roll of Honor of Franklin Lakes Methodist Church

by Jack Goudsward

The "Roll of Honor" was born of the conflict of the 20th century. It was conceived after World War 1 to honor those who served and fell in the defense of their country. This is the story of the dedication of the Roll of Honor of the Franklin Lakes Methodist Church.

The roll is made of Parchment printed in color by Kievit Signs of Paterson, N.J. and large enough to hold fifty-four names. The roll was presented to the church by the Pulis family and was hung in the Church Hall. At the time of the dedication it held thirty-three names of men from Franklin Lakes. It would eventually hold the names of fifty-two men and one woman in service. They were listed in order of their call to service.

At 7:30 p.m. on Sunday Night April 4, 1943 the Dedication Ceremony was held. The Rev. Harry Goodrich, Pastor of the Methodist Church, conducted the service and welcomed the families of the men serving. The families of the men serving were given seats of honor. He also welcomed all the visiting families. Jacob Smith, organist, along with members of the Senior and Junior Choirs provided the music. The full service had a martial air and a patriotic keynote.

The guest speaker was Chaplain Olsen Harrison. Chaplain Harrison was a Methodist Chaplain assigned to the 502 Coast Artillery stationed in Fair Lawn, N.J. The Chaplain came from Kentucky and could speak Latin, Greek, Spanish and Hebrew. He held both A.B and B.D degrees. After his assignment with the 502 Coast Artillery was completed he went to Washington, DC. and became part of the 884th AAA Bt. Later he transferred to the 5th Army 71st Infantry at



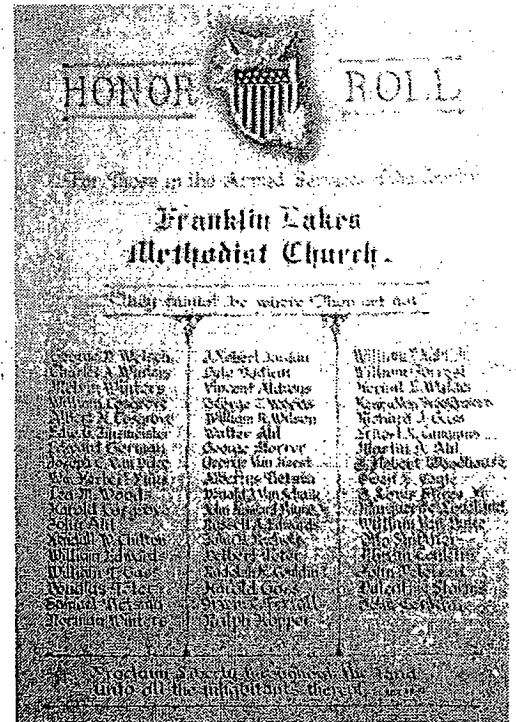
Lt. Harrison

Fort Benning Ga. He then was transferred to the 5th Army's 71st division of the XX Corp and was sent to Europe. There he crossed the Danube at Regensburg with the Army going into Austria. His Army career ended on 8-25-1946. After the war he returned to Kentucky.

The "Roll of Honor" also survived the war. Today it resides in the Archives of the Methodist Church. The members inscribed on the roll all returned to Franklin Lakes at the end of the war.

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APPENDIX A: ROLL OF HONOR From The FRANKLIN LAKES METHODIST CHURCH

- | | |
|----------------------|-----------------------|
| GEORGE P. WELSCH | ALBERTUS TIETSMA |
| J. ROBERT JORDEN | OWEN E. COYLE |
| WILLIAM P. KALFF Jr. | LEA M. WOODS |
| CHARLES A. WINTERS | DONALD J. VAN SCHAIK |
| LYLE BADKIN | J. LOUIS STIRES Jr. |
| WILLIAM FORREST | HAROLD COSGROVE |
| MELVIN WINTERS | JOHN HOWARD PAYTTE Jr |
| VINCENT ALDROSE | MARGUERITE LOVELAND |
| KERMIT E. ALDER | JOHN AHL |
| WILLIAM COSGROVE | RUSSEL A. EDWARDS |
| GEORGE C. WOODS | WILLIAM VAN DYKE |
| HENRY VAN BROOKHOVEN | KENDALL W. CHILTON |
| ALBERT H. COSGROVE | JOHN B. NICHOLS |
| WILLIAM R. WILSON | OTTO SHIFNER |
| RICHARD J. GASS | WILLIAM EDWARDS |
| Edw. G. ZINSMEISTER | DELBERT TETER |
| WALTER AHL | ABRAM CONKLIN |
| ERNEST R. CUMMINS | WILLIAM T. GASS |
| EDWARD GORMAN | RUDOLPH H. CONKLIN |
| GEORGE STORRER | JOHN PETERSON |
| MARTIN A. AHL | DOUGLAS TETER |
| JOSEPH C. VAN DYKE | HAROLD GOSS |
| GEORGE VAN HEEST | VALENTINE STORMS |
| J. ROBERT WOODHOUSE | NORMAN WINTERS |
| Wm. HERBERT PULIS | RALPH HOPPER |

To Honor Our Heros

by Jack Goudsward

ABSTRACT

The War Memorial was an outgrowth of the Global conflict of the last century.

War Memorials took the form of Statues, Bronze Plates and Tablets all to honor the fallen and those who returned. This project was undertaken to document the locations and history of this town's Memorials.

This is the story of the numerous war Memorials of Franklin Lakes, New Jersey.

THE MEMORIALS

The first Memorial was built in 1928 at the corner of High Mountain Road and Colonial Road. It stood next to the then Crystal Lake Inn. Cris Carlough constructed it of local stone. It was erected to honor Zachariah Masker. (Fig. 1) The Memorial consisted of a bronze oval tablet with his name and date of death. (Fig. 2.) At the base was a Lion's Head through which a stream of water flowed. Zackariah Masker was the caretaker on the Mackenzie Estate and was living with his sister in Crystal Lake when World War 1 was declared. He lost his life during the advance through Bois D'Ormont in France. From 1928 to 1941 only a small service was held at this Memorial. That changed in 1942 when the town held its' first organized Memorial Day Celebration.

The first Memorial Day Program opened with an Invocation by Rev. Harry Goodrich, of the Franklin Lakes Methodist Church. The Massing of the Colors followed this and the Hawthorne Band played the National Anthem. Mayor Samuel Bowers headed the dedication of the town's "SERVICE FLAG". This flag held a star for each of the town's residents who were in service. At the conclusion, the Hawthorne Band played "God bless America". Ralph Hendrickson, the Borough Attorney, presented the keynote address. Those placing Floral Tributes, at the base of the Memorial, were: Mrs. Catherine Israel, sister of Zachariah Masker, Mrs. Harry Snyder presented for the Wyckoff American Legion Auxiliary and Mrs. H. Payne presented for the Rainbow Garden Club. The Hawthorne Band played appropriate music. The Firing Squad fired the Ceremonial Salute followed by Taps. The ceremony concluded with a benediction by Rev. Harry Goodrich. Celebrations were held at this memorial until 1962.

In 1949 a bronze marker was affixed to a large boulder that stood next to the then Municipal Building. (Fig. 3) It was located where the town's Roll Of Honor stood during the Second World

War. The marker held the names of all those who saw service during both wars. During this period services were held at both Memorials.

In 1962 a portion of the Masker Memorial was then moved to Firemen's Field.

(Fig. 4) The Memorial now consisted of a Concrete Block with the Lion Head affixed to it. The Oval Tablet from the Crystal Lake Memorial was given to and remains in the care of the local VFW. Once again the tradition of two services continued.

In 1983 the last service was held at the 1949 Memorial at the Municipal Building and the Masker Memorial at Fireman's Field. The Grand Marshall was J. Nevins McBride. The parade consisted of several Mechanized Units of the National Guard, the VFW's APC (Armored Personnel Carrier), Smokey the Bear, the Hawthorne Fire Dept. Band, Ramapo High School Band as well as various Borough Organizations.

In 1984 a single Memorial was erected next to the VFW Hall. (Fig 5) Since then the town has had only one Memorial Service. But the route, of the parade, to the current Memorial still follows part of the original route along Franklin Ave.

The other three Memorials were decommissioned and taken down. The site of the 1928 memorial is now under an Earthen Berm for Route 208. The 1949 Memorial boulder was removed from its' location to make way for the expanded driveway into the Franklin Ave. School. The 1962 Masker Memorial site at Firemen's Field was removed and the Trees that surrounded it were cut down.

This is the story of the various War Memorials of Franklin Lakes and the different places where they were located and where the services were held. ❖

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The Civilian Defense of Franklin Lakes

by Jack Goudsward

World War II was not fought only on foreign shores but right here at home. The Civilian Defense of America was homegrown and felt in each and every hometown. It reached into the local fire and police departments, schools and homes. It touched every person in the community.

In May 1941 President Roosevelt created the Office of Civilian Defense (OCD) coordinating a number of programs and millions of people who wished to defend their homes. (Cohen:166)

This is the story of the Civilian Defense of Franklin Lakes.

As 1942 opened, a sharp realization set in that America was at war. To prepare itself for the devastation that was seen in Europe, The Office of Civilian defense was organized.

Most people believed that the Civilian Defense of Franklin Lakes was formed after the attack on Pearl Harbor. But that is far from the truth. On June 9, 1941 Mayor Samuel Bowers appointed a Defense Council. (Samuel Bowers is the first appointed mayor in town history. He took over from W.H. Ainlay who died in office). The original members were Mrs. Charles Gorman-secretary, Mrs William



MAYOR SAMUEL BOWERS

Hill, in charge of the Womens' Siren Operation, Mr. William Pulis, Mr. James DeKorte and Mr. Edward May, chairman. Later Edward May was named Commander No.1, William Pulis No. 2 and James Dekorte No 3. They were appointed for active duty during any air raid or emergency.

The next step was to review the resources of the town and apply them in the most efficient manner. The police and fire departments were the first groups reviewed. The fire company had 78 men all under the Chief Edward Gorman. The police had 11 reservists under the command of Chief August Bender. Both groups received valuable training from both chiefs, who were receiving training from the government. Chief Gorman was called to active duty and his post of fire chief was filled by Mr. H.Q. Hopper.

Attention then turned to creating the response groups which were newly formed organizations.

First was the office of Air raid warden, headed by Mr. Lyle Badkin. Under him there were 13

zone wardens, who in turn had three wardens working in each section of town.

The Transportation and Evacuation committee was organized by Mr. H.S. Dunning. He compiled a list of cars and trucks that could be used for emergencies. He had at his command 11 station wagons that could be used as ambulances, 50 trucks that could be used by other departments for defense and 360 Cars that could be used for evacuation.

The medical department was first headed by Dr. William Bower. He started the first aid classes. But his duties in Jersey City prevented him from giving the necessary time to this work, so Dr. A.J. Delario took over. Under his direction 12 aid stations and an emergency hospital were set up. Each station had a captain and 12 workers. Each station could handle 12 distinct accidents.

The hospital had 25 beds and was equipped to handle all types of operations. The nursing group was headed by Mrs. Edward Clark. She was a registered nurse and had four registered nurses under her.

The road repair, decontamination, demolition, rescue, bomb squad and messenger squads were overseen by Mr. Roy Bender. He had at his disposal several trucks to aid in these endeavors.

The messenger group was augmented with Boy and Girl Scouts and children from ages 16-21. They could carry communique from the affected areas back to the command center so appropriate action could be taken. The Boy Scout were part of the BOY SCOUT EMERGENCY SERVICE CORP. To be part of the Corp he had to be a First Class Scout and hold a number of the higher merit badges. The children from 16 to 21 years of age had to be able to walk, ride a bike or drive a motorcycle or car. The salvage committee was headed by Mr. Kenneth Broseman. The salvage he collected, with the help of local residents, helped defray the expenses of the defense Council.

Miss Clara Pulis headed the gasoline and tire rationing board. This entailed a vast amount of detail work. She had a staff of six typists to assist her in this undertaking. Mrs. William Hill and Mrs. Lyle Badkin assumed command of the woman siren operation. Their duty was to operate the siren in the case of an air raid. The woman would operate the siren, in shifts of two woman, from 6AM to 9PM. Then the fireman on duty would take over from 9PM to 6AM.

Once all the personal were in place, attention turned to how and where to house the operation. The first place chosen was the first Municipal Building. This building was ideal for the command center. Within its walls held the fire

company, police room, fire siren and its central location made it the right choice. Later an aircraft lookout post was set up on the roof.

Next small aid stations were set up in local homes and the emergency hospital was located in the Sunday school room of the Methodist church. This well stocked hospital had 25 beds and could handle a number of injuries. With all the defense workings in place Franklin lakes was ready for its first big test. (Wyckoff News January 13, 1941, January 1, 1942, January 15, 1942, April 2, 1942, April 30, 1942, June 11, 1942, August 6, 1942, Messengers handbook 1941, Boy Scout Emergency Service Manual 1941).

On Sunday March 1, 1942 Franklin Lakes held possibly the first municipal air raid drill in Bergen County. The details of the drill were worked out by Chief Air Warden Lyle Badkin and his assistant James Cleary. The concept behind this drill was to test the full range of the organization.

At 2:00 PM the standard yellow flash was given. Soon after the blue and then the red flashes followed. According to the plan, at 2:16 Air Warden Herman Jost reported an incendiary fire on Pulis and Old Mill road where two people were hurt. One fire truck and a station wagon, used as an ambulance, were dispatched by Chief Gorman.

A second call came in from Warden Dan Ringers, who was on duty on Circle Avenue, his report told of extensive bomb damage to the road and two people hurt. A fire truck and station wagon were rerouted around Franklin Ave to the affected area.

A third report came in from the area of Woodside Avenue where Warden McKinlay Adamson was on duty. His report told of two people trapped in a burning car by a fallen tree. When the rescue team arrived they found the scene just as it was reported. A small tree was set against the car with two people in it, but the warden did not set it on fire.

Arnold Walder reported from his post on Ewing Avenue that an incendiary fire was burning. A fire truck and ambulance were sent to the area.

The longest trip was made to the home of Dr. Spickers on Franklin Lakes Road, where Warden C.A. Grossbeck reported an incendiary fire. This trip was two and a half miles from headquarters and was done in under six minutes.

The last report came from Colonial Road and was turned in by warden E. Lunde. His report told of people trapped in a burning house. Rescue apparatus was dispatched to the area.

After each report the crews would return to the fire hall and their times were given. This drill demonstrated some problems. One was that some wardens were not at their posts when the

trucks arrived, however, the drill showed that 22 of the air raid wardens called in and the police reserves were at their posts directing traffic. All the rescue vehicles responded, and the Defense Council felt that the test was success. (Wyckoff News March 5, 1942)

On April 15, 1942, a statewide blackout was held. This test covered approximately 1,500 square miles and incorporated the most heavily populated and industrialized area in the state. This test was observed by both Army and state officials. This test all non-defense traffic was halted. All defense personal were to be at their posts a half hour before the test started. Franklin Lakes did very well in this drill. (Wyckoff News April 9, 1942).

The Civilian Defense had its first public display when a number of its members participated in the towns' first Memorial Day parade in May 30, 1942. At this parade the towns' service flag was presented. As more of the towns' residents were called to go to war, the town fathers produced a service flag. This flag first held the names of the first 50 men of the town to go into service. As each resident left, a star with his name on it was placed on the flag. This tradition was kept throughout the war. (Wyckoff News May 28, 1942, June 4, 1942)

On October 17, 1942, on the grounds of the then Municipal Building, the service flag was dedicated at a well attended ceremony. The defense Councils' members appeared with their units wearing their armbands. Both Boy and Girl Scouts along with the local school children participated in this event. (Wyckoff News March 12, 1942, October 8, 1942 October 15, 1942)

During that time the only real problem was the staffing of the command center. This problem was brought about by the need for more men in the defense industry. In the original plan women volunteers would operate the siren from 6AM to 9PM., then it could be sounded by the fire men on duty the rest of the time. The idea was put forth to move the siren operation to the Hopper house, next door to the center. But John Hopper could not give up his full-time employment to man the post 24 hour a day. So after great discussion it was decided that the women volunteers would increase their time at the post and the post was not moved. It would remain in the Municipal Building for the rest of the war. (Wyckoff News July 16, 1942, July 23, 1942)

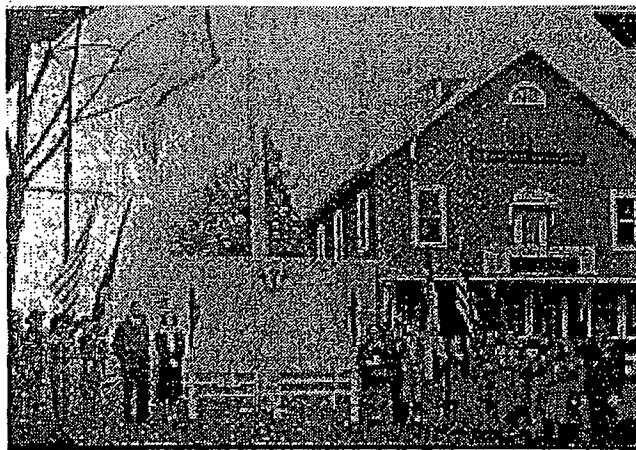
The Defense Councils' time was not always taken up with the defense of the town. In September they took time out to hold an outing at Shadow lake Beach Club. A ball game as well as food was enjoyed by all the 200 people that attended the outing. But that changed at 4:30 pm when a cannon sounded. This was

to call to duty the defense personal. This was a public demonstration of the defense units. Four "Casualties" were rescued from a burning building. To add realism to this demonstration the victims were doused with ketchup and charcoal. They were treated by the first aid crew and then removed from the scene by two ambulances to the "hospital" on the grounds.

The Fire reserves put out the fire. Police reserves and Air Raid Wardens handled the crowd.

This was the last public outing held at Shadow Lake because it was then closed for the duration of the war. (Wyckoff News September 30, 1942)

In November members from the Civilian Defense Units were on hand at the dedication of the towns' "Roll of Honor". It stood on the grounds of the then Municipal Building and held the names of the first fifty men to go into service from the town. The Roll was presented to the town by Councilman John J. DeKorte and his



father James DeKorte.

At the ceremony Kathryn Melville made the presentation and Evelyn Cosgrove did the unveiling.

As 1943 dawned, the nation, as well as Franklin Lakes was getting into the flow of the war. Ration books were distributed and committees were set up for the various fund drives. This did not interfere with the duties of the Civilian Defense.

The first blackout test for the year showed some confusion. Most of the confusion resulted from the lack of knowledge on the public's part. Most did not know what to do during the different alarms. The biggest problem was leaving lights on during the red flash. This test was considered a success because the wardens were on duty and the public cooperated with them. The second was a Wednesday afternoon and tested the full range of support. Staged throughout the town, the test dealt with all that could happen in a real attack and focused on injuries. The injured first moved

to one of the 12 aid stations around town. The least injured were given first aid at the station. The more seriously injured were moved to the emergency hospital for treatment there. At the end of this drill a few minor problems were noted but high praise was given to all for their performance. (Wyckoff News April 15, 1943, July 1 1943, July 8, 1943)

With this all in place, war nerves were still high. In July the air watch in the Wyckoff tower noticed smoke. A call was placed to the police department, who relayed the message to the fire department. After some time riding around the Borough the smoke was found. John Van Houten was burning trash on his farm on Franklin Lakes Road a mile from the tower. This was the smoke that had been reported. (Wyckoff News July 1, 1943)

In addition to marching and drilling, the Defense Council, also had the responsibility to keep the public informed of new defense orders.

The first of these was the ban on driving. This would free up gasoline needed to defend the town in case of attack. The other was the obscuring of headlights. This order came from the Office of Civilian Defense and was signed by Governor Charles Edison. The order established the way lights were to be obscured and the areas where they were permitted. The Council also informed the public when the restriction was lifted later that year. (Wyckoff News April 1, 1943, November 4 1943)

A Memorial Service was held in 1943 and was well attended. This was not expected because of the ban on driving. At this service speeches were made and tributes to the fallen were placed on the memorial. Once again the Defense Council had a large turn out. It was not the only time tributes were given out this year. On his visit to the Borough Council meeting, PFC Edward Gorman was presented with his old Fire Chief Badge. This was done in gratitude for his service to the town as chief. During his term the fire company became part of the Civilian Defense of the town. He was later recalled to Fort Jackson Mississippi. His post was filled by H.Q. Hopper. (Wyckoff News May 5, 1943, May 27, 1943, June 3, 1943)

As the drive toward victory in Europe slowly went forward thoughts and efforts turned to other things. Salvage drives were intensified. This had many functions. First it formed a sense of togetherness, all the people working and contributing to victory. Second, it also removed a large amount of garbage from the town and this brought needed funds into the town.

In the area of bonds and loans Franklin Lakes had a lot to be proud of. Its' citizens reached

deep into their pockets in this endeavor. This effort even reached down to the grammar school students of the town. They were presented with the "SCHOOLS AT WAR FLAG". This was done because 92% of the students bought bonds and stamps. At the time they received the flag they had raised \$3335.75 in bonds for that year. (Wyckoff News January 23, 1944, June 1, 1944, July 13, 1944)

A large attendance was seen at the Memorial Service of 1944. Most of the Defense Council members turned out in their armbands to march along the mile route to the memorial. A somber addition was made to this years march, An honor guard of four local boys carried a "SERVICE MANS" FLAG". This flag rested on the coffin of the fallen soldier at his burial. (Wyckoff news June 1, 1944)

As the war came to an end, life got back to normal. The last salvage drive was done with great success. The Defense Council was disbanded. The town prepared to welcome its sons home from battle and look to the future.

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January 1, January 8, January 29, March 5, March 12, April 9, April 21, April 26, May 26, June 4, June 11, July 16, July 23, August 6, September 30, October 8, October 15, November 12

Wyckoff News-1943
February 4, February 11, February 16, March 4, March 11, March 25, April 15, May 27, June 3, July 1, July 8, November 4, November 11, December 9, December 16

Wyckoff News-1944
January 27, March 2, March 23, May 4, June 1, June 29, July 6, July 13, August 3, December 14

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U.S. Office of Civilian Defense
Published By the U.S. Government Printing Office
Washington D.C. December 1941

APPENDIX A: AID STATIONS AND LOCATIONS

Mrs. W. Bower-Franklin Lakes Road
Mrs. Irene Kimble-Franklin Avenue
Philip Byle-Colonial Road
Mrs. J. Martin-Pulis Avenue
Mrs. M. Cummins-High Mountain Road
Mrs. E. Pulis-Circle Avenue
Mrs. A. Delario-Ewing Avenue
Mrs. D. Varvaet-Old Mill Road

Mrs. E. Dunning-Woodside Avenue
Carl Voorhis-Colonial Road
Mrs. A. Hunt-Summit Avenue
Philip Wilson-Franklin Avenue
Civilian Defense Emergency Hospital-Methodist Churches' Sunday School Room

APPENDIX B: AIR RAID WARDENS AND POSTS

McKenley Adamson-Woodside Avenue
L. Badkin-Old Mill Road
Abe Marshall-Franklin Avenue
William Blauvelt-Franklin Lakes Road
R. Masker-Ewing Avenue
James Cleary-Pulis Avenue
William Miller-High Mountain Road
Walter Cosgrove-Colonial Road
Bob and Otto Mutzberg-Colonial Road
A. Gitta-Ewing Avenue
J. Nienols-Franklin Avenue
Ed Gorman-Circle Avenue
Achelli Piquerres-Old Mill Road
John Hanson-Washington Street
Daniel Ringers-Circle Avenue
H. Howe-High Mountain Road
Bert Roehers-Franklin Lakes Road
Herman Jost-Pulis Avenue
J. Van Dyke-Franklin Lakes Road
Emar Lunde-Colonial Road
N. Valentine-Colonial Road
Arnold Walbed-Ewing Avenue

APPENDIX C: AIR RAID SIREN OPERATORS

Mrs. Lyle Badkin, Mrs. John Goris, Mrs. Dewitt Pruden
Mrs. Helen Baker, Mrs. William Hanham, Miss. Clara Pulis, Mrs. J. Bamert, Mrs. G. Hardy, Mrs. K. Pulis, Mrs. Frank Banta, Miss. D. Hendricks, Miss. Myra Pulis
Mrs. Frank Bohrer, Mrs. William Hill, Mrs. William Pulis
Mrs. K. Broseman, Mrs. Wm. Hollriege, Mrs. Daniel Ringers, Mrs. J.B. Burbank, Mrs. H.Q. Hopper, Mrs. P. Schaeffer, Mrs. L.H. Bush, Mrs. H.P. Jost, Mrs. John Smith, Mrs. Frank Carlough, Mrs. C. Kalf, Mrs. J. B. Storms, Mrs. Arthur Cummins, Mrs. Arnold Kimble, Mrs. Geo. Storrer, Mrs. Benjamin Daycock, Mrs. Jessie Kimble, Mrs. Richard Var Der Laan, Mrs. James DeKorte, Mrs. W. Kough, Mrs. Van Hounten, Mrs. Joseph Demedic, Mrs. C. Lilton, Mrs. V.Verwaet, Mrs. H. Dunning, Mrs. James E. Martin, Mrs. Ezra Voorhis, Mrs. Charles Fox, Mrs. William Miller, Mrs. Ray Voorhis, Mrs. William Gass Sr., Mrs. J. Mortgat, Mrs. Kenneth Waible, Miss. Bessie Geary, Mrs. F. Oster, Mrs. Arnold Walden, Mrs. H. Goodrich, Mrs. Raymont Packer

APPENDIX D: FIRST AIDERS TAUGHT BY

Dr. A.J. DELARIO
William W. Boyer, Mrs. John Brown, Mrs. H.J. Carr, William Gustavson, Mrs. Josephine Jobes, Catherine and Lois Masker, Mrs. Dorothy Ogden, Robert G. Post, Mrs. Kenneth J. Storms, Mrs. E. Vermuelen, Marie Vitale, Mr. And Mrs. Voorhis, Mrs. Mary Cooper, Mrs. Loretta Vitale

APPENDIX E: FIRST AIDERS TAUGHT BY PATERSON RED CROSS

Mrs. A.E. Benson, Mrs. W.W. Bowyer, Mrs. J.R. Brosen, Mrs. W. Conrad, Mrs. H.S. Danning, Mrs. John Oris, Mrs. H.Q. Hopper, Mrs. E.G. Macauley, Mrs. J.E. Martin, Mrs. Frederick Oster, Mrs. Norman McDonald, Mrs. David Vervaet, Mrs. Ray Voorhis ❖

The Ackerman Sawmill Site, Franklin Lakes, New Jersey

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Abstract

A cultural resource investigation of the ca. 1830-1890 Ackerman Sawmill site in Franklin Lakes, New Jersey was carried out to evaluate the results of construction activities of the New York, Susquehanna and Western Railroad. This research included a documentary research program and a limited archaeological survey.

The purpose of this study was to identify and interpret the existing remnants of the saw mill site, as well as to understand the site's history and its place in the industrial history of Bergen County. The documentary research included a deed search, tax ratable review, and technical and census data study. The archaeological survey documented the remains of the mill, and evaluated the impacts of recent railroad construction on the site.

Introduction

This industrial archaeological investigation was carried out in the town of Franklin Lakes, in the northern part of Bergen County. The Ackerman Sawmill was located on the Pond Brook, a tributary of the Ramapo River (Figures 1 and 2). The location of this site first came to the attention of the author when he conducted volunteer research in conjunction with a cultural resource survey of the area for the Bergen County Division of Cultural and Historic Affairs. When the author learned of proposed construction on the

site as part of an upgrading of the facilities of the New York, Susquehanna and Western Railroad, further research was carried out to document and understand the site as it existed before the construction could impact it. A program of site survey and mapping, combined with a literature review of sawmill technology documented the layout of the mill and some of the changes and improvements made during its operation. Historical research detailed the age and ownership of the mill site. It also provided insight into the role played by this rural industry in the development of the local agricultural community.

Historical Background

The Ackerman family were among the first Dutch settlers to receive land grants in what is now Bergen County, New Jersey. In 1727 Johannes Lawrence Ackerman (of Saddle River) purchased 444 acres in what is today Franklin Lakes. The next year he released to his brother Jacobus L. Ackerman half of this tract. Johannes' property was situated in what later became the "Crystal Lake" section of Franklin Township. Johannes Ackerman built a small house there sometime before March 19, 1737, when his first son was born. This house, located a short distance from the future mill site, was razed in 1890 and another built in its place (Ackerman Homesteads 1976:84).

According to local oral tradition, John L. Ackerman, son of Lawrence Ackerman and grandson of Johannes Lawrence Ackerman, was the individual who built the Ackerman sawmill. A review of the tax ratables for Franklin Township, Bergen County, indicates that in the year 1822 John L. Ackerman was taxed for a sawmill. In 1824, upon the death of his father, he inherited the site of the family homestead (Lawrence Ackerman Will, Bergen County Wills and Probate Liber C:37).

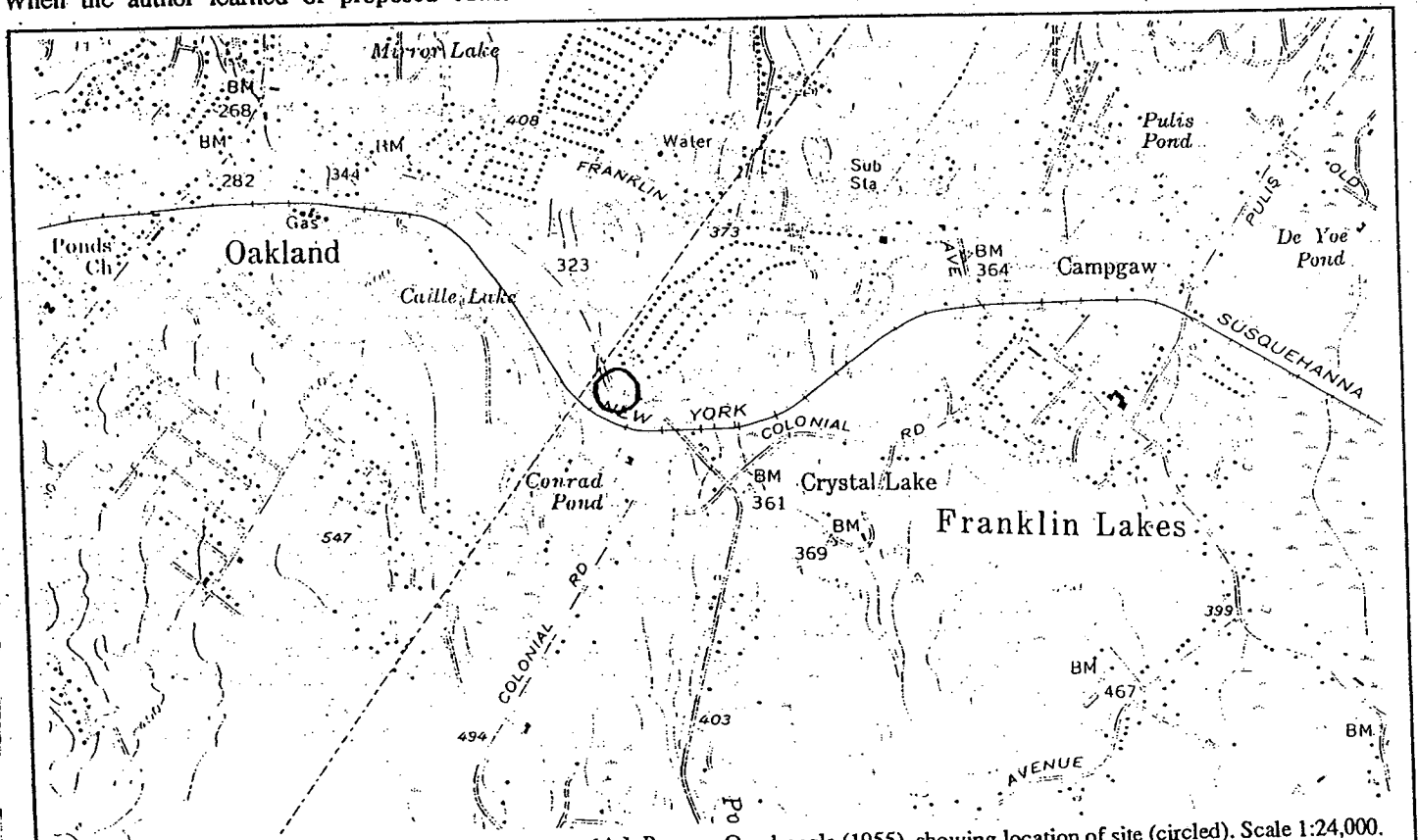


Figure 1. Portion of U.S.G.S. map, 7.5' Series [Topographic], Ramsey Quadrangle (1955), showing location of site (circled). Scale 1:24,000.

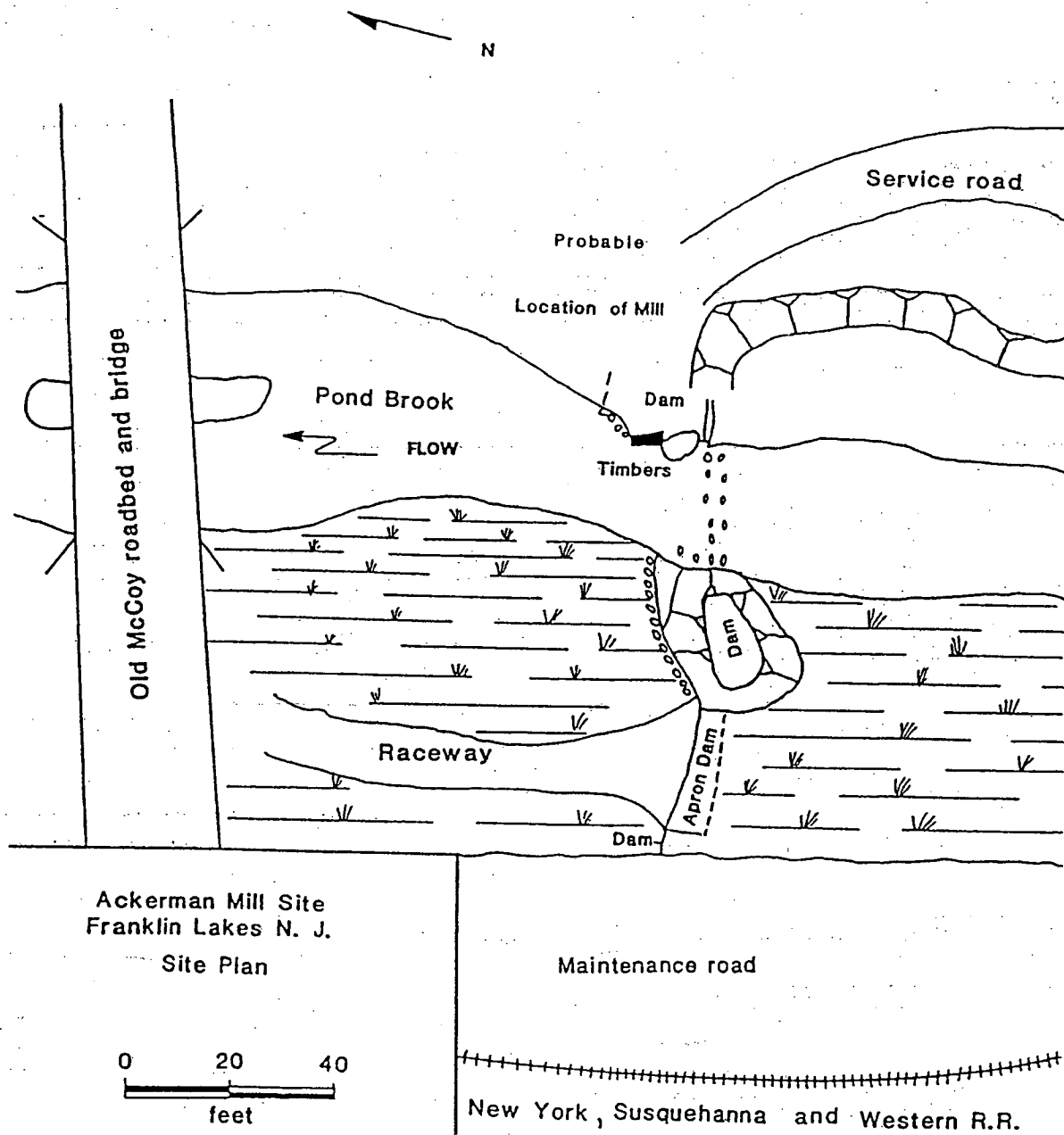


Figure 2. Plan drawing of the Ackerman Sawmill site.

A road return dated February 12, 1830 shows the original survey of the proposed road from Ramapo to Pompton, New Jersey, including a written description of the land. A hand-drawn map accompanying the road return shows the sawmill of John L. Ackerman sitting on the banks of the Pond Brook. The mill was depicted as a long, low structure (Bergen County Road Return E 223). This conforms with the traditional design of sawmills, which were long,

low, shed-like structures with an open end near the water wheel (Weiss 1965:76; Zimiles 1973:64). Later Bergen County maps (1861 and 1876) show the sawmill and the mill pond (Hopkins 1861; Pease 1876).

On June 3, 1841 John L. Ackerman sold all his land to his son James J. Ackerman. In this deed, John L. Ackerman states that the line is to start "beginning at Pond Brook near the mill late of Lawrence Ackerman" (Bergen Deeds

C-4:464). This could mean that the mill was built by John Ackerman's father, Lawrence Ackerman, and was then operated by John L. Ackerman. This would confirm part of the family tradition which states that John L. Ackerman had a mill, but would apparently argue against his having built the mill.

James J. Ackerman sold the sawmill and other land to David J. Ackerman (relationship not explained) on February 2, 1863 (Bergen Deeds U-5:305). David J. Ackerman in turn sold the land to Priscilla Ackerman (relationship not explained) on March 25, 1885 (Bergen Deeds W-12:594). Priscilla Ackerman and her husband, John J. Ackerman, sold this tract to Henry M. Rawson on June 1, 1889. Thus the land passed out of Ackerman family ownership after more than 160 years.

The Public Road survey of 1894 shows a section of McCoy Road that is no longer in use. This section of roadbed passed within 200 feet of the mill site. The road return shows the mill pond and dam still in existence (Bergen County Road Return Map I-305).

The Geological Survey of the State of New Jersey, undertaken in the years 1890-1891, states that H. M. Ranson was the owner of a sawmill in the Crystal Lake section of Franklin Township (Vermeule 1894:Appendix I). The survey also states that this sawmill had a fall of 11 feet and was not currently in use. The name Ranson was apparently a misprint because the deed shows the name as Rawson.

A review of the 1902 Robinson Map for this section of Bergen County depicts the mill building but does not show the mill pond. This map supports the observations made in a letter written by George J. Ackerman in 1904 about his visit to Crystal Lake in 1890.

At a visit to Crystal Lake in 1890, I found the old saw mill still in running order, the old wheel, log carriage and gearing still doing service probably the same as when my great grandfather, John L. Ackerman, was accustomed to adjust the logs in place and saw them into plank and timber. The beautiful pond or lake as it is called, surrounded by woods and high hills was like a huge mirror lying flat, framed in a wreath of variegated foliage, nestled down among the hills so quiet and unobstrusive with no sound to be heard save like the breeze rustling through the leaves or the murmuring of the water falling over the dam, seemed a place fitted for the repose of nature. But the hand of man in the march of improvement, like time 'has changed all things' . . . and the only thing left now to mark the spot of the mill pond is a small brook that winds its tortuous course through the meadow on its way to the Ramapo River. (Braun 1965:27).

The *Atlas of Bergen County* (Bromley 1912) shows the mill and the mill pond. This map also depicts what appears to be a mill building, however, it is not identified as such.

An investigation of the U.S. Manufactures Census of 1800 to 1900 shows that within northern New Jersey the number of sawmills and gristmills at the beginning of this period were about the same. As better woodlands were deforested and the number of lumber companies with large land holdings increased, small sawmills could not compete. The 1900 Manufactures Census states "the timber suitable for milling has been removed and a large proportion cleared for cultivation. New Jersey now contains, however, much valuable second-growth timber. The cut is

not large, and lumbering is not an important industry" (U.S. Manufactures Census 1900). The depletion of nearby woodlands, combined with the growth of large lumber companies, may explain why the Ackerman Sawmill ceased operation in the late 1800s.

Field Investigation

The field investigation consisted of a pedestrian survey followed by the mapping of the extant remains of the mill and its related features. No subsurface testing was undertaken. The survey had the following objectives: to identify the remains of the mill building and to search for exposed artifacts, such as mill tools. Careful measurement of the mill dams was completed, and they were examined for repairs or improvements. In addition, the impact of the upgrading of the New York, Susquehanna and Western Railroad on the site was also assessed.

The Ackerman Sawmill site lies approximately 200 feet west of New Jersey Route 208. It is located along the steepest grade of the New York, Susquehanna and Western Railroad (Figures 1 and 2). The soils of the sawmill site are alluvial and contain stream deposited sand, silt, and clay. The area's vegetation is a mixed woodland, the dominant trees being maple and birch (Krause 1980). The site is set in a valley created over the centuries by the erosion from the flow of the Pond Brook. The mill exploited the natural contours of the land by damming the brook at its narrowest point (Figure 2).

The survey revealed a small earthen dam located just south of the mill site (Figure 3). This section of dam is 29 feet long, 29 feet wide, and 6 feet high. It was built of rubble and earth. Along the south side of the dam is a laid stone wall facing the mill pond. This was held together with an early form of Portland cement (Newlon 1976). The functioned of this wall was to prevent water from eroding the earthen dam. This section of the dam ends close to a sharp slope near the old road that served the mill.

Two features were encountered near the base of the dam, close to the brook. The first was a set of beams laid into the stream bed. These beams could have been part of the housing for a water wheel, although another pair of supports is missing. The second feature consists of a two-course, dry-laid stone wall. Its location indicates that this was also part of the wheel pit. A large boulder used in the construction of this section of dam protects the wheel pit from erosion. On the downstream side of the dam a broken cant hook was recovered. These artifacts were used to roll logs into the mill (Sloane 1973:44).

The western section of the dam is the largest of all. It measures 61 feet long and is comprised of three sections. Large stones that could have served as erosion protection now lie in the stream near the washed-out base of the western edge of the dam. About 26 feet from the east side of this section a stone apron dam was encountered (Figure 4). This is the strongest type of dam known. Construction of early apron dams used stones with wooden aprons extending into the up-stream waters. The dam at the Ackerman Sawmill was an improvement on an old design. Mortar bonds the core rocks and Portland Cement secured the incline. This portion of the dam was slightly lower than the rest, diverting water away from the earthen sections in times of high water (Leffel 1881:115).

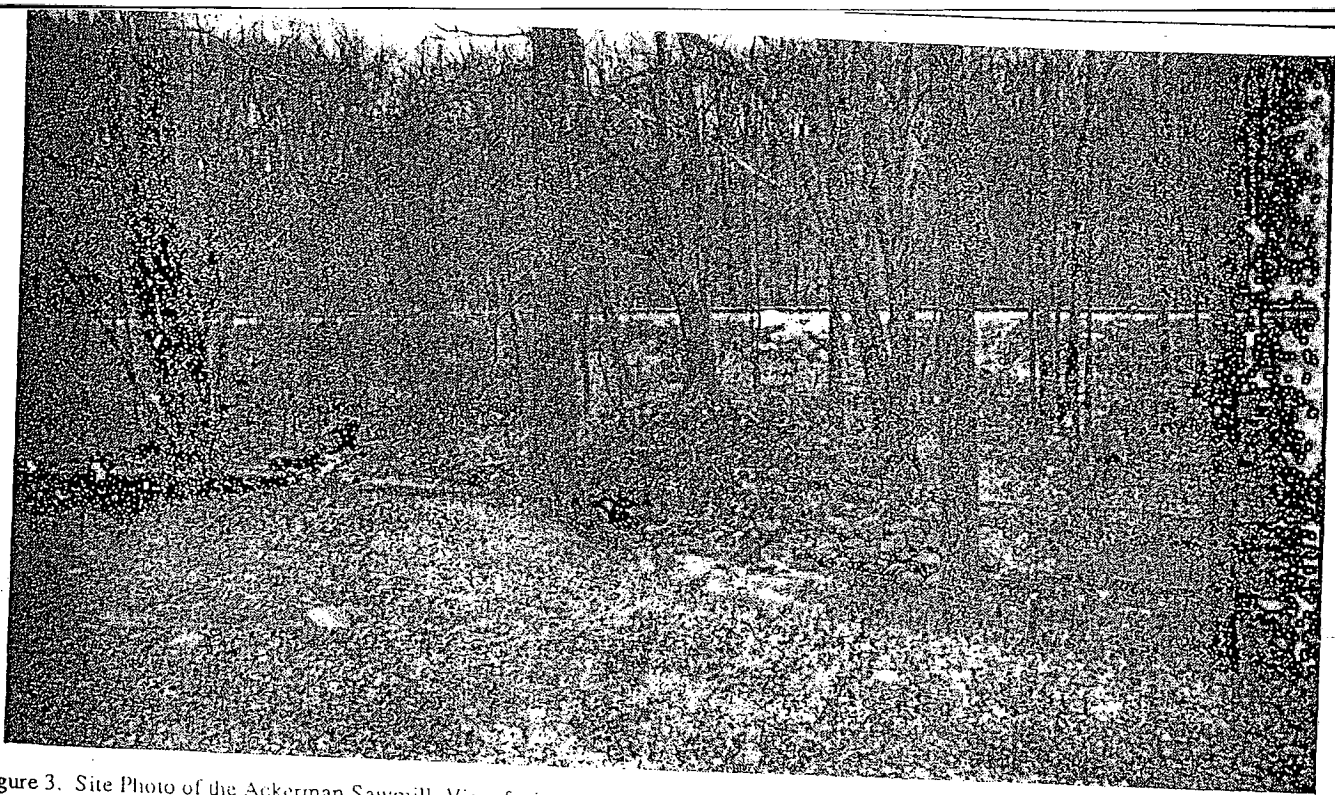


Figure 3. Site Photo of the Ackerman Sawmill. View facing west (Jack Goudsward photographer, 1986).

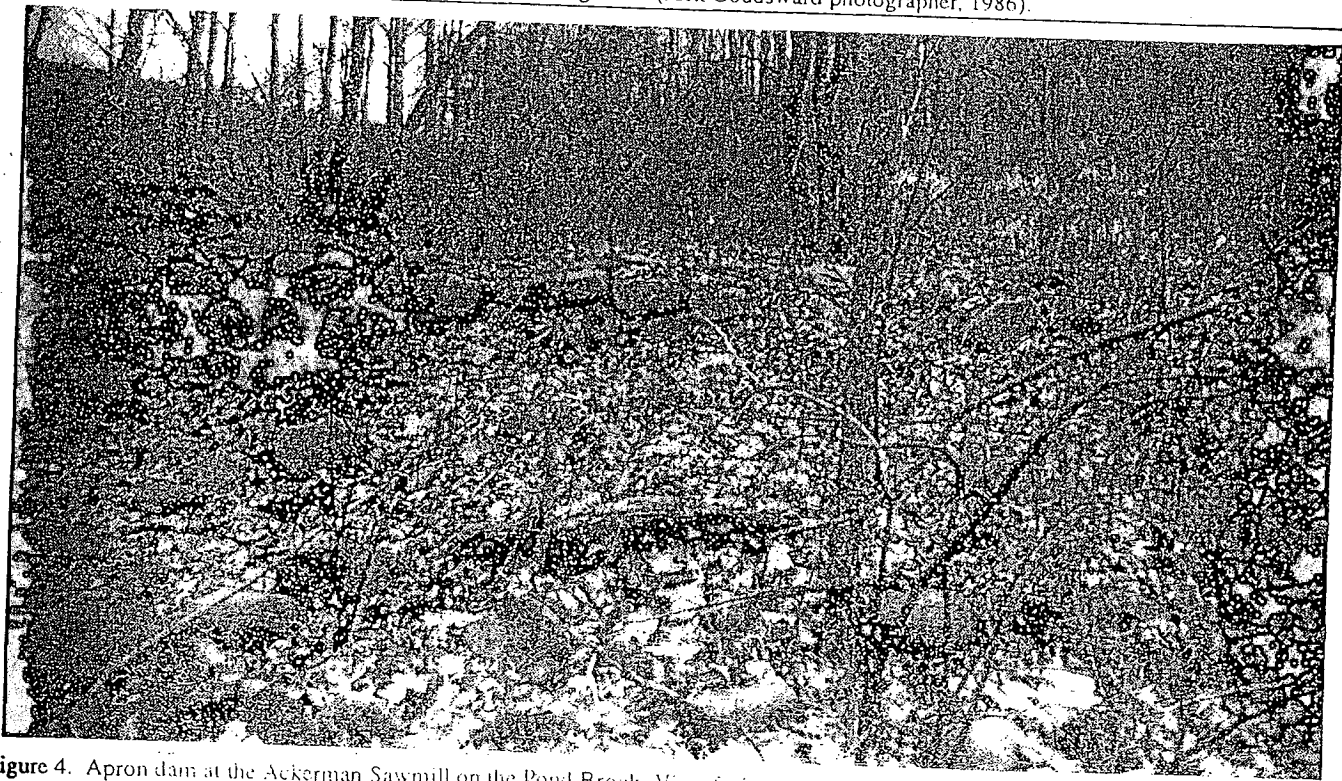


Figure 4. Apron dam at the Ackerman Sawmill on the Pond Brook. View facing south (Jack Goudsward photographer, 1986).

Lying to the west of the apron dam is a 6-foot-long, 3-foot-wide truncated section of earthen dam. The recent upgrading of the New York, Susquehanna and Western Railroad presumably destroyed or covered over this part of the site. A 1980 survey showed a 34-foot-long stone sluiceway in the area now covered by the railroad's maintenance road (Federal Highway Administration 1980). A careful search of the area was made for this and other associated features, but nothing was found.

Just downstream from the apron dam is a silted-in pool with what is probably a raceway running to the north (Figure 4). The raceway is shown on the 1894 Road Return Map (Bergen County Book 1:305), and measures 330 feet. However, only about 70 feet of this feature was located in the field. The construction of the old McCoy Road bridges may have destroyed or covered most of the raceway, whose purpose was to redirect water cresting over the apron dam during times of high water.

The dam followed the contour of the land. Its height was 8 feet near the brook, with a low of 3 feet 6 inches near the railroad. The dam has a slight bow to it on the upstream side that provided extra strength along its entire length.

Summary and Conclusions

The Ackerman Sawmill was probably typical of Bergen County's historic mill sites. It was a small, family-owned operation that served the community from 1822 to 1894. During this time the region was changing from a rural, heavily wooded area to a community based on farming.

As the 19th century drew to a close, the high quality woods in northern New Jersey vanished. As a consequence of deforestation, the amount of runoff increased dramatically. In order to cope with the change in water supply, mill owners adopted different strategies. Some millers located their mills away from the main stream, using long head races in order to prevent their mills from being washed away in times of flooding. The owners of the Ackerman mill apparently attempted to deal with freshets by creating a stone (and later a cement) apron dam. Because it was lower than the main dam, the apron dam allowed excess water to flow downstream without damaging the mill. The apron dam at the Ackerman Sawmill was aided in this task by a long raceway and a flume, which further helped carry water away from the building.

Following the removal of the primordial forest cover, sawmill owners had to depend on secondary growth forest. These trees were not adequate for the needs of the mills. Most sawmill owners converted to gristmills or simply went out of business. This economic liability could explain why the Ackerman mill was sold so often in its later life. It may have been too costly to convert to a gristmill.

The east and west dams are the two major surviving structural remains of the original Ackerman Sawmill. They show an improvement over older techniques. Portland cement was used to increase the strength and life span of the dams sometime after 1879. The dams and other features of the site are in a generally good state of preservation, but have been adversely affected by the upgrading of the railroad bed. The Ackerman Sawmill site remains, nevertheless, an important remnant of the industrial history and development of Bergen County.

Acknowledgments

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The Wayne Historical Commission
Summer Workshop on Industrial Archaeology
presents:

"RUINS OF RURAL INDUSTRIES"

Field Trip to See:

Bogert Wood Type Manufacturing Company/Wilkens
Brush Factory (c.1876-1928)

Reaction Motors Rocket Test Site (c.1942-1944)

Franklin Lakes Mill (c.1723-1972)

Edward J. Lenik, Director
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FRANKLIN LAKES MILL

(Capsule History by Jack Goudsward)

The exact date this mill was built is not known but is believed to be about 1723. It is known that the already "old mill" was rebuilt by the Yeoman family in 1798. The Yeoman family operated a saw, grist, and cider mill until about 1888 when the Bender family took over the operation. In 1900 the wooden structure was rebuilt from original timbers that were identified, at that time, as going back to the late 1790's. The mill was again restored in 1957 by Urban Farms, Inc.

Military maps used during the Revolutionary War show the structure. At that time the flour and cornmeal it produced were probably key provisions for Washington's troops as they moved back and forth across the area.

This mill, which was run by water power until it was destroyed by fire in 1972, had been the last operating unit of colonial machinery in Bergen County.

Spring-fed Franklin Lake is about 30 feet deep. The water was channeled into a six foot wide sluice which flowed through the water-wheel. This turned a shaft which extended to the top of the mill where an elaborate, complex series of adjustable gears, pulleys, leather belts, and secondary shafts, directed the power to whatever task the operator planned to perform.

One room had a great deal of woodworking equipment, lathes, drill presses, and small saws. In another area was a huge log saw which was kept busy milling lumber until after World War II. The millstone for the grinding of wheat to flour and corn to cornmeal was also there, though it, too, had been idle since World War II.

Each fall the local farmers would bring their apple crop to be made into cider. The apples were dumped into a hopper where they were washed and then carried by the water-powered conveyor to the top of the grinding head. This chopped the apples into pieces some 5/8 of an inch square and then dropped them into a canvas "juice conservor" which rode in the pressing conveyor, a steel box about three feet square and six inches deep. The conveyor slid under the press on small railroad-like wheels and then sixty tons of pressure was applied to squeeze the apples. (It took thirty-six bushels of apples to make one hundred gallons of cider.) The cider then flowed to the bottling area.

In addition to the operations already mentioned, the mill was an excellent place to have tools sharpened and farm equipment custom made or repaired. Such things as fence pickets, posts, and wooden ladders were by-products of the milling operations.