

**GREEN TOWNSHIP COMMITTEE
JANUARY 27, 2014**

CALL TO ORDER

The January 27, 2014, meeting of the Green Township Committee was called to order at 7:14 p.m.

PLEDGE OF ALLEGIANCE

ADEQUATE NOTICE: Mrs. Peralta read the statement of adequate notice.

ROLL CALL: Present: Mr. Conkling, Mr. Kurzeja, Mrs. Phillips, and Mr. Reinbold

Absent: Mr. Chirip

Mrs. Phillips made a motion to excuse Mr. Chirip.

Seconded: Mr. Kurzeja

Discussion: None

	AYE	NAY	ABSTAIN	ABSENT
Mr. Chirip				X
Mr. Kurzeja	X			
Mrs. Phillips	X			
Mr. Reinbold	X			
Mr. Conkling	X			

Also present: Clerk/Administrator, Mrs. Linda Peralta; Township Attorney, Mr. Richard Stein; Tax Assessor, Mrs. Penny Holenstein; DPW Supervisor, Mr. Watson Perigo, and Deputy Clerk, Mrs. Patty DeClesis

Mayor Conkling welcomed Mr. Jason Reinbold as new member to the Committee.

DISCUSSIONS:

- a. **Bid Specs for Municipal Parking Lot** – Mayor Conkling, Deputy Mayor Phillips, and Mrs. Peralta met with Mr. John Miller, Township Engineer. Mr. Miller will have an estimate for full restoration of the parking lot for the next meeting. Mayor Conkling explained that two bids were received in October 2013 for partial restoration of the parking lot. The bids were higher than Mr. Miller’s estimate. At that time, the Committee decided to hold the parking lot project until early 2014. The Committee will discuss further with Mr. Miller at the next Committee meeting.
- b. **Lackawanna Cutoff Historical Committee** – Mr. Keith Smollin and Mr. Josh Weinstein presented their plans to restore the Greendell Train Station (attached). The Committee had several questions pertaining to who owns the property, what will happen if the trains are reinstated, what is their funding source and estimate to restore the train station. Mr. Stein explained the procedure for the Township to lease from the State and then sublease to the Lackawanna Historical Committee. The Committee is interested and would like to discuss when there is more definitive information and a response from the State to know what they would require.
- c. **Tax Map Project – Mrs. Penny Holenstein** – Mrs. Holenstein updated the Committee on the status of tax maps. The Reassessment has been completed. In October the Township advertised for Requests for Qualifications to do the maps. Two proposals were received. At that time Mrs. Holenstein suggested moving forward with Harold Pellow partnering with Civil Solutions to digitize the maps and in GIS format for submittal to the Division of Taxation for approval. Their estimate is \$30-\$45,000.00 and would be done as a special emergency appropriation. The project will be completed in two phases. Mr. Stein will prepare an ordinance not to exceed \$50,000.00, which will be introduced at the next Committee meeting. There was discussion on the process of doing the tax maps.

Mr. Kurzeja made a motion to move forward with hiring Pellow and Civil Solutions for the project.

Seconded: Mrs. Phillips

Discussion: Mr. Reinbold inquired about the process for Request for Qualifications and if the Township is able to seek bids. Mr. Stein explained the process. According to the Pay to Play Law, the Township must advertise for professional services to maximize the number of potential applicants to do the work that is most advantageous for the municipality. It is not a bidding process.

	AYE	NAY	ABSTAIN	ABSENT
Mr. Chirip				X

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Mr. Kurzeja	X			
Mrs. Phillips	X			
Mr. Reinbold	X			
Mr. Conkling		X		

CONSENT AGENDA:

- a. Resolution 2014-37 – Tax Refund – M and V Liens
- b. Resolution 2014-39 – Governor’s Council on Alcoholism and Drug Abuse Fiscal Grant Extension July 2014 through June 2019
- d. Department Reports

Mr. Reinbold asked to pull the minutes from the Consent Agenda.

Motion: Mr. Kurzeja
 Seconded: Mr. Reinbold
 Discussion: None

	AYE	NAY	ABSTAIN	ABSENT
Mr. Chirip				X
Mr. Kurzeja	X			
Mrs. Phillips	X			
Mr. Reinbold	X			
Mr. Conkling	X			

- c. Minutes ready for approval – January 6, 2014, reorganizational minutes

Motion: Mrs. Phillips
 Seconded: Mr. Kurzeja
 Discussion: None

	AYE	NAY	ABSTAIN	ABSENT
Mr. Chirip				X
Mr. Kurzeja	X			
Mrs. Phillips	X			
Mr. Reinbold			X	
Mr. Conkling	X			

OLD BUSINESS: None

NEW BUSINESS:

- a. Resolution 2014-38 – Bills List (12/12/13 to 01/15/14) and Developer’s Escrow Trust (12/12/13 to 01/10/14)

Motion: Mrs. Phillips
 Seconded: Mr. Kurzeja
 Discussion: None

	AYE	NAY	ABSTAIN	ABSENT
Mr. Chirip				X
Mr. Kurzeja	X			
Mrs. Phillips	X			
Mr. Reinbold	X			
Mr. Conkling	X			

CORRESPONDENCE: Mrs. Peralta noted the following:

- The League of Municipalities announced the Louis Bay 2nd Future Municipal Leaders Scholarship Competition. The Committee will participate.
- Letter from Mr. Rich Stein regarding the bus shelter on County Route 517. Mr. Stein explained that Kegerreis Outdoor Advertising acquired the bus shelter from Shelter All. They contacted Mr. Stein to inquire if the shelter could be moved to another location. The Committee agreed that there is no other location and they would like the shelter removed. Mr. Stein will contact Kegerreis.

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MATTERS FROM THE GOVERNING BODY: Mr. Kurzeja asked how the speed limits are determined on residential zones verses non-residential zones. Several residents on Creek Road have complained of speeding. Mr. Stein explained the State determines the speed limit by the number of residents within a set footage of the roadway. Creek Road is state engineered. Mr. Kurzeja also mentioned residents have inquired about pet parks.

Mayor Conkling updated the Committee on the Fox Hollow Bridge. The county requires a sign-off from an engineer in order for the bridge to be accepted. At the time, Mr. Miller was the design engineer, therefore he cannot sign off. Mr. Albanese was the township engineer at the time. Mr. Stein will contact an engineer.

Mayor Conkling inquired about the delivery of the new ambulance. The deadline for delivery was January 27, 2014, 230 days from the signing of the contract. Mr. Stein and Mrs. Peralta have written a letter notifying Bayhead Investments, Inc. that the contract provides for a \$150.00 per day late delivery charge for each day that the ambulance is not delivered to the Township.

MATTERS FROM THE TOWNSHIP CLERK/ADMINISTRATOR: Mrs. Peralta noted the following:

- Marketing of Cell Tower – Tower Pointe offered to purchase the whole lease for the cell tower. Mrs. Peralta informed them the Township is only interested in marketing the three remaining spots on the tower. Tower Pointe offered to purchase 25% of the contract for \$70-\$75,000.00. After discussion, Mrs. Phillips suggested reaching out to a Parsippany based company to get their perspective. The Committee will continue discussion at a later time.
- Trinca Airport – The insurance money for the damage was received. Estimates to repair the building have been received. Mrs. Peralta is waiting for an estimate to demolish the office area of the building. They need to see the mechanic side to be sure heat and AC is provided. Mrs. Peralta will continue to pursue an estimate for demolition. The Committee read a letter from Mr. Richard Smith, 232 Decker Pond Road. The subcommittee, Mayor Conkling and Mr. Chirip will meet and make a recommendation at the next Committee meeting. Mr. Smith asked if the Township receives any money from the state toward snow plowing or mowing. Mayor Conkling stated the Township receives no money from the state for the airport. Mrs. Peralta also mentioned Blairstown Glider Club is interested in purchasing Trinca Airport and would like to know if the Township is interested in selling just the 40 acres with the airport and how much they are willing to sell for. The Committee discussed how to determine the fair market value of the airport property.

Mrs. Phillips made a motion to pursue finding an appraiser to obtain a true market value for the property.

Mr. Kurzeja suggested the Trinca Airport Subcommittee should look into.

- Update on the detour through Green Township (Maple Lane) from the bridge work on County Route 612 in Allamuchy. Mrs. Peralta contacted the Warren County Engineering Department. They claimed there is no other realistic detour. An alternative is Quaker Road, which may be worse. The bridge work is estimated to begin March 18 and end July 31 however they do not expect the detour to go that long. The Committee has concerns about the number of trucks and traffic that will be using Maple Lane. Mr. Stein will discuss further with Mrs. Peralta.
- Request to hold a wedding ceremony and reception at Trinca Airport.

Mrs. Phillips made a motion that no weddings are to be held at Trinca Airport.

Seconded: Mr. Kurzeja

Discussion: None

	AYE	NAY	ABSTAIN	ABSENT
Mr. Chirip				X
Mr. Kurzeja	X			
Mrs. Phillips	X			
Mr. Reinbold	X			
Mr. Conkling	X			

- February 12th Lincoln's Birthday is a holiday. Mrs. Peralta requested that the employees work that day and have Christmas Eve, December 24th as a holiday in lieu of February 12th. The Committee approved.
- The quote for the Mackerley Road rehabilitation project is \$95,000.00.

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- There are openings on several Committees/Boards. Mayor Conkling asked Mr. Stein if two Committee members can be on the Open Space Committee. Mr. Stein will look into.

MATTERS FROM THE TOWNSHIP ATTORNEY: Ordinances were received from the County Planning Department for Water Management and Septic Management with requests for adoption as part of the County's Waste Water Plan from NJDEP. Mr. Stein explained that the highlands preservation area restrictions imposed on Green Township's highlands planning area. At the same time, Legislature had bills pending that would put off for two more years a change in the waste management rules that these ordinances were designed to go with. The bills passed therefore on hold at this time.

Mr. Stein has a conflict for the next Township Committee Meeting. Mr. Angelo Bolcato will attend in his absence.

MATTERS FROM THE DPW SUPERVISOR: The Committee previously discussed getting proposals for mowing and treating the fields. Mr. Perigo asked for clarification. The Committee would like to start with prices for mowing at EverGreen Park and Trinca Airport and treatment of the fields at EverGreen.

Mr. Perigo is waiting for someone to take a look at sealing the wells at Trinca Airport, which he will continue to pursue.

The new salt shed is scheduled to be delivered Tuesday, January 28, 2014.

PUBLIC COMMENTS AND/OR QUESTIONS: Mrs. Holenstein, Tax Assessor pointed out the co-locators on the cell tower provides tax revenue.

Mr. Smith stated that the Trinca Airport Subcommittee may be able to inquire what Blairstown and Sussex Airports sold for to help determine the fair market value.

EXECUTIVE SESSION: Mr. Stein read the Resolution to enter Executive Session to discuss Contract Negotiations and Personnel Matters.

Mrs. Phillips made a motion at 9:52 p.m. to enter Executive Session

Seconded: Mr. Kurzeja

Discussion: None

	AYE	NAY	ABSTAIN	ABSENT
Mr. Chirip				X
Mr. Kurzeja	X			
Mrs. Phillips	X			
Mr. Reinbold	X			
Mr. Conkling	X			

The Committee returned from Executive Session at 10:10 p.m.

Mrs. Phillips made a motion to accept Mrs. Christine Licata's request for full-time employment with additional duties.

Seconded: Mr. Kurzeja

Discussion: None

	AYE	NAY	ABSTAIN	ABSENT
Mr. Chirip				X
Mr. Kurzeja	X			
Mrs. Phillips	X			
Mr. Reinbold	X			
Mr. Conkling	X			

This will be effective February 1, 2014. A resolution to memorialize appointment will be done for the next Committee meeting.

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Mayor Conkling explained that the Personnel Subcommittee interviewed Mr. David Diehl for the Zoning Officer position replacing Mrs. Patricia Fischer. The Personnel Subcommittee recommends hiring Mr. Diehl as provisional Zoning Officer for three hours per week at a salary of \$13,000.00. Mr. Diehl is also a certified flood plan manager.

Motion: Mrs. Phillips
Seconded: Mr. Kurzeja
Discussion: None

	AYE	NAY	ABSTAIN	ABSENT
Mr. Chirip				X
Mr. Kurzeja	X			
Mrs. Phillips	X			
Mr. Reinbold	X			
Mr. Conkling	X			

This will be effective February 1, 2014. A resolution to memorial appointment will be done for the next Committee meeting.

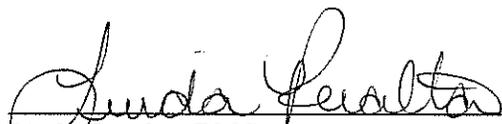
Mr. Kurzeja mentioned that he and Mr. Reinbold attended the last Green Township Board of Education Meeting. The Board was very responsive to their attendance.

ADJOURNMENT:

Mr. Reinbold made a motion for adjournment at 10:20 p.m.

	AYE	NAY	ABSTAIN	ABSENT
Mr. Chirip				X
Mr. Kurzeja	X			
Mrs. Phillips	X			
Mr. Reinbold	X			
Mr. Conkling	X			

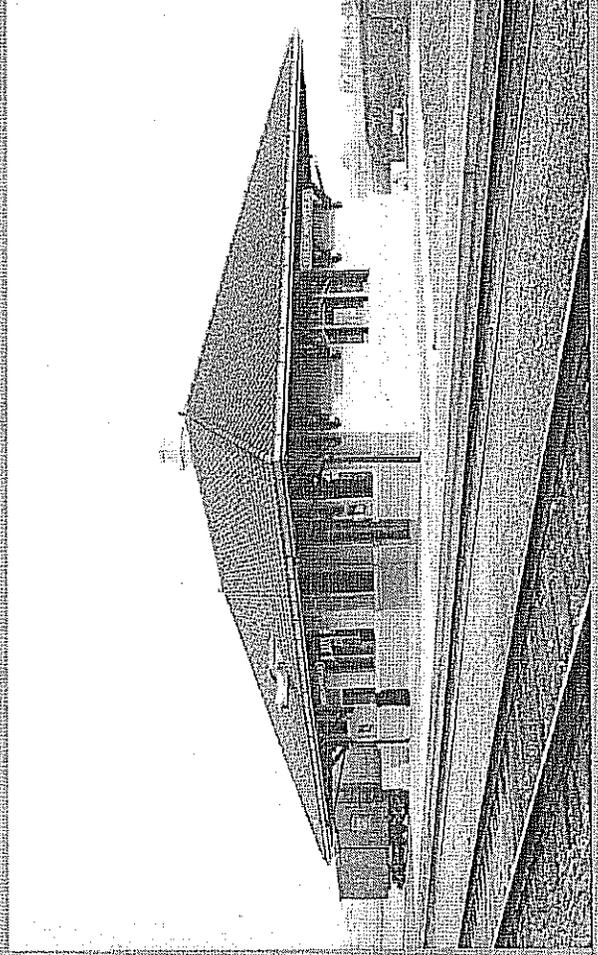
*ALL RESOLUTIONS AND ORDINANCES ARE ATTACHED TO AND MADE PART OF THESE MINUTES

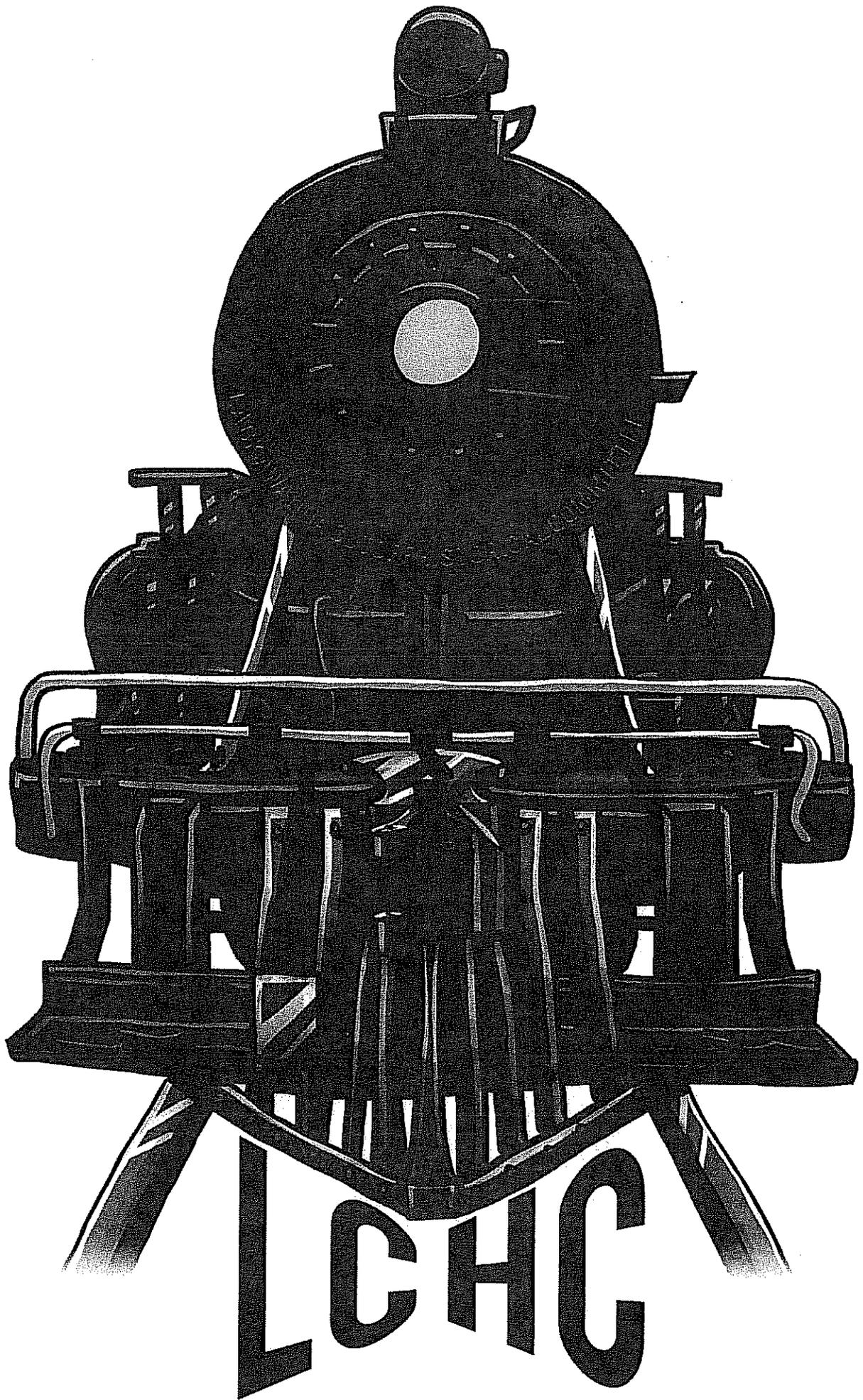

Linda Peralta, RMC
Clerk/Administrator

2/10/2014
Date Approved

GREENDELL STATION PROJECT

Lackawanna Cutoff Historical Committee





GROUP FORMATION

- Members of our group are all dedicated to preserving and restoring Greendell Train Station.
- Group began on social media sites and has secured a large following.
- We began to discuss the need to save Greendell over the summer of 2013.
- We officially formed in December 2013.

WHO WE ARE

Board of Trustees

- Keith Smollin-History teacher in Union City for 8 years and graduated with a history BA from WPU
- Josh Weinstein-Green Township resident since 2011 and avid rail fan since childhood. 7th grade history teacher and pilot.
- Joe Mele- Works at Hanjin Shipping in Paramus and railroad history buff.
- Chuck Walsh-Chuck is employed by a major pharmaceutical company, and has resided in Knowlton Township for 20 years. He's been involved with the effort to reactivate the Lackawanna Cut-Off for 30 years, including as president of the North Jersey Rail Commuter Association since 1988.
- Allen Albocco-NYSW locomotive engineer for 15 years and lifelong history buff.

WHAT WE PLAN TO DO

- We plan to restore the train station to its original appearance (externally) while adding functionality to the site so as to bring the structure up to code including ADA compliance.
- We seek to make the interior of the station into a museum featuring Lackawanna Cutoff artifacts, photos and other memorabilia including local history that highlights the importance of the railroad not just as a connector between NYC and points west, but the influence of the Iron Horse on Green Township and Sussex County.
- We plan to take care of the surrounding area (station site). This would include but not be limited to the installation of security lighting and other features that limit access to the Cutoff.
- We hope to have open houses several times a year and hold other historical events.

TIMELINE

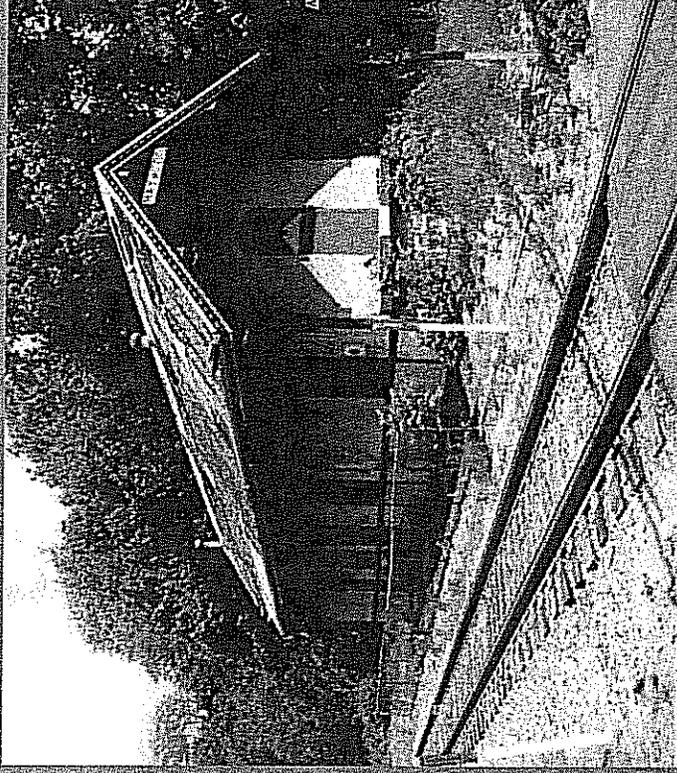
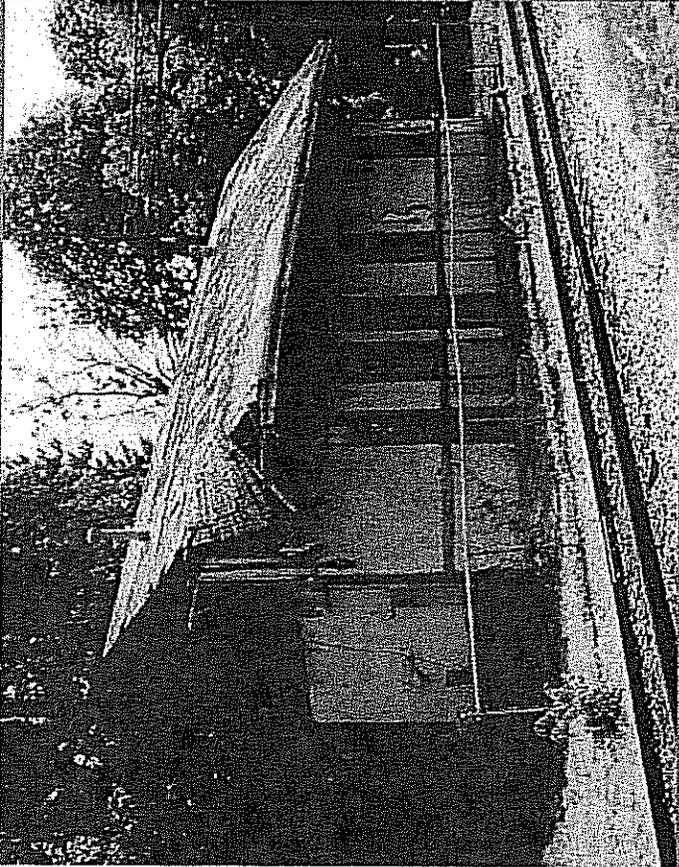
- **2014 - Secure station lease**
 - Obtain 501 (c) 3 status from IRS (awaiting approval, IRS process goes in order application is received)
 - Insurance- Follow any insurance regulations that Green Township requires.
 - Request the assistance of local businesses in the form of donations (materials and equipment). Local stores are preferable and many including the Home Depot have donated generously to area projects in the past year.
 - Continue positive press coverage to keep the public informed and to generate further volunteers and donations.
 - Apply to have the station placed on the National Register of Historic Places which would not only increase the viability of the project's completion, but make any further alteration of the station difficult.
- **Late 2014 - Begin clearing the area with use of volunteers and donations. Brush would be cut back to maximize visibility from the road. Fencing would be secured to limit access to the area which is currently open to any one with an all terrain vehicle.**
 - Secure donations and hold quarterly membership meetings. Fundraising will be primarily done through electronic mediums including crowd funding sites such as kickstarter.com and indiegogo.com as well as traditional methods.
- **If a waiver can be secured, members would like to begin initial cleaning earlier since we are eager to start this project and to ensure the security of the train station and surrounding environs.**

LACKAWANNA CUTOFF AT GREENDELL

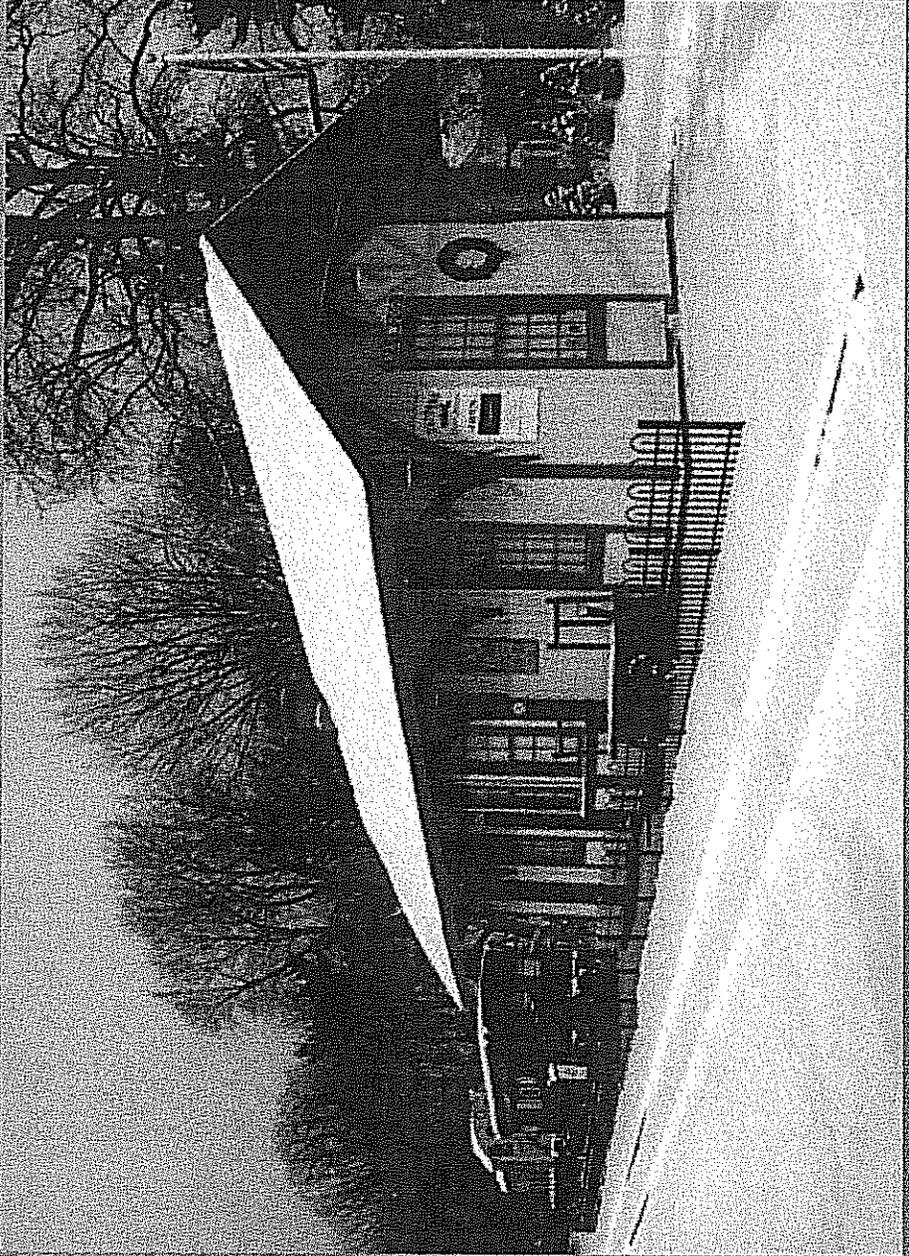
- We are ALL volunteers who want to save this train station before its too late. Many who have committed time to the project have experience already and a large network of railroad groups exist in Northern New Jersey which can all be called upon to help.
- We are ambitious and due to the interest in this project from area historians and rail enthusiasts we feel this project will succeed.

MAYWOOD-BEFORE

Maywood Train Station



MAYWOOD AFTER



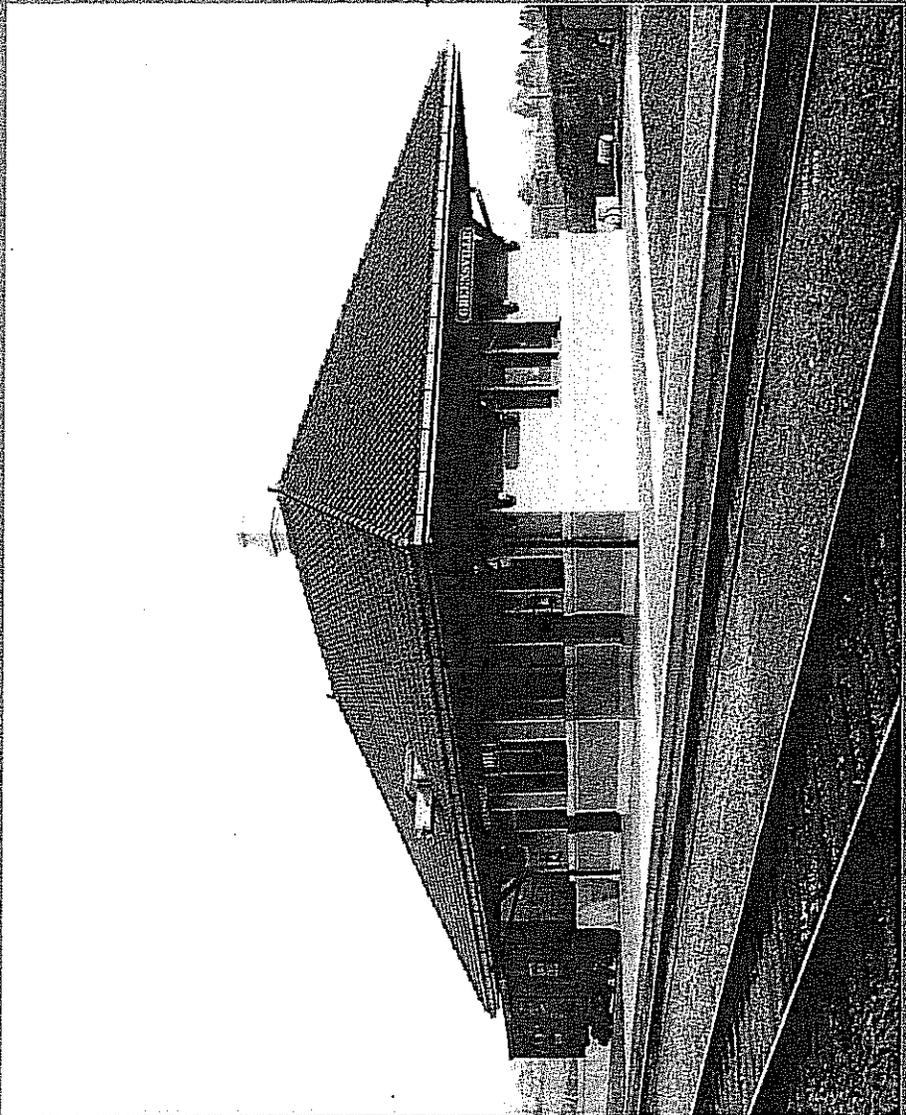
MAYWOOD STATION DETAILS

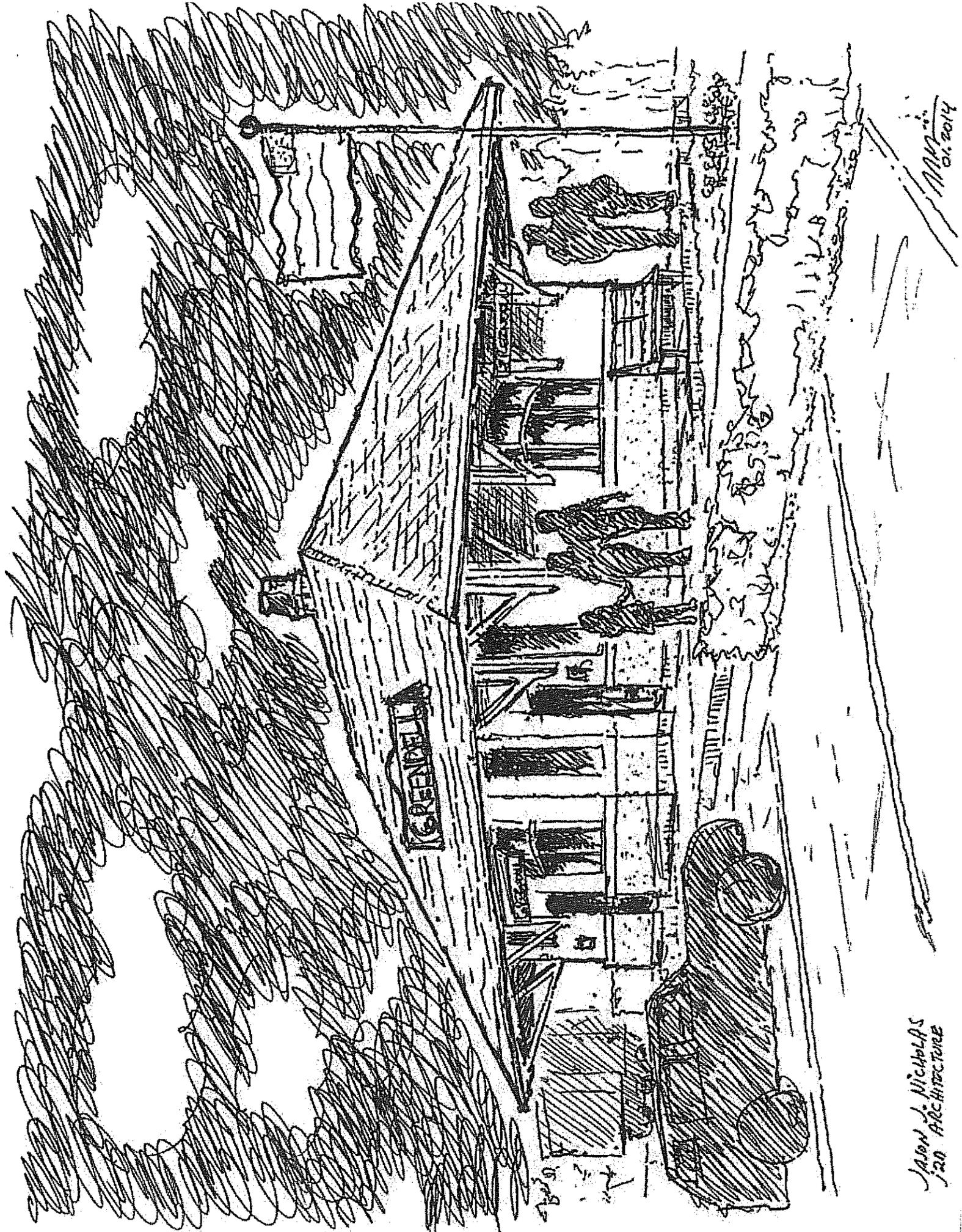
- Project was completed in a little over two years using mostly volunteer efforts and donations.
- Many local railroad societies offered collaboration and assistance.
- To date, the MSHIC has earned a total of 36 different restoration and preservation awards; commendations; proclamations; and resolutions from all levels of government including the United States Senate, the State of New Jersey Senate, the State of New Jersey General Assembly, the County of Bergen, the County of Bergen Board of Chosen Freeholders, the County of Bergen Division of Cultural and Historic Affairs and the Borough of Maywood.

GRENDSELL-FALL 2013



GRENDSELL-1914





11/17/14
01.2014

JASON J. NICHOLAS
J20 ARCHITECTURE

P.O. Box 99
Greendell, NJ 07839
U.S.A.
15 January 2014

COPY

Green Township Committee
P.O. Box 65
Tranquility, NJ 07879

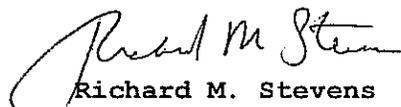
Gentlemen:

I am writing to express my support for the group that is proposing to lease the long unused Greendell station building, and create a railroad museum. I support it both as a near-by property owner, and as a member and treasurer of the Green Township Historical Society

The township plan to have a small commercial area at Greendell has always seemed to me to be an unlikely occurrence. However, if the museum can attract visitors, it might encourage the opening of other retail establishments near it.

The Green Township Historical Society has experienced a continuing loss of interest for several years now. The establishment of this museum should help to reinvigorate the Society.

Very truly yours,


Richard M. Stevens
252 Kennedy Road

cc to Joshua Weinstein



Sussex County Historical Society Hill Memorial Building/Museum

Sussex County Historical Society

Visit: 82 Main St. (Rte.
206) and Church
Streets
Newton, NJ 07860

Mail: P.O. Box 913
Newton, NJ
07860-0913

Phone: 973-383-6010

Email:
Sussexcountyhs@gmail.com

Web:
www.sussexcountyhistory.org

Board of Trustees

2013-2014 Officers

Dr. Peter N. Chletsos
President

Nancy Madacsi
Vice President

James Wright
Treasurer

Wayne McCabe
Recording Secretary

Dr. Peter Lubrecht
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Cavanaugh

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Richard Jones

Linda Rienecker

Dr. Joseph A. Santora

Myra Snook

Valerie Stern

Ruth Ann Whitesell

Kevin Wright

Ex Officio

Richard Vohden
Sussex County Board
of Chosen Freeholders

Mayor Conkling and Green Township Committee:

As the President of the Sussex County Historical Society with consent of the SCHS Trustees at our last Board meeting, Monday evening, January 20th, I wholeheartedly support the project of not only restoring the former Greendell Station on the Lackawanna Cutoff, but also turning it into a museum dedicated to railroad and local history.

The purpose of the Sussex County Historical Society written in their constitution is to stimulate and promote interest in preserving history, particularly that of Sussex County, New Jersey, and surrounding areas, by compiling and disseminating information, collecting and preserving documents and artifacts, and cooperating with other organizations of similar interest.

It is with this purpose in mind that the Sussex County Historical Society appreciates and supports the efforts of Josh Weinstein and his group for forming a nonprofit group and drawing up plans for preserving such an historic area in Sussex County.

Yours Sincerely,

Dr. Peter N. Chletsos,
President, Sussex County Historical Society

Green group has plan to restore local train station

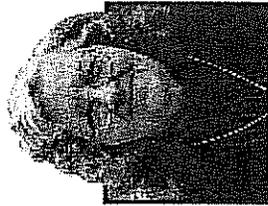
GREEN TOWNSHIP — The Greendell (Greenville) Train Station projects a forlorn look with its doors removed, windows broken and its inner walls covered with graffiti. But now a few rail fans hope to change that impression by repairing the station and transforming it into a museum dedicated to not only the Lackawanna Cut-Off, but local history railroad or otherwise.

On Tuesday, members of a recently formed group, Lackawanna Cut-Off Historical Committee, plan to present a request and plan to the Green Township Committee with the hope of convincing them of their restoration plan viability. The non-profit group is headed by Keith Smolin, a history teacher, a railroad activist and enthusiast, who was actively involved in the Maywood Railroad Station Historical Committee and the Maywood Train Station restoration.

Tracie Joshua Weinstein serves as a spokesperson for the group. A Greendell resident that resides within a stone's throw of the railroad station, he is also a history teacher and a Green Township Historical Society member.

According to Weinstein, when they first organized they were under the mistaken impression that the acquisition of the property on which the train station is located would be relatively easy as the state DOT owns the land and would lease it directly to them. But, they have since learned that the group would have to go through a bidding process with others in order to accomplish this. A representative of the DOT suggested that perhaps it would be easier if the DOT leased the land and the building to the township and the township, in turn, and then leased it to their group.

Weinstein observes that the Lackawanna Cut-Off, especially the Pequest Fill, was at the time of its construction viewed as the greatest engineering marvel of its day. The cut-off was constructed between 1908 and 1911. The purpose of its construction was to reduce the length of the rail-



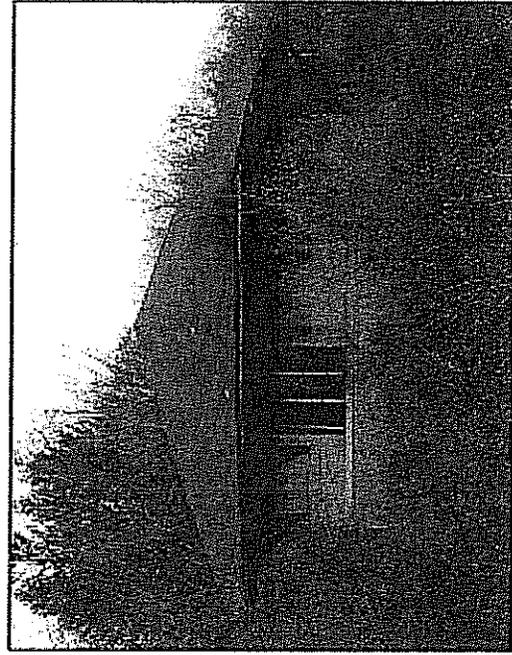
JENNIE SWEETMAN

road track, its maximum grade and its numbers of curves. As constructed it reduced the distance from Lake Hopatcong to Slateford, Pa., by 11.12 miles and the number of its curves from 57 to 15.

The Pequest Fill that covers a distance of 3.12 miles extends from one mile east of Andover to one mile west of Hartsyville. Its facts are mind-boggling as its height is 110 feet and during its construction involved 6,635,000 cubic yards of fill. Five million pounds of dynamite was used in its construction with 760 acres of farmland purchased for fill material leaving deep holes in the ground. Reinforced concrete was used in the construction of 73 bridges and cutverts with the Greendell Station that was built in conjunction with the cut-off also built of reinforced concrete.

A creamery, ice house, cattle pen and an interlocking tower were built by the Greendell Station with a general store that housed a first office built close by. The first train that stopped by the Greendell Station was on Dec. 24, 1911 — the same date that the cut-off opened for passenger service.

But, all good things come to an end and rail traffic gradually decreased. The interlocking tower closed in 1931. The last passenger train to pass through Greendell did so on Nov. 13, 1978. It did not stop at the train sta-



Jennie Sweetman photo

A non-profit group will present a plan to the Green Township Committee on Tuesday to restore the Greendell train station.

from taking off-road vehicles down the way of accessing the line, which is cut-off the drivers found a different route through the station. Hence no doors anywhere."

The train station appears to be in dismal disrepair and the trains don't stop or pass by anymore. But, Weinstein, Smolin and other members of the Lackawanna Cut-Off Historical Committee remain confident that if the township committee will assist and cooperate with them that the train station may be restored to its former glory and that it will serve as a fitting repository for the famed Lackawanna Cut-Off and its equally famed Pequest Fill with access directly to the Pequest fill itself.

Weinstein concedes that "although a lot of work needs to be done that the quality of work done by the Lackawanna Company is evident. Because the state DOT installed various jersey barriers to prevent people

FROM THE ARCHIVES

Jennie Sweetman is the history columnist for the New Jersey Herald. She may be contacted at jensweet@njherald.com. Joshua Weinstein may be contacted at jweinstein@phd.net.

16.0 GREENDELL MAINTENANCE OF WAY FACILITY

16.1 PROJECT DESCRIPTION

A maintenance of way facility is included as part of the project in Greendell, New Jersey, utilizing the former Greendell station building for storage of materials.

16.2 AREA OF POTENTIAL EFFECT

The APE for the Greendell Maintenance of Way Facility includes the properties along Wolf's Corner Road, between No. 3 Wolf's Corner Road and No. 25 Wolf's Corner Road, including the DL&W Greendell Station Complex (Figure 51).

16.3 HISTORY OF GREENDELL

The founder of Greendell and the man for whom Green Township was named was Ephraim Green. Green settled in this area circa 1770, building a tannery and several other buildings; hence the village became known as Greensville. Green was a Quaker and a preacher, and it is said that he frequently preached at the Friends Meeting House in the Quaker settlement nearby. Green and many of the other early settlers of Greensville and vicinity were involved in the trade of boot and shoemaking, and it was from here that shoes were supplied for the soldiers of the Continental Army. The tanning and shoemaking industry continued to operate for many years and provided much of the economic growth of the village.

The main road through Greensville was known as the King's Highway, one of the major routes of travel in the early years, connecting Easton, Pennsylvania, and points west with the New York area. This route is said to be the route used by General Washington and the Continental troops as they passed through Green Township on their way to Newburg.

Greensville prospered well into the nineteenth century. For a period of time, it became known as Liberty. In 1871, the village was renamed Lincoln until the Lackawanna Cut-Off provided railroad service to the area in 1913, when the present name for Greendell was established in order that the name not conflict with similarly named towns or villages within the state.

The earliest post office established in Green Township was located at Greensville in 1815. Records indicate that Ephraim Green was postmaster in 1824 and that he had probably occupied the post from its beginnings. The Greensville post office was later discontinued. But on August 1, 1870, it was reestablished and renamed Lincoln. The postmaster at the time was John B. Stinson. Greendell General Store, which served as a general store since it was established circa 1885, also served as the local post office from 1911 until the early 1980s. The building was constructed circa 1885 by Mary M. Ayers. The store, which has had several owners, continues to operate as a general store.

The Greensville Union Chapel was built in 1866 on a roughly one-half-acre tract of land sold to the Trustees of School District No. 2 of Green Township by the Shafer family. The chapel, a two-story frame building, was located at 7 Wolf's Corner Road. The deed of conveyance stipulated that "no other use is to be made of the premises than for

AREA OF POTENTIAL EFFECT

Chauncey W. Hendershot House

Greendell Station

PROJECT SITE

Greenville Union Chapel

Charles Stackhouse House

HENRY ROAD

DL&W (Lackawanna) Cut-Off

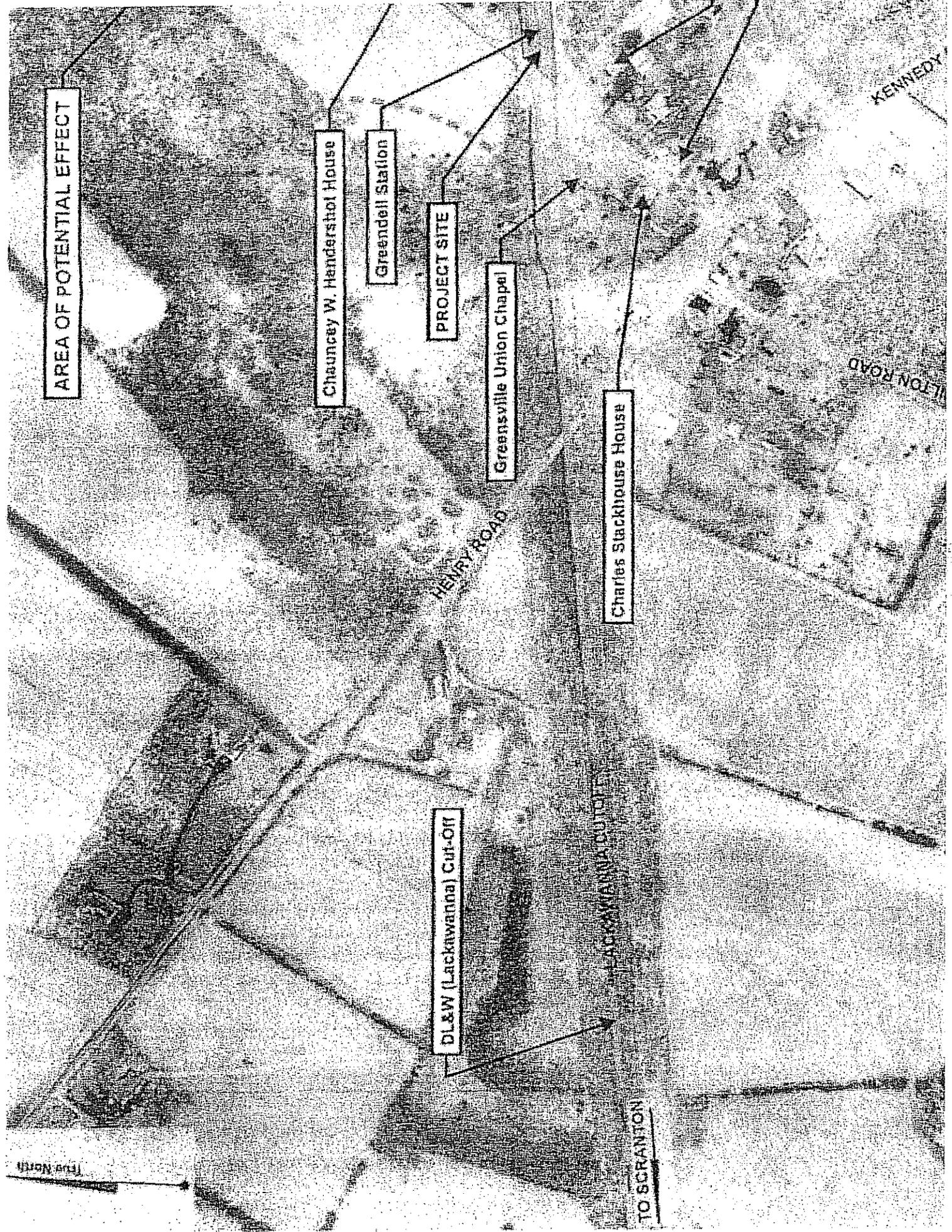
LACKAWANNA CUT-OFF

TO SCRANTON

LEON ROAD

KENNEDY

True North



16.4 HISTORIC RESOURCES IN THE AREA OF POTENTIAL EFFECT

National Historic Sites/State and National Register Listed Resources

None.

Resources with Determinations of Eligibility

None.

Resources with SHPO Opinions of Eligibility

DL&W Railroad Lackawanna Cut-Off Historic District

See Section 7.4 for history, description and eligibility.

Old Main DL&W Railroad Historic District

See Section 7.4 for history, description and eligibility.

Resources Potentially Eligible for National Register Listing

Greendell Station Complex

The Greendell Station Complex, located at DL&W MP 57.6, includes the Greendell Station and the Greendell Interlocking Tower. The complex contributes to the eligible DL&W Railroad Lackawanna Cut-Off Historic District. The Greendell Station and Greendell Interlocking Tower Complex is also eligible for National Register listing under National Register Criteria A, for their historic associations with the DL&W Railroad Lackawanna Cut-Off and under Criteria C, as outstanding and relatively intact examples of the DL&W Railroad's outstanding and innovative use of concrete.

Greendell Station

Description

Greendell Station is a single-story concrete structure with a shallow-pitched hipped roof covered with green asphalt composition shingles (Photo 55). Large wooden brackets support the deep overhang. The station is vacant and all architectural woodwork, windows, doors, and interior partitions, are missing.



Photo 55: Greendell Station
Facing Northeast

History

Greendell was originally named Greenville. Later, it became known as Liberty. In 1871, the village was renamed Lincoln until the Lackawanna Cut-Off provided railroad service to the area in 1912, when the present name for Greendell was established, in order that the name not conflict with similarly named towns or villages within the state.

Greendell Station was constructed in 1912, in conjunction with the initiation of the operation of the Lackawanna Cut-Off. The station and the town were still called Greenville at the time. While the new station exemplified modern styling and materials, the absence of electricity in the rural surroundings required the use of kerosene lamps mounted on the station walls. There was also a water tank, stock yard and feed mill at this location.

The Cut-Off saved 11.2 miles from the original Warren line and substantially reduced the grades, curves and eliminated grade crossings completely. This enabled the Lackawanna to run longer faster trains which made more money for the Lackawanna. The Lackawanna was justifiably proud of its great achievement. Representatives from many American and foreign railroads had come to observe the construction and went away with their horizon of possibilities widened. On December 15, 1911, nine days before the inauguration of regular passenger service over the line, a special train was run for newspapermen and Lackawanna executives, to whom President Truesdale showed off his splendid achievement. Later, the Lackawanna published a special booklet on the Cut-Off and featured the project in souvenirs and in its timetables and promotional literature.

Almost all through traffic soared over the Cut-Off, while the old line declined into secondary status. The Cut-Off helped the railroad cope with the extreme demands of World War I and contributed to another decade of prosperity.

The house at 10 Wolfs Corner Road in Greendell was built in 1913 by Charles C. Swinson, who was the DL&W station agent at Greendell for about 20 years. After attending business school, Charles C. Swinson worked as a station master for the DL&W Railroad. His first position was station master at the Greendell Station, where he remained employed until the station closed in the 1930s. At Greendell, Charles built a house adjacent to the station in 1913 and lived there with his wife, Mae Coursen. Mae was from the Coursen family whose farmland was used as the location for the Coursen Fill.

Swinson made improvements near the station while he served as station master at Greendell. Swinson built a coal shed for local use. He also added a feed shed. Although the area farms were predominantly dairy farms and raised their own feed, Swinson's feed operation provided a convenient source of feed for livestock to supplement that grown by the farmers. There was also a creamery near the station for the collection and distribution of milk for transport to New York by rail. After the close of the Greendell Station, Charles Swinson moved to several other stations in New Jersey, where he continued to serve as a station and freight master for the DL&W. Charles Swinson vacated the house circa 1930; the house is currently owned by his son.

In the 1930s, the Lackawanna was hard-hit by the Depression and never fully recovered. Passenger service on the railroad was discontinued in the early 1930's, the station agent was discontinued circa 1930, and the station was closed circa 1942. As late as 1945, an average of ten regular passenger trains and 19 freight trains passed over the Cut-Off each day. By then, Blairstown was the only one of the three stations on the Cut-Off at which most passenger trains stopped. Greendell (originally Greensville) had already been closed and Johnsonburg saw little activity.

Even before 1960, the general decay of the Lackawanna had affected the Cut-Off. After years of financial struggle, the Lackawanna merged with the Erie Railroad in 1960. By 1958, when the high line was reduced to a single track, the towers at Greendell, Johnsonburg, and Slateford Junction had been out of service for several years. Passenger service on the railroad was discontinued in the early 1930's. The agent was discontinued circa 1930 and the station was closed circa 1942. Except for leaving a two track passing siding at Greendell, the Lackawanna Cut-Off was reduced to a single track in 1958.

In the 1970s came the general collapse of the eastern railroads and their consolidation into Conrail. Traffic over the Cut-Off was steadily reduced and the tracks were completely removed by Conrail in 1984; the last train traversed the tracks of the Cut-Off on July 31, 1984; the tracks were pulled up behind it as it made its last trip. In the late 1970s or 1980s, a private party, Gerry Turco, purchased the entire Lackawanna Cut-Off right-of-way to potentially use the fill for the proposed West Side Highway in Manhattan. NIDOT purchased the Cut-Off right-of-way from Turco in the past decade. In late 2001,

the original 1911 bridge at Greendell was deemed unsafe and removed; the signal bridge was also destroyed during the project. The Greendell Station and the Interlocking Tower are currently vacant and deteriorated.

Eligibility

The Greendell Station is potentially eligible for listing on the National Register of Historic Places under Criterion A and C as an excellent and relatively intact example of a typical early twentieth century DL&W rail station executed in concrete and as a contributing resource to the DL&W Railroad Lackawanna Cut-Off Historic District. Greendell Station and the Greendell Interlocking Tower are also eligible under National Register Criterion A and C as the Greendell Station Complex.

Greendell Interlocking Tower

Description

The Greendell Interlocking Tower is a two-story concrete building with a shallow-pitched hipped roof that was formerly covered with green clay tile (Photo 56). The first story is distinguished by arched window and door openings. Due to an extended period of vacancy, most of the green ceramic roof tiles are missing and all doors and windows are missing.



**Photo 56: Greendell Interlocking Tower
Facing Northeast**

History

Greendell Interlocking Tower was constructed in 1912 to control passing sidings and crossovers. Originally, with mechanical interlocking switches and automatic block electric signals; the tower was built by DL&W President Truesdale during his massive rebuilding campaign of the early twentieth century. The tower was closed in 1938.

Interlocking switches were operated by a series of levers which were located in a control tower. They could only be operated in proper sequences so as to prevent two trains from occupying the same track and to establish the particular route set for a train to take. They also protected points of danger such as at switches and controlled yard movements. Eighty-seven interlocking plants formerly operated on the DL&W. Most of the two-story interlocking towers were constructed of concrete; a few were wood frame buildings.

Eligibility

The Greendell Interlocking Tower is eligible under National Register Criteria A and C as a contributing resource to the DL&W Railroad Lackawanna Cut-Off Historic District, and also potentially eligible for individual listing on the State and National Registers of Historic Places under Criteria A, for its historic associations with the Cut-Off and Criteria C as an excellent and relatively intact example of the DL&W innovative use of concrete. The tower is also potentially eligible under National Register Criterion C as an excellent and relatively intact example of a railroad interlocking tower, a threatened building type. The Greendell Interlocking Tower and Greendell Station are also eligible under National Register Criterion A and C as the Greendell Station Complex.

To support the statement that interlocking towers are significant as an increasingly endangered historic property type, the following assessment of extant DL&W interlocking towers was conducted:

MORRISTOWN LINE

West End Interlocking Tower (Jersey City, NJ)

This tower was built in 1909 to control the junction between the DL&W Main Line (Boonton Line) and the Morris & Essex Lines. The tower has no current interlocking function and is used as an office and shops for rail maintenance workers. This tower is scheduled to be vacated and demolished in the near future.

Newark Interlocking Tower

This tower was built in 1953 in Newark, NJ to replace the former tower at Harrison, and Kearny Junction, NJ. This tower has no current interlocking function. The tower is currently utilized for workshops, storage space and offices for NJ TRANSIT Track and Signal Departments.

Orange Interlocking Tower

This tower was built in 1918 to control the third track movements into the Orange, NJ Freight Yard which no longer exists. This tower is currently vacant and deteriorated.

Summit Interlocking Tower

This tower was built in 1905 in Summit, NJ to control train movements on the Passaic & Delaware Branch (Gladstone Branch) and cross-overs into the adjacent yard. Currently vacant, the tower is used by the railroad for office and to store communications equipment. The interior is significantly deteriorated.

Denville Interlocking Tower.

This tower was built in 1928 in Denville, NJ to replace an earlier wood frame tower that was located west of the Denville Station at the junction of the Morristown and Boonton Lines. The tower is now being used as offices for the NJ TRANSIT Communications Department.

LACKAWANNA CUT-OFF

Greendell Interlocking Tower

This tower was built in 1912 in Greendell, NJ as part of the DL&W Railroad Lackawanna Cut-Off to control passing sidings and crossovers. The tower was closed in 1938. The tower is currently vacant and deteriorated with doors, windows, and all of the interior fabric missing; most of the original green ceramic roof tiles are missing.

Port Morris Yard Interlocking Tower

This tower was built in Port Morris, Roxbury Township, NJ in 1910 to control passing sidings and crossovers in the yard. The tower was closed in the 1980s. The tower is currently vacant and deteriorated with doors and windows boarded up. Most of the original green ceramic roof tiles are missing.

KNOWN DL&W TOWERS IN PENNSYLVANIA:

East Stroudsburg Interlocking Tower

This tower was built in 1908 in East Stroudsburg, PA to control passing sidings and crossovers. This tower is the last wooden tower to remain intact on the DL&W Railroad Route between Scranton and Slateford Junction. The East Stroudsburg Interlocking Tower is one of the five interlocking towers that remain intact along the route; originally there were 11 towers between these two points. It was manned until 1986 and was capable of performing its functions until August 1993, when Conrail removed the excess trackage and single tracked the line. The East Stroudsburg Railroad Society restored and refurbished the tower with private funds in 1989.

Tobyhanna Interlocking Tower

This tower was built in 1910 in Tobyhanna, PA to control passing sidings and crossovers. The tower is currently owned by the Lackawanna County Railroad Authority. It is currently vacant but in good condition.

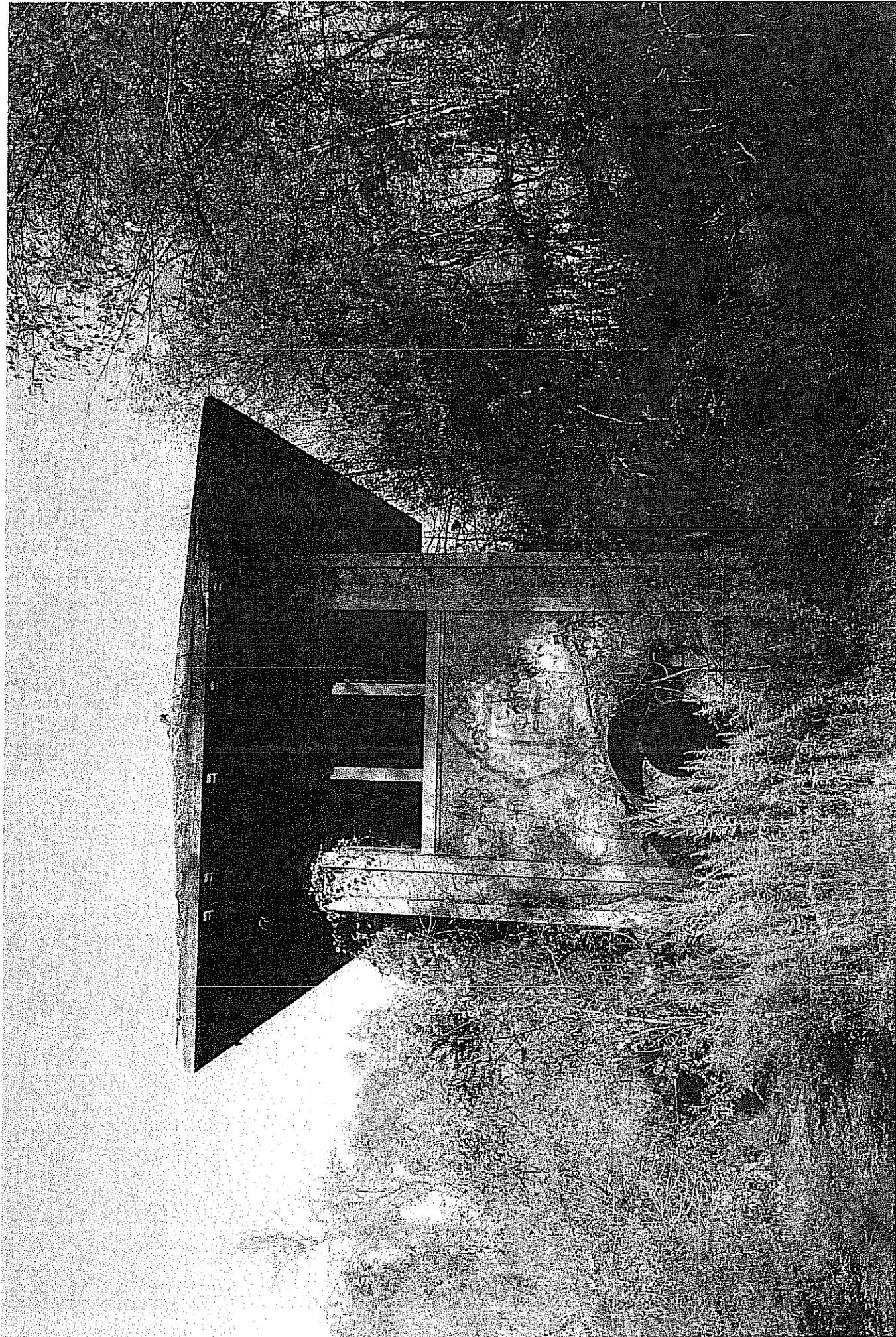
Bridge 60 Interlocking Tower

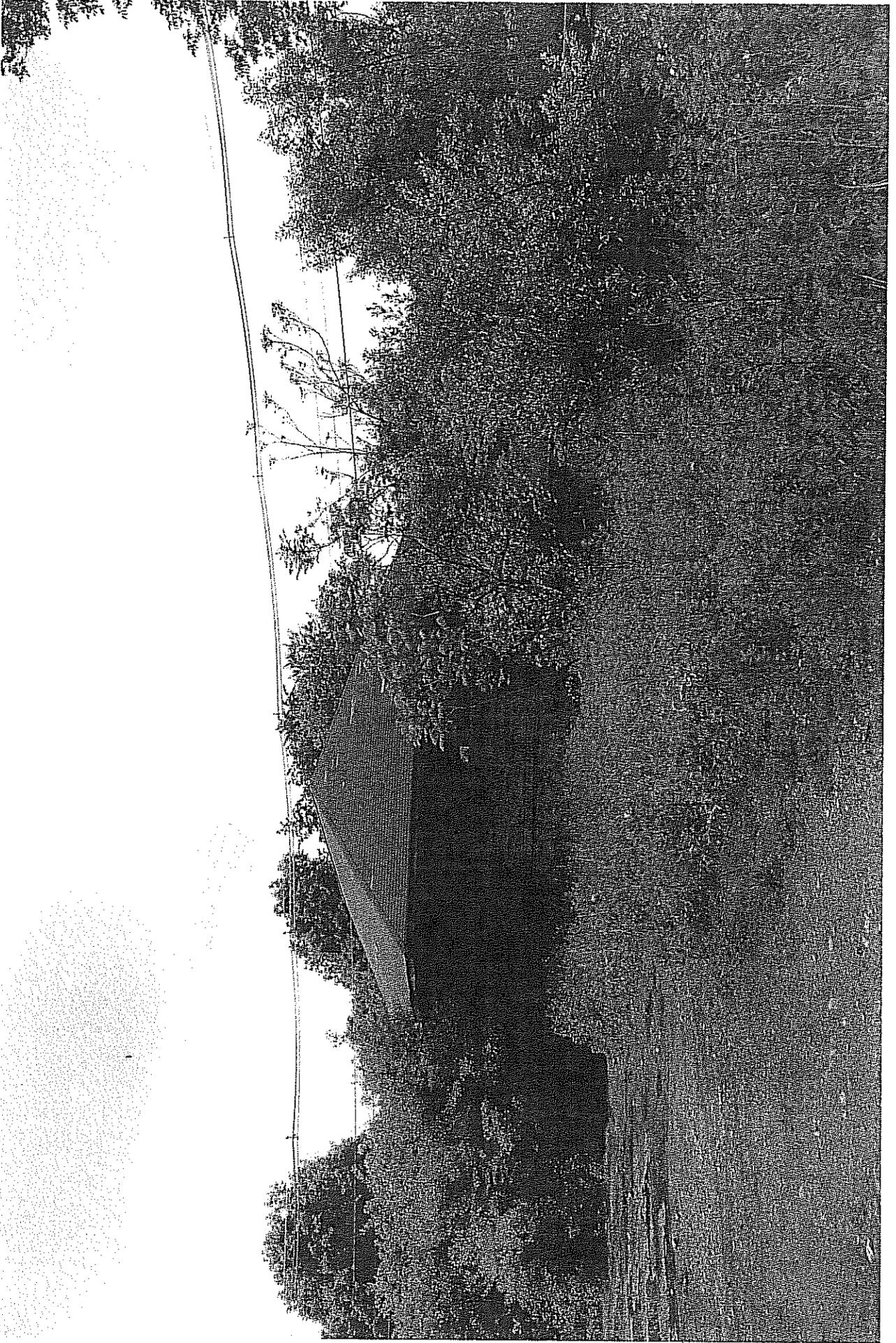
This tower was built in 1953 in Scranton, PA to replace three former interlocking towers that controlled the DL&W Scranton Freight Yards. The Bridge 60 Interlocking Tower controlled the interlocking at the DL&W Railroad Bridge 60 over the Lackawanna River. It is currently used by the Steamtown Police Department.

Slateford Junction Interlocking Tower

This tower was built in 1911 in Slateford Junction, PA, where the existing rail line from Portland, PA, met the Lackawanna Cut Off in the town of Delaware Water Gap. The tower, currently owned by Norfolk Southern, was decommissioned in the 1980s and is vacant and deteriorated.







Greendell Station 2013

RESOLUTION 2014-37
TOWNSHIP COMMITTEE- TOWNSHIP OF GREEN
COUNTY OF SUSSEX, STATE OF NJ

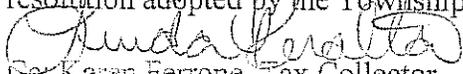
BE IT RESOLVED BY THE TOWNSHIP COMMITTEE OF THE TOWNSHIP OF GREEN IN THE COUNTY OF SUSSEX AND STATE OF NEW JERSEY that the following taxes be refunded as hereinafter set forth:

BLOCK	LOT	NAME AND REASON	AMOUNT
69	07	M and V Liens 23 Irving Place Newton, NJ 07860	\$ 259.52
45	35	M and V Liens 23 Irving Place Newton, NJ 07860	\$ 58.71

Refund overpayment on 2013 subsequent taxes paid by lien holder. Property value was decreased. Taxes were already paid, thus creating an overpayment for 2013 taxes..

DATED: January 27, 2014

I, Linda Peralta, Township Clerk of the Township of Green, County of Sussex, State of New Jersey, do hereby certify the foregoing resolution to be a true and correct copy of a resolution adopted by the Township Committee at a meeting held on January 27, 2014.


 Ce. Karen Ferrone, Tax Collector
 Linda Padula, CMFO

Vote on Resolution:

	FOR APPROVAL	AGAINST APPROVAL	ABSTAIN	ABSENT
Mr. Chirip				✓
Mr. Kurzeja	✓			
Mrs. Phillips	✓			
Mr. Reinbold	✓			
Mr. Conkling	✓			

RESOLUTION 2014-39
TOWNSHIP COMMITTEE – TOWNSHIP OF GREEN
COUNTY OF SUSSEX, STATE OF NJ

GOVERNOR'S COUNCIL ON ALCOHOLISM AND DRUG ABUSE
FISCAL GRANT EXTENSION JULY 2014 TO JUNE 2019

WHEREAS, the Governor's Council on Alcoholism and Drug Abuse established the Municipal Alliances for the Prevention of Alcoholism and Drug Abuse in 1989 to educate and engage residents, local government and law enforcement officials, schools, non-profit organizations, the faith community, parents, youth and other allies in efforts to prevent alcoholism and drug abuse in communities throughout New Jersey.

WHEREAS, the Township Committee of the Township of Green, County of Sussex, State of New Jersey recognizes that the abuse of alcohol and drugs is a serious problem in our society amongst persons of all ages: and therefore has an established Municipal Alliance Committee; and,

WHEREAS, the Township Committee of the Township of Green, further recognizes that it is incumbent upon not only public officials but upon the entire community to take action to prevent such abuses in our community; and

WHEREAS, the Township Committee of the Township of Green, has applied for funding to the Governor's Council on Alcoholism and Drug Abuse through the County of Sussex;

NOW, THEREFORE, BE IT RESOLVED by the Township of Green, County of Sussex, State of New Jersey hereby recognizes the following:

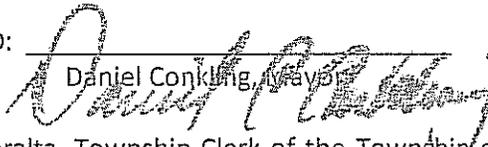
1. The Township Committee of the Township of Green does hereby authorize submission of a strategic plan for the Municipal Alliance grant for the fiscal year 2014 in the amount of:

DEDR	\$18,772.00
Cash Match	\$ 4,693.00
In-Kind	\$14,079.00

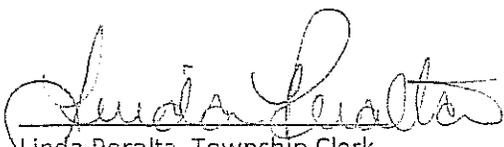
2. The Green Township Committee acknowledges the terms and conditions for administering the Municipal Alliance grant, including the administration compliance and audit requirements.

DATED: January 27, 2014

APPROVED:


Daniel Conkling, Mayor

I, Linda Peralta, Township Clerk of the Township of Green, County of Sussex, State of New Jersey, do hereby certify the foregoing to be a true and exact copy of a resolution duly authorized by the Township Committee on January 27, 2014.


Linda Peralta, Township Clerk

Record of Vote:

	AYE	NAY	ABSTAIN	ABSENT
Mr. Chirip				✓
Mr. Kurzeja	✓			
Mrs. Phillips	✓			
Mr. Reinbold	✓			
Mr. Conkling	✓			

RESOLUTION 2014-38
TOWNSHIP COMMITTEE - TOWNSHIP OF GREEN
COUNTY OF SUSSEX, STATE OF NJ

BE IT RESOLVED BY THE TOWNSHIP COMMITTEE OF THE TOWNSHIP OF GREEN IN THE COUNTY OF SUSSEX AND STATE OF NEW JERSEY that the List of Bills dated from 12/12/2013 to 01/15/2014 attached to and made a part of this Resolution is hereby accepted and approved for payment.

BE IT FURTHER RESOLVED that the Township Committee of the Township of Green that the List of Bills for the Developers Escrow Trust dated from 12/12/2013 to 0/10/2014 attached to and made a part of this Resolution is hereby accepted and approved for payment.

DATED: January 27, 2014

I, Linda Peralta, Township Clerk of the Township of Green, County of Sussex, State of New Jersey, do hereby certify the foregoing resolution to be a true and correct copy of a resolution adopted by the Township Committee at a meeting held on January 27, 2014.


Linda Peralta, Township Clerk

Vote on Resolution:

	FOR APPROVAL	AGAINST APPROVAL	ABSTAIN	ABSENT
Mr. Chirip				✓
Mr. Kurzeja	✓			
Mrs. Phillips	✓			
Mr. Reinbold	✓			
Mr. Conkling	✓			

cc: Linda Padula, CMFO

Checks Previously Disbursed

DATE	CHECK#	VENDOR	DESCRIPTION	AMOUNT
12/13/2013	9999	Payroll Account	12/13/2013	35,892.35
12/17/2013	9999	County of Sussex Open Space	Pittenger Farm B 19 lot 7	107,253.22
12/19/2013	4500	Green Twp. Vol. Fire Dept	Payment Statewide Ins. Fund	2,200.00
12/20/2013	4501	Petty Cash	To reimburse Petty Cash	130.73
12/31/2013	4502	Frelinghuysen Township	4th qtr receipts	63,831.00
12/23/2013	9999	Payroll Account	12/30/2013	47,348.99
				256,656.29

