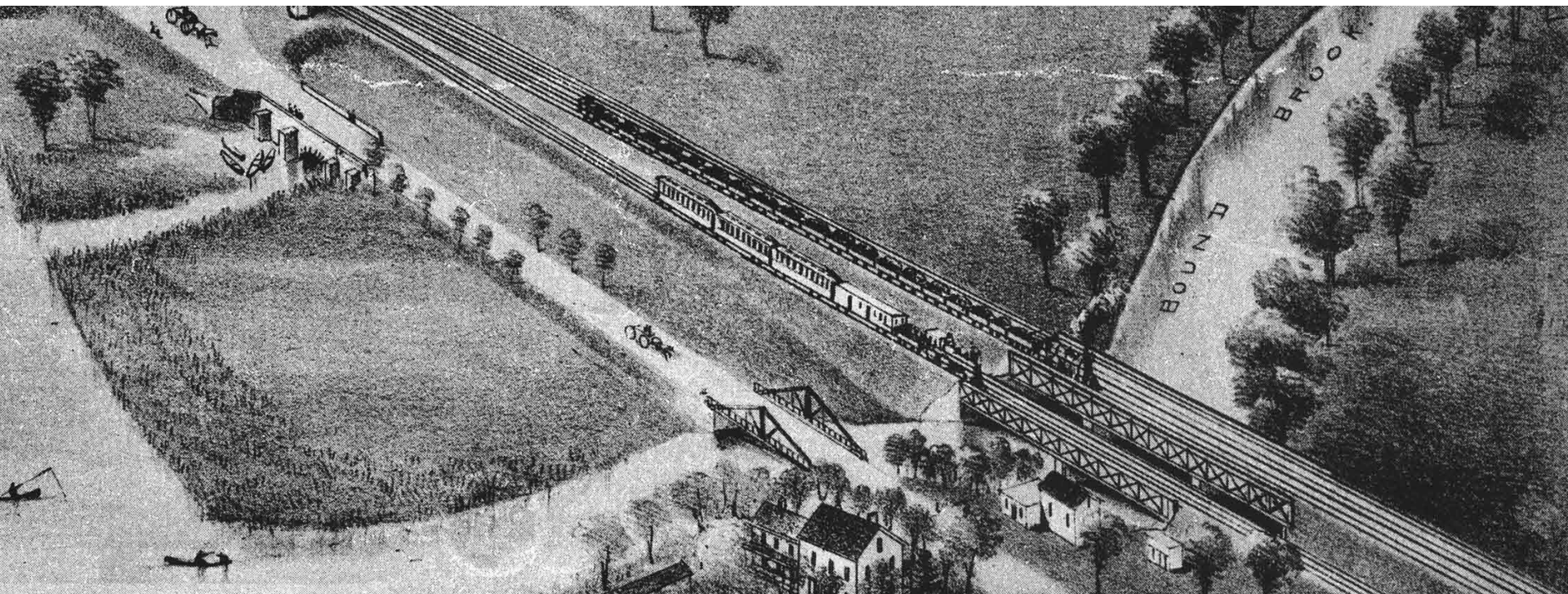




WHERE THE **GREEN BROOK**

MEETS THE **RARITAN**





*Fowler, T.M., **Bound Brook and Bloomington** [detail]. 1887.*

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About Authors and Credits: This booklet was produced by the New York District of the U.S. Army Corps of Engineers in partial mitigation of the effects of the Green Brook Flood Damage Reduction Project on historic and cultural resources. The booklet was designed and written by Richard Hunter, Marjan Osman and Charles Ashton of Hunter Research, Inc. under the overall direction of Lynn Rakos, Archaeologist, New York District, U.S. Army Corps of Engineers. Margo Reyes provided English-to-Spanish translation.

The assistance of the following individuals is gratefully acknowledged: John O'Connor and Frank Verga, Project Managers, New York District, U.S. Army Corps of Engineers; Charles Defendorf, Project Manager, Office of Engineering and Construction, New Jersey Department of Environmental Protection; Daniel Saunders, Acting Administrator and Deputy State Historic Preservation Officer, Andrea Tingey and Deborah Fimbel, Principal Historic Preservation Specialists, and Michelle Hughes, Senior Historic Preservation Specialist, New Jersey Historic Preservation Office, New Jersey Department of Environmental Protection; Tom D'Amico, Historic Sites Coordinator, Somerset County Cultural and Heritage Commission; Damon Tvaryanas and Michael Murphy, Hunter Research, Inc.; Jennifer Leynes, Richard Grubb and Associates Inc.; Hannah Kerwin, Bound Brook Memorial Library; and Jessie Havens.

Printed by: Production Press, Inc., Jacksonville, Illinois

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Introduction

Water, Water, Everywhere



Historic postcard of the Green Brook in Bound Brook.

Water looms large in the history of Bound Brook, a long established community on the banks of the Raritan River close to the mouth of the Green Brook. In earlier years the Raritan carried shallow-draft vessels and yielded rich hauls of fish. Then the Delaware and Raritan Canal siphoned off most river traffic, spurring the growth of South Bound Brook. Today, just a few small boats ply this section of the Raritan – a fisherman in a dinghy perhaps, a lone pleasure boater curious about the river. Yet, for local residents and people passing

through this area, water still fundamentally defines everyday life and the landscape.

On occasion, the Raritan and its tributaries overtop their banks, and floodwaters leave lives and property in disarray. Flooding in the Green Brook sub-basin has probably been a fact of life for centuries because of its geology and topography, but it has been worsened in the past century or so by the loss of wetlands, which absorb floodwaters, and by the paving of roads, sidewalks and parking lots, and the construction of buildings. All of these reduce the amount of ground surface available to absorb precipitation; instead of soaking into the ground, rain runs off into streams and ultimately into the Raritan. Along the way, the flow is redirected and impeded by bridge abutments and piers and other man-made structures such as railroad embankments. Over the past two centuries the worst flooding has usu-

ally been in Bound Brook, due to its location in the Raritan River's floodplain sandwiched between the Green Brook and Middle Brook. Bound Brook has endured 16 serious floods since 1810. In recent years, devastating floods occurred twice in 1955, in 1971 and again in 1973. Hurricane Floyd in 1999 and Hurricane Irene in 2011 brought record floods, nearly matched by those caused by nameless nor'easters in 2007 and in March of 2010.

In response, the U.S. Army Corps of Engineers, in partnership with the New Jersey Department of Environmental Protection, Office of Engineering and Construction, is building the Green Brook Flood Damage Reduction Project, a system of levees, flood walls, pump stations and retention basins throughout the Green Brook basin. The work is designed to protect Bound Brook and surrounding communities from the so-called 150-year flood, the height of water that would be expected to occur once in 150 years.

This booklet explores the area around Bound Brook and vicinity, the heart of the flood damage reduction project, from prehistoric times to the present. The region is rich in history, including a role in the American Revolution, the transportation revolution of the 19th century, and 20th- and 21st-century modernization and rebirth. Water runs through each episode of this history: on the one hand a sustaining force – a source of food, a means of transportation, and a generator of power for industry; on the other a more threatening prospect – an obstacle in the landscape and a source of inundation in times of heavy weather.



A fire rescue vessel in operation in the aftermath of the flooding brought about by Hurricane Floyd in Bound Brook in September 1999. [Source: New York District, U.S. Army Corps of Engineers].

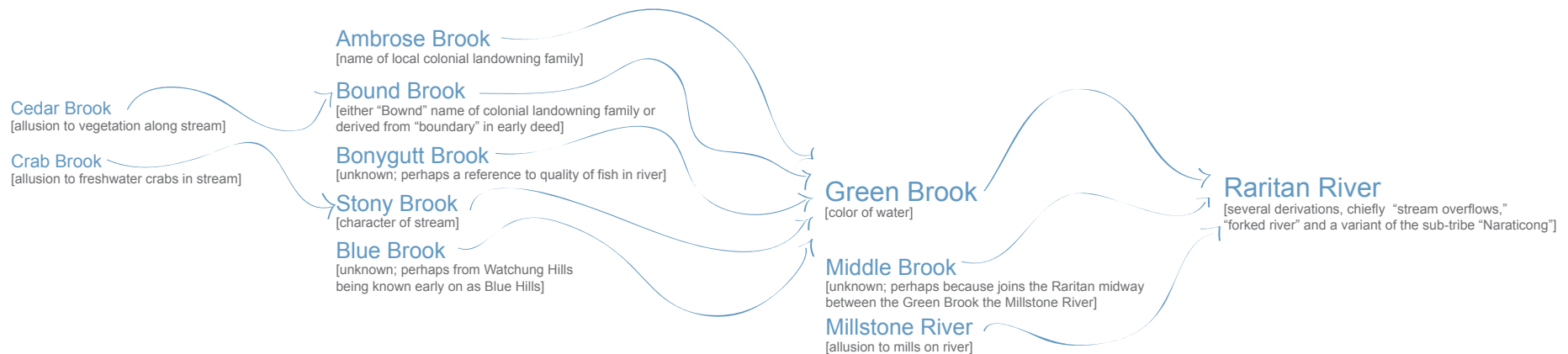
Geography

A River Runs Through It

The Green Brook sub-basin extends across parts of Union, Somerset and Middlesex Counties, generally trending southwest from Summit through Plainfield, and west from Metuchen and South Plainfield, to Bound Brook. This is where the Green Brook, fed by tributaries such as Bonygutt Brook, Bound Brook and Ambrose Brook, empties into the Raritan River, just downstream from the mouth of Middle Brook.

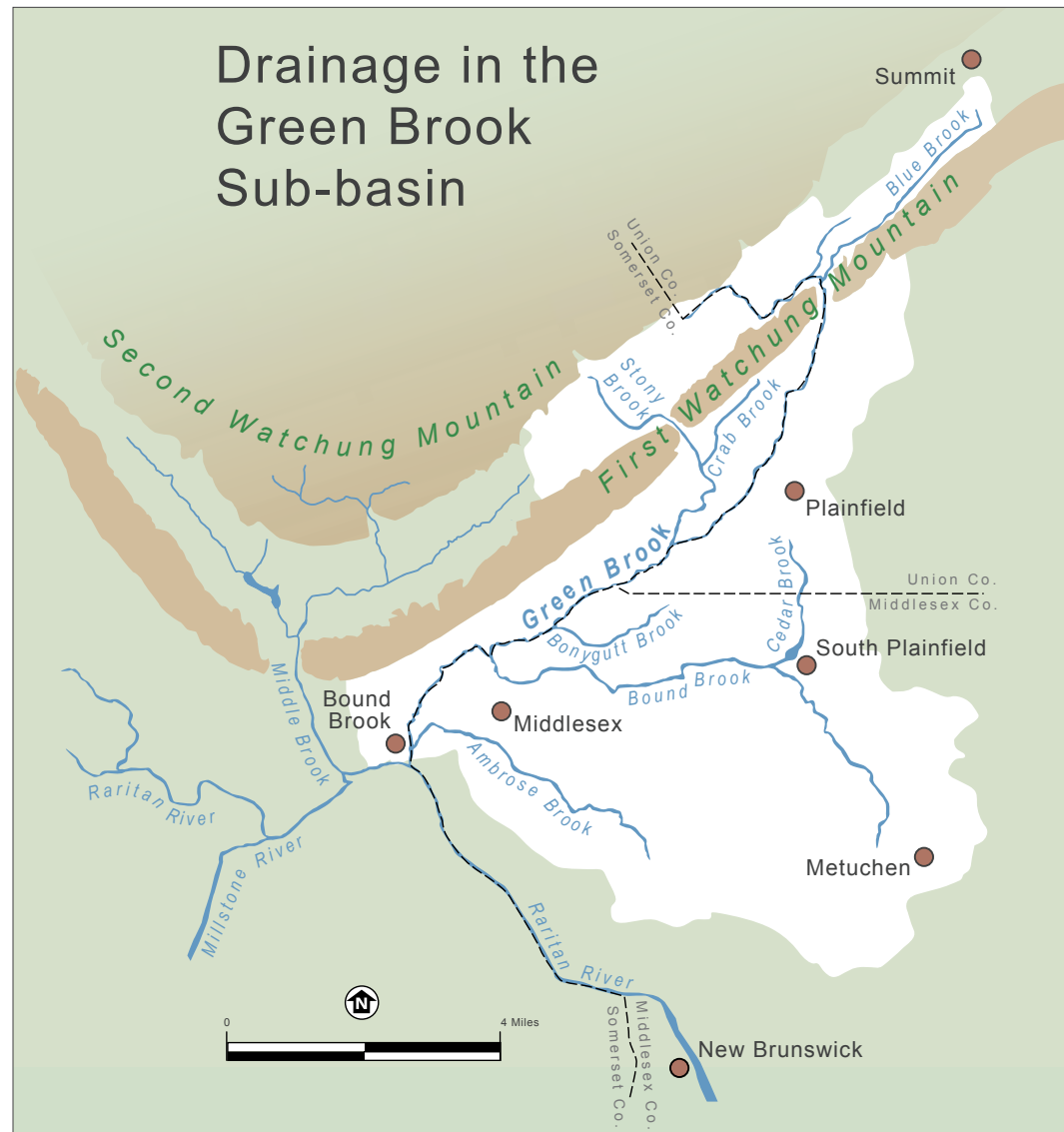
The Raritan gathers water from the Piedmont and Highlands in central and northern New Jersey before flowing east past New Brunswick into Raritan Bay and the Atlantic Ocean. Between Bound Brook and South Bound Brook the river flows around the northern apex of a great right-hand curve. To the north of the river the long basalt ridge of the First Watchung Mountain rises up steeply nearly 400 feet higher than the floodplain.

What's in a River's Name?



At Bound Brook the ridge projects southward to within a mile of the Raritan in the shape of a giant fish hook.

Both Middle Brook and the Green Brook bring rainwater down from the Watchungs, entering the Raritan about a mile apart. Between them is Bound Brook, hemmed in on the north by the mountain and on the south by the river, just at the place where the floodplain between them is at its narrowest. The natural features creating this pinch point in the landscape have conspired over the years to make Bound Brook especially prone to flooding.



Prehistory

Sacunk Land

The confluence of the Green Brook and the Raritan River was undoubtedly well known to the region's Native American inhabitants for centuries, even millennia, before the arrival of Europeans. Around the time of European contact in the 17th century this area and the local inhabitants were referred to as "Sacunk," meaning "stream outlet." The Sacunk people were a subset of



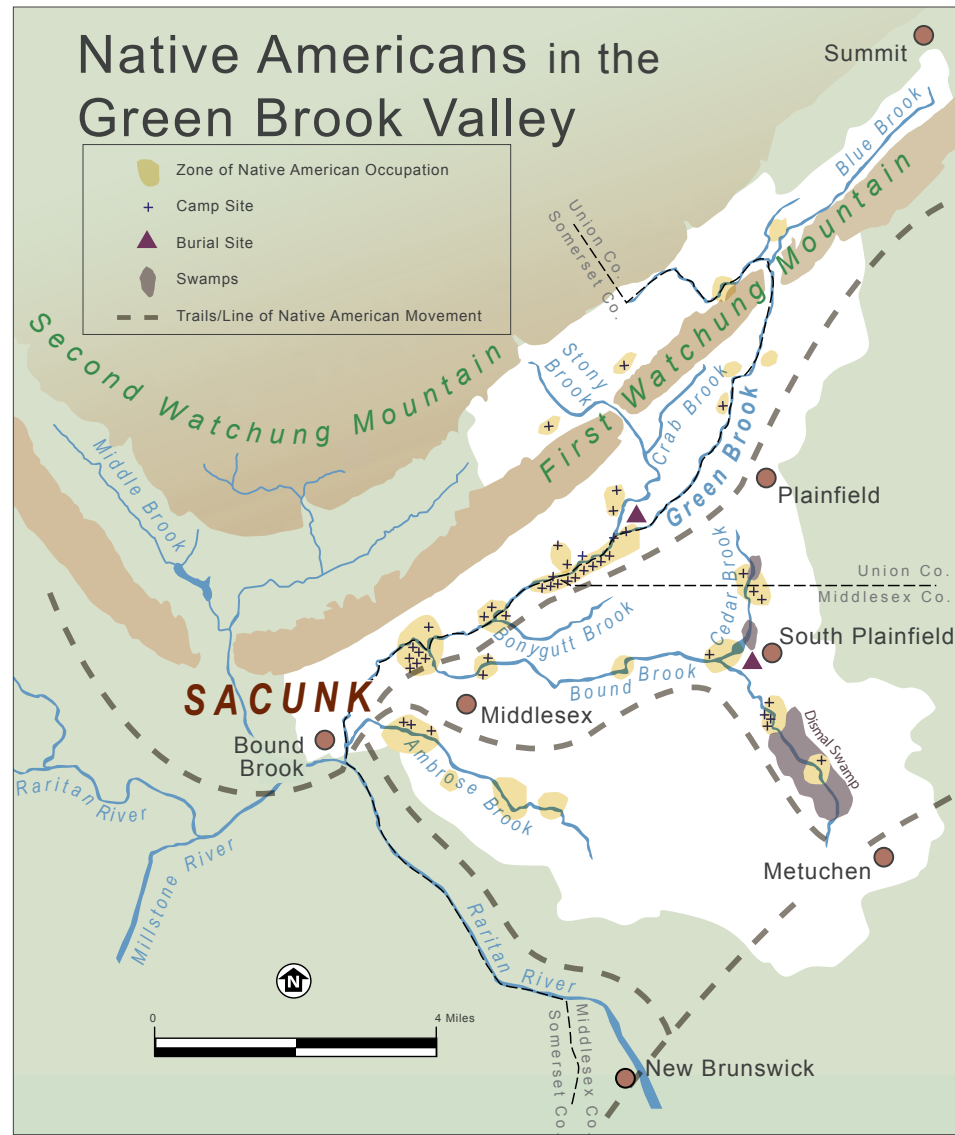
Projectile point styles typically found in the Green Brook valley. Left to right: argillite; jasper; quartz; chert.

the Delaware or Lenape Indians who would have spoken a dialect of the Eastern Algonquian languages.

Elevated, well-drained ground near perennial streams and marshes was favored for camp sites, and several of these were discovered along the Green Brook valley early in the 20th century by avocational archaeologists as the area became suburbanized. These sites were probably used seasonally as bases for fishing and hunting and the processing of food resources. Anthropologist Leslie Spier (1893-1961), famous for his work in the Southwestern United States, compiled information about many of these sites early on in his professional career when he was in his early 20s.

In the Middle Atlantic region Native Americans' annual food gathering patterns typically took them to the Atlantic shore and its back bays in summer, then inland

for the winter. These trips made use of ancient trails, which not surprisingly, tended to avoid obstacles (such as steep hills, swamps and impassable streams) whenever possible. Thus, many of these favorable routes ran parallel to the larger water courses, and were later improved by Europeans to become roads; many are still in use today. One such trail became the “Old Raritan Road” from Elizabethtown to Bound Brook; today its route is traced intermittently by secondary roads from South Plainfield to Main Street in Bound Brook. Another was the Sacunk-Lopatcong trail on the north bank of the Raritan that passed through the Bound Brook area on portions of today’s River Road on its way to Phillipsburg on the Delaware River.

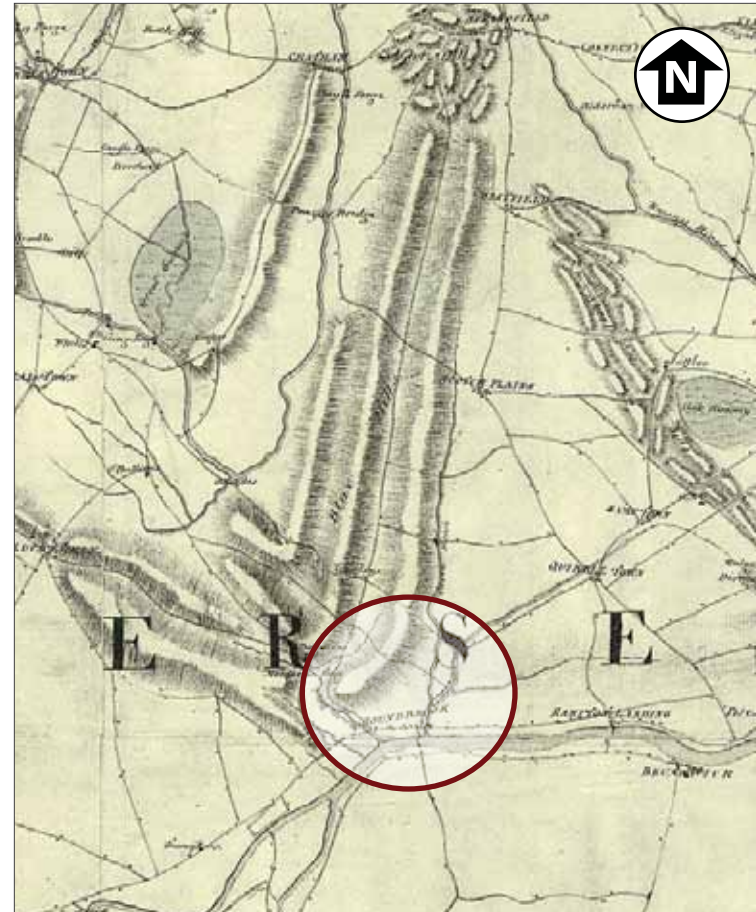


Colonial

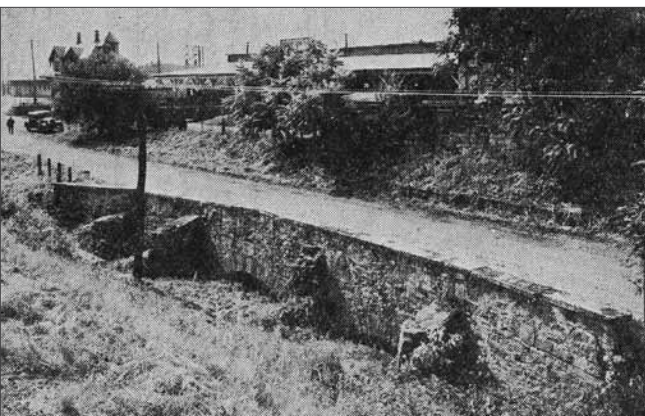
Farmscape on the Floodplain

European settlement around what is now Bound Brook began in the early 1680s. The land on the north bank of the Raritan between the Green Brook and Middle Brook was purchased by the East Jersey Proprietors in 1681, one of whom, Thomas Codrington, a prominent New York City merchant, settled here in 1683. Other settlers soon followed. The pioneering European settlers were mostly farmers of Dutch descent, moving west from Long Island, or of English and Scottish lineage, relocating from New England.

Although there were nucleated settlements such as the twin villages of Bound Brook and Middle Brook, both located on the north side of the Raritan River close to the two streams for which they were named, these were the exception during the colonial period. Most residents lived on widely dispersed, self-sufficient farms that generated a small surplus of agricultural goods for



John Hills, *A Sketch of the Northern Parts of New Jersey*. 1781. The Green Brook flows from north to south along the base of the First Watchung ridge entering the Raritan just to the east of Bound Brook.



*The Old Stone Arch Bridge on Railroad Avenue at the mouth of the Green Brook. Left: an early 20th-century view when much of the bridge was still visible [Source: Emogene Van Sickle, **The Old York Road**, 1936, p. 81]; Center and right: views when the bridge was excavated in 2007 [Source: Richard Grubb & Associates, Inc. 2007].*

sale in local and regional markets. The earliest land divisions along the river were in the form of long, narrow lots, each with river frontage.

While the Raritan was navigable by shallow draft vessels at the mouth of the Green Brook, the principal land route was the “Road up Raritan” from Piscataway to Bound Brook, along the north bank of the river. This was originally an Indian trail. The road that took over its route was formally laid out in 1684. By 1760, two stone bridges joined by a causeway were built across

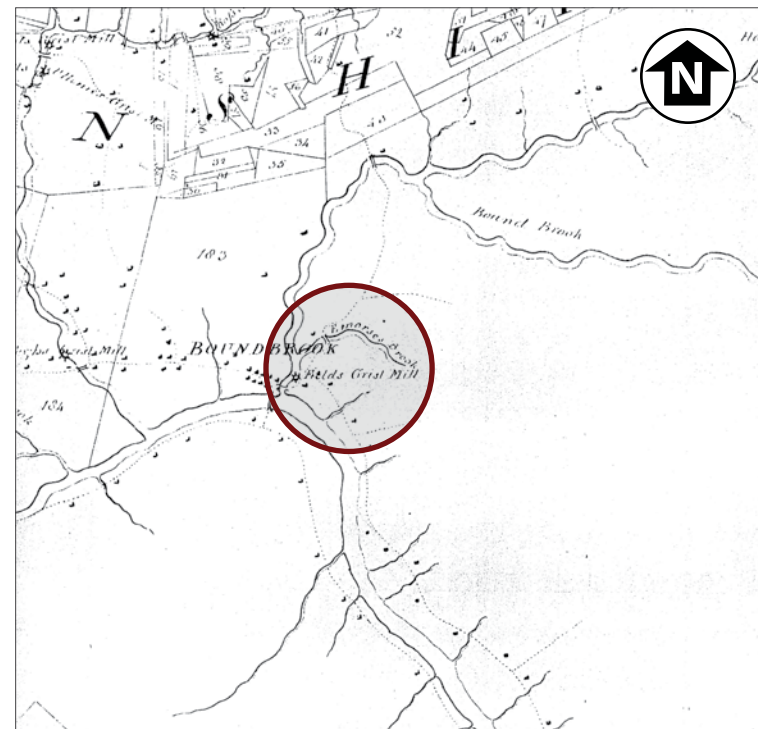
the mouth of the Green Brook, and became part of the road on the north bank of the Raritan. One of these spans survives on Railroad Avenue, today all but buried by later land-shaping activities and more resembling a retaining wall than a bridge.

There was no road connection across the Raritan until 1761-62, when the original Queen’s Bridge was built. Although this bridge crossed the Raritan, it did not lead to South Bound Brook, as that place did not yet exist. South of the Raritan was rural Franklin Township.

Colonial industry was locally-based and most often took the form of gristmills or sawmills. The Queen's Bridge in fact provided access for Franklin Township's farmers to Field's gristmill, near the eastern end of the causeway at the Green Brook; one of the stone bridges spanned its tail race. This key crossing and the mill undoubtedly contributed to the growth of the nearby village of Bound Brook.

The Field gristmill stood on the east bank of the Green Brook, near its mouth; the brook supplied the power to turn its stones which ground wheat, oats, barley, corn and other grains into flour and meal. Although no trace is visible on the ground today, historic maps show it as early as 1766, and in all likelihood it was in existence when the causeway and two stone bridges were built sometime before 1760 since one bridge spanned its raceway. The mill was probably built by Jeremiah Field (1713-1778) who inherited the property from his father, also named Jeremiah, at the latter's death in

1747. The Field family had come from England in 1638 with Roger Williams and settled in Rhode Island. They moved to Flushing, New York and then to Bound Brook, sometime before 1729.

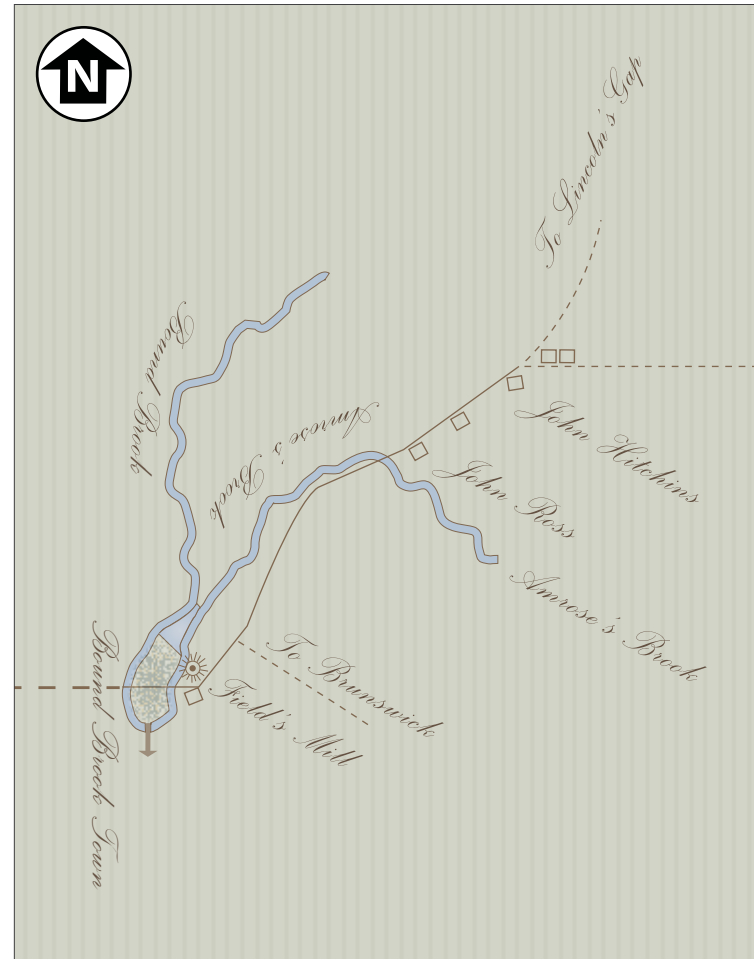


Benjamin Morgan, A Plan of Somerset County in the Province of East Jersey. 1766. This map shows the principal roads, farms and houses in the Bound Brook vicinity as well as the Field gristmill at the mouth of the Green Brook.

During the Revolutionary War the Field mill was an important source of flour for the Continental Army camped nearby, and was a tempting target for British foraging parties. The mill survived the war and continued to operate until after the Civil War. It burned down around 1880.



Field's Mill may have looked much like this frame gristmill building in Ringoes, New Jersey [Source: Historic American Buildings Survey, NJ-451, 1937-38].



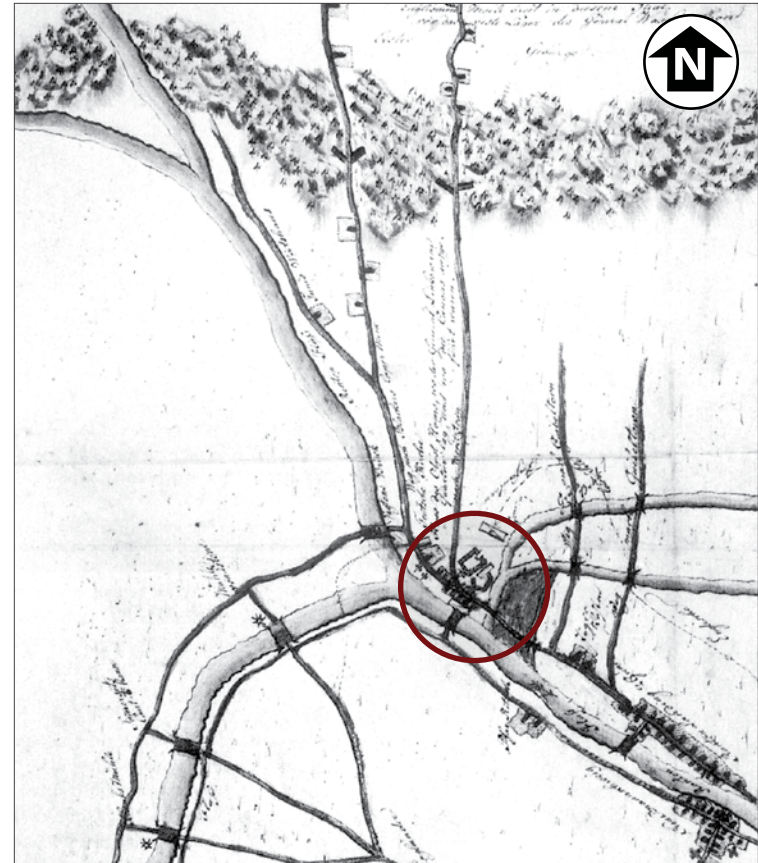
Simeon DeWitt, *Contraction in the Jerseys* [redrawn from Erskine-Dewitt Series No. 74a]. 1780. This route map, prepared for the Continental Army, shows the main road heading northeast out of Bound Brook across the mouth of the Green Brook and past the Field mill (indicated by asterisk). The course of the Green Brook is named here as Bound Brook.

Revolutionary War

Skirmish and Camp

Bound Brook, because of its location at the foot of the First Watching Mountain, and the presence of the Queen's Bridge over the Raritan, and the Field mill at the eastern edge of the village, took on great military importance during the Revolutionary War. This was particularly the case in early 1777 as military operations focused on New York and Philadelphia, and central New Jersey became the "Crossroads of the Revolution." Eventually hostilities would come to Bound Brook itself.

Less than a year into the war, the spring of 1777 was a time of considerable tension and uncertainty for both the British and American armies contending for control of the Philadelphia-New York corridor. After the surprise American victories at Trenton and Princeton shortly after Christmas of 1776, the British had retreated to New York and the towns of northeastern New Jersey, includ-



Johann Von Ewald, *Plan von der Gegend von Paunbruck d. 20 April 1777*. 1777. This schematic map, drawn for the Hessian commander Captain von Ewald following the Battle of Bound Brook, shows the main rivers, roads, houses and fortifications in and around the village of Bound Brook.

ing Perth Amboy and New Brunswick on the Raritan. Washington's forces had entrenched for the rest of the winter in the Morristown area. The intervening territory of central New Jersey constituted a semi-militarized zone where local sympathies constantly shifted between patriot and Loyalist. American and British forces vied for control not only of the many small towns and villages ranged across the countryside, but also of transportation routes, mills, food and livestock.

Within this context, Bound Brook's role in the war becomes clearer, explaining why it appears on several military maps drawn while the war was in progress. In early 1777 there was an American outpost in Bound Brook under the command of Major General Benjamin Lincoln that was focused on the so-called Half Moon Battery at the eastern edge of the village, defending both the Queen's Bridge and the crossing of the Green Brook at Field's mill. During the night of April 12/13, 1777, a 4,000-strong British and Hessian force led by Major General Charles Cornwallis

left New Brunswick intent on taking American-held Bound Brook by surprise. A poorly coordinated multi-pronged assault at daybreak saw the Americans pushed out of the battery by British and Hessian forces advancing over the Green Brook crossing and the Queen's Bridge, while an-



Left: Captain Johann von Ewald (1744-1813), Hessian commander at the Battle of Bound Brook, April 12, 1777 [portrait by unknown artist, circa 1800]. Right: Major General Benjamin Lincoln (1733-1810), commander of American troops in Bound Brook in April 1777 [portrait by Charles Willson Peale, 1784, Independence National Historical Park].

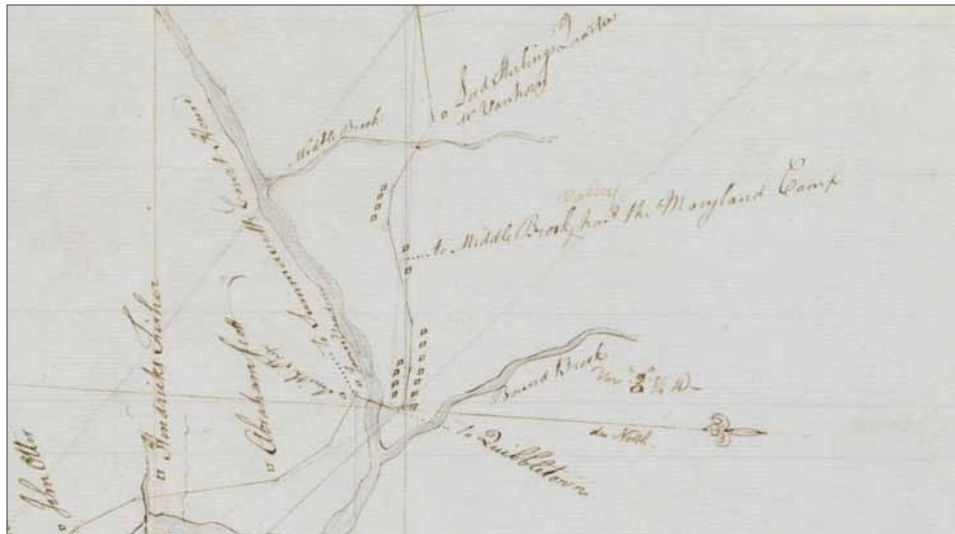
other contingent of British troops under Cornwallis moved on Lincoln's headquarters in the Van Horne house to the west of the village. However, Lincoln and most of the 500 or so American soldiers under his command managed to escape into the surrounding hills. This left the village open to the depredations of Cornwallis's troops, who later that day returned to New Brunswick with an assortment of prisoners, artillery and stores. This action, the only major military engagement in the area during the Revolutionary War, became known as the Battle of Bound Brook.

The following month, May of 1777, Washington shifted the main body of the Continental Army southward from Morristown. Most of the army was consolidated into encampments along the East and West branches of Middle Brook in the protected valley between the First and Second Watchung Mountains, a naturally defensible position above Bound Brook. Furthermore, the First Watchung ridge provided an excellent view of the Raritan and Millstone valleys, enabling the Americans to monitor British

movements along the New Brunswick-Princeton corridor. For their part, the British wanted to lure a large American force out of their encampments in the Somerset hills and into a full-fledged battle in the lowlands, where both sides knew the British would likely prevail. On June 14, Cornwallis led a British and Hessian force of some 10,000 troops out from New Brunswick, heading toward Princeton before turning north and making camp in the Lower Millstone Valley. For five days Cornwallis lay in wait for the Americans to come down from the hills, but Washington was not to be tempted. On June 19, the British and Hessian troops returned to New Brunswick and over the following days continued to withdraw to Perth Amboy and Staten Island. At this juncture, American troops began to venture out from their mountain stronghold and harass the outlying elements of the British and Hessian force. An inconclusive battle took place at Short Hills on June 26 before Cornwallis's army reached the safety of Staten Island by the end of the month.

The Middlebrook area was reoccupied by the Continental Army a year and a half later, when Washington's troops again spent the winter in the Somerset hills. This time the army was in camp from December of 1778 through early June of 1779 under the overall direction of Major General Nathanael Greene. There was little formal military activity in New Jersey during this period of the Revolutionary War, the main theater

of hostilities being in the southern colonies. This second Middlebrook encampment, less threatened by the British, was spread out on either side of the Raritan River in the Bound Brook/Manville area. The Maryland and Delaware Line of the army camped between the Green Brook and Middle Brook on the east side of modern Vosseller Avenue, just outside Bound Brook village.



Simeon DeWitt, **Contraction in the Jerseys** [Erskine-Dewitt Series No. 70e]. 1780. This map, drawn for the Continental Army around the time of the second Middlebrook encampment in 1778-79, shows the village of Bound Brook as a cluster of buildings close to the confluence of the Raritan and the Green Brook (here called "Bound Brook").



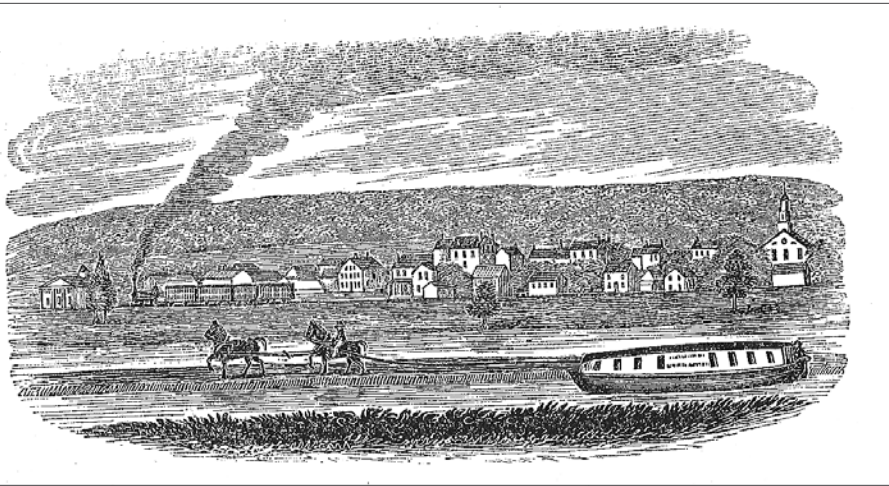
Major General Nathanael Greene (1742-86), officer in command of the Middlebrook encampment of 1778-79 [portrait by Charles Willson Peale, 1783, Independence National Historical Park].

The Industrial Era

Turnpiked, Canalled and Railroaded

In the early decades of the Republic, the Bound Brook region recovered from the wartime damages that were the direct result of its strategic location. The Field gristmill survived the war, and the Fields and their descendants continued grinding local farmers' grain well into the 19th century. Undoubtedly they drew a fair amount of trade from south of the Raritan River, thanks to the Queen's Bridge.

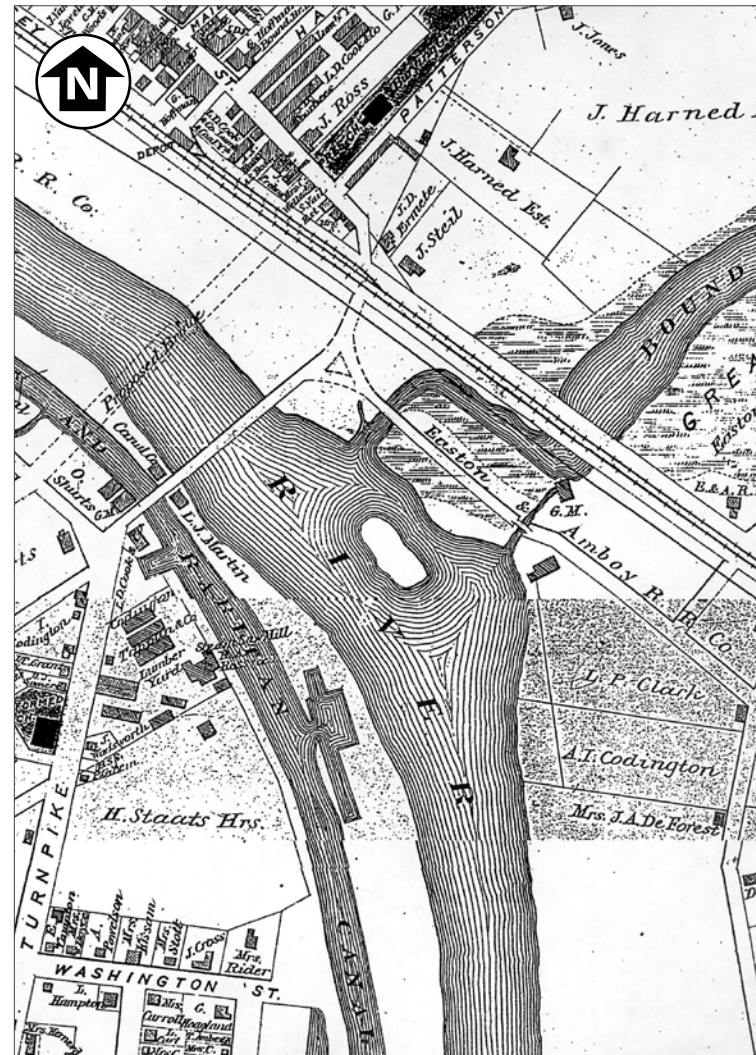
In 1809, communication with the outside world was enhanced by the opening of the Jersey Turnpike, later called the Easton Turnpike, a road that ran from the Easton Bridge at Phillipsburg to New Brunswick, linking the Delaware and Raritan Rivers. Passing through Bound Brook and South Bound Brook via the Queen's Bridge, today it is known as Main Street in both communities; it was still called the Easton Turnpike as late as World War I. Turnpikes in the 19th century were built and maintained by private companies who had the right to charge tolls to recoup construction and maintenance costs and pay dividends to their investors. Eventually the turnpikes were taken over and became public roads. Turnpikes generally connected major commercial and manufacturing centers, unlike the local roads they supplemented.



Barber, John W. and Henry Howe, *Southern view of Bound Brook*. 1845.

The turnpike, though, was only a hint of transportation-related changes that the next few decades would bring. In the 1830s, two new (and competing) modes of transportation arrived that began a transformation of the Bound Brook area that would continue for another century.

In the early 1830s the Delaware and Raritan Canal was dug across central New Jersey, fulfilling a decades-old vision of providing a water route connecting the two rivers of the same names, providing a shorter and safer passage between Philadelphia and New York than the longer coastal route. The 44-mile main line of the canal was supplied with water from the Delaware River by a 22-mile feeder which ran from Raven Rock to Trenton, the high point on the main canal. From Trenton the main canal followed a flat route past Princeton to Kingston where it continued north along the right bank of the Millstone River. Where the Millstone joins the Raritan River near Manville the canal runs along the



Beers, F.W. *Bound Brook and Bloomington. Atlas of Somerset County.* 1873.

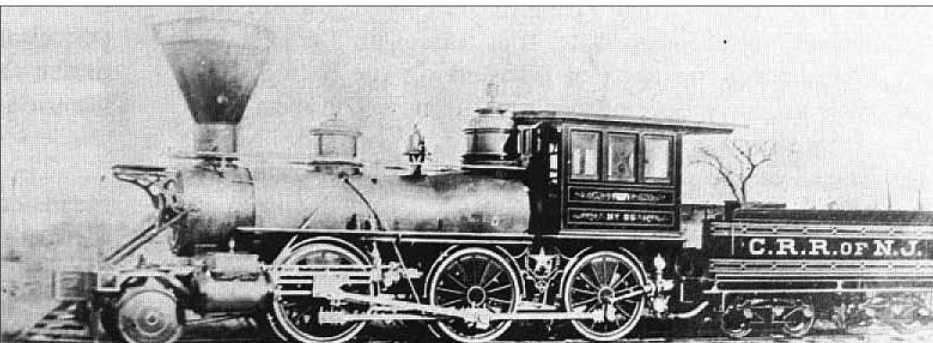
right bank of the Raritan River, opposite Bound Brook, to New Brunswick. Beginning with the completion of the canal in 1834, canal boats brought coal and raw materials to, and carried finished goods from, industries at Trenton and New Brunswick. At its peak, after the Civil War, canal boats carried 2.8 million tons of freight in a single year (despite the annual winter shutdown due to freezing), 83% of it coal.



Fowler, T.M. **Bound Brook and Bloomington.** 1887. This bird's eye view, from the southeast, shows the town of Bound Brook at the upper center, Bloomington (South Bound Brook) at the left and the mouth of the Green Brook at the lower right.

Besides Trenton and New Brunswick, the canal also served towns along its route, some of which did not even exist before the canal arrived. South Bound Brook was just such a town. There were two basins near the Queen's Bridge, the perfect location for businesses such as coal dealers, lumber yards, sawmills and grain dealers. The new town grew rapidly, acquiring its name along the way (although from 1869 to 1891 the community was known as Bloomington).

But still more change was coming. In 1830 the New Jersey Legislature chartered the Elizabethtown and Somerville Railroad. Construction began at the eastern end in 1834, and the tracks reached Bound Brook in 1840, Somerville a year later. In 1849, after a bankruptcy and reorganization, the line merged with the Somerville and Easton Railroad to form the Central Railroad of New Jersey. By 1852, Bound Brook enjoyed rail service to Phillipsburg and Elizabeth and all intermediate points. In 1860 service was extended to Jersey City. Today, this is New Jersey Transit's Raritan Valley line.



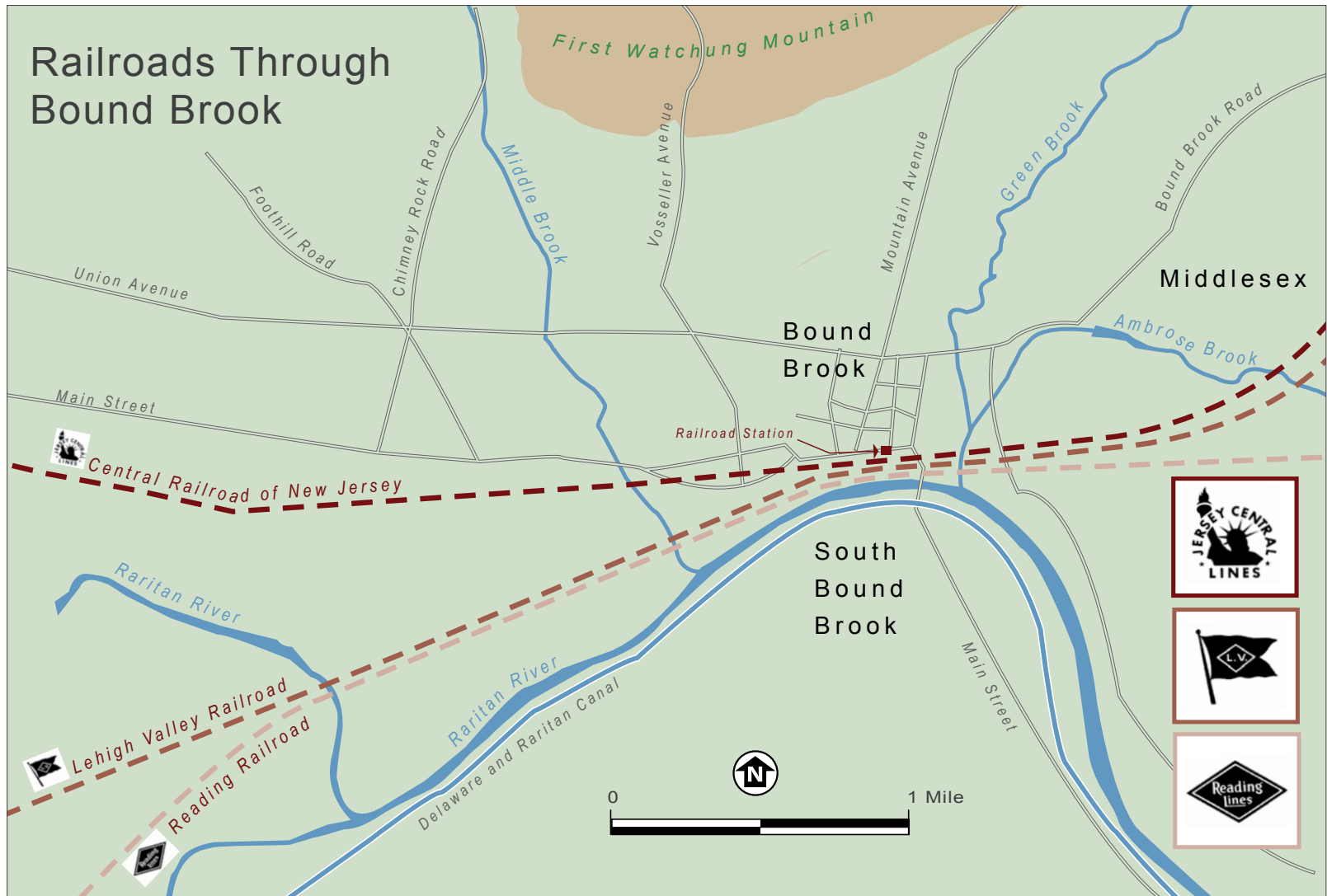
*A photograph taken in 1866 of **The Tycoon**, a locomotive in use on the Central Railroad of New Jersey [www.northeast.railfan.net].*



Postcard view of Bound Brook railroad station. Circa 1920.

The new railroad passed between the First Watchung Mountain and the Raritan River, running parallel and north of the old road that crossed the Green Brook and the Field mill race on the two stone bridges and connecting causeway. The railroad company built an embankment to carry its tracks across the end of Field's millpond, drastically altering the natural drainage in the vicinity of the mill.

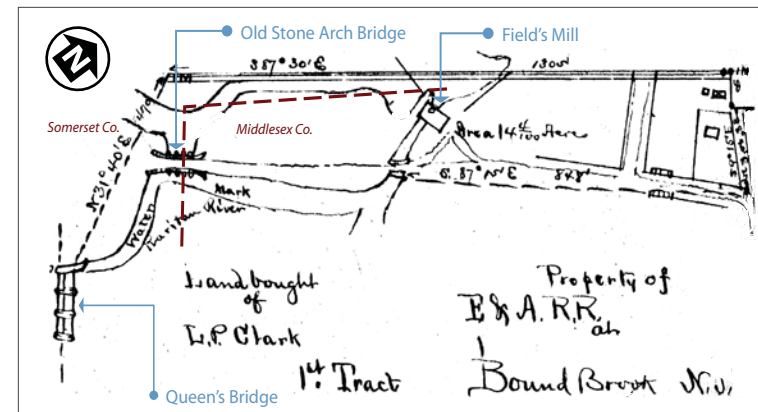
In 1875 the tracks of the Easton and Amboy (later the Lehigh Valley) Railroad were laid through Bound Brook, also on the north bank of the river, on another embankment between the Central Railroad of New Jersey's tracks and the old road. The dam creating the millpond for Field's mill was raised 18 inches so the pond could be used as a source of water for the steam locomotives, but the result was a 60-acre stagnant pool. After outbreaks of malaria in 1878 and 1880, lawsuits forced the railroad to remove the dam and reroute the main channel of the Green Brook to its present location.



A new kingpost truss bridge carried the old road over the new channel. This bridge was replaced by an iron truss bridge in 1894, possibly in conjunction with the establishment of trolley service between Raritan and New Brunswick that utilized this route.

Bound Brook's third railroad was built in 1892. The Port Reading Railroad was the creation, as its name suggests, of the Reading Railroad. Originating in Bound Brook, it branched off the Reading's main line and went only as far as Port Reading on the banks of the Arthur Kill in Woodbridge, New Jersey, giving the Reading Railroad valuable access to New York harbor. In Bound Brook, like the other two railroads it traversed the relatively flat land north of the Raritan, but this time to the south of the stone bridge and the new kingpost bridge. Also, like its two neighbors, it crossed the low ground at the mouth of the Green Brook on an embankment. A steel girder bridge carried it over the brook proper.

As the 19th century closed, the vicinity of the Green Brook-Raritan River confluence was vastly different from what it had been a century earlier—a canal and three railroads had brought prosperity, industry and new residents, even a new town south of the river. The old Field mill was gone as the result of a fire about 1880. Even the brook itself had been rerouted, a shift in alignment that led to much subsequent confusion about the position of the boundaries between Somerset and Middlesex counties and the boroughs of Bound Brook and Middlesex.



Deed Map of 1881 [Somerset County Clerk's Office, Somerville, New Jersey]. This map shows some of the radical land alteration at the mouth of the Green Brook caused by late 19th-century railroad construction.

Twentieth Century

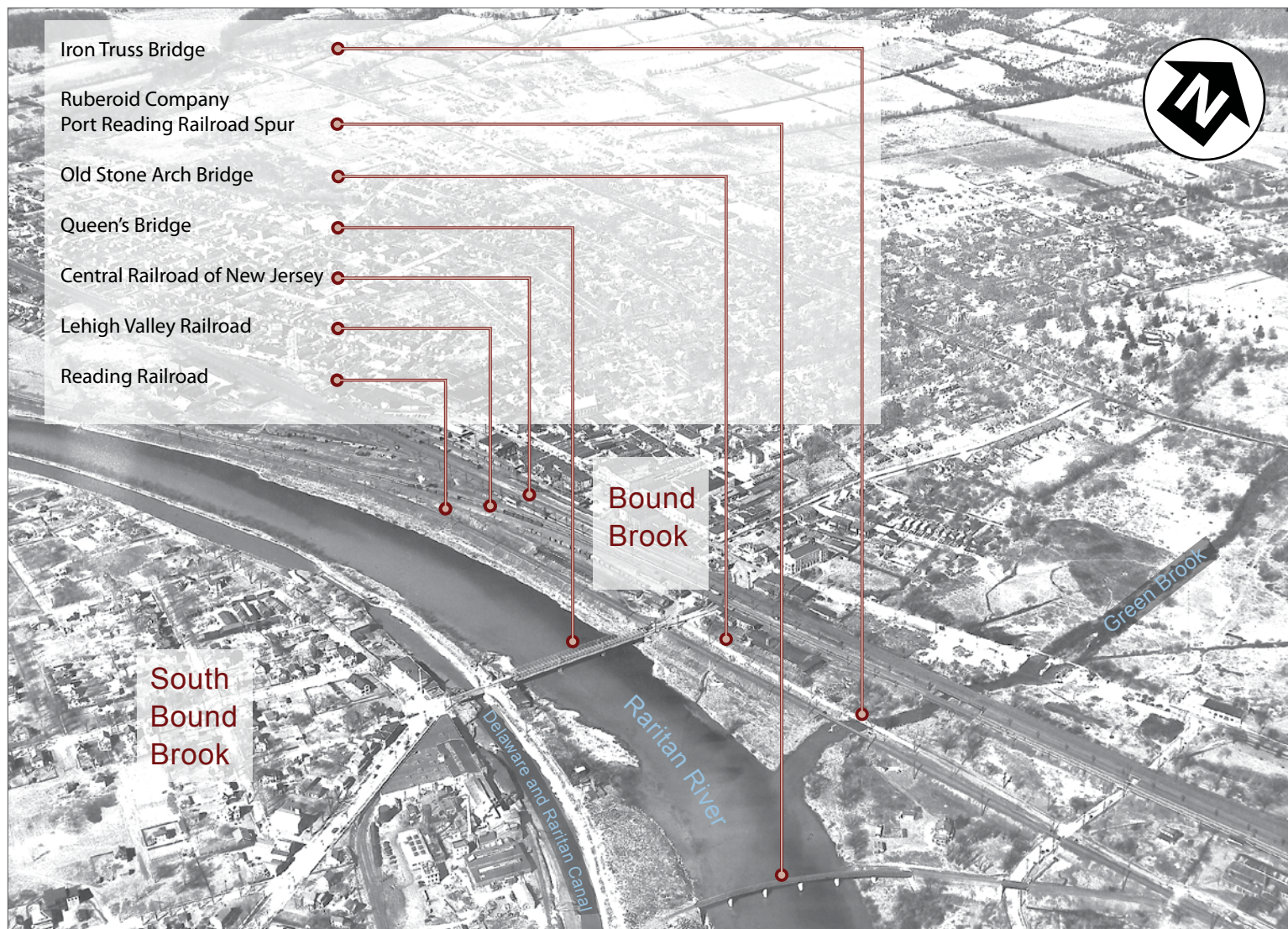
More Roads, More Rails

In the 20th century, cars and trucks began to replace canal boats, trains and trolleys as movers of people and freight, slowly at first and then faster as the new century matured. Water still played an important role, though: at the turn of the century the Delaware and Raritan Canal was still in business, although it had not turned a profit since 1892 and service gradually deteriorated. The canal died a slow death, but was resurrected later in the century. By 1931, annual freight tonnage had declined to 41,800 tons. After the canal shut down for the winter at the end of 1932 it did not reopen. In 1934 the State of New Jersey took it over to supply water to communities and industries along its route, and in 1974 it was reborn as the Delaware and Raritan Canal State Park.

There was change too in the crossings of the Raritan River between Bound Brook and South Bound Brook.

In 1928 a rail spur was constructed linking the Ruberoid Company plant in South Bound Brook to the Port Reading Railroad. The spur crossed the Raritan on an impressive, curved, 495-foot-long, six-segment, cross-braced steel girder bridge supported by five concrete piers. Ruberoid, a leading manufacturer of asbestos-cement siding, occupied the former Standard Paint Company factory and continued as a major employer in the area until the 1970s when the health hazards of asbestos exposure, and particularly the condition known as mesothelioma, began to be fully appreciated. In 1984, the historic Queen's Bridge, a triple-span, through-truss steel structure, was replaced with a new and wider concrete bridge that could support a heavier traffic volume.

North of the Raritan River still more change occurred in the local transportation network. Trolley service, using



Photograph of Bound Brook Showing the Mouth of Green Brook. 1932. [Courtesy of Bound Brook Memorial Library].



*The Warren-through-truss bridge erected in 1894 to carry Railroad Avenue, formerly the Raritan Road, over the mouth of the Green Brook.
[Source: Hunter Research, Inc. 2002].*

the iron truss bridge across the mouth of the Green Brook, ended in the late 1920s and road traffic shifted from the 18th-century route along the river to East Main Street/ Lincoln Boulevard, where a handsome new gateway bridge over the Somerset/Middlesex County border was built in 1932. The old 1894 iron truss bridge was left in

place, unused, until it was finally removed in 2004 as part of the flood damage reduction project.

The transportation improvements helped to support residential expansion throughout the Green Brook drainage system over much of the 20th century. Post-

World War I and post-World War II saw rapid suburban growth not only in Bound Brook, South Bound Brook and Middlesex, but further upstream in Green Brook, Dunellen and the Plainfields. Herein, with the substitution of buildings and impervious surfaces for absorbent soil and woodland cover, grew the root of future flooding problems in the Raritan floodplain.



Three views of the bridge erected in 1928 to carry a spur of the Port Reading Railroad over the Raritan River to the Ruberoid Company plant in South Bound Brook. This bridge was removed in 2007 as part of the flood damage reduction project. [Left and top, courtesy of Hunter Research, Inc. 2002; bottom right, showing demolition in progress, courtesy of Michael Breslin, for the New York District, U.S. Army Corps of Engineers 2007].

Twenty-First Century

The Future Protected

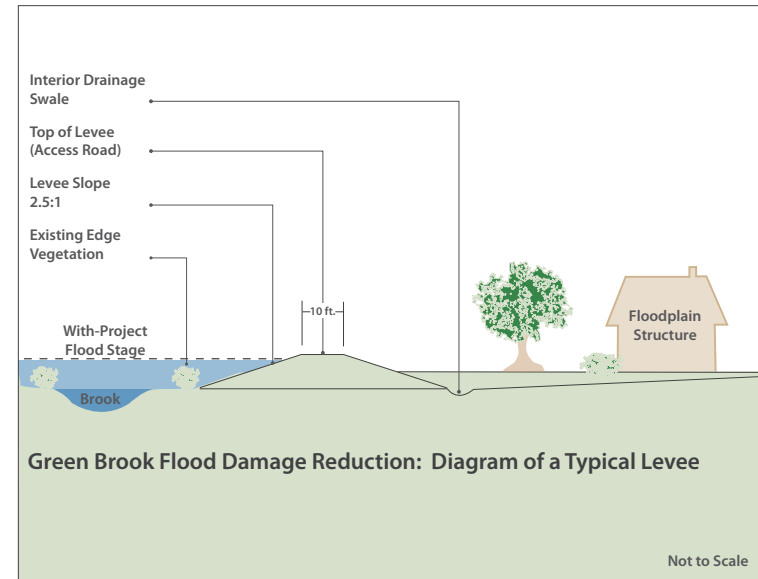
Ten years into 21st century Bound Brook remains a vibrant and densely populated riverside town with an increasingly large Hispanic community integrating into the older established neighborhoods of European heritage. In recent decades the town's economic viability has been hampered greatly by a succession of debilitating floods, but with the multi-million-dollar flood

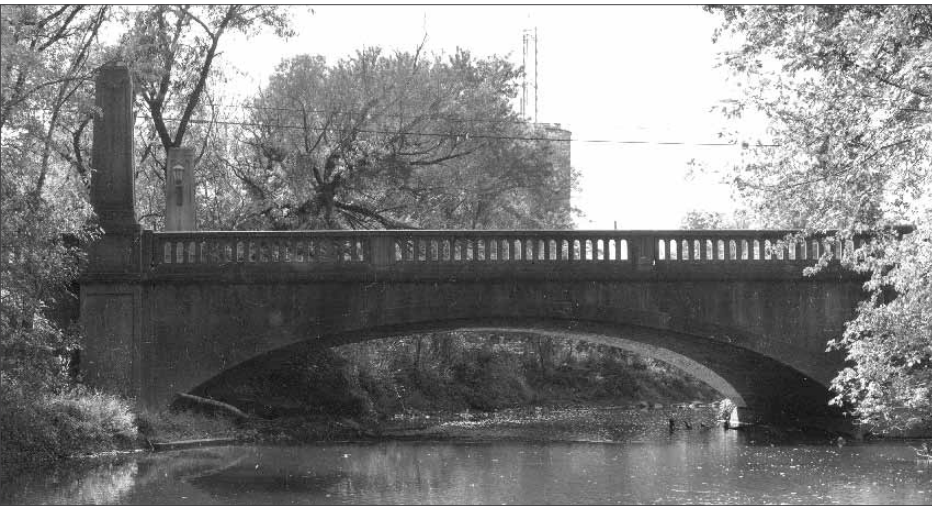
damage reduction project nearing completion the future growth and economic health of the borough will be greatly enhanced.

The Green Brook Flood Damage Reduction Project, an elaborately engineered system of levees, flood walls, closure gates and pumping facilities, is the largest



Green Brook Flood Damage Reduction Project. Pump station, levee and Lincoln Boulevard/East Main Street Bridge. [Source: New York District, U.S. Army Corps of Engineers].





Green Brook Flood Damage Reduction Project. Top and bottom: the Lincoln Boulevard/East Main Street Bridge over the Green Brook before and after its reconstruction in 2002. [Source: New York District, U.S. Army Corps of Engineers].

federal-and-state collaboration on flood control in New Jersey to date. Authorized in 1986, the initial phase of the project, which will secure the especially flood prone area at the confluences of the Green Brook and Middle Brook with the Raritan, is slated for completion in 2013. This project is but the most recent of many changes over the centuries to the landscape where the Green Brook meets the Raritan.

For More Information:

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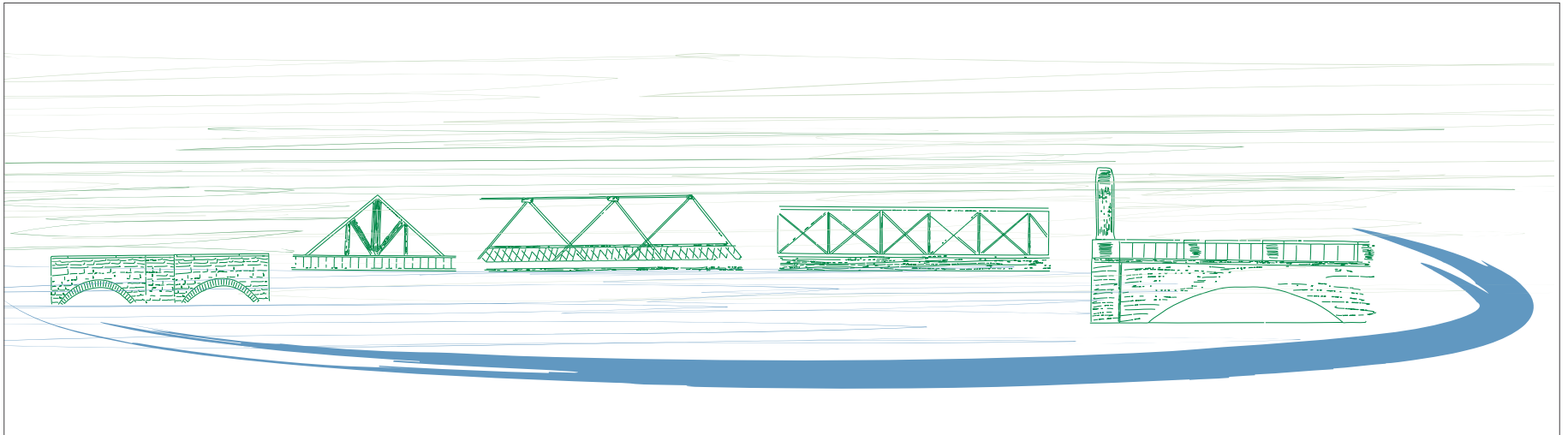
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Bound Brook Memorial Library, 402 East High Street, Bound Brook.



A brief history of the confluence of the
GREEN BROOK and the **RARITAN RIVER**