



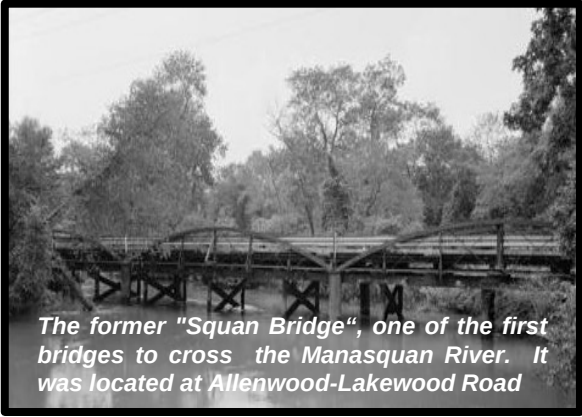
The regularly scheduled May 2026 public meeting will be held on **Monday, May 4, 2026**, starting at **7:00 PM**. **Former Point Pleasant Borough Police Chief Larry Williams** will present a program about THE HISTORY OF POINT PLEASANT POLICE DEPARTMENT. **Meeting location:** Point Pleasant Borough Municipal Building, 2233 Bridge Ave., Point Pleasant Borough. The meeting is free and open to the public.

Point Beach and Point Borough - Developing our Communities through Infrastructure.

On September 2, 1609, Henry Hudson and the crew of his ship the "Half Moon", discovered what would become the Borough of Point Pleasant Beach and the Borough of Point Pleasant. However, it was not until around 1665 that the first European colonists came to the area, surviving by relying on local resources and the plentiful marine life in the surrounding waters.

Over time there were more and more new settlers which led to the establishment of towns all along the Jersey shore. However, during the colonial days and into the 20th century, other New Jersey communities grew more quickly as the land along the coast was not considered valuable. The coast was subject to storms and was largely unsuitable for major farming. The fertile soil and abundant natural resources of the inland river valleys made them highly appealing, and they were significantly easier to access. Convenient transport of goods and ease of movement to, from, and within the region played a crucial role for early settlers.

The Point Pleasant area is mostly surrounded by water which made it difficult to access. Travel by boat was also challenging because the inlet was shallow, narrow and subject to silting; thus, creating an unreliable harbor for boats. There was no canal until 1925 and therefore no passage from Barnegat Bay to the Manasquan River. Traveling over land from the west was easier because the waters of the bays, rivers, estuaries and inlets created formidable challenges for travelers coming from the north and south. The most common method of travel was by horse and wagon or on foot.



The roads to what is now Point Pleasant were basic and undeveloped; primarily consisting of Indian trails turned into dirt tracks for horses and carts. Bridges were non-existent. Around 1840 there were some stagecoach routes established; in fact, the current Shore House was originally a stagecoach hotel named the West Point Hotel.

We often overlook the convenience of paved roads and bridges, but for early settlers and later developers, these were significant challenges. Tourism began in the early 19th century and initially the shore was visited for the perceived health benefits of sea air and bathing. Our early fathers of tourism and land development knew that transportation infrastructure was the key to their business success.

Better roads were needed and bridges were necessary to cross rivers and creeks. Lakewood Road (now Route 88) was the major route from the west, and it was not until 1903 that Lakewood Road became "paved" or hard graveled. In fact, it was the first "paved" or hard gravel road built in Ocean County. We have not found any record of when the first bridge was constructed over the Beaver Dam Creek on Route 88 (Point Pleasant/Brick border). It is most likely that travelers just forged this narrow, shallow creek or laid down wooden planks before a bridge was constructed. The current Bridge (named Burnt Bridge) was constructed in 1923 and is now 123 years old it is scheduled for replacement.

When we number the bridges as 1st, 2nd and 3rd to cross the Manasquan River it refers to the original location on the Manasquan River of the bridge crossing; noting that at each location there were many structure updates and/or replacements over the years. Early bridges were narrow and typically made of wood. Due to changes in transportation, weather conditions, insects and other factors, they frequently needed to be repaired or replaced. Even the early metal bridges wore out or needed to be rehabilitated or replaced over the years

The bridge at the first location to cross the Manasquan River was constructed in the 1760's and is agreed by most to be the Lakewood Allenwood Road Bridge. This bridge connected what is present day Wall Township and Brick. The bridge was rebuilt in 1887 with "King Tube" trusses taken from older structures, then relocated to its present site and named the Squan Bridge. In 1992, after requiring repairs, the King Tube truss bridge was replaced.

The bridge at the second location to cross the Manasquan River was The Allen Osborn Wagon Bridge, connecting present day Brick and Manasquan. The Allen Osborn Bridge was located near the pre-Revolutionary farmhouse of Samuel Osborn which later became the Roberts Inn and later the Red Ranch and now Harpoon Willy's. The bridge was likely constructed circa 1850, and as with all early timber piling bridges required constant repair and maintenance. The last modification to this bridge was done in 1912, when a new "draw span" was installed by Ocean County at a cost of \$2960. The Allen Osborn Wagon Bridge was replaced in 1937, and its new location was on Route 70 connecting Brielle to Brick/Point Pleasant. This 1937 Bridge was again replaced in 2008 and officially renamed The September 11 Memorial Bridge and is still in use today.



Point Pleasant Historical Society
Phone: (732) 892-3091
Email: ppbhistoricalociety@gmail.com
Website: pphism.org

Point Pleasant Historical Society
PO Box 1273
Point Pleasant Beach, NJ 08742

Point Pleasant Historical Society *Serving Point Pleasant and Point Pleasant Beach*

The bridge at the third location to cross the Manasquan River was the Richmond Avenue Bridge (Designated Route 35 in 1929); and it connected Brielle and Point Pleasant. In 1875, Captain John Arnold, a prominent figure in the development of Point Pleasant, played a key role in constructing this bridge over the Manasquan River to help establish what he referred to as Arnold City. That bridge was replaced around 1905 with an "iron truss, wood plank deck" bridge. In 1920 the iron truss bridge was replaced with a concrete deck, four-lane bridge that partially collapsed in 1946. In 1952 the current Highway 35 bridge Manasquan River bridge was constructed and designated the "Veterans of All Wars Memorial Bridge". And between 2006 and 2009 \$33 million was spent to rehabilitate the span. The "Veterans of All Wars Memorial Bridge" designation was made permanent in 2014 via state legislation.

The arrival of the Railroad in Point Pleasant was once again thanks to Captain John Arnold, who convinced the Central Jersey Railroad to expand its route to Point Pleasant Beach by offering a right-of-way, land for a depot, and approximately \$6,000 in cash. On July 3, 1880, after a railroad bridge was built across the Manasquan, the first passenger train reached Point Pleasant Beach. That bridge was replaced in 1911, and it remains in use today. Other Point Pleasant Bridges were needed and in 1933 a wooden bridge connecting Beaver Dam Road with Princeton Avenue was replaced with a metal swing type bridge. It was replaced again in 2000 with the current Bridge.

The Richard E. Lane Bridge, named for a former Ocean County Engineer, is the third bridge to span the Cooks Creek location and was constructed in 1981. It took the place of the well-known "White Bridge", which had crossed Cooks Creek at Broadway. The Lane Bridge was built at the identical location and utilized 35 of the original 56 pilings from the "White Bridge". The "White Bridge" was constructed during the early to mid-1900s, coinciding with the development of the Inlet Area. Before it was built, a wagon bridge built in the 1800s, occupied the same spot. That wagon bridge formed part of a diagonal road through the Cook Farm and provided public access to the inlet area.

With the construction of the Canal in 1925 two bridges were constructed. The first bridge was on Route 88 was a bascule style lift bridge and was constructed while the canal was still dry in 1924. It was replaced in 1986 with a lift bridge and named the Veterans Memorial Bridge. The 1929 swing style Lovelandtown Bridge on Bridge Avenue partially collapsed in 1962 and In 1972 it was replaced with a lift bridge similar to the Route 88 Canal Bridge.

Over the years travel by horse and wagon and by train changed. Automobiles were invented and were made affordable to the masses with Henry Ford's Model T starting in 1908. The New Jersey Garden State Parkway construction began in 1946 and in 1954 the first exit in Brick was completed.

Today, we often give little thought to the improvements in transportation and the roads and bridges we ride on every day, or for the people who made this possible. I do not think early settlers could have imagined our modern roads and the ease of crossing our rivers and creeks. This year as we celebrate the 250 Year Anniversary of our Nation, let's also give a special thanks to those who came before us and "Bridged" our communities making living here possible.

written by Fred Potter



(above) The Allen Osborn Bridge constructed circa 1850. This photo is copied from the sales brochure of development brochure of Riviera Beach in Brick Township circa 1930.

(at right) A 1940's aerial view of the Highway 35 Bridge taken from above Bogan's Basin in Brielle looking toward Point Pleasant. Across the river in the left upper corner is the undeveloped Cook farm, likely being used at that time as a golf course. (photo credit to the Bogan family)

