



AMERICAN THERMOSTAT SITE STAGE 1A CULTURAL RESOURCES SURVEY

TABLE OF CONTENTS

I.	INTRODUCTION	1
II.	BACKGROUND: Prehistory & History	2
III.	RESULTS OF SITE RECONNAISSANCE	6
IV.	SUMMARY OF 1A RESULTS	7
	REFERENCES	8
	FIGURES	
	APPENDIX	

AMERICAN THERMOSTAT SITE
STAGE 1A CULTURAL RESOURCES SURVEY

I. INTRODUCTION

This Cultural Resources Stage 1A Survey was prepared as part of a Remedial Investigation/Feasibility Study (RI/FS) of the American Thermostat Site, performed for the United States Environmental Protection Agency (EPA) under aegis of the Comprehensive Environmental Response, Compensation and Liability Act of 1980/Superfund Amendments and Reauthorization Act of 1986 (CERCLA/SARA). The RI/FS quantifies the extent and levels of site contamination by means of site investigation and testing. The Stage 1A Survey provides a basis for determining the potential cultural resource sensitivity of the areas that may be affected by future site remediation activities, i.e. the primary affected area (the American Thermostat site proper) and the secondary affected area (area surrounding the American Thermostat site). It also provides a basis for determining the need for Cultural Resources Stage 1B Survey of the primary and secondary affected areas.

As per the CERCLA/SARA Environmental Review Manual (January 1988), this Stage 1A is based on a file search for recorded significant and potentially significant properties within the affected areas. Data were derived from the National Register of Historic Places and State Register of Historic Places files at the State Historic Preservation Office (SHPO), and SHPO files of properties determined eligible but not yet nominated to the National and State Registers. Also consulted were the architectural inventory files of potentially significant structures (New York State "blue forms"). Archeological site files were checked at the New York State Museum for any previously recorded cultural resources within the affected areas. In addition, historic cartographic sources from the New York State Library, the Greene County Historical Society, and the New York Historical Society were consulted for information about former structures that may have once stood within the affected areas of which archeological remnants may be extant.

The American Thermostat Company site is an eight acre property located southeast of South Cairo, in Catskill Township, Greene County, New York (Figure 1). The site is contaminated with toxins produced during former industrial operations; these have affected local groundwater.

II. BACKGROUND: PREHISTORY AND HISTORY

Prehistory

The earliest inhabitants of the Northeast, the Paleo-Indians, arrived about 9000 BC. Greene County has yielded remains of these ancient hunters. Paleo-Indian artifacts have been found at West Athens Hill, Kings Road, and at the Railroad Site on the Corlaer Kill, about a mile from West Athens Hill (Funk 1976:205) (see Figure 3). These sites are incorporated in the Flint Mine Hill Archeological District, located about 6 miles northeast of the project area. They have been interpreted as campsites, lithic quarry\workshops, and lookout sites for interception of migratory herds.

Early Archaic remains, dating from ca. 8000-6000 BC, are very sparse in the Northeast, perhaps reflecting the regional dominance of a game-poor taiga-like boreal forest, which replaced the more open landscape exploited by the Paleo-Indians. The diagnostic artifacts of the latter part of this period are bifurcate base points. Funk notes the presence in the NY State Museum collections of 29 bifurcate base points from his Area IV, the Cocksackie, Athens, Stockport area, but there are none from Area V, Catskill, Saugerties, Claverack, Germantown (Funk 1976:195). It is uncertain whether this reflects actual population distributions related to lithic resource availability or other environmental factors, or is merely a consequence of differences in the intensity of archeological investigation.

The Middle Archaic period, 6000-4000 BC, was a time of optimal climatic conditions (the Hypsithermal episode), when the deciduous forest became firmly established in the Northeast. In theory, human populations should have increased markedly as new food resources became available in this more productive ecosystem. In fact, there is archeological evidence of a modest increase in Middle Archaic population in the Northeast. However, we have no data on the frequency and distribution of Middle Archaic artifacts in the mid-Hudson Valley.

The beginning of the Late Archaic is generally put at 4000 BC. Diagnostic projectile points of this period include Otter Creek, Brewerton, Vosburg, Sylvan Stemmed and Normanskill types. Late Archaic points have been recovered from stratified contexts at the Hound Dog and Moonshine rockshelters, about 2 miles northeast of the project area.

A new cultural complex appears in the Northeast and Mid-Atlantic regions ca. 1700 BC. It is characterized by large, broad spearpoints of the Genesee, Snook Kill, Susquehanna Broad, Perkiomen, and Orient Fishtail types, soapstone bowls, and fairly elaborate cremation burials (e.g. at Savich Farm, NJ and the Orient sites in eastern Long Island). In Greene County, 25 Snook Kill points and associated artifacts were recovered from the Dead Sheep site, near Coxsackie. Several Genesee points were found at the Himmer Rockshelter (Funk 1976:259,261). A substantial Orient component was present at Lotus Point, on the Hudson, about 6 miles southeast of the project area (Funk 1976:265).

The Early Woodland period, marked by the innovative appearance of pottery of the Vinette 1 type ca. 1000 BC, is very poorly represented in the Hudson Valley. Recognized diagnostic point types of the period 1000 BC-AD 300 are Meadowood, Adena, Fulton Turkey-tail, Snyders, and Rossville. A cobble-lined grave, furnished with numerous copper and shell beads, was found in 1904 near Athens; it may have been an Eastern Adena (or "Middlesex") burial. Copper beads and Adena points were recovered from two bundle burials at the Van Orden site, located on the Hudson, some 6 miles south of the American Thermostat site.

The Middle Woodland period, ca. AD 300-900, is marked by better-made pottery with several decorative modes, changes in settlement pattern, and new point types. There is as yet no evidence, however, of significant reliance on horticulture. Middle Woodland diagnostic point types are Fox Creek, Greene, and Jack's Reef Corner-notched and Pentagonal. A Fox Creek point was found at Lotus Point. Middle Woodland lithics and/or ceramics have also been found at the Petalas site, 3 miles south of Coxsackie, the Tufano site, 2 1/2 miles north of Athens, and the Black Rock site in Athens. These sites are located several miles to the east of the project area.

The Late Woodland period begins ca. AD 900, and ends at the time of European contact, ca. AD 1600. Diagnostic projectile points are Levanna and Madison types, triangular points that were used as arrow tips (earlier points were probably tips of thrown darts, or were small knives). Late Woodland pottery was relatively well made and often bore incised decoration. Horticulture, utilizing maize, squash, and beans, is attested in central New York; it is implied by the storage pits at Owasco-related sites in the Hudson Valley. However, no large village sites comparable to those of central New York are known in the mid-Hudson region.

When the Dutch arrived in the mid-Hudson region, it was occupied by Mahicans, belonging to the Algonquian linguistic stock. The Catskill Indians, living at the mouth of Catskill Creek, were either a sub-unit of the Mahicans or an allied Algonquian group. The Iroquoian Mohawks were constantly impinging on Mahican territory from the west. According to tradition, climactic battles, establishing Mohawk suzerainty over the region, occurred in 1628. One of the very few archeological sites of the Contact period in the Hudson Valley is the Rip Van Winkle site (named for the nearby bridge), just north of Catskill. Found in loose association with Late Woodland incised ceramics and Levanna and Madison points were European artifacts: reworked sheet brass, a blue glass bead, kaolin pipe fragments, glazed pottery, and iron nails. These artifacts can be dated to about 1630-1660, and are probably items acquired by the natives from the Dutch (Funk 1976:303-304). Funk has searched, unsuccessfully, for a purported Contact period village said to have been established by Indian refugees at Potuck (Potuck), near Leeds, about 1/2 mile east of the American Thermostat site. Parker (1922) listed two other villages situated about 1 mile east of the project area, Wichquamhtekak and Pachqueack (State Museum site nos. 3387 and 3389, respectively; Potuck is #3390). The Historic Preservation Division map puts Pachqueack about 1/2 mile further east. A historic Indian campground is reported to have existed on Indian Ridge, north of the project area and on the opposite side of Catskill Creek (Beers 1884, cited by Murphy et. al. 1978). Numerous artifacts have been found by private collectors in Sandy Plains, to the northwest of the study area. These include Brewerton, Lamoka (Sylvan Stemmed) and Levanna points, indicative of Late Archaic and Late Woodland occupations (Murphy et. al. 1978).

History

Henry Hudson sighted Greene County from the Half Moon in 1609. The Dutch settled at the mouth of Catskill Creek around 1650. Leeds Flats was purchased from the Indians in 1678 by Silvester Salisbury and Marte Gerritse Van Bergen. The Dutch had occupied the best arable lowland areas, so later immigrants from New England were forced to farm in the uplands. Remaining houses built by early farmers of the flats include: the Francis Salisbury house, built in 1705, on old Route 23, one mile west of Leeds and one mile east of the American Thermostat site; the Abraham Salisbury house, built in 1730 and enlarged in 1823, located a little west of the Francis Salisbury house; and the Van Bergen

Vedder farm, built in 1729 on the site of a demolished 1680 house. The Francis Salisbury house was placed on the National Register in 1979, as was the Newkirk homestead, located northwest of Leeds, on Sandy Plains Road.

After 1790, many settlers arrived in the area of Cairo as industrial development accelerated. A major local industry was tanning, which utilized tannin derived from hemlock bark. The tree cores were used for lumber, which was made into shingles. Besides saw mills, grist mills, iron forges, nail foundries, and brickworks made use of the waterpower furnished by the region's many streams. A bell foundry, the first one in the country, is reported to have operated in South Cairo in the 18th century

Greene County was created in 1800. The Town of Freehold was formed in 1790, and became Durham in 1805. Canton was established in 1803, and was re-named Cairo in 1808.

The Susquehannah Turnpike, a privately maintained road, was chartered in 1800. It was used by farmers and drovers, and was also a major artery carrying settlers into the western territories. The turnpike ran from Salisbury, Connecticut, crossing the Hudson by ferry to Catskill Landing, then on to Cairo, up Durham Mountain, around the shoulder of Mt. Pisgah, and to the west. This is the supposed route of an earlier Indian path, the "Mohican Trail". Route 23B follows the old turnpike route as far as Cairo. The American Thermostat site is adjacent to the south side of the turnpike. The turnpike was placed on the National Register of Historic Places in 1974 (see Appendix).

Construction of the Canajoharie and Catskill Railroad, following the route of the turnpike, began in 1836 (Figures 5 and 6). It was a narrow gauge line, with wooden rails and strap iron cuppings. The abutments were of dry laid stone, and the trestles were of timber. A flood destroyed the new tracks in 1838-9. The first run of the train finally occurred in 1840, but it failed in 1842. Traffic along the route was subsequently handled by stagecoaches.

The Catskill Mountain Railway, which was mainly used by tourists, operated from 1881 to 1918. It utilized much of the old Canajoharie and Catskill tracks. The train met steamboats and the ferry at Catskill Point, and transported pleasure-seekers along the scenic route from Catskill to Palenville by way of Leeds and South Cairo, with a branch going on to Cairo.

The American Thermostat site can be easily located on the 1867 Beers map of Catskill township (Figure 4). The split roadway, visible on the modern USGS map, is also depicted on the 1867 map. No structures are shown on the south side of the turnpike. However, a saw and plaster mill (presumably a lime kiln) is shown along the stream located about 1/4 mile from the Thermostat buildings (i.e., Tributary A (Figure 2)). It is likely that the stone walls and deep stone-lined pit now visible on the adjacent property to the east of the site are the remains of this mid-19th century industrial complex.

The Thermostat factory complex itself was built in the early 1950's. It appears on the 1953 USGS quad of the area.

III. RESULTS OF SITE RECONNAISSANCE

A walkover survey of the site revealed indications of major disturbance, dating from the period of the factory's operation, throughout the property. Apart from the factory buildings, there are no standing structures on the property (Figure 2). However, a local informant pointed out, near the eastern edge of the site, the former location of a farmhouse and barn, which have been totally obliterated. No foundations were visible, nor any domestic debris. The foundation of a small pumphouse was still present nearby, however. It was built of concrete and bricks, and seems to be of relatively recent 20th century construction. A hill situated to the northeast of the factory building initially appeared to be a potential prehistoric locus, but it turned out to be the product of extensive cut and fill operations in the recent past. Near the northeastern boundary of the property were remnants of an old paved roadway, including a concrete post. This road, presumably once Route 23b, is about 10 feet above the present road. This may also be the location of the old railroad bed. To the east of the property, on a small creek (Tributary A), are stone walls and a circular stone-lined pit, filled with and surrounded by numerous burned bricks. These are probably remnants of the mid-19th century industrial complex depicted on the Beers map of 1867. No traces of this complex were observed on the American Thermostat property itself, however. Directly across from the Thermostat factory buildings is a large wooden structure, the Greystone Inn, that appears to be of late 19th or early 20th century date.

SUMMARY OF 1A RESULTS

Based on information provided by the State Museum and the Historic Preservation Division of the Office of Parks and Recreation, and gleaned from previous Stage 1 surveys in the region, there are no previously known prehistoric sites located on the property, although numerous sites have been reported within a few miles to the east and north. Given the presence of a small creek (Tributary A) several hundred feet to the east, and the Catskill Creek downslope to the north, there appears to be some possibility of prehistoric occupation. However, it is unlikely that significant archeological evidence has survived the extensive ground disturbance to which the property has been subjected. The soil on the American Thermostat site is currently classified as "Udorthents, loamy", a miscellaneous soil type that includes areas of deep till that have been excavated and smoothed for use as construction sites (Greene County Soil and Water Conservation District, 1987).

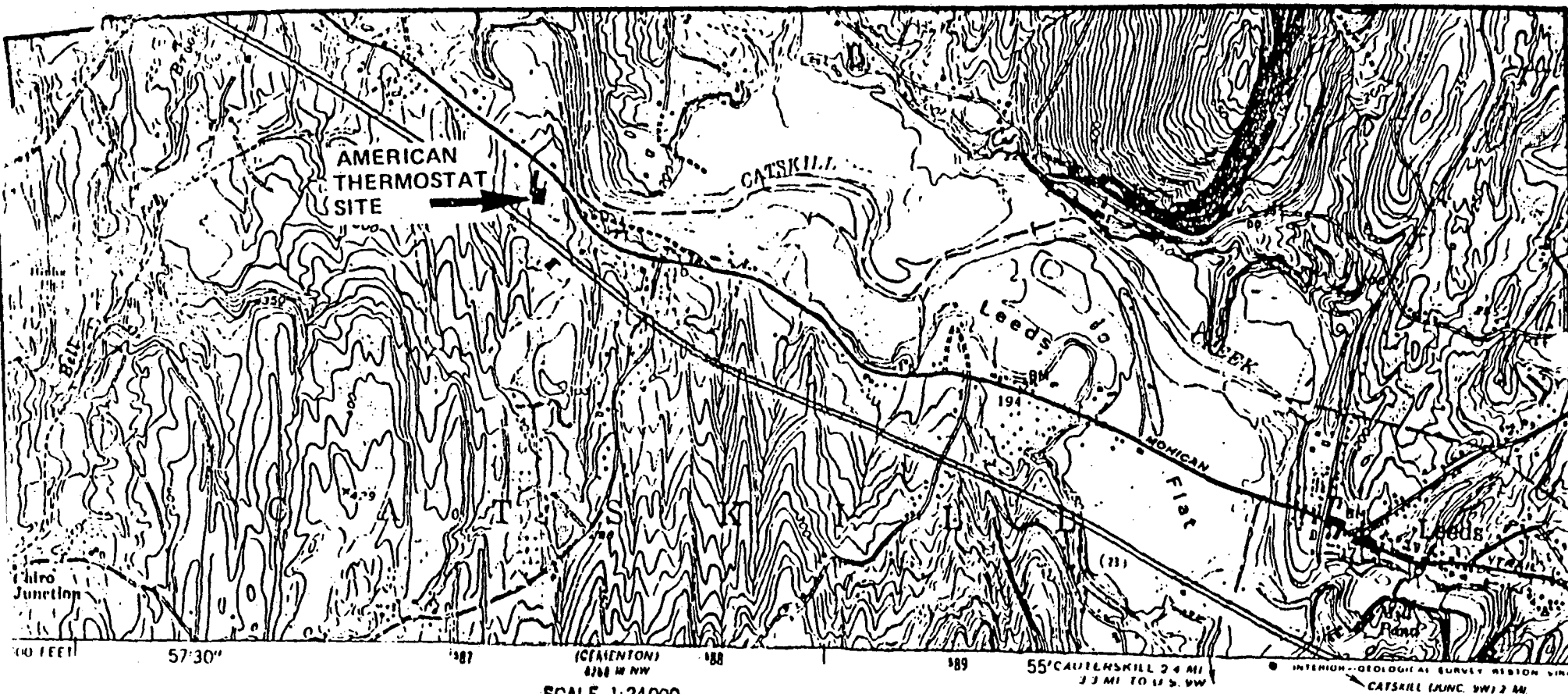
No standing structures, other than the Thermostat factory buildings, are present on the property. The pumphouse foundations observed in the eastern section appear to be of fairly recent construction. The associated farm buildings, now obliterated, may have been of the same age, although this cannot now be directly confirmed. In any case, no structures appear on site on the 1867 Beers map, or the 1909 USGS Cossackie quad showing the project area. The site abuts the existing Route 23B, and there are traces of an earlier abandoned roadbed on the property. As this road, the old Susquehannah Turnpike, has been placed on the National Register, the possible impact of remediation activity upon it should be considered. Remains of a 19th century industrial complex, dating earlier than 1867, exist on the adjacent property to the east. Possible impacts to these ruins should also be addressed.

REFERENCES

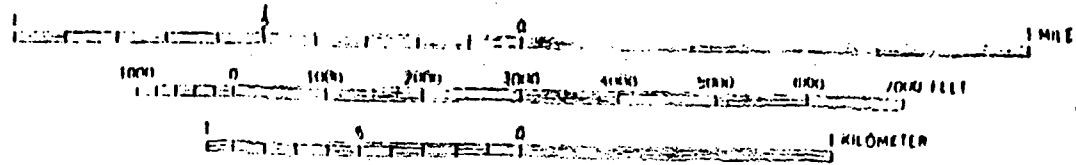
- Beers, J. B.
1884 History of Greene County, New York, with
biographical sketches of its prominent men. J. B.
Beers and Company, New York.
- Beers, F. W.
1867 Atlas of Greene County, New York. F.W. Beers, A.
D. Ellis, and G. G. Soule, New York.
- Falk, R.
n.d. Stage 1A literature search for Greene County, New
York. On file, NYSOPR, Historic Preservation
Division
- Funk, R. E.
1976 Recent contributions to Hudson Valley prehistory.
Memoir 22, New York State Museum, Albany.
- Greene County Planning Board
1971 Environmental and scenic resources and historic
inventory supplement.
- Greene County Soil and Water Conservation District
1987 Draft soil survey for Greene County, New York.
- Murphy, D. T., T. Murphy-Miazga, and K. S. Hartgen
1978 Literature search: proposed sewer system for Sewer
District # 1, Town of Cairo, New York. On file,
NYSOPR, Historic Preservation Division.
- Parker, A. C.
1922 The archaeological history of New York. New York
State Museum Bulletin 237-238, Albany.
- Smith, M. P.
1963 Greene County, New York, a short history.

FIGURES

1. Location of American Thermostat Site, from USGS Leeds Quad.
2. Sketch map, not to scale, showing general arrangement of American Thermostat site.
3. Prehistoric and Historic Sites in the Vicinity of the American Thermostat Site
4. Town of Catskill, from Beers map, 1867; section showing American Thermostat site.
5. The Canajoharie & Catskill Railroad, 1842.
6. Route Map, Canajoharie and Catskill Railroad.



SCALE 1:24000



CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

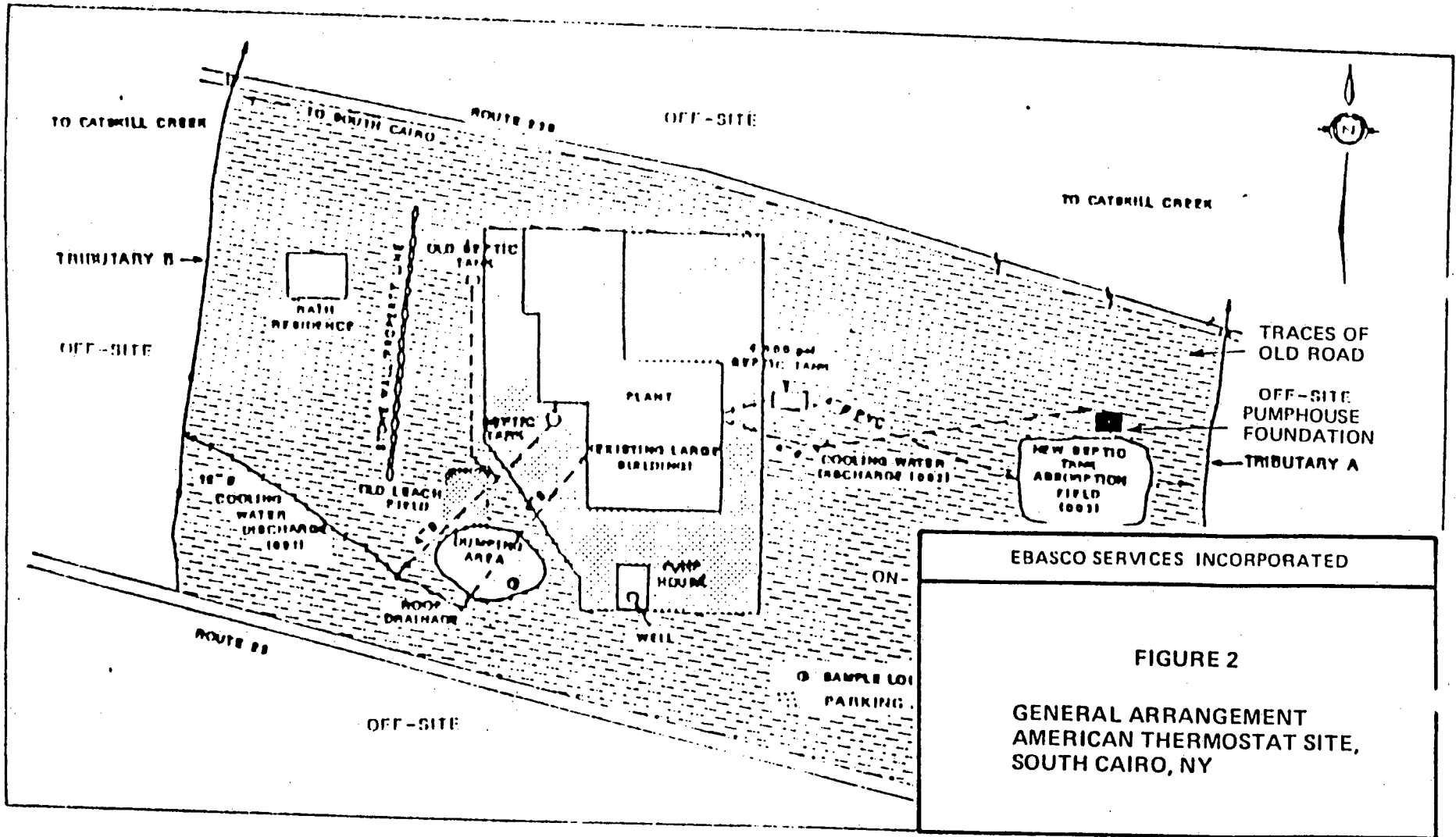


THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 20192. A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST.

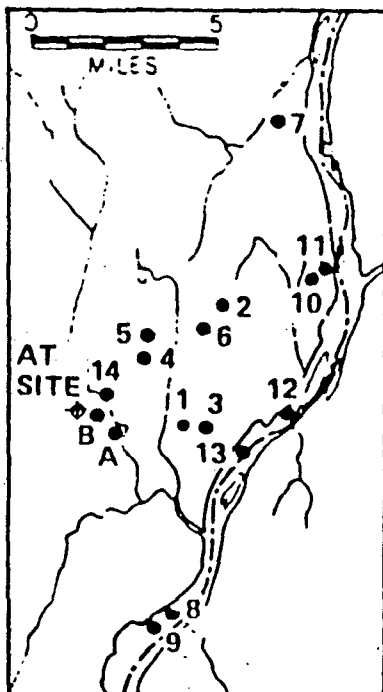
EBASCO SERVICES INCORPORATED

FIGURE 1

LOCATION OF AMERICAN THERMOSTAT SITE, FROM USGS LEEDS QUAD



ATH 001 0864



1. WEST ATHENS HILL
2. KINGS ROAD
3. RAILROAD SITE
4. HOUND DOG ROCKSHELTER
5. MOONSHINE ROCKSHELTER
6. DEAD SHEEP
7. HIMMER ROCKSHELTER
8. LOTUS POINT
9. VAN ORDEN
10. PETALAS
11. TUFANO
12. BLACK ROCK
13. RIP VAN WINKLE
14. VILLAGE SITES REPORTED BY PARKER
 - A. VEDDER FARM
 - B. SALISBURY MANOR

EBASCO SERVICES INCORPORATED

FIGURE 3

PREHISTORIC AND HISTORIC
SITES IN THE VICINITY OF
THE AMERICAN THERMOSTAT
SITE

BUSINESS DIRECTORY

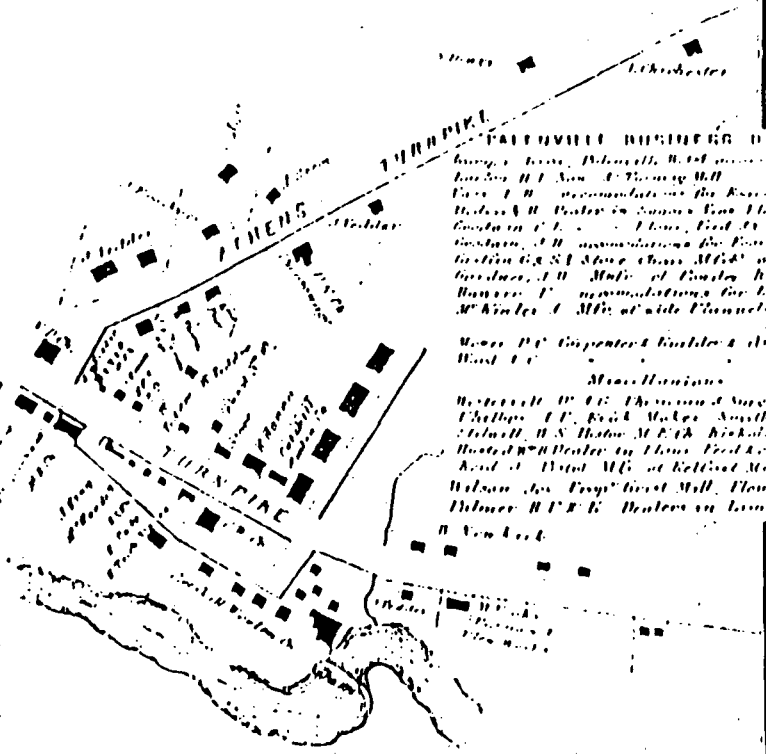
City A. Accommodations for boarders, Rural Home
Hotel J. Wood Grinders
Smith J. J.
Ramsick K. Superintending and Distress Catskill Water Co.
Ramsick J. Wood Grinders
King James. Bath Grinders
Van Hook R. Farmer
Kaplan S. P. Provision Groceries, Boots, Shoes, Furs, Antiques, &c.
Van De Steg J. Sawmills
Edler R. H. Mill of W. Henry S. Grange, Catskill
Waterbury M. J. C. Mill of W. Henry S. Grange, Catskill
Van Hook J. H. Saw, S. Horse, Mill & Lumber, Mill of School Dist. No. 1
Burdum D. H. Meat Market

PATRICKVILLE BUSINESS DIRECTORY

Lang J. Iron, Patents, Mill, accommodations for boarders
London H. E. Saw, S. Turnpike Mill
Case J. W. accommodations for boarders, Mountain Side
Waters A. B. Dealer in Sashes, Van Hook, Lumber, and Fixtures
Goodwin C. E. Lumber, Coal, Oil, Gravel Mill
Goodwin J. H. accommodations for boarders
Goodwin C. E. S. S. Saw, Stone Mill, and Stone Crushing Mill
Goodwin J. H. Mill of Gravel, Reg.
Burrows J. accommodations for boarders, Sashes, House
McKinley J. Mill of wide Plank, Sashes, Flax Cloth
A. Gravel, Mills
Mechanics
Waters H. P. Carpenter, Grinders, & Accommodations for boarders
Wood J. C.

Mechanics

Waters H. P. C. Thompson & Sons, School Dist. No. 1
Chubb J. E. Brick, Marble, Souths Dock, School Dist. No. 1
Chubb H. S. Water, Mill, Brick, Kitchikan, Dist. No. 1
Waters H. P. Dealer in Lumber, Coal, Gravel, Mill, Dist. No. 1
Wood J. C. Dist. No. 1, at Kellid Mill
Wilson J. W. Coal, Gravel, Mill, Flax, Coal, &c.
Dilmer H. P. E. Dealers in Lumber, Dist. No. 1



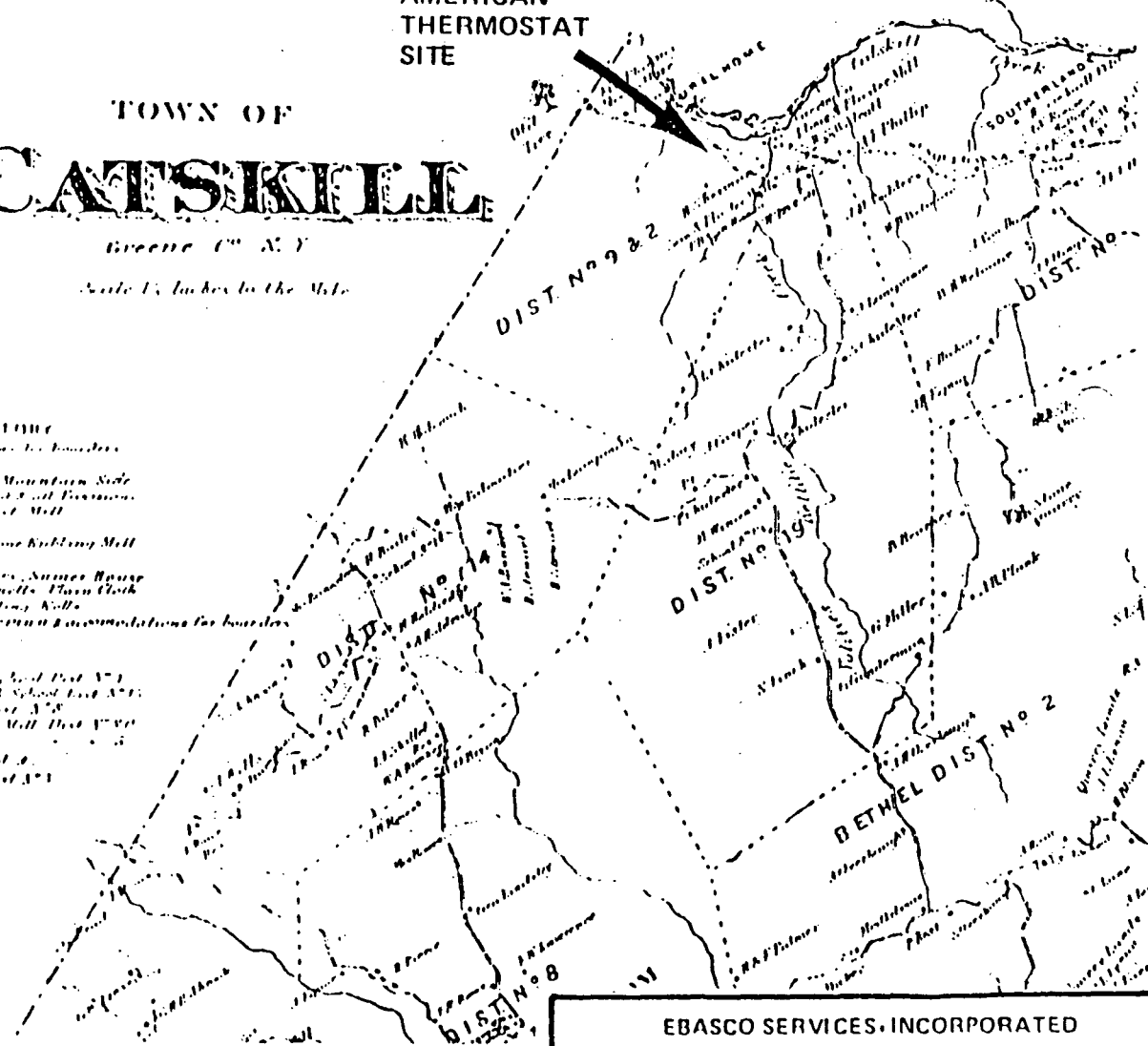
**AMERICAN
THERMOSTAT
SITE**

TOWN OF

CATSKILL

Greene Co. N. Y.

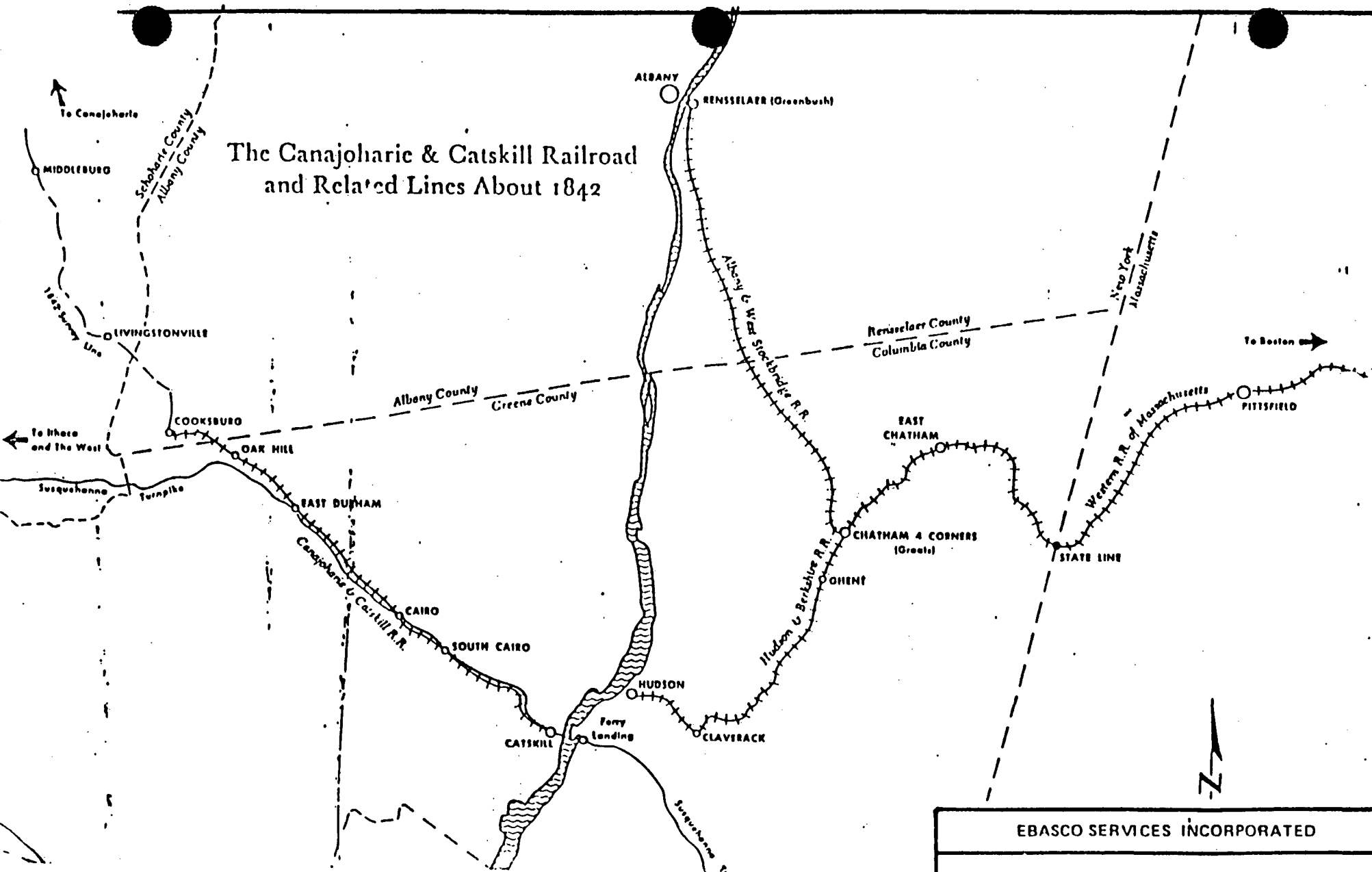
Scale 1/4 inches to the Mile



EBASCO SERVICES, INCORPORATED

FIGURE 4
TOWN OF CATSKILL
FROM BEERS, 1867

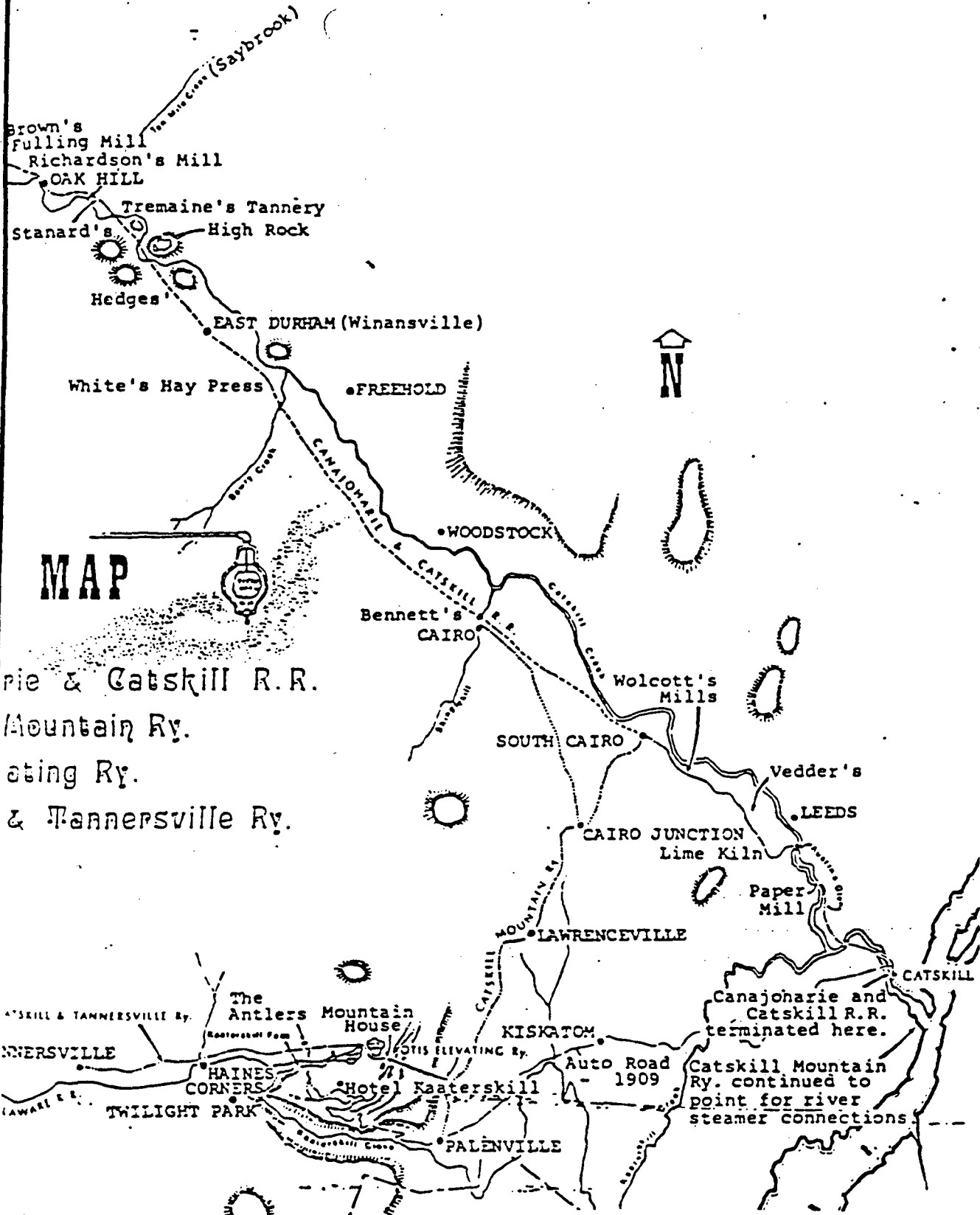
The Canajoharie & Catskill Railroad and Related Lines About 1842



EBASCO SERVICES INCORPORATED

FIGURE 5
THE CANAJOHARIE &
CATSKILL RAILROAD, 1842

ATH 001 0867



MAP

Canajoharie & Catskill R.R.
 Catskill Mountain Ry.
 Canajoharie & Tannersville Ry.

EBASCO SERVICES INCORPORATED

FIGURE 6

ROUTE MAP,
 CANAJOHARIE AND
 CATSKILL RAILROAD

APH 001 0868

APPENDIX

National Register Nomination Form for Susquehannah
Turnpike.

Form 10-200
July 1959

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections.)

STATE:
New York
COUNTY:
Cattaraugus
FOR NPS USE ONLY
ENTRY NUMBER
DATE

1. NAME
COMMON
Sagoyewahganh Tinnika
AND OR HISTORIC

2. LOCATION
STREET AND NUMBER:
Mohican Trail, N.Y. 145, County Rd. 22.00
CITY OR TOWN:
STATE: New York
CODE COUNTY CODE
145 Cattaraugus 035

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District	<input type="checkbox"/> Public	<input type="checkbox"/> Occupied	<input type="checkbox"/> Yes
<input type="checkbox"/> Site	<input type="checkbox"/> Private	<input type="checkbox"/> In Process	<input type="checkbox"/> Restricted
<input type="checkbox"/> Object	<input type="checkbox"/> Both	<input type="checkbox"/> Being Considered	<input type="checkbox"/> Unrestricted
<input checked="" type="checkbox"/> TRAIL		<input type="checkbox"/> Preservation or work in progress	<input type="checkbox"/> No

PRESENT USE (Check One or More as Appropriate)

<input type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input type="checkbox"/> Park	<input type="checkbox"/> Transportation	<input type="checkbox"/> Comments
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input type="checkbox"/> Other (Specify)	
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious		
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific		

4. OWNER OF PROPERTY
OWNER'S NAME:
State of New York, Cattaraugus County
STREET AND NUMBER:
CITY OR TOWN: STATE: CODE
New York 035

5. LOCATION OF LEGAL DESCRIPTION
COURTHOUSE, REGISTRY OF DEEDS, ETC.
STREET AND NUMBER:
CITY OR TOWN: STATE: CODE
Cattaraugus

6. REPRESENTATION IN EXISTING SURVEYS
TITLE OF SURVEY:
DATE OF SURVEY: Federal State County Local
DEPOSITORY FOR SURVEY RECORDS:
STREET AND NUMBER:
CITY OR TOWN: STATE: CODE

SEE INSTRUCTIONS

ATH 001 0870

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Greene County section of the Susquehanna Turnpike is an approximately twenty-five mile route of march beginning at Catskill on the Hudson River and continuing northwest through the town of West Durham to the Schoharie County line.

From Catskill through the towns of Leads, South Cairo, and Cairo the historic trail follows Old State Route 145, the Mohican Trail. North of Cairo the turnpike route continues along State Route 145 through West Durham to the town of Durham. The trail then follows County Route 21 to County Route 20 on which it continues through West Durham to the Schoharie County line.

Included in the historic trail are the aforementioned route of march and the state or county's right of way on either side of the route.

A single arch stone bridge is located in Durham where State Route 145 crosses County Route 21. The bridge, built off the main route, is no longer in use. A similar bridge is in East Durham where State Route 145 crosses State Bridge Road. It is located near the main road and it too is no longer in use.

West of Leads, a three arch stone bridge carries the current Mohican Trail over the Catskill Creek. The bridge, has been rebuilt with a modern structural system, using the original stones to cover the facade.

Nine of the original twenty-five milestones, spaced at one mile intervals, from West Durham to Catskill, which informed the traveler of the distance to Catskill, remain. The rectangular, red sandstone markers, about three feet high with rounded tops, were carved with the appropriate inscription. Milestones number 10, 11, 13, 14, 15, 16, 17, 18, 19 still exist at or near their original locations.

S E E I N S T R U C T I O N S

ATH 001 0871

9. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|---------------------------------------|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|---|---------------------------------------|---|--|
| <input type="checkbox"/> Aborigine | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Phil. | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Economy | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Architecture | <input type="checkbox"/> Socio-Human | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Literature | <input type="checkbox"/> Aviation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Construction | <input type="checkbox"/> Music | <input type="checkbox"/> Transportation | _____ |

STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

The Greenbush County section of the Susquehanna Turnpike is a "one-lane" road on the western shore of the Hudson River. It is a typical example of the early turnpike movement in New York State. The road was built in 1800 and is one of the few remaining turnpikes in the state. It is a fine example of the early turnpike movement in New York State. The road was built in 1800 and is one of the few remaining turnpikes in the state. It is a fine example of the early turnpike movement in New York State.

"Before the construction of railroads and canals, roads were the means by which New York State realized its future demographic and economic growth in the early years of the nineteenth century. Much of the momentum of this growth was established before 1800 and was due to privately owned and operated turnpikes. The turnpike movement in New York paralleled such movements in other Middle Atlantic states. Unable to provide ample public funds for the improvement of roadways and in the face of constant demands from both western farmers and Hudson River towns for adequate transportation facilities, the New York legislature in the last years of the eighteenth century sanctioned the formation of private corporations for the purpose of constructing better roads. Not only did these turnpikes provide convenient routes of travel for farmers and emigrants, but they also shifted the financial burden of maintenance from the local inhabitants to the users of the roads.

"Incorporated in 1800 the Susquehanna Turnpike Company was given the privilege of building a road from Salisbury, Connecticut, to Wattle's Ferry (Unadilla), New York, on the Susquehanna River. In 1804 that portion of the road east of the Hudson River was incorporated into a separate unit, the Inoran Turnpike. The Susquehanna Turnpike then ran from Catsk

SEE CONTINUATION SHEET

ATH 001 0872

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE
New York
COUNTY
FOR NPS USE ONLY
ENTRY NUMBER
DATE

(Number all entries)

STATEMENT OF SIGNIFICANCE

to Unadilla, and the Company continued its operations until 1901 or thereabouts. The records of the road were many and varied, but many of them which to complete, but they all have about "See-11th" provided the evidence that traveled through Greene County, New York, and to the west.

The road was built by the Unadilla Turnpike Company, and it was the only road of its kind in the area. It was built in 1811, and it was the only road of its kind in the area. It was built in 1811, and it was the only road of its kind in the area. It was built in 1811, and it was the only road of its kind in the area.

The road was built by the Unadilla Turnpike Company, and it was the only road of its kind in the area. It was built in 1811, and it was the only road of its kind in the area. It was built in 1811, and it was the only road of its kind in the area. It was built in 1811, and it was the only road of its kind in the area.

The road was built by the Unadilla Turnpike Company, and it was the only road of its kind in the area. It was built in 1811, and it was the only road of its kind in the area. It was built in 1811, and it was the only road of its kind in the area. It was built in 1811, and it was the only road of its kind in the area.

The road was built by the Unadilla Turnpike Company, and it was the only road of its kind in the area. It was built in 1811, and it was the only road of its kind in the area. It was built in 1811, and it was the only road of its kind in the area. It was built in 1811, and it was the only road of its kind in the area.

¹ David C. Williams, "The Unadilla Turnpike", The Catskills, Vol. 1, No. 1.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

SEE CONTINUATION SHEET

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES					
CORNER	LATITUDE		LONGITUDE		LATITUDE		LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	0	.	.	0	.	.	0	.	.
NE	0	.	.	0	.	.	0	.	.
SE	0	.	.	0	.	.	0	.	.
SW	0	.	.	0	.	.	0	.	.

SEE CONTINUATION SHEET

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES:

STATE:	CODE	COUNTY	CODE

11. FORM PREPARED BY

NAME AND TITLE: Steven S. Levy Research Assistant

ORGANIZATION: N.Y.S. Division of Historical Preservation DATE:

STREET AND NUMBER: South Swan Street Buffalo

CITY OR TOWN: Buffalo STATE: New York CODE: 336

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name _____

Title State Liaison Officer

Date _____

I hereby certify that this property is included in the National Register.

Chief, Office of Archeology and Historic Preservation

Date _____

ATTEST:

Keeper of The National Register

Date _____

SEE INSTRUCTIONS

ATH 001 0874

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

COUNTY	Greene
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Continuation Sheet)

(Number all entries)

BIBLIOGRAPHY

1. Susquehanna Turnpike Company Book, 1817-1879, and Ledgers, Collection of Walter Smith.
2. Susquehanna Turnpike Papers, Bronck House, Coxsackie, New York.
3. Susquehanna Turnpike Papers, 1867-1876, Local and Regional Collection, Cornell University, Ithaca, New York.
4. Susquehanna Turnpike Papers, Durham Center Museum, East Durham, New York.
5. Durrenberger, Joseph Austin, Ph.D., Turnpikes: A Study of the Tollroad Movement in the Middle Atlantic States and Maryland, 1650-1850, Connecticut, John B. Swearing, 1951.
6. History of Greene County, New York, (New York, J. B. Beers and Company, 1888).
7. Brimann, David G. "The Susquehanna Turnpike," in The Catskills, Vol. 1, No. 1

ATH
001
0875

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

STATE	New York
COUNTY	Greene
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

GEOGRAPHICAL DATA
(Number all entries) (Continuation Sheet)

Susquehanna TP

Hudson south Quad

LATITUDE	LONGITUDE
SE 42° 12' 34"	73° 51' 14"
NW 42° 13' 43"	73° 52' 30"

Leeds Quad

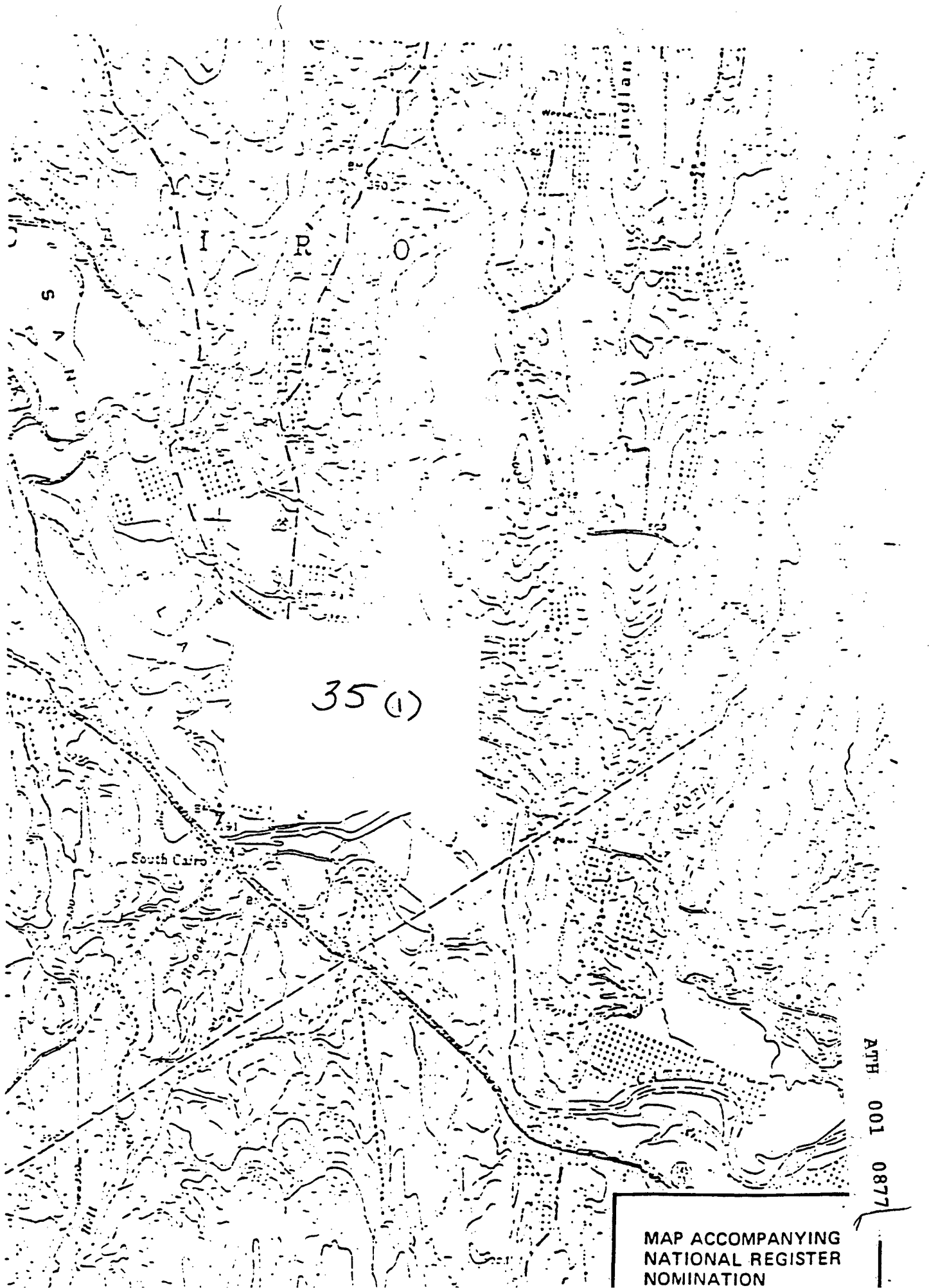
SE 42° 15' 00"	73° 53' 52"
NW 42° 17' 59"	74° 00' 00"

Freehold Quad

SE 42° 17' 59"	74° 00' 00"
NW 42° 22' 30"	74° 06' 05"

Durham Quad

SE 42° 23' 13"	74° 07' 30"
SW 42° 23' 12"	74° 15' 00"



35 (1)

South Cairo

ATP 001 0877

MAP ACCOMPANYING
NATIONAL REGISTER
NOMINATION