



Deerpark Diary

Town of Deerpark Historian's Office

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June 2008

Volume 5

Issue Number 2

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Deerpark Road History Road Maintenance

When the Town of Deerpark was established in 1798, nineteen road districts were organized. Isiah Reeve, James Finch Sr. and William Cuddeback were the Commissioners of Highways. Nineteen Overseers were elected to perform a certain number of days of roadwork depending on how much property they owned. They also had to make sure that the other property owners in their district were maintaining their section of road in proper condition. The owners of property bordering each road had to perform the necessary work. If they were unable to complete the work themselves, they hired someone.

As the town's population grew, more road districts were needed. During the Civil War, there were thirty-five road districts. The Road Commission-

ers were Benjamin Van Fleet, Alexander Gordon and Franklin Caskey. They assigned Overseers for the various roads in their districts, who in turn made sure the roads in their districts were properly maintained. By 1874 there were forty-six road districts. In time this method of road maintenance became unwieldy.

On November 28, 1903, the Board passed a motion to levy the sum of \$1.00 on each \$100.00 or fraction thereof on property due to be assessed. Also the sum of \$1.00 for each and every person whose name appeared on the assessment roll of the Town was liable for highway tax. This method of taxation provided road maintenance beginning in 1904.

Today Deerpark residents pay taxes to the town. Money for road maintenance is part of the town's budget.



"I'm Stumped"

The expression, "I'm stumped" is derived from the time when roads were little more than trails through forests. Most of these trails were full of tree stumps that tripped horses and halted wagons. Frequently wagons were hung up on tree stumps and could go no further until they'd been freed. Therefore the driver was "Stumped".



Huguenot Road

Test Your Memory

Many town road names have been changed over the years. Test your memory to see if you remember these former names for current road names. There are pictures of two of these roads in this issue. The answers are on the back page.

1. Bутtenheim Lane
2. Old Kingston Road
3. Graham Road
4. Valley Junction Road
5. River Road
6. Huguenot Road

More in the next issue

Macadam Roads

How many of you remember the time of dusty, unpaved roads? The vacuum created under fast-moving vehicles sucked dust from the road surface, creating unpleasant dust clouds and a gradual disintegration of the road material. The faster the car traveled the more dust was created.

The technology of highway construction received a long overdue boost from the British engineer, Thomas Telford (1757-1834) and the Scottish engineer John Loudon McAdam (1756-1836).

Telford, originally a stonemason, came up with a system of road building, which required digging a trench, installing a foundation of heavy rock, and then surfacing with a 6-inch layer of gravel. During construction, the center of the road was raised produc-

ing a crown that allowed water to drain off. This system was costly and required frequent resurfacing with gravel.

McAdam was an inventor who gave his name to the system of road building called "macadamization". It was based on the principle that a well-drained road made of a suitable material does not need the stone foundation of Telford's system, but could be built directly on the subsoil. First McAdam placed a closely compacted 10-12 inch layer of stone which had been broken to an inch in diameter, and which was raised in the center to facilitate drainage. This was followed by a carpet of finer grained stone that was cemented by the setting of the powder, a process that was completed in stages, allowing the road's traffic to compact each stage. The greatest advantages to McAdam's system were its speed and low cost. Macademized roads were adequate for use by horses and carriages or coaches, but they were very dusty, subject to erosion from heavy rain and did not hold up to higher speed



Graham Road Bridge Repair

motor vehicle use. However, it was the lack of a firm foundation for the roadbed that was to prove the ultimate undoing of macadam road with the advent of heavy motor vehicles, especially trucks.

To solve the dust and erosion problems, macadam roads were stabilized with tar when Henry Cassell patented "Pitch Macadam" (1824). This method involved spreading tar on the subgrade, then placing a typical macadam layer and sealing the macadam with a mixture of tar and sand. Tar-grouted macadam was also in use well before 1900, and involved scarifying the surface of an existing macadam pavement, spreading tar and re-compacting.

E. Purnell Hooley's patent dated July 16, 1904 for Tarmac (short for tar macadam) involved mechanically mixing tar and aggregate, laying the mixture down and compacting the surface with a steamroller. The tar was modified with the addition of small amount of Portland cement, resin and pitch.

For roads that have to

support heavy loads, Telford's system of construction using a firm foundation has become the standard. Due to uses of macadam road construction in former times, roads in some parts of the United States are often referred to as macadam, even though they are made of asphalt.

Today 96% of all paved roads and streets in the U.S., almost two million miles, are surfaced with asphalt. Almost all paving asphalt used today is obtained by processing crude oil. After everything of value is removed, the leftovers are made into asphalt for pavement.

Deerpark Roads

Wilson Road

Early town roads were required to be a rod-wide (14 ½ feet). One of the few remaining roads of such narrow dimensions is Wilson Road in Sparrowbush. The road gets its name from ancestors of the Wilson family. Members of the family still live in the old homestead. In the early 1800s Jacob Wilson moved from Rio and bought one hundred acres not far from the Delaware River. He built a small house and worked a small self-sufficient farm. At that time this road was the only way to travel between Sparrowbush and Sullivan County. The Hawk's Nest Road provided a more direct route when it was built in 1876.

In 1908 Edmund and Augusta Wilson opened a



Wilson Road and Boarding House

boarding house called Shady Lawn Farm (advertisement bill follows). They built the boarding house on the hill east of the original homestead because there was always a breeze and very few mosquitoes. It was a large complex complete with farm animals, an icehouse, and the facilities to produce gas for lighting and heating purposes. In the mid-1900s George Knight Wilson and William McGregor Wilson had a large chicken farm (10,000-15,000 chickens) on the property. Today Wilson Road is a country road with numerous homes.

Information Please

The following information about early settlers arriving in the Delaware River of Sullivan was written in Quinlan's History of Sullivan County. "The settlers route was by the way of the Shinglekill to the Mongaup on the old Minisink and Cushetunk Road." Was this the early Wilson route? If anyone has a reference to this road, please contact the Town of Deerpark Historian's office. 856-2702.



*Three generations of Wilsons
Wilson Road, Deerpark*

*Left to right
back row
Augusta Mekeel Wilson (1880-1948) Edmond Wilson Sr.
(1875-1933) husband and wife
Samuel Wilson (1836-1915)
front row
Mildred Wilson
Edmond Wilson Jr.
brother and sister*

Shady Lawn Farm
Sparrowbush, New York
Orange County

Shady Lawn Farm is located 3 ½ miles west of Sparrowbush, N.Y., 88 miles from New York City on the Erie R. R., within 1 ½ miles of Delaware and Mongaup Rivers, where boating, bathing and excellent bass fishing can be had; also within a short distance of Bushkill Falls and the famous Hawks' Nest Road.

This house is newly built on high ground, 1,200 feet above sea level and is free from mosquitoes. It contains 19 large and airy rooms and all command a view of main road; also large piazza, piano and telephone. Excellent table supplied with fresh eggs, milk, fruit and vegetables raised on the farm.

Rates \$8.00; children under 10 years half price. Special rates for season's guests and hunting parties.

Further information can be had by mail from

E. B. WILSON
Sparrowbush, N.Y.
Orange County

*Advertisement for
Wilson Boarding House*

**Second Annual Deerpark
Heritage Festival
and Antique Show**



Trooper Dickman-K-9 Demonstration

Spend a day celebrating old-time fun at the Second Annual Deerpark Heritage Fair and Antique Show at Harriet Space Park, Rt. 209, Huguenot, New York. On Saturday, September 13, 2008, the Town of Deerpark, Deerpark Recreation Comm. and Deerpark Museum will provide good times for the entire family beginning at 10:00 until 5:00 p.m.



Skillet Toss--2007

There will be traditional games such as parent-child three legged races, spoon races, a watermelon or pie eating contest and of course the Women's Skillet Tossing Contest. Wood carving, blacksmithing, spinning and weaving will be demonstrated. Other activities include origami paper folding, golf games, face painting, book and antique sales. Local museums and civic organizations will have information and sales booths. Roast beef sandwiches, homemade walk-around desserts, fresh-squeezed lemonade, and hot dogs will be available throughout the day's activities.

Programs under the tent include Macaroni, the Clown; Jan Berlin and her Unhuggable Animals; Black Powder safety; Fly-tying and Casting; Skydyne Jazz Band; The Broome Street Band and other musicians.

Admission to the Heritage Fair is canned or dry packaged food for the benefit of local food

banks and the Deerpark/Port Jervis Humane Society

For additional information or to be a participant, please call 754-8070, 856-2182 or 856-2702.



Macaroni, the Clown 2007

**Town of Deerpark Museum
Programs**

Sunday Afternoons--3:00
1863 Huguenot Schoolhouse
25 Grange Road
Huguenot, New York
For information call 754-8070
or 856-2702

June 22--Dairy Industry in Deerpark

July 20--Movies Before Hollywood--Cuddebackville Movies

August 17--Resorts and Camps

**Answers to Test Your
Memory**

1. Zock Road
2. Gordon Road
3. Guymard Tpk.
4. Third Street
5. Sleepy Hollow Road
6. Route 209