

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Rockland Road Bridge

other name/site number (DOT BIN # 3224170)

2. Location

street & town Rockland Road (bounded by Piermont and Ferdon avenues) not for publication

city or town Village of Piermont vicinity

state New York code NY county Rockland code 087 zip code 10968

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Millicent Carter, SHA 4/25/05
Signature of certifying official/Title Date

State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Edson W. Beall 12-7-05
Signature of the Keeper Date of Action

5. Classification

Ownership of Property
(check as many boxes as apply)

Category of Property
(check only one box)

Number of Resources within Property
(Do not include previously listed resources in the count.)

- public-local
- private
- public-State
- public-Federal

- district
- building(s)
- site
- structure
- object

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1		Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

Number of contributing resources previously listed in the National Register

6. Function or Use

Historic Function
(Enter categories from instructions)

Current Function
(Enter categories from instructions)

TRANSPORTATION: road related

TRANSPORTATION: road related

7. Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

N/A

foundation STONE

walls STONE

roof N/A

other BRICK (arch)

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

See Continuation Sheets-

Property Name *Rockland Road Bridge*
Location *Piermont, Rockland County, New York*

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Number 7 Page 1

7. Narrative Description

Location and Setting

Rockland Road Bridge, built in 1874, is a modestly-scaled stone and brick structure spanning the Sparkill Creek, a tributary of the nearby Hudson River. The bridge, oriented on a roughly northwest to southeast alignment, is located within the municipal boundary of the Village of Piermont, Rockland County, and serves to connect Piermont Avenue and Ferdon Avenue. The short span carried by the bridge that links the two avenues is known as Rockland Road. The New York State Department of Transportation has ascribed the following Bridge Inventory Number (BIN) to the structure: 3224170.

The bridge enjoys a substantially intact setting somewhat reminiscent of its later nineteenth century date of construction. Immediately northeast of the bridge, on the south bank of the Sparkill, is Haddock Hall (National Register-listed 1991), a mixed-use masonry building of Late Victorian vintage that historically served both commercial and civic purposes. Across Ferdon Avenue, and partially screened from the road by deciduous trees and fencing, is a large temple-fronted Greek Revival-style residence of imposing scale and detail. Opposite Piermont Avenue, to the northwest of the bridge, are a number of buildings some of which retain characteristics of their apparent nineteenth century date of construction. Immediately to the southwest of the bridge a twentieth century dam and a small brick pump-house are sited in such a way as to be largely unobtrusive to the above-described character of the area. Small deciduous trees and overgrowth are present on the banks of both side of the bridge, and have contributed, along with spring flooding, to the deterioration of the stone wing walls. There is likewise ornamental shrubbery and a cobblestone walkway on the southeast corner of the bridge, both associated with the Haddock Hall building.

Description

The Rockland Road Bridge is a single-span brick arch structure. The bridge has a length of approximately 22 feet, a width of approximately 30 feet and a four foot wide walkway, and carries two lanes of traffic across the Sparkill Creek. The arch was constructed of red brick, while the spandrel walls were constructed of uncoursed, roughly dressed local stone, mortared in place. Wing walls are formed of undressed, mortared stone, presumably quarried nearby. Visual interest is provided by the polychrome nature of the materials, the red brick playing off the brown and grayish hues of the stone. The brick arch, approximately 16 inches thick, springs from a course of undressed stone likely built above stone footings placed on bedrock. The roadway is currently covered with asphalt which has, over time, raised the level of the roadway as originally constructed. On the northeast side of the bridge there is a poured concrete walkway and an approximately two-foot high parapet wall constructed of roughly dressed, uncoursed stone with bluestone capping; a similar parapet on the southwest side is now screened by a modern guardrail that aligns Ferdon Avenue, crosses the bridge and then continues along Piermont Avenue.

Property Name *Rockland Road Bridge*
Location *Piermont, Rockland County, New York*

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Number 7 Page 2

Condition

Though the Rockland Road Bridge is largely intact as constructed, notwithstanding alterations made to accommodate increased traffic over time and routine maintenance activities, several conditions have arisen that will require immediate attention in order to insure the integrity of the structure. Substantial repointing of the brick comprising the arch, as well as the stone spandrel and wing walls, are necessary at this time. Also, the southwest wing wall has partially collapsed, undermining the ability of the stream to flow properly during seasonal high-water events. Efforts are currently being undertaken by the Rockland County Highway Department to address these issues without damaging the integrity of the bridge as built.

8. Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Areas of Significance

(enter categories from instructions)

ENGINEERING

Period of Significance

1874

Significant Dates

1874

Significant Persons

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other Name of repository: _____

Property Name *Rockland Road Bridge*
Location *Piermont, Rockland County, New York*

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Number 8 Page 1

8. Narrative Statement of Significance

The Rockland Road Bridge is locally significant as an intact example of nineteenth century masonry arch bridge construction. Completed in 1874, the Rockland Road Bridge-- in its scale, design and materials-- is representative of traditional masonry bridge construction popular in the eighteenth and nineteenth century prior and the advent of design standardization and prefabrication. Built adjacent to the National Register of Historic Places-listed Haddock Hall, itself completed two years later, the bridge is located at what was historically the head of navigation on the Sparkill Creek, a tributary of the Hudson River that provided the initial impetus for the growth of what would become Piermont. The bridge continues to enjoy a relatively intact and evocative setting and likewise forms a nice historic complement to adjacent Haddock Hall, and is a noteworthy example of masonry arch bridge construction in Rockland County.

Piermont and the Sparkill Creek, and the Erie Railroad

The Village of Piermont, established in 1850, evolved from an eighteenth century settlement known as Tappan's Landing, which benefited from its fortuitous position on the Sparkill Creek, one of a limited number of navigable points of entry into this part of lower New York State from the rock strewn shores of the Hudson River. Prior to the construction of the Nyack Turnpike and the advent of steamboat transportation, the Sparkill Creek, or "Tappan Slote" or "Sloat" as it was otherwise known, functioned as an important transportation artery that facilitated the movement of goods and products from regional farms to markets south, down the river, in New York. At high tide fully-loaded sloops could navigate the Slote successfully, or during low tide could be dragged by men to the mouth of the river. Typically sloops operating out of the Sparkill brought their cargos to New York and returned the next day with supplies there procured.¹ Historian David Cole, writing in the 1880s, offered this assessment of the demise of Tappan Slote as a significant hub of river trade:

This method of travel and transportation between this region and New York continued till the advent of steamboats, about 1827. After the establishment of steamboat navigation, Tappan Slote, as it was called till the time when the Erie Railroad was built, continued to be a point of shipment. The construction of the Nyack Turnpike, and the establishment of a landing at Nyack, however, diminished, to some extent, the importance of the landing at Tappan Slote.²

The development of Piermont in the nineteenth century, however, is closely aligned to another transportation feature, that being the opening of the Erie Railroad in the 1840s, which for a time had its eastern terminus here. As another chronicler of the history of Rockland County, Frank Green, observed, "the construction of the Erie Railroad was an invaluable aid to the growth of

¹ Reverend David Cole, ed., *History of Rockland County, with Biographical Sketches of its Prominent Men* (New York: Beers and Co., 1884), 220.

² *Ibid.*

Property Name *Rockland Road Bridge*
Location *Piermont, Rockland County, New York*

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Number 8 Page 2

this county. From its necessities Piermont was born, and by the communication thus opened, the villages of Blauveltville, Nanuet, Spring Valley and Monsey were rendered possible.”³ At Piermont there was a large growth spurt associated with the railroad which included the construction of related facilities and buildings covering multiple acres. The importance of Piermont in this regard was, however, short-lived, as the terminus of the railroad was later shifted closer to New York and with it the jobs and economy it had brought with it were lost.

The site where the Rockland Road Bridge and Haddock Hall were erected had historically served as the head of navigation for sloops plying their trade on the Hudson River, as just beyond it the Sparkill was dammed for the harnessing of water power beginning in the eighteenth century. Prior to the Revolution a grist mill and store were located here, operated first by Abraham Mabie and subsequently by Major Abraham Taulman. At this time Tappan Slote was known briefly as the Landing or Taulman’s Landing. Not until the construction of the long pier by the Erie Railroad did Dr. Eleazar Lord, the president and founder of the enterprise, christen the area as “Piermont.”⁴ Taulman and his sons continued in business at the site until the 1850s, the decade in which Roger Haddock procured the rights to the property, in advance of the construction of Haddock Hall in 1876, which he operated as a store and grist mill with civic space above.

Though the precise circumstances of its construction are not known, it may have been Haddock who promoted the construction of the bridge to link the two sides of the Sparkill in advance of the construction of Haddock Hall.

Rockland Road Bridge: Design and Construction

Rockland Road Bridge is representative of traditional masonry arch bridge construction, a building method that was being increasingly undermined by the proliferation of standardized metal truss types as the century wore on. Though stone and brick arch bridges continued to be built in the late nineteenth and into the twentieth century, the cost and labor required to build in this manner was coming to be viewed as impractical for most projects. Built in 1874, the Rockland Road Bridge represents a traditional building practice that was quickly losing ground to more practical and cost-efficient solutions.

The construction technique utilized by the unidentified builders of the Rockland Road Bridge was that traditionally used in stone arch bridge construction in the United States since the early eighteenth century. The stone used was likely quarried nearby; the brick was likely produced nearby in Haverstraw. In smaller bridges such as the Rockland Road Bridge, the foundations and abutments were constructed first, followed by the spanning arch. To facilitate the construction of the arch, a temporary support system, the “center” or “centering,” was erected. This feature consisted of wood ribs spanned by plank or “laggings” which would support the brickwork of the arch, the ends resting upon the stone abutments. The correct design of the

³ Frank Bertanguie Green, *The History of Rockland County* (New York: A.S. Barnes, 1886), 219.

⁴ *Ibid.*, 358.

Property Name *Rockland Road Bridge*
Location *Piermont, Rockland County, New York*

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Number 8 Page 3

centering was of integral importance to the stability of the completed arch. Once the centering was in place the arch was built and above it the spandrel walls, the stones of which were often laid in place dry until the proper fit had been achieved at which time they were mortared in place. Next the inside of the arch was often "waterproofed" with mortar or tar, and then the area above the arch and between the spandrel walls filled with earth and stones, and above that the roadway constructed.

Once complete, the final phase of construction required the removal of the centering. The correct removal, or striking, of the centering was crucial to the stability of the bridge; this process was often left for a few weeks after the completion of the bridge, to allow for the mortar to completely set.

Conclusion

The Rockland Road Bridge remains substantially intact to its construction date of 1874. It is a noteworthy example of traditional masonry arch bridge construction and a worthy compliment to the already National Register-listed Haddock Hall.

Property Name *Rockland Road Bridge*
Location *Piermont, Rockland County, New York*

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 9 Page 1

9. Major Bibliographical References

Cole, Reverend David, ed. *History of Rockland County, with Biographical Sketches of its Prominent Men*. New York: Beers and Co., 1884.

Green, Frank Bertangue. *The History of Rockland County*. New York: A.S. Barnes, 1886.

Rockland Road Bridge
Name of Property

Rockland County, New York
County and State

10. Geographical Data

Acreege of Property Less than one acre

UTM References

(Place additional boundaries of the property on a continuation sheet.)

1 18 590822 4542986
Zone Easting Northing

2
Zone Easting Northing

3
Zone Easting Northing

4
Zone Easting Northing

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title William E. Krattinger

organization NYS OPRHP, Field Services Bureau

date October 2004

street & number Peebles Island State Park

telephone (518) 237-8643 ext. 3265

city or town Waterford

state NY zip code 12188

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name/title Village of Piermont, c/o Highway Department

street & number 478 Piermont Avenue

telephone _____

city or town Piermont

state NY zip code 10968

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

Property Name *Rockland Road Bridge*
Location *Piermont, Rockland County, New York*

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 10 Page 1

10. Geographical Data

Verbal Boundary Description

The boundary for the Rockland Road Bridge National Register nomination is shown as the heavy black outline and gray shading on the enclosed map, entitled **Rockland Road Bridge (DOT BIN 3224170), Rockland Road over Sparkill Creek, Piermont, Rockland County, New York.**

Boundary Justification

The boundary for the proposed nomination has been drawn to include only the stone-arch bridge and the surviving wing or embankment walls, located on the west side of the bridge. Therefore, given this situation, the boundary extends further on the west side of the structure than on the east side.

Property Name *Rockland Road Bridge*
Location *Village of Piermont, Rockland County, New York*

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Photographs

Photograph and illustration key

Photos taken by Rockland County Highway Department, February 2005
Negatives at NYS OPRHP

1. West face, showing stone spandrel and brick arch
2. Brick arch
3. Arch base and stone impost from which the arch springs; note deterioration
4. West wing wall
5. East parapet and road surface; note National Register-listed Haddock Hall in background

Property Name *Rockland Road Bridge*
Location *Piermont, Rockland County, New York*

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

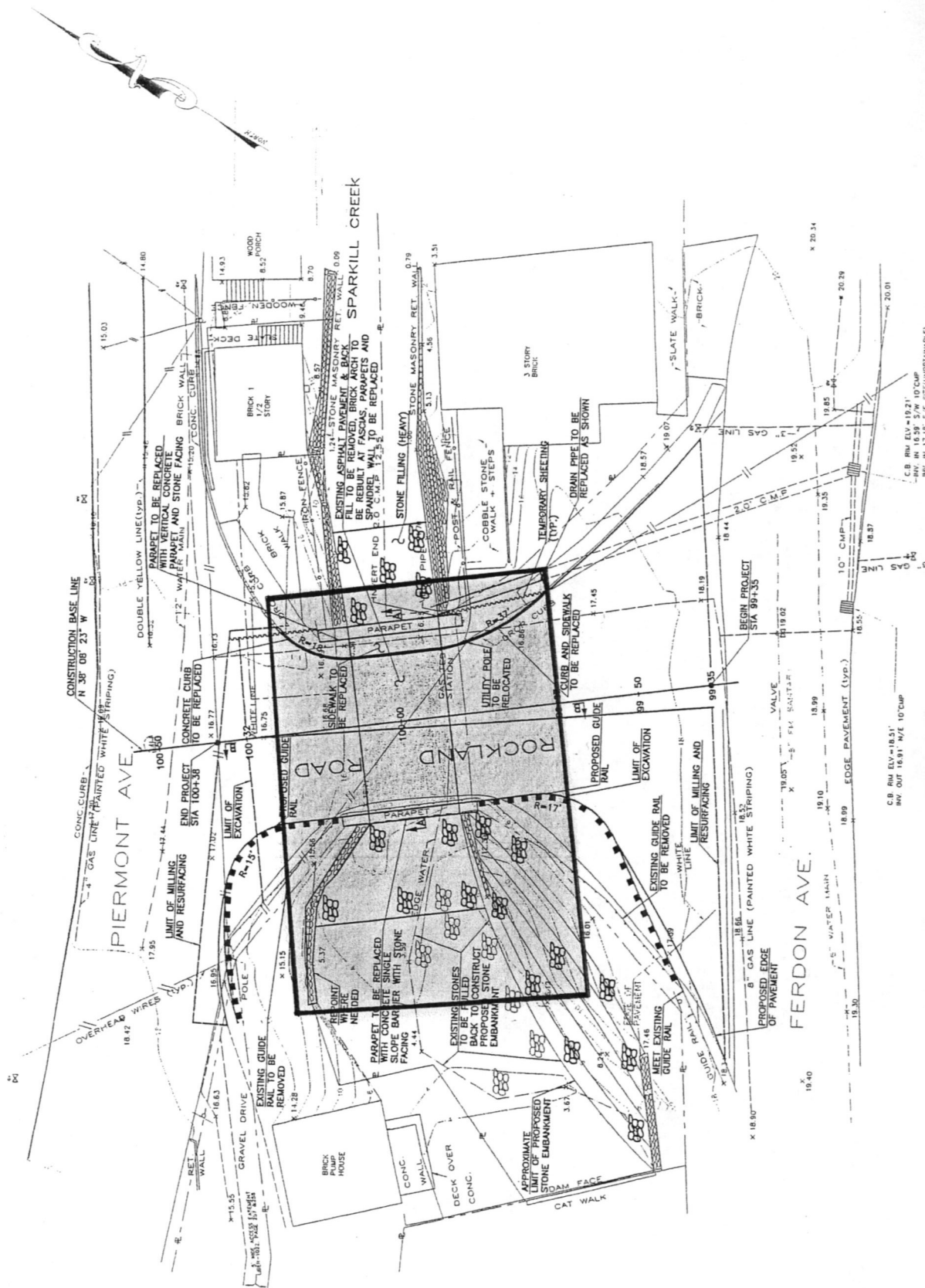
Photographs

Photographs

Photographs taken by Rockland County Highway Department Spring 2005

Negatives: NYS OPRHP, FSB, Peebles Island State Park

1. Southwest face of bridge, view showing brick arch and stone spandrel walls
2. Brick arch, view under bridge
3. Deteriorating base, northwest corner of bridge at junction with wing wall
4. Northwest wing wall
5. Road platform, view looking towards National Register-listed Haddock Hall



Rockland Road Bridge (DOT BIN # 3224170)
 Rockland Road over Sparkill Creek
 Piermont, Rockland County, New York

Boundary drawn with solid black outline and further denoted by gray shading
 Scale: 1" is equal to approximately 20'

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Rockland Road Bridge
NAME:

MULTIPLE
NAME:

STATE & COUNTY: NEW YORK, Rockland

DATE RECEIVED: 10/28/05 DATE OF PENDING LIST: 11/21/05
DATE OF 16TH DAY: 12/06/05 DATE OF 45TH DAY: 12/11/05
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 05001391

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 12-7-05 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



ROCKLAND ROAD BRIDGE
PIERMONT, ROCKLAND CO. NY
#1



ROCKLAND ROAD BRIDGE
PIERMONT, ROCKLAND CO. NY
#2



2 10 '05

ROCKLAND ROAD BRIDGE
PIERMONT, ROCKLAND CO. NY
#3



ROCKLAND ROAD BRIDGE
PIERMONT, ROCKLAND CO. NY

#4



2 10 '05

ROCKLAND ROAD BRIDGE

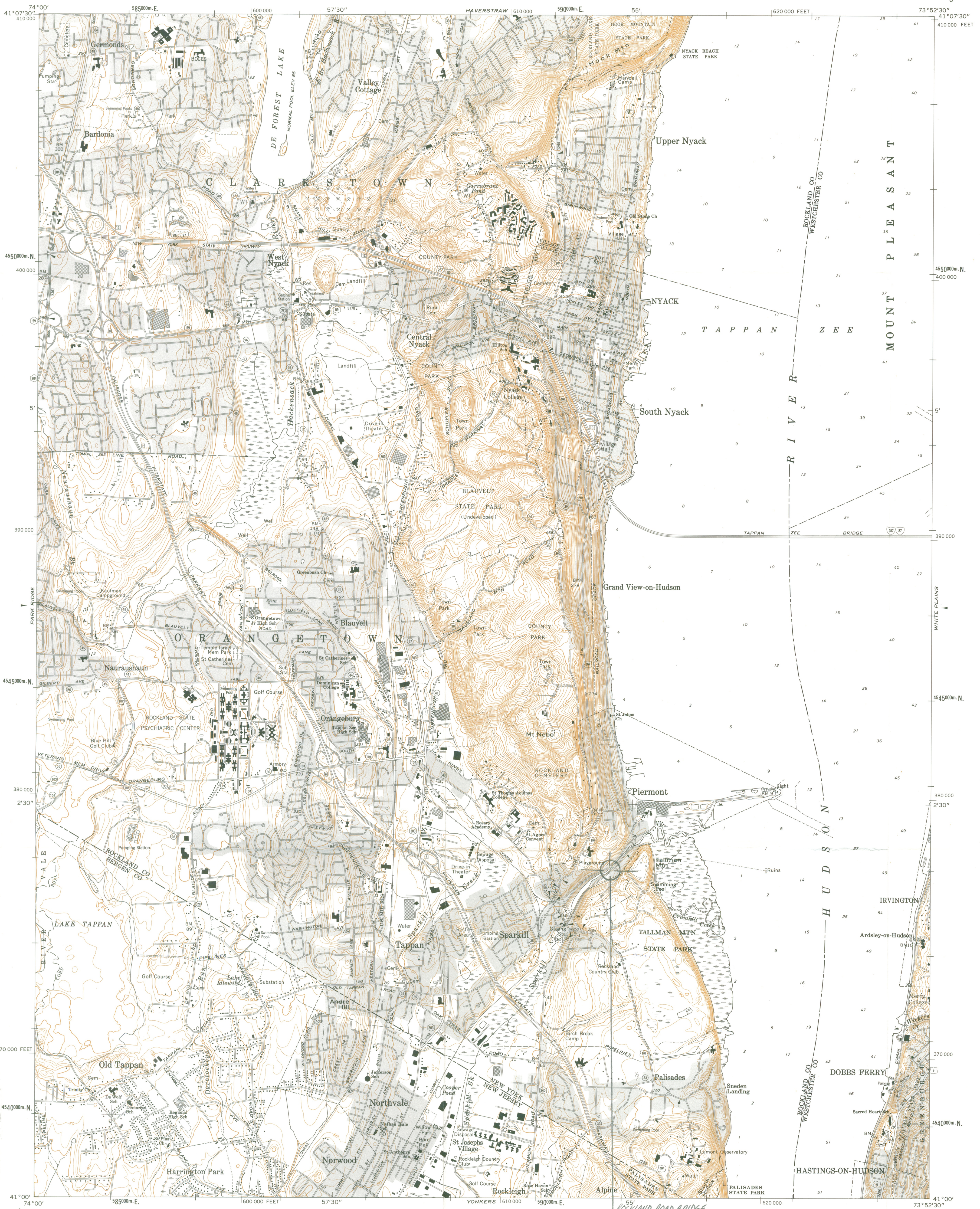
PIEDMONT, ROCKLAND CO. NY

#5



NEW YORK STATE DEPARTMENT OF TRANSPORTATION

NYACK QUADRANGLE NEW YORK-NEW JERSEY 7.5 MINUTE SERIES



Prepared and published in 1982 by the New York State Department of Transportation, in cooperation with the U.S. Department of Transportation, Federal Highway Administration. Map base from 1967 U.S. Geological Survey 7.5-minute quadrangle. Map revisions made using 1980 aerial photography, construction plans, official records and other sources. Features revised include: highways and other transportation facilities; civil boundaries; recreation sites; hydrography; and buildings. Grey tint indicates intensively developed areas in which only landmark buildings are shown. Revisions may not comply with National Map Accuracy Standards. Correspondence concerning this and other maps of the Department of Transportation should be directed to: Map Information Unit, New York State Department of Transportation, State Campus, Albany, New York 12232. Map revisions outside New York State are limited to major highways. 1982 revisions by A. J. Carlos & P. E. Van Schaick



SCALE 1:24 000
Polyconic projection. 1927 North American datum.
1000-meter ticks based on the New York Transverse Mercator grid. Between 72° and 78° West Longitude, this grid is identical to Zone 18 of the Universal Transverse Mercator grid. Areas east of 72° and west of 78° are direct mathematical extensions of Zone 18.
10,000-foot ticks based on the New York Plane Coordinate grid, East Zone.
Magnetic declination for 1982 is approximately 13° West
Contours, at 10-foot intervals, shown unrevised from 1967 U.S. Geological Survey map. Datum is mean sea level.

INDEX TO 1:6000 (1" = 800') MAP COVERAGE

NYACK (north)	NYACK (south)
---------------	---------------

ROADS:
Touring Route markers:
Interstate..... (I)
U. S..... (25)
State..... (28)
State Highway number and limit..... 800 7
County road..... (C)
Interchange number..... (I)

Divided highways and streets:
Wide mall..... (W)
Narrow mall or barrier..... (N)

Undivided highways and streets:
4 or more lanes..... 800 7
Less than 4 lanes..... (L)

Vehicle track; trail..... (V)

BOUNDARIES:
State..... (S)
County..... (C)
Town or City..... (T)
Incorporated Village..... (V)

ROCKLAND ROAD BRIDGE
SPARKILL CREEK, PIERMONT, ROCKLAND CO.
1 MILE NYACK QUAD
15/590822/4542986



INCORPORATED VILLAGE OF PIERMONT
*** DEPARTMENT OF PUBLIC WORKS ***
300 SOUTH PIERMONT AVE. * PIERMONT, N.Y. 10968
PHONE (845-359-1717) FAX (845-680-0049)

William E. Krattinger
Bureau of Historic Preservation

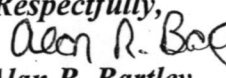
February 10, 2005

Bill,

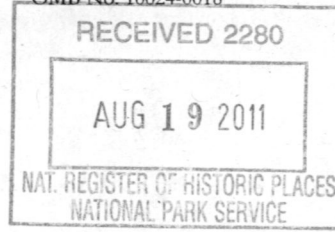
Enclosed are the pictures that you requested regarding the Rockland Road Bridge located in the Village of Piermont.

I would like to take this opportunity to thank you for your assistance with the application process for this project.

Thank you for your cooperation with regard to this matter.

Respectfully,

Alan R. Bartley
D.P.W. Supervisor

United States Department of the Interior
National Park Service



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National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Rockland Road Bridge Historic District

other name/site number _____

2. Location

street & town Ferdon Avenue, Rockland Road & South Piermont Avenue not for publication

city or town Piermont vicinity

state New York code NY county Rockland code 087 zip code 10968

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Ronald Purport DBHPD 5/25/11
Signature of certifying official/Title Date

State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State of Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register. See continuation sheet.

determined eligible for the National Register See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain): _____

for
Signature of the Keeper Edson H. Beall Date of Action 9.29.11

5. Classification

Ownership of Property
(check as many boxes as apply)

Category of Property
(check only one box)

Number of Resources within Property
(Do not include previously listed resources in the count.)

public-local

private

public-State

public-Federal

district

building(s)

site

structure

object

Contributing

Noncontributing

12

4

buildings

0

0

sites

8

4

structures

0

0

objects

20

8

Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

Number of contributing resources previously listed
in the National Register

N/A

3

6. Function or Use

Historic Function
(Enter categories from instructions)

Current Function
(Enter categories from instructions)

DOMESTIC: single dwelling, hotel

DOMESTIC: single dwelling

COMMERCE/TRADE: specialty store, warehouse

COMMERCE/TRADE: specialty store

RECREATION & CULTURE: auditorium

TRANSPORTATION: road related

TRANSPORTATION: road related

GOVERNMENT: public works

GOVERNMENT: fire station, public works

7. Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

VERNACULAR

foundation STONE, BRICK

EARLY REPUBLIC: Federal

walls STONE, WOOD, BRICK

MID-19th CENTURY: Greek Revival

roof ASPHALT, METAL, SLATE, SYNTHETIC

LATE VICTORIAN: Italianate, Second Empire

other GLASS

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

See Continuation Sheets-

Property Name *Rockland Road Bridge Historic District*
Location *Village of Piermont, Rockland County, New York*

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Number 7 Page 1

7. Narrative Description

Overview

The Rockland Road Bridge Historic District, located in the Village of Piermont, Rockland County, New York, contains within its 5.38 acre boundary 20 contributing and eight non-contributing features. The district's primary axis is formed by the course of Sparkill Creek—known at one time as Tappan Slote—with the various buildings and structures deployed on either side of that watercourse on Piermont and Ferdon Avenues. These two roads are connected by the Rockland Road Bridge, a masonry arch bridge constructed in 1874. A small section of Rockland Road, to the south of Ferdon Avenue, is also included within the district boundary. The contributing resources are primarily residential, save for a large mixed-use civic and commercial building (Haddock Hall), a mid-nineteenth century fire house converted into a residence by the early twentieth century (269 South Piermont Avenue), a former livery stable and storehouse (239 South Piermont Avenue), and the masonry bridge. The earliest resources are two buildings of stone construction, ca. 1785 and ca. 1800, with the remaining resources being primarily of nineteenth century construction. There is additionally a twentieth century pump house and dam in the district, located west of the bridge, and the so-called "Mine Hole," a feature which relates to a two-shaft extraction mine, the earliest history of which is unclear. The dam, while augmented in the twentieth century, nevertheless represents the location of the original eighteenth century impoundment which sustained the Piermont's first mill enterprises.

A larger boundary was considered; however, the expansion of the district further along Ferdon and South Piermont Avenue did not appear tenable given alterations to building stock and substantial non-historic infill. As such a more limited boundary was drawn, comprised of a concise collection of contributing buildings and structures and a limited number of non-contributing features. While small in scope, this boundary nevertheless highlights an area of Piermont with significant ties to its eighteenth and early nineteenth century development, and includes a number of keynote buildings that are associated with multiple historic and architectural themes. Of those resources included within the district boundary, the following have already been listed individually on the National Register of Historic Places (NRHP hereafter): Ferdon Hall (277 Ferdon Avenue); Haddock Hall (300 Ferdon Avenue); and the Rockland Road Bridge.

Building List

The following list is arranged by street name and address; dates of construction and historic names are cited where known, and the resource's status as contributing or non-contributing is indicated. Indented below primary resources are secondary resources such as stone walls and garages.

Ferdon Avenue

277 Ferdon Avenue, "Ferdon Hall," ca. 1835 & later; contributing building (NRHP)

This substantially scaled temple-form Greek Revival-style dwelling was erected for prominent nineteenth century Piermont resident and mill proprietor William Ferdon, and is arguably the foremost remaining example of temple-front residential architecture from this era in Rockland County. The Ferdon house is distinguished by a monumental freestanding portico of eclectic neoclassical conception, comprised of six Ionic columns and a Doric order entablature. Originally conceived and built as a self-contained frame house on a square-shaped plan, the dwelling was aggrandized ca. 1921 with the addition of a multi-story addition to the west elevation and likewise a modest rear porte-cochere; two additional yet more minor renovations

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followed, which augmented this early 1920s addition. These 1920s features and subsequent additions have since been removed, as the house was recently enlarged with the addition of multi-story flanker wings and the construction of a new rear verandah, which employs Grecian Doric elements. The house was oriented with its monumental portico facing northwards towards Ferdon Avenue and the Sparkill Creek, where William Ferdon's business interests were situated; it continues to maintain this important historic interrelationship, though the woolen mill is no longer extant.

Cast-iron fencing & associated stone wall; non-contributing structure

Swimming pool; non-contributing structure

Garden folly (original smokehouse, altered); non-contributing building

300 Ferdon Avenue, "Haddock Hall," 1875-76; contributing building (NRHP)

A two-story, mixed-use brick commercial and civic building of Neo-Grec inspiration with three-story tower at the southwest end. The principal elevation is the southeast façade, seven bays in width, which is oriented towards Ferdon Avenue; the opposite side of the building fronts on Sparkill Creek. Window openings have segmental-arched heads, the bays separated vertically by brick pilasters. First and second story windows are separated by a corbelled brick band. Windows are original and consist of two-over-two units. A paneled brick parapet terminates the main block and shields the roof line from view. This building was erected for Roger Haddock by builder W.H. Hand, and originally functioned as Haddock's store with village offices and the village library occupying the second floor. Later uses included textile milling.

Garage, ca. 1920s; contributing building

Rockland Road

20 Rockland Road, ca. 1835 & later; contributing building

A two-story frame dwelling, gable ended, with five-bay façade and center entrance plan. The façade has an intersecting gable corresponding with the three central bays. Most windows are hung with six-over-six windows with pedimented crowns, while the main entrance has a trabeated Greek Revival-style treatment with pilasters, three-quarter length sidelights and transom light. The building is clapboard sided and the roof is covered with metal shingles. The round-arched paired windows with four-over-four sash, intersecting façade gable, and bracketed cornice are subsequent Picturesque modifications likely dating to ca. 1860. The property was owned in 1891 by W. L. Lawrence.

Cast-iron fencing; contributing structure

Portions of this fence date to the nineteenth century.

Rockland Road Bridge over Sparkill Creek, 1874; contributing structure (NRHP)

The Rockland Road Bridge is a single-span brick arch structure. It has a length of approximately 22 feet, a width of approximately 30 feet, and a four-foot wide walkway, and carries two lanes of traffic over the Sparkill Creek between Ferdon Avenue and South Piermont Avenue. The arch is of brick construction while the spandrel and wing walls are formed of uncoursed and roughly dressed stone, bedded in mortar. The brick arch, approximately sixteen inches thick, springs from a course of undressed stone built above footings

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presumably seated on bedrock. The roadway is currently covered with asphalt which over time has raised the level of the roadway from its original height. On the northeast side of the bridge are a poured concrete walkway and an approximately two-foot high parapet wall constructed of roughly dressed, uncoursed stone with bluestone copping. A similar parapet on the southwest side is now screened by a modern guardrail that aligns Ferdon Avenue, crosses the bridge and then continues along Piermont Avenue.

Sparkill Pump House & dam, ca. 1940; contributing building & structure

The pump house is a flat-roofed utilitarian building, with walls of brick laid up in common bond, steel casement windows, and a cast stone cornice. As for the dam, it is a reinforced concrete structure built in the early nineteenth century to replace an earlier stone dam; it achieved its current height in the mid-twentieth century.

South Piermont Avenue

236 South Piermont Avenue, ca. 1870; contributing building

Two-story frame gable-front Gothic Revival-style dwelling with two-story wing; the main block has a side entrance plan, is clapboard sided, and has Gothic Revival verge board trimming the roof rake, terminated at the apex by a turned finial. A porch aligns the façade elevation, sustained by four square piers. Windows are fitted with replacement sash with applied muntins in a six-over-six configuration. The steeply pitched roof is clad with asphalt. The wing is brick at first-story level and frame with clapboard sheathing at second story level. The building's footprint is the same as depicted on the 1877 Sanborn fire insurance map, not including the garage.

Stone wall with concrete coping; contributing structure

Garage; non-contributing building

Stone wall (between 236 & 239 South Piermont Avenue); contributing structure

239 South Piermont Avenue, ca. 1856 & later; contributing building

A two-story brick building with bell-cast mansard roof, built on a square-shaped plan; walls are laid in a common bond pattern while the mansard is clad with slate shingles. The primary elevation fronts on South Piermont Avenue; fenestration on this elevation consists of a large bay fitted with double-leaf wood doors, each approximately 10 feet in height, which are hung on cast-iron strap hinges—presumably a treatment which relates to the building's nineteenth century use as a livery stable—in addition to a smaller four-paneled entrance door and a dormer with pedimented crown and double-leaf doors (four paneled with glazed upper panels) that presumably functioned to convey materials from the roadside to an upper level storage area. A bracketed wood cornice marks the transition between the brick walls of the superstructure and the mansard roof. The south-facing elevation, facing Sparkill Creek, includes a large open bay at second story level and an associated balcony.

Stone patio/terrace; non-contributing structure

250 South Piermont Avenue, ca. 1800 & later; contributing building

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A two and one-half story, end-gabled brick house with side entrance plan, built ca. 1800, with a two story, three-bay brick addition added ca. 1840 and a smaller frame addition. The façade of the original three-bay house features Flemish bond brickwork with cut brownstone dressings including splayed window lintels with central keystones and a cut brownstone watertable. Windows are fitted with replacement sash with applied muntins in a six-over-six configuration, and are flanked by paneled wood shutters. The entrance frontispiece is of a Greek Revival-style type, as is that on the ca. 1840 addition. The original section has a boxed cornice with concealed cornice gutter, reworked, while the addition has a deep frieze with moulded architrave. Both the bay window of the ca. 1840s addition and corresponding interior features suggest modifications undertaken ca. 1860. The interior of the early section retains original features including its open-stringer staircase which appears derived from Asher Benjamin's *Country Builder's Assistant* of 1797.

254 South Piermont Avenue, Canzonna Deli; non-contributing building

A two-story frame building, gable ended, with brick veneer at first-story level. This building's position and footprint is closely related to the cobbler's shop and storage building depicted on the 1877 Sanborn map that abutted the house at 250 South Piermont Avenue. Tradition maintains this address was likewise a stable early in the twentieth century. While the footprint may in some way relate to these earlier buildings and uses, the physical integrity of the resource is such that it has been considered non-contributing.

264 South Piermont Avenue, ca. 1800 and later; contributing building

A three-story stone and frame building, gable ended, with a five-bay façade with center entrance; originally a two-story stone dwelling, the third story being added subsequently though at an unknown date. Tradition maintains that Aaron Burr took accommodation at this building, a tavern, following his July 1804 duel with Alexander Hamilton. The stone bearing walls are laid up in coursed ashlar with grapevine mortar joints (a later repointing), while the gable ends have brick keyed into the stone work, these being brick chimneys built integrally with the bearing wall. Windows are currently fitted with replacement sash with a six-over-six applied muntin profile; a surviving historic image indicates these were once fitted with 12-over-12 sash. The interior, now disposed as apartment units, retains some ca. 1800 finish work including portions of the original staircase and likewise one mantel of Federal style conception and related wood work including window and door casings, chair rails, cabinets, and six-panel doors. Likewise evident is a section of wattle-and-daub infill at first story level, evidence of traditional building practices and the retention of such locally at this date.

Stone retaining wall (between 254 & 264 South Piermont Avenue); contributing structure

265 South Piermont Avenue, non-contributing building

A small single-story brick house of modern construction with saltbox roof profile.

Brick wall; non-contributing structure

269 South Piermont Avenue, "Protection Engine Company," ca. 1854 & later; contributing building

A two-story brick building, two bays wide with side entrance plan, with a two-story frame rear section and a single story brick wing to the east. The façade of the main block is laid up in stretcher bond while the side elevation is laid up in common bond; the façade of the wing is laid up in common bond. A wood cornice with stylized brackets is present on the main block, which has a backward sloping pitched roof. Evident on

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the façade is the reworking of an earlier fenestration scheme which included a large bay to accommodate the company's fire engine. The building is shown on the 1877 Sanborn fire insurance map as a firehouse with the name "Protection Engine Company" however by the time of the 1927 map is shown as a dwelling with its current footprint and likewise the adjacent automobile garage. Windows are fitted with replacement sash in a six-over-six muntin configuration, the openings spanned by cap moulded lintels; visible above the entrance into the main block is an earlier cut sandstone lintel.

Automobile garage, ca. 1920; contributing building

A single-story, gable front garage, complete with original glazed-and-paneled car bay doors and side entrance door; novelty siding, asphalt roofing.

272 South Piermont Avenue, ca. 1785 & later; contributing building

A story-and-a-half house of coursed sandstone construction, gable ended, with three-bay façade and centrally located door. Windows are fitted with six-over-six wood sash and housed in wood frames with moulded architraves. The front pitch of the gabled roof is punctuated by three evenly spaced dormers fitted with two-over-two wood windows; the gable fields on the side elevations are fitted with clapboard, and the building has two chimneys on either end, straddling the roof ridge. Interior conditions are not known. A date of ca. 1730 has previously been ascribed to the building but cannot be confirmed without further documentary or physical analysis. The three-bay façade with center entrance is consistent with eighteenth century two-room house models as built in Rockland County and Bergen County, New Jersey; this particular arrangement of fenestration was a development on one-room plan types, with the door and window corresponding with a large room with end-wall hearth, the remaining window given over to a narrow and smaller unheated chamber. The presence of chimneys at both ends is suggestive of a later modification of this plan.

Dry laid stone wall; contributing structure

The Mine Hole; contributing structure

A stone and concrete entrance with arched opening and cast iron gate into a two-shaft mine; the entrance is embellished with a hand-painted sign quoting H.W. Longfellow, though this is a replacement of an earlier sign that was stolen. The earliest history of this mine and its use remains a matter of speculation. It may have been originally opened for mining silver or iron and for a period, until ca. 1940, was used as a fresh water spring. The current entrance to the mine represents an early 1970s restoration; the shafts were sealed off ca. 1975.

8. Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Areas of Significance

(enter categories from instructions)

ARCHITECTURE

COMMERCE

INDUSTRY

Period of Significance

ca. 1785- ca. 1940

Significant Dates

ca. 1785; ca. 1800; ca. 1835; ca. 1854; ca. 1856; ca. 1875-76; ca. 1920

Significant Persons

(Complete if Criterion B is marked above)

Ferdon, William

Cultural Affiliation

N/A

Architect/Builder

Hand, William (Haddock Hall)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other Name of repository: _____

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8. Narrative Statement of Significance

Overview

The Rockland Road Bridge Historic District in Piermont, Rockland County, encompasses a small but locally significant collection of buildings and structures which share salient ties to the village's historic development from the later eighteenth to the early twentieth century. The centerpiece of the district, the Rockland Road Bridge, is a masonry arch bridge erected in 1874 to span the Sparkill Creek immediately south of the impoundment which defined the western-most navigable portion of this watercourse. Piermont's development was intimately connected with the Sparkill, known earlier as Tappan Slote, an important point of entry into the Hudson River. It was here that the village's first commercial and light industrial enterprises were established. Among the buildings included in the district are two which represent the oldest remaining building stock in Piermont. Likewise included within the district are Haddock Hall, a large mixed-used commercial and civic building erected in the 1870s for Roger Haddock, and Ferdon Hall, a substantial Greek Revival-style edifice erected ca. 1835 for prominent Piermont resident William Ferdon; both have been previously listed on the National Register of Historic Places, along with the Rockland Road Bridge. While exceptionally important to the early development of Piermont, the Sparkill Creek's importance was later diminished by the construction of the Nyack Turnpike and the subsequent establishment of Piermont as the eastern terminus of the New York & Erie Railroad, a position it maintained until 1861. While the district includes a relatively small number of buildings, these nevertheless are important in portraying various periods in the hamlet's development and are likewise expressive of the evolution of the local cultural demographic and emergence of national architectural styles. The Rockland Road Bridge Historic District is being nominated at the local significance level in association with Criterion A in the areas of commerce and industry, Criterion B in relation to William Ferdon, and Criterion C in the area of architecture.

Historical Development Context

Piermont, known in earlier periods as Tappan Landing, the Landing or Taulman's Landing, was first developed in relation to the Sparkill Creek, referred to in its earliest years by local citizens as Tappan Slote. The mouth of the Sparkill, which emerged for a time as a vital local shipping point in relation to the Hudson River, was dammed in the pre-Revolutionary War period to provide hydraulic power for the hamlet's first milling enterprise. The position of this dam became the head of navigation on the Sparkill, and a dam, since augmented, remains in this location. Piermont's first store was opened by Abraham Mabie in the pre-war period at this mill and after 1783 was operated by Major Abraham Taulman, who in 1805 erected a new building on site. Early in the nineteenth century John Moore, an African American resident, opened a saw and grist mill further to the west on the Sparkill, to which he added a fulling mill in 1810.¹ Among other early settlers in the Piermont area in the pre-Revolutionary War period were members of the Onderdonk family. In March 1736 Arie Smith (b. 1687) and his wife sold a 320-acre parcel to Garret Onderdonk (b. 1709) and his brother Abraham. This parcel was identified as being bounded on the north by the property of Teunis Douwe Taulman and to the south by Tappan Slote, and the deed was recorded in 1755.² This land was rather desirable at the time, given its proximity to the Sparkill. It was, however, the prospect of sandstone quarrying

¹ Frank Bertanguie Green, *The History of Rockland County* (New York: A.S. Barnes, 1886), 359.

² Rosalie Fellows Bailey, *Pre-Revolutionary Dutch Houses and Families in Northern New Jersey and Southern New York* (New York: Dover, 1968), 215.

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that apparently drew Garret and Abraham Onderdonk there, as family tradition maintains the brothers, with financial backing from their father, settled here to engage in that pursuit.

Prior to the construction of the Nyack Turnpike and the advent of Hudson River steamboat transportation, the Sparkill functioned as a vital transportation artery that facilitated the movement of goods and products from regional farms to distant markets, as fully-loaded sloops could navigate it successfully at high tide. The development of Piermont in the nineteenth century, however, is more closely associated with another transportation feature, the New York & Erie Railroad, established in the 1840s. For a time the railroad had its eastern terminus at Piermont. As nineteenth century historian Frank Green observed, "The construction of the Erie Railroad was an invaluable aid to the growth of this county. From its necessities Piermont was born, and by the communication thus opened, the villages of Blauveltville, Nanuet, Spring Valley and Monsey were rendered possible."³ At Piermont a large growth spurt attended the arrival of the railroad, marked by the construction of related facilities and support buildings covering some four acres. Perhaps most prominent among these features was the 4,000 foot-long pier that jutted into the Hudson River, erected to facilitate the movement of goods and passengers from boats to the railroad. Also built were two roundhouses, machine, car and paint shops, and a foundry. This was the period of Piermont's most considerable growth, the population nearing 2,500 by 1860.⁴ In its heyday tons of butter and eggs—and in one season 200,000 barrels of flour—passed through Piermont on their way via the railroad to distant urban markets that had previously been more difficult to access. What remains of this pier is outside the nominated historic district, and has been in part developed with residential housing units.

The importance of Piermont in relation to the New York & Erie Railroad was short-lived as the terminus of the railroad was later shifted closer to New York City. This loss caused great injury to Piermont's economy. The adoption of new interstate transit regulations in 1852 allowed for the New York & Erie's connection to New Jersey, and in 1861 the company left Piermont having chosen Jersey City as the new terminal point. A newspaper account of 1862 indicated that one-half of the village's residents had already left Piermont by this time, a remarkable change in fortunes for the previously thriving hamlet.⁵

Piermont was incorporated as a village in 1850. The name was apparently given to this community a decade earlier by Eleazar Lord, among the original promoters of the New York & Erie Railroad in its formative years, and the man who proved instrumental in bringing the railroad's eastern terminus to Piermont. Lord served three separate terms as the president of the New York & Erie. He had accumulated considerable wealth as an insurance entrepreneur and as the founder and first president of the Manhattan Fire Insurance Company. During a European "grand tour" between 1817 and 1818, Lord met and befriended the Hudson Valley author Washington Irving, and the two men visited Sir Walter Scott at his Gothic Revival castle Abbotsford in Scotland. This visit inspired Lord to contract for a monumental Gothic Revival villa on Mt. Nebo, above Piermont, where he had considerable landholdings. He resided here until his death in 1871.

With the removal of the New York & Erie Railroad to Jersey City a period of economic decay unfolded. Green, writing in 1886, noted that the period after 1870 saw Piermont "gradually fall into a state of

³ Green, *Rockland County*, 219.

⁴ *Ibid.*, 360.

⁵ *Ibid.*

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decrepitude, from which there appears to be no relief.”⁶ As for the railroad pier, it did serve an important role long after the New York & Erie’s removal to Jersey City. During the Second World War the pier functioned as both the embarkation and debarkation point for over one million American soldiers who served in the European theatre of the conflict. These men were based at nearby Camp Shanks.

Comparison of the area included within the nominated district with nineteenth and early twentieth century mapping indicates that this area bounding Sparkill Creek had long been characterized by mixed residential and light industrial and commercial development. This area is intimately tied to Piermont’s earliest history and growth, given the presence of the Sparkill and the dam north of the Rockland Road Bridge, this impoundment representing the historic head of navigation on the creek first established in the eighteenth century. Haddock Hall, completed in 1876, and the building at 239 South Piermont Avenue are significant in their relationship with nineteenth century commerce and industry in Piermont. The latter was built ca. 1856, replacing the building erected here in 1805 by Major Abraham Taulman, marking this as the location of the Mabie mill and store established prior to the American Revolution. This building is indicated on the 1877 Sanborn fire insurance map as a flour and feed store, while the 1927 map indicates its use for storage in relation to a local paper mill. It was earlier used as a livery stable, the large bay with double-leaf doors likely relating to this function. As for Haddock Hall, it was conceived and built on a far more ambitious scale and housed commercial operations while also accommodating the offices of local government. As such it shares important ties to Piermont’s commercial and civic life in the second half of the nineteenth century. It was unfortunately here, in April 1891, that Haddock took his own life, having come “to his death by a pistol shot to the head while under a temporary aberration of the mind.”⁷

As for buildings and structures no longer extant within the district boundary, historic images and mapping indicate the presence of two frame buildings opposite the three-story stone and frame building, between the bridge and the former firehouse. That closest to the bridge functioned as a tailor’s shop and tobacco store, while the other served as a dwelling, as per the 1877 Sanborn map. Likewise no longer extant or altered beyond recognition are a frame cobbler’s shop and storage building, located where the deli is now situated, and a harness shop further west towards the Mine Hole.

Architectural Analysis

While the nominated Rockland Road Bridge Historic District includes a relatively small number of architectural resources, these nevertheless illuminate a number of important themes in the development of this region’s architecture from the latter eighteenth to the mid-nineteenth century. Evident to some extent is the transition from domestic forms and methods of construction related to the region’s Dutch population to those equated with the English, representative of the transitional nature of this cultural landscape in the post-Revolutionary War period. The two earliest buildings are expressive to some extent of the earlier regional vernacular, while those built in the nineteenth century portray the influence of national stylistic trends and standardized domestic typologies. Collectively they offer a limited though nevertheless insightful cross-section of Piermont’s architectural development in the roughly 100-year period from ca. 1785 to 1876.

⁶ Ibid.

⁷ *Rockland County Journal*, April 1891.

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The earliest dwelling in the district is by all indications that at 272 South Piermont Avenue. Its story-and-a-half form, load-bearing walls of sandstone and steeply pitched roof are expressive of established building traditions related to this region's early Dutch settlers. This building has been previously dated to ca. 1730 however a more conservative date of ca. 1785 has here been offered, in the absence of interior observation and analysis. The three-bay façade with central entrance relates to traditional eighteenth century models in Rockland County and adjacent Bergen County, New Jersey, which were closely related in social, cultural and architectural matters. This particular 3-bay subtype was most often a development of the two bay, one-room house plan, expanded by a single bay. The position of chimneys on both ends, however, suggests a modification of an earlier plan, as typically a hearth would only be present in the larger room. The dormers are likely a mid-nineteenth century modification—and do appear in an early image of the house—presumably added in association with the partitioning of the half-story, which may have been unfinished garret space originally.

The building at 264 Piermont Avenue is likewise relevant in this context, however in both form and plan is expressive of new influences on local design. While built of locally quarried stone, the five-bay façade with center entrance and original two-story form—the framed upper story is a subsequent modification—are not in keeping with Dutch models and instead portray English influence. Interior construction methods and finish work suggest the building was erected ca. 1800; floor framing consists of reciprocating sawn joists while the finish work is of clear Benjamin-Pain derivation and expressive of the Federal style. The building retains one original mantel, which represents regional design motives in its use of downward-tapered pilasters, a nearly ubiquitous feature of Federal-style mantels in Bergen County, New Jersey. Some areas of wattle-and-daub wall infill are present, indicative of the survival of traditional building practices here at this date. Anecdotal tradition maintains that this is the building where Aaron Burr sought refuge following his pistol duel with Alexander Hamilton in 1804.

The dwelling at 250 South Piermont Avenue is wholly expressive of the full shift away from established local models and Dutch building traditions. Erected ca. 1800, its two-and-a-half story gable end form and side entrance plan relate it to English models, such as those which were erected in adjacent Orange County starting in the eighteenth century. Examples such as the Bull house in Hamptonburgh, Orange County, portray the adoption of this domestic form there before 1750. Perhaps equally conspicuous was its use of load bearing walls of brick, laid up in Flemish bond on the façade with brownstone dressings. Rockland County had little in the way of a tradition of brick construction dating to the eighteenth century. Dutch builders there did not employ composite timber-frame-with-brick-veneer construction, the traditional method of brick construction as brought from Holland which was used in the eighteenth century in parts of the upper Hudson Valley. Brick making was instead largely confined to that required to construct fireplace hearths and chimneys. Sandstone instead formed the preferred masonry building material, and was abundant and easily quarried in this area. The side hall interior plan and finish work all speak to the acceptance of current fashions in style and plan, the staircase design apparently having been derived from Asher Benjamin's 1797 *Country Builder's Assistant*. This dwelling was subsequently aggrandized with the addition of a wing with features expressive of the Greek Revival style, and also the subsequent Picturesque period of the mid-nineteenth century, indicative of another period of renovation.

Ferdon Hall is a keynote building in Piermont and remains arguably the best-remaining example of antebellum temple-front neoclassical architecture in Rockland County. Built ca. 1835, it must have proved somewhat of a

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curiosity to local residents, as there are clear indications the Greek Revival style was taken up slowly in many quarters of Rockland County. The brick house erected for Jacob Blauvelt in the early 1830s in the New City area employed a high-breaking gambrel roof with sprung eaves, in the provincial Dutch manner of Rockland and Bergen counties; while there are hints of the new style in some of its interior finishes, notably the parlor mantel and architraves, taken as a whole the dwelling retains much of the local flavor of an earlier generation and speaks to the relative conservatism of the area's architecture. Meanwhile in nearby Tappan, the new Reformed Church dedicated in March 1836 was also of a generally conservative nature for that date, the exterior form, proportions and treatments still largely indicative of the tastes of the preceding era. The architectural landscape of Rockland County in the early 1830s was one of continued transition, as established traditional forms and local interpretations of the Federal style continued to find expression concurrent with introduction of the newer Grecian fashion and its absorption into the local vernacular. This was the regional context in which William Ferdon contracted for the erection of a substantial temple-front dwelling, a building standing in stark contrast with much of Piermont's residential architecture of that time. The manner in which Ferdon Hall was sited—its façade facing towards Sparkill Creek, on a high crest of land—capitalized on its emotive potential as an allusion to classical antiquity, and placed it in conspicuous position above Ferdon's mill interests. While its center hall, double-pile plan was conservative and rooted in long-established models, its monumental portico and Grecian inspired finish work were progressive and in keeping with the larger national architectural fashion of that decade.

Of the remaining domestic buildings, 20 Rockland Road, built ca. 1835 and subsequently updated, is of the traditional two-story, five-bay center hall house type. The entrance frontispiece and pedimented window crowns relate it to the Greek Revival style and Ferdon Hall, however the house could potentially be a generation older. The bracketed cornice and paired round-arched windows are expressive of the Picturesque period ushered into popularity through the efforts of Newburgh's Andrew Jackson Downing, among others. 236 South Piermont Avenue, ca. 1870, with its Gothic detailing likewise relates to this period of design prior to the onset of the Late Victorian period.

Two commercial buildings are present in the district and these portray post-1850 architectural fashions and commercial and mixed-used functions. The building at 239 South Piermont Avenue was erected ca. 1856, replacing an earlier building erected there in 1805 by Major Abraham Taulman. Stylistically the building's mansard roof relates it to the Second Empire style, though the mansard is presumably an 1870s reworking. Haddock Hall is the most impressively scaled and architecturally styled nineteenth century building in the district. It was built 1875-76 for Roger Haddock by his brother-in-law, contractor William Hand, at the cost of \$15,000. Hand was an experienced builder and worked for a time with Richard Morris Hunt; he built the Osborn House in Garrison, New York, and likewise the Chemical Building in Princeton, New Jersey. Haddock Hall was a mixed-use edifice, with Haddock's store occupying the first floor, the second floor given over for use as Piermont's village hall and library. By the early twentieth century it housed the Hasbrouck Motor Works and likewise functioned as a textile mill from ca. 1926-1975. The brick building erected under Hand's guidance would appear to represent progressive architectural ideals, specifically the academic Neo-Grec style. While the segmental arched apertures relate it to the Italianate style, the overall massing and use of rectilinear panels and pilasters are instead suggestive of Neo-Grec design trends. It remains an impressive example of mixed-use nineteenth century architecture in Rockland County, with salient ties to nineteenth century village life and commerce.

Property Name *Rockland Road Bridge Historic District*
Location *Village of Piermont, Rockland County, New York*

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Number 8 Page 6

An additional civic resource is worth noting, that being the former firehouse at 269 South Piermont Avenue, the so-called "Protection Engine Company." This fire company began operations in 1851 under the direction of James Westervelt, and a firehouse was shown at this location on mapping by the mid-1850s. The village's present Empire fire company was established in 1870 and a new firehouse built that year, though the two continued to function simultaneously until at least ca. 1890. At some point hence the former Protection Engine Company building assumed a domestic function.

As for the Rockland Road Bridge, it is the engineering feature which forms the crux of the nominated historic district, and is a rather late example of masonry arch construction, built in 1874. This historic structure forms a strong point of comparison with the nearby 1880 Sparkill drawbridge (NRHP-listed), a hand-operated structure manufactured by the King Iron Bridge Company. This latter bridge, located further east towards the Hudson River, allowed sloops to pass in order to access businesses located further west on the creek. As for the Rockland Road Bridge, it appears it was the first span over this portion of the Sparkill Creek, allowing for the connection of present-day Ferdon and South Piermont avenues.

William Ferdon

William Ferdon (1787-1872), the son of Johannis Ferdon and Feytje Westervelt, contracted for the construction of Ferdon Hall in the 1830s. Ferdon bought the tract of land on which this house is situated in 1835 from his father who, along with his brother Wilhemus and Jacob Ferdon, had acquired 12 acres of land here from George Titlar in 1797. This land was formerly part of the 500-acre Lockhart patent, the majority of which was located in New Jersey. William Ferdon married Elizabeth Perry in 1809 at the Tappan Reformed Church, where he had likewise been baptized in December 1787, and the couple had two children John and Catherine (b. 1818). At one time William Ferdon owned 300 acres of land and a woolen mill in Piermont, the latter purchased in 1815 from John Moore and converted from a carding mill. Aside from his mill operation, which in later years he leased to a Paterson, New Jersey-based company, Ferdon was on the Rockland County grand jury list during the 1820s and 1830s, an indicator of his stature within the community. He continued to grow his wealth and land holdings as the nineteenth century progressed, and by 1870 boasted a real and personal estate worth of \$100,000. His standing in the community is indicated by his last will and testament, which was witnessed by two of Piermont's leading citizens of that day, Roger Haddock and Jacob Reichling. His obituary, published in the *Christian Intelligencer*, noted Ferdon was "a man not only of material wealth but of a spiritual wealth as well."⁸

⁸ Hugh Goodman, "A History of Ferdon Hall," (July 2006), 3-14.

Property Name *Rockland Road Bridge Historic District*
Location *Piermont, Rockland County, New York*

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 9 Page 1

9. Major Bibliographical References

Bailey, Rosalie Fellows. *Pre-Revolutionary Dutch Houses and Families in Northern New Jersey and Southern New York*. New York: Dover, 1968.

Cole, David. *History of Rockland County, New York, with Biographical Sketches of Its Prominent Men*. New York: J.B. Beers & Company, 1884.

Goodman, Hugh. "A History of Ferdon Hall," July 2006.

Green, Frank Bertanguie. *The History of Rockland County*. New York: A.S. Barnes, 1886.

Hoglund, David and Herbert Githens and Albin Rothe. "The Early Stone House of Bergen County, New Jersey: A Theme Nomination Including 212 Houses." *National Register of Historic Places*. 1980.

10. Geographical Data

Acreage of Property 5.38 acres

UTM References

(Place additional boundaries of the property on a continuation sheet.)

1 18 590816 4543180
Zone Easting Northing

2
Zone Easting Northing

3
Zone Easting Northing

4
Zone Easting Northing

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title William E. Krattinger
organization NYS OPRHP, Field Services Bureau date October 2010
street & number Peebles Island State Park telephone (518) 237-8643
city or town Waterford state NY zip code 12866

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A **USGS map** (7.5 or 15 minute series) indicating the property's location.
- A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black & white** photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name/title Various (historic district)
street & number _____ telephone _____
city or town _____ state NY zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

Property Name *Rockland Road Bridge Historic District*
Location *Piermont, Rockland County, New York*

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 10 Page 1

10. Geographical Data

Verbal Boundary Description

The boundary for the Rockland Road Bridge Historic District NRHP nomination is shown on the enclosed two maps. The first of these, at a scale of 1:1,600, additionally shows the boundaries of the previously NRHP listed Rockland Road Bridge, William Ferdon House, and Haddock's Hall, and how they relate to the larger district boundary.

Boundary Justification

The boundary has been drawn to correspond with the current legal tax boundaries for the properties included within the historic district. All of the land included, 5.38 acres in extent, is historically associated with the cited period of significance for the district.

Property Name *Rockland Road Bridge Historic District*
Location *Piermont, Rockland County, New York*

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Photographs

Photographs

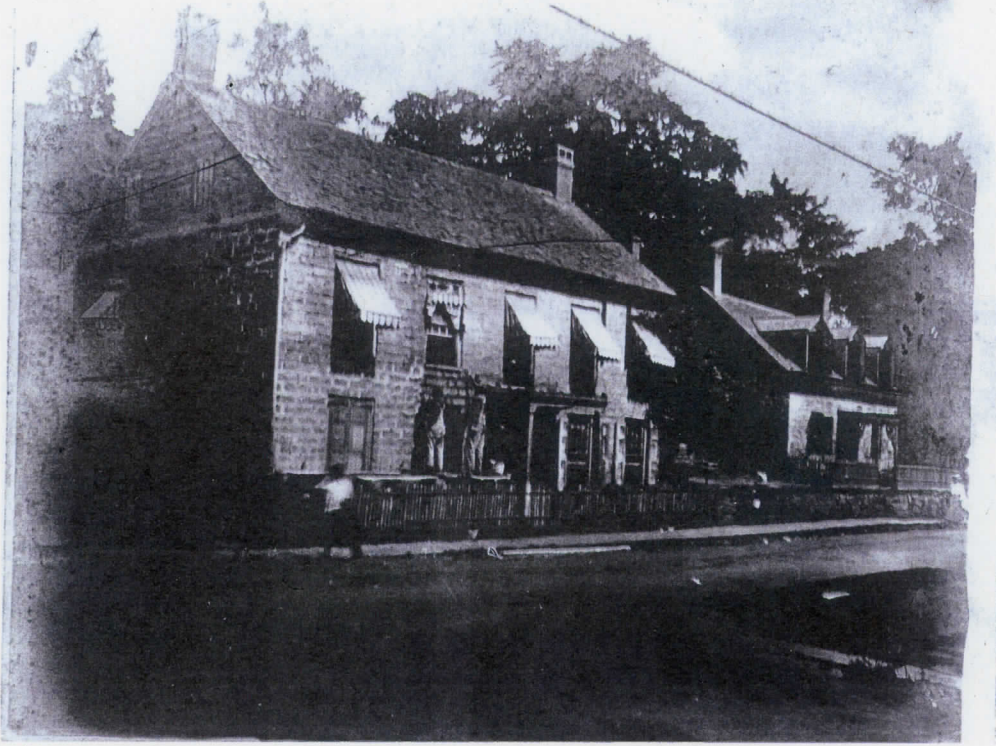
Photographs by William E. Krattinger
March, May and August 2010

1. William Ferdon House, 277 Ferdon Avenue; view looking south
2. Haddock Hall, 300 Ferdon Avenue, south elevation, view looking north
3. 20 Rockland Road, view looking south
4. Street view, looking northeast, 264 South Piermont Avenue to left, 272 South Piermont Avenue to right
5. 272 South Piermont Avenue, view looking to northwest
6. 250 South Piermont Avenue, view looking roughly east
7. 236 South Piermont Avenue, view looking roughly west
8. 269 South Piermont Avenue, view looking to southeast, Haddock Hall at right and behind
9. 239 South Piermont Avenue, view looking roughly south

Property Name *Rockland Road Bridge Historic District*
Location *Piermont, Rockland County, New York*

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Appendix



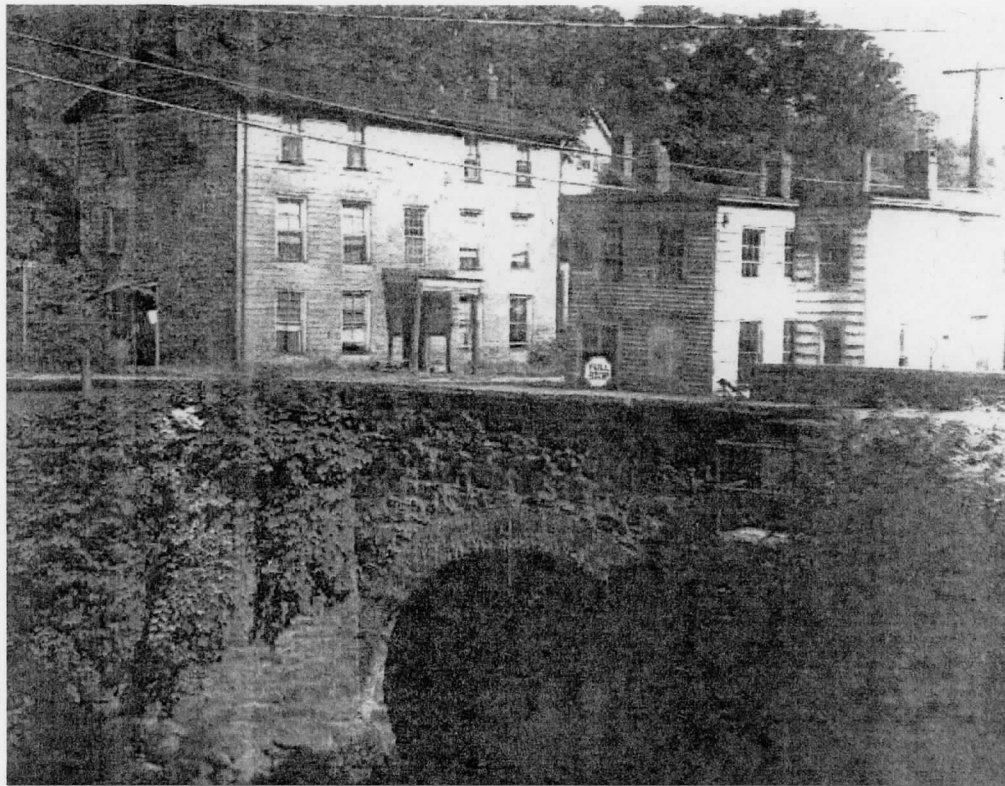
Above "Old Dutch houses facing Tappan Slout [sic]"; below, contemporary view of same showing 264 South Piermont Avenue (left) and 272 South Piermont Avenue.



Property Name *Rockland Road Bridge Historic District*
Location *Piermont, Rockland County, New York*

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Appendix



Above, undated view, ca. 1920s: Rockland Road Bridge in foreground, behind which at left is 262 South Piermont Avenue, by this time a full three stories in height; building at right no longer extant. Below, similar view, with 269 South Piermont Avenue, the former firehouse, visible at extreme right.



Property Name *Rockland Road Bridge Historic District*
Location *Piermont, Rockland County, New York*

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Appendix



Undated view east on South Piermont Avenue; Haddock Hall in distance.

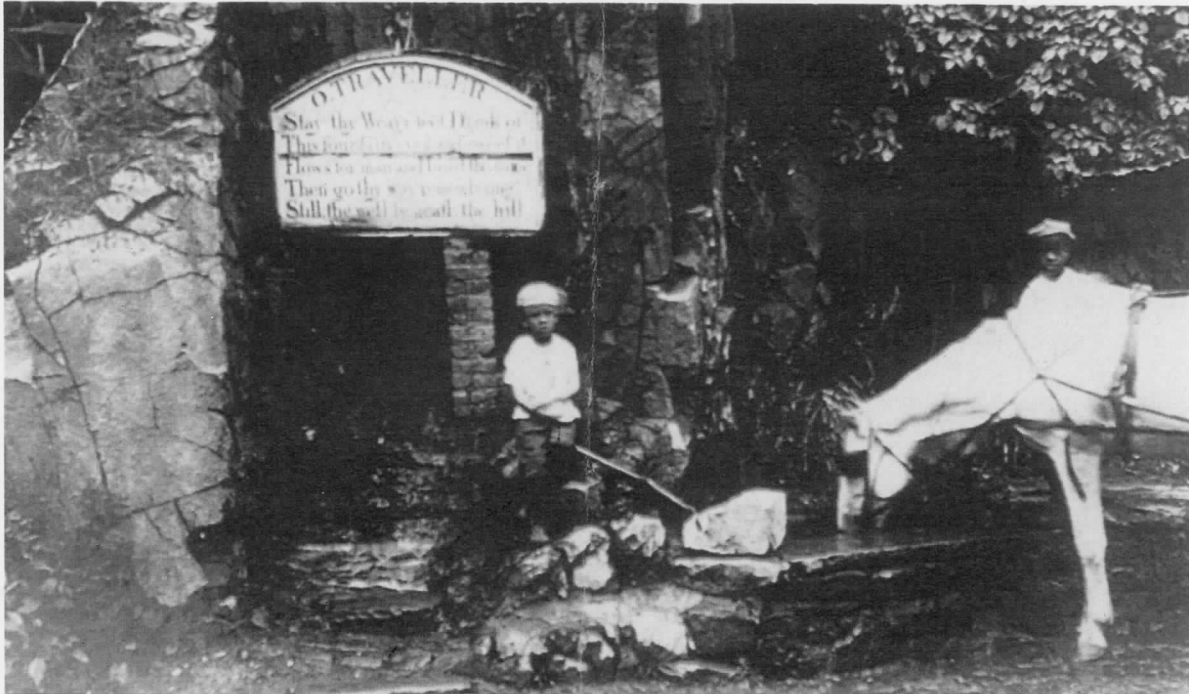


Ferdon Hall, undated view

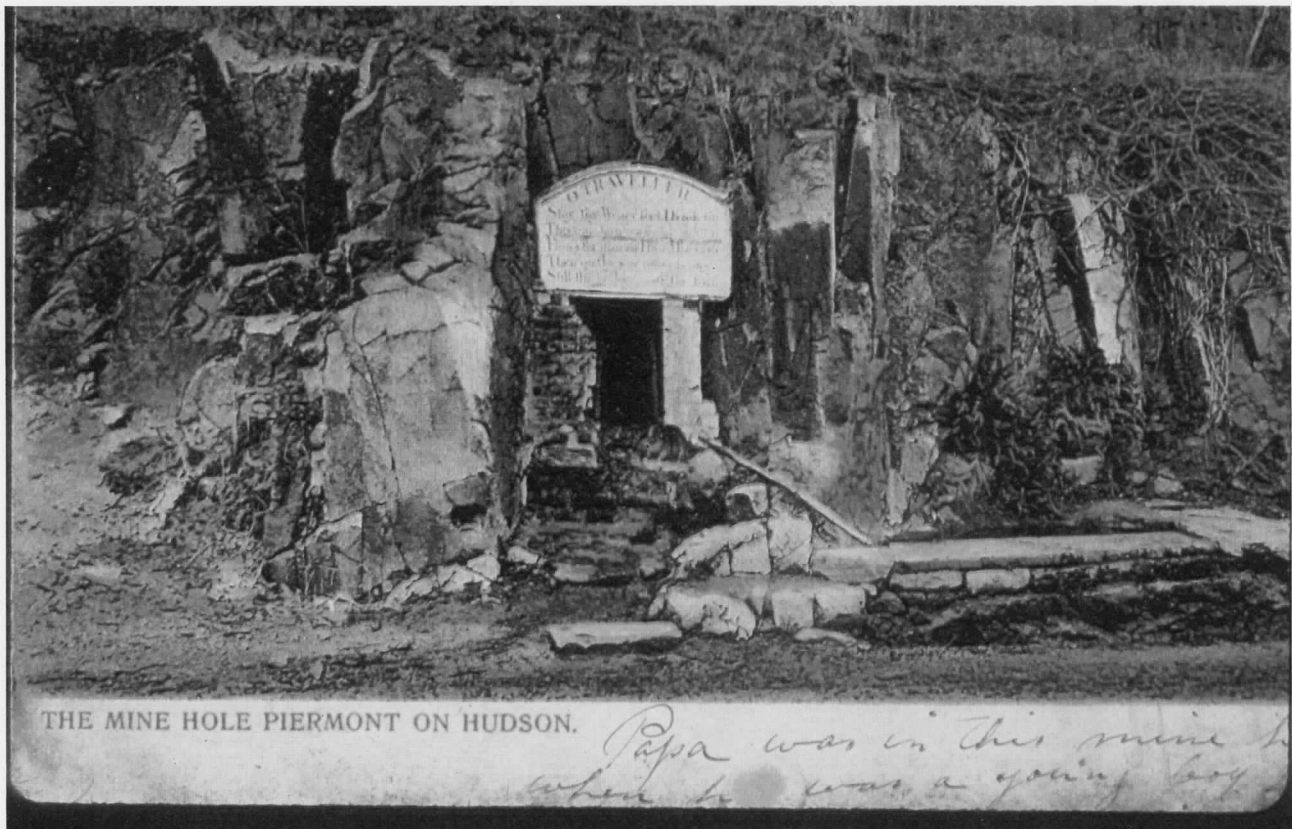
Property Name *Rockland Road Bridge Historic District*
Location *Piermont, Rockland County, New York*

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Appendix



Above & Below: The Mine Hole



Property Name *Rockland Road Bridge Historic District*
Location *Piermont, Rockland County, New York*

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

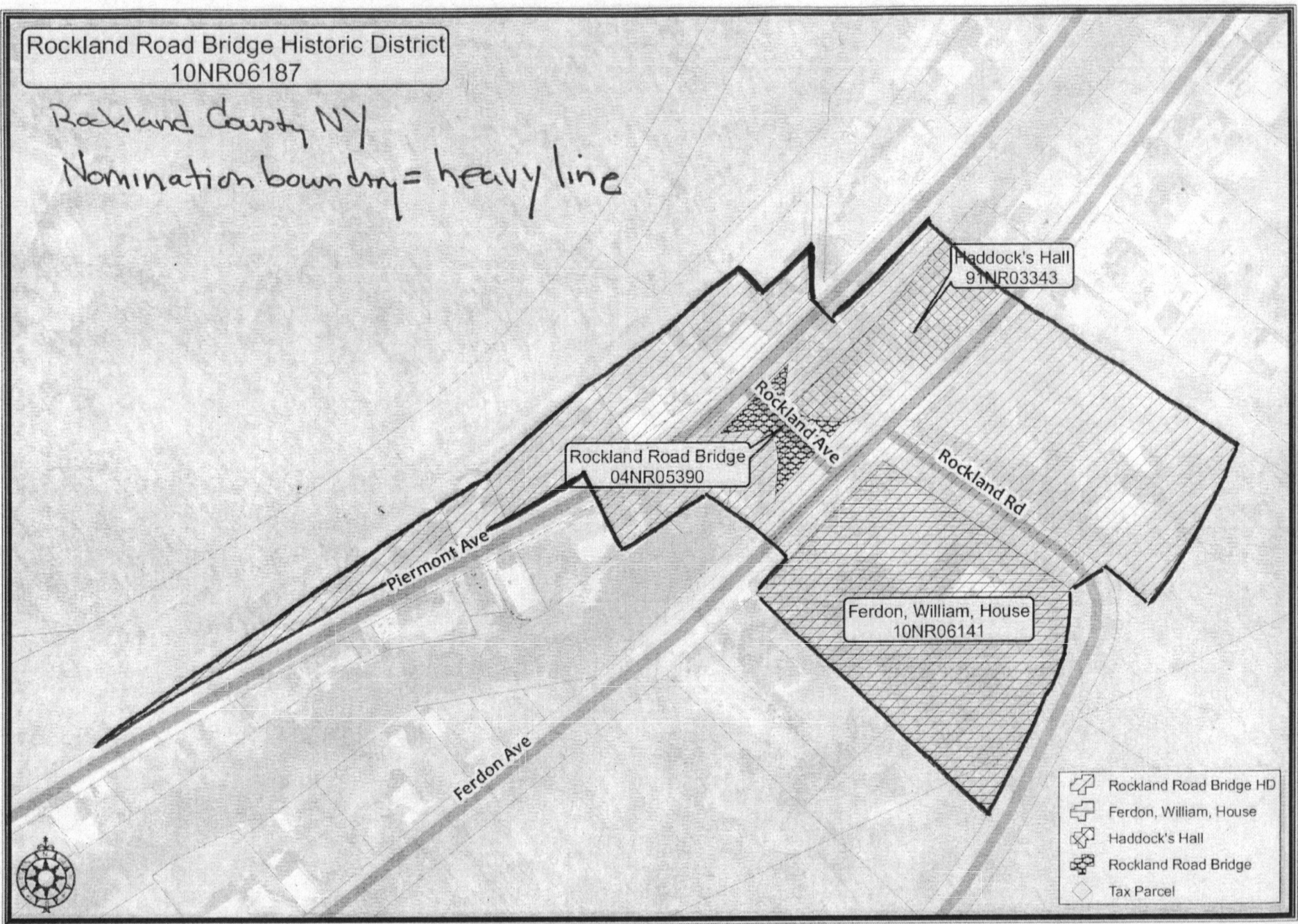
Appendix



Sparkill Creek looking towards Rockland Road Bridge, c. 1916. The Sparkill was used as backdrop for the 1916 movie *The Hungry Heart*, with the bridge and buildings modified to appear as a Venetian canal. .

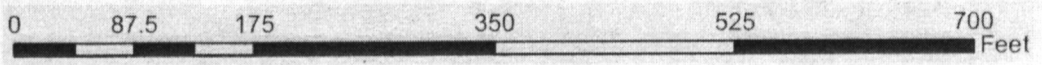
Rockland Road Bridge Historic District
10NR06187

Rockland County NY
Nomination boundary = heavy line



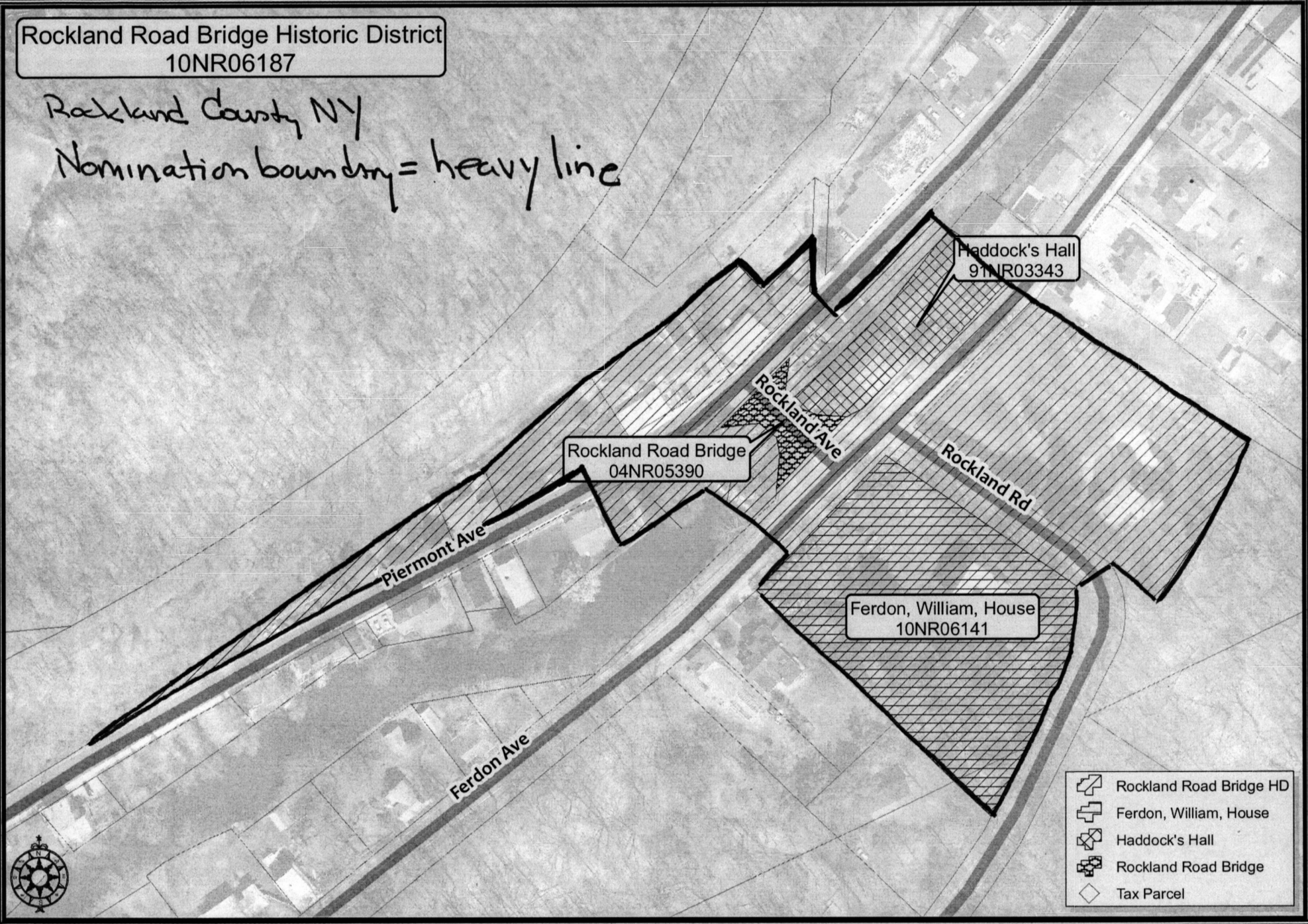
N

1:1,600



Rockland Road Bridge Historic District
10NR06187

Rockland County NY
Nomination boundary = heavy line



Haddock's Hall
91NR03343

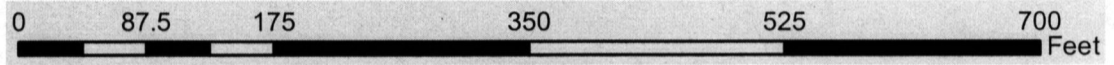
Rockland Road Bridge
04NR05390

Ferdon, William, House
10NR06141

- Rockland Road Bridge HD
- Ferdon, William, House
- Haddock's Hall
- Rockland Road Bridge
- Tax Parcel



1:1,600





GREENSBURGH

Piermont

Tallman Mtn

TALLMAN MTN
STATE PARK

Sparkill

H U D S O N

IRVINGTON

Ardsley-on-Hudson

DOBBS FERRY

ROCKLAND ROAD BRIDGE HISTORIC DISTRICT
 FERDON AVE, SOUTH PIERMONT
 AVE & ROCKLAND ROAD
 PIERMONT, ROCKLAND CO. NY
 N.Y.A.C. GRID 1:24000
 4543
 ZONE 18 590816 4543180
 EASTING NORTHING

800 000 FEET
(N. J.)

3.6 MI. TO INTERSTATE 287
 OSSING 11 MI.

ROCKLAND CO
 WESTCHESTER CO

NEW YORK
 NEW JERSEY

ROAD 340
 ROAD 197
 ROAD 197
 ROAD 197

INTERSTATE

CONRAIL

ROCKLAND CEMETERY

St Thomas Aquinas College

St Agnes Convent

ump
ta

Birch Brook Camp

PIPELINE

OAK TREE ROAD

Cem

Palisades

Snedden Landing

Sacred Heart Sch

St Johns Ch

Sparkill Sch

Light

BM 9

WT

Ruins

Crunkill Creek

Rockland Country Club

4 TRACKS

CONRAIL

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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Rockland Road Bridge Historic District

MULTIPLE NAME:

STATE & COUNTY: NEW YORK, Rockland

DATE RECEIVED: 8/19/11 DATE OF PENDING LIST: 9/14/11
DATE OF 16TH DAY: 9/29/11 DATE OF 45TH DAY: 10/04/11
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 11000709

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 9-29-11 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in
The National Register
of
Historic Places**

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



ROCKLAND RD. BRIDGE HISTORIC DISTRICT
PIERMONT, NY #1



ROCKLAND RD. BRIDGE HISTORIC DISTRICT
PIERMONT, NY #2



ROCKLAND RD BRIDGE HISTORIC DISTRICT
PIERMONT, NY #3



ROCKLAND ROAD BRIDGE HISTORIC DISTRICT
PIERMONT, NY # 4



ROCKLAND RD BRIDGE HISTORIC DISTRICT
PIERMONT, NY #5



ROCKLAND RD. BRIDGE HISTORIC DISTRICT
PIERMONT, NY #6



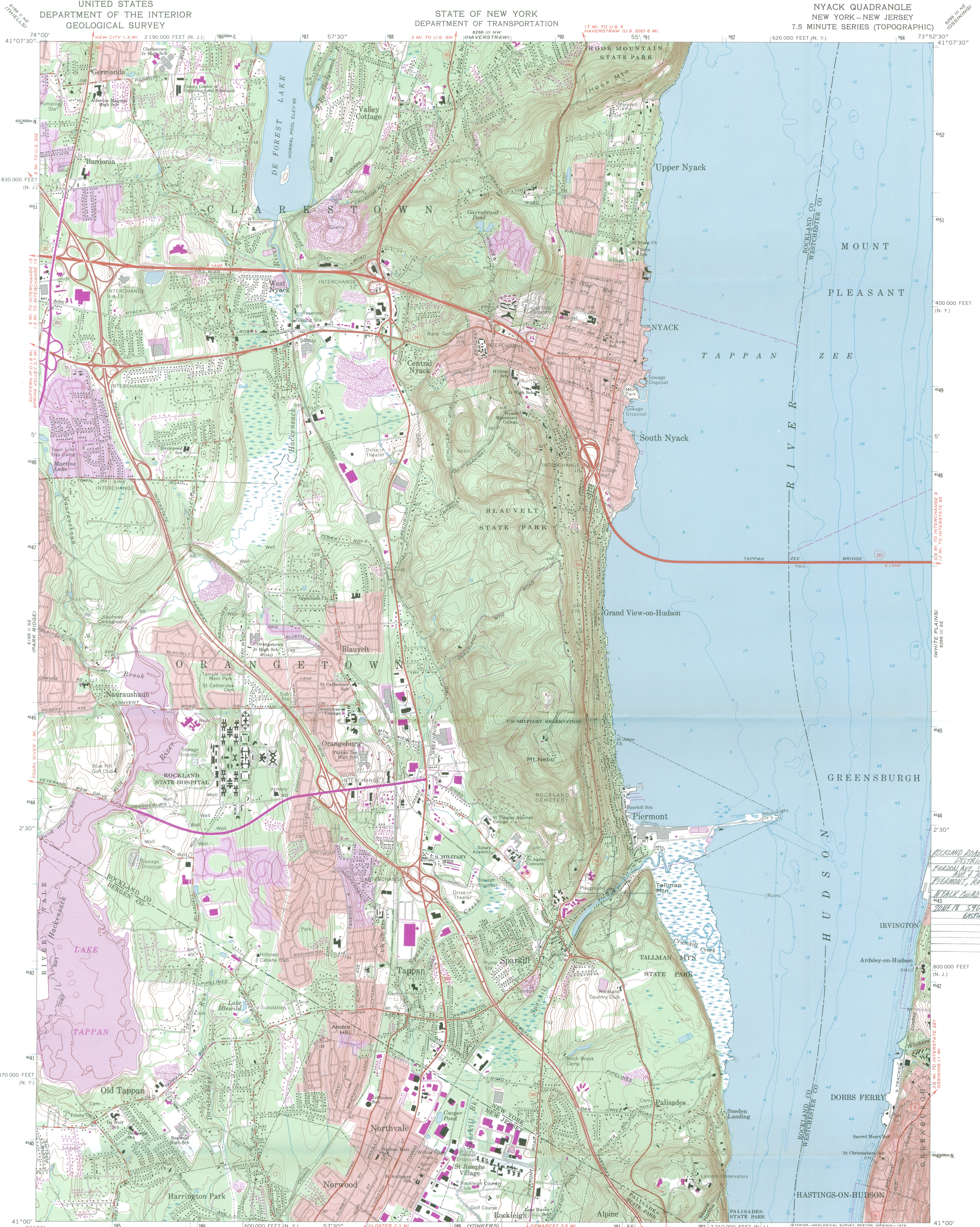
ROCKLAND RD. BRIDGE HISTORIC DISTRICT
PIERMONT, NY #7



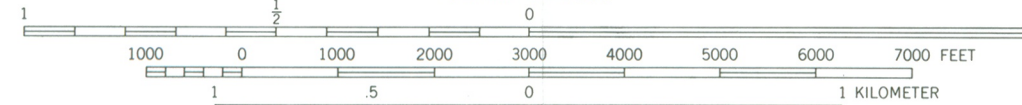
ROCKLAND RD. BRIDGE HISTORIC DISTRICT
PIERMONT, NY #8



ROCKLAND R.D. BRIDGE HISTORIC DISTRICT
PIERMONT, NY #9



Mapped, edited, and published by the Geological Survey
Control by USGS, USC&GS, USCE, and New Jersey Geodetic Survey
Topography by photogrammetric methods from aerial photographs
taken 1964 and 1965. Field checked 1967
Supersedes map dated 1957
Selected hydrographic data compiled from USCGS Charts 282 (1965)
and 748 (1966). This information is not intended for navigational purposes
Polyconic projection. 1927 North American datum
10,000-foot grids based on New York coordinate system,
east zone, and New Jersey coordinate system
1000-meter Universal Transverse Mercator grid ticks, zone 18,
shown in blue
Fine red dashed lines indicate selected fence and field lines
where generally visible on aerial photographs. This information is unchecked
Red tint indicates areas in which only landmark buildings are shown



CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
DEPTH CURVES AND SOUNDINGS IN FEET-DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 5.2 FEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
Interstate Route	U.S. Route
	State Route



NYACK, N. Y. - N. J.
N4100-W7352.5/7.5
1967
PHOTOREVISED 1979
AMS 6266 III SW-SERIES V821

There may be private inholdings within the boundaries of
the National or State reservations shown on this map
Boundary lines shown in purple compiled from latest
information available from the controlling authority
Revisions shown in purple and woodland compiled
from aerial photographs taken 1977. This information
not field checked. Map edited 1979

RYLAND ROAD BRIDGE HISTORIC
DISTRICT
FERDON AVE. SOUTH DIERMONT
AVE + ROCKLAND ROAD
PIERMONT, ROCKLAND CO. NY
NYACK QUAD. 1:24000
443
ZONE 18 590816 451330
EASTING 108816



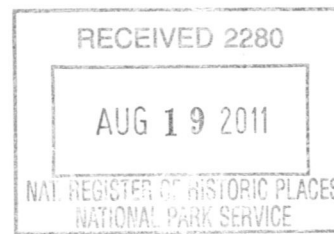


New York State Office of Parks, Recreation and Historic Preservation

Historic Preservation Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

www.nysparks.com



Andrew M. Cuomo
Governor

Rose Harvey
Commissioner

4 August 2011

Alexis Abernathy
National Park Service
National Register of Historic Places
1201 Eye St. NW
8th Floor
Washington, D.C. 20005

Re: National Register Nominations

Dear Ms. Abernathy:

I am pleased to enclose three new National Register nominations to be considered for listing by the Keeper of the National Register:

- Rockland Road Bridge Historic District, Rockland County
- Elliot-Buckley House, Ulster County
- Nathan Comstock, Jr. house, Niagara County

Thank you for your assistance in processing these proposals. Please feel free to call me at 518.237.8643 x 3261 if you have any questions.

Sincerely:

Kathleen LaFrank
National Register Coordinator
New York State Historic Preservation Office

enclosures