

United States Department of the Interior
National Park Service

New York State Barge Canal Historic District
Albany, Cayuga, Erie, Herkimer, Madison, Monroe, Montgomery,
Niagara, Oneida, Onondaga, Orleans, Oswego, Rensselaer, Saratoga,
Schenectady, Seneca, Washington, and Wayne Counties, New York

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CHAMPLAIN CANAL⁶⁰

Waterford to Whitehall

Mile ⁶¹ UTM Easting / Northing ⁶²	Feature
Mile -2.23	Federal Lock & Dam, Troy (geographic reference - outside of district boundary) East Bank of Hudson River, City of Troy, Rensselaer County / Albany County Head of tidal navigation on the Hudson River. Constructed 1913-16, coincident with Barge Canal construction, replacing earlier State Dam and Sloop Lock. Operated by U.S. Army Corps of Engineers. 14' lift, 1.2' normal pool elevation below (subject to 4' tide), 15.2' above.
Mile -0.78 E607849 N4736301	112th Street Bridge, Troy-Cohoes - Bridge C-1 (1 Non-Contributing Structure) BIN-4093220 Cities of Troy, Rensselaer County and Cohoes, Albany County 1996 fixed-span replacement of 1924 bascule drawbridge on same alignment. Multi stringer unpainted steel plate girders on 4 piers supporting road deck & sidewalks, 809' long, 28' between curbs. Constructed 1996.
Mile -0.20	Cohoes Terminal Wall (1 contributing structure) On west bank of Hudson River, off Delaware Ave., Van Schaick Island, Cohoes, Albany County ⁶³ Concrete wall, approximately 200' long. Now part of Peebles Island State Park.
Mile -0.18	Matton Shipyard (point of interest, NR Listed 2010 – not counted) On west bank of Hudson River, Delaware Ave., Van Schaick Island, Cohoes, Albany County. John Matton moved his boatbuilding operation here in 1916 from a site on

⁶⁰ The Champlain Canal was NR listed as a district in 1976. The boundary definition and list of features in that early nomination are vague and concentrate of the 19th century (pre Barge Canal) iterations of the Champlain Canal.

⁶¹ This nomination uses the New York State Canal Corporation's official tables of distances. The Erie and Champlain canals are measured from a point on the Hudson River about 2.10 miles above Troy Dam and 0.2 miles below the junction of the Erie and Champlain Canals at the Battery in Waterford. Distances along the Oswego and Cayuga-Seneca are measured from their points of divergence from the Erie.

⁶² Universal Transverse Mercator (UTM) coordinates are based on NYS Canal Corporation data for canal structures and NYS-DOT data for bridges. New York State agencies use NAD 83 "Zone 18 extended" for all UTM coordinates.

⁶³ Cardinal directions are based on "project north" rather than the compass. The Erie Canal generally runs east-west, the Champlain and Oswego canals north-south. The Cayuga-Seneca is north-south to lock CS1, east-west thereafter.

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the old Champlain Canal. The yard remained in production until 1983 building wood and steel canal boats, barges, tugboats, and submarine chasers. Now part of Peebles Island State Park.

Mile 0.00 Start of Barge Canal maintenance (geographic reference)
Mid-Hudson River roughly opposite 122nd Street, Troy, Rensselaer County and eastern tip of Peebles Island, Waterford, Saratoga County

Mile 0.2 Junction – Erie & Champlain canals⁶⁴ (geographic reference)
Opposite Battery Park, Village of Waterford, Saratoga County

Mile 0.56 **126th Street / US Rt. 4 Bridge Troy-Waterford - Bridge C-2** (1 Contributing
E608457 Structure)
N4738201 BIN-4000950
City of Troy, Rensselaer County / Village of Waterford, Saratoga County
Four steel Pratt thru-truss sections supported by three stone piers, 743' long overall, 22.4' between curbs, sidewalks on both sides outboard of trusses. Constructed 1909.

Mile 3.43 **LOCK C1, Waterford** (2 Contributing Structures, 2 Contributing Buildings)
E608115 HAER NY-348
N4748007 West bank of Hudson River, 15 Lock One Road, Town of Halfmoon, Saratoga
County⁶⁵

The site includes the Lock C1 with upstream and downstream approach walls on the west bank and original DC electro-mechanical operating machinery; Dam C-1 with fixed crest overflow and moveable Taintor Gate sections; a cast concrete hip-roofed storehouse, and a wood-frame lockhouse.

Lock C1 is on the west (Waterford) bank of Hudson at the head of a short land-cut. It has a 14.3' lift to the north with normal pool elevations of 15.2' below and 29.5' above. The chamber retains original DC electro-mechanical gate and valve operating machinery. Its walls were refaced with new concrete and equipped with mooring glide rails in 1966. There are approach walls on both sides below the lock and on the

⁶⁴ Section 1 of the New York State Canal System includes the Champlain Canal from Waterford to Lock C12 in Whitehall at the southern tip of Lake Champlain. For administration and maintenance, the NYS Canal system is divided into two Divisions and seven Sections. Those geographic divisions are noted here because many decisions affecting canal structures and historic resources are made by division and section engineers.

⁶⁵ Many canal structures are located in different municipalities than their names suggest, often on the opposite bank of a river. For the purposes of this nomination, common names are used to identify features, while precise locational information is given in the lines below.

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east (river) side above.

Dam C-1 (DEC 225-4372) traces a zig-zag course across the river, following a submerged ledge from the artificial island created by that land cut to an eastern abutment in the Town of Schaghticoke, Rensselaer County. The western sections are fixed-crest concrete gravity overflow segments with ogee spillways and concrete aprons in the riverbed below to reduce erosion. The eastern section consists of six large Taintor gates. The steel gates are each 50' wide, claimed to be the largest in the world when they went into service.⁶⁶

A windowless, cast-concrete hip-roofed **storehouse** with standing-seam metal roof and sliding steel doors stands on west bank toward upper end of chamber. It was built as part of the initial contract at C1.

The wood-frame **lockhouse** is located near downstream gates - sheathed in clapboards and covered by asphalt shingled gable roof with ridgeline at right angles to lock chamber. The roof extends beyond the front gable end to form a shallow porch, an unusual feature among Barge Canal lockhouses. The foundation of the hydroelectric powerhouse is visible on east wall of lock chamber downstream of the lower gates. Building and machinery are no longer extant; foundation alone is too small to count.

History: Initial construction began by Shanley-Morrissey, Inc. under Contract 71 (awarded 1/11/1910). Contract 71 included construction of Lock C1, its associated dam, storehouse, office building, and dredging of channel between C1 and C2. Excavation started April 1910; site flooded December 1911; contract cancelled 1912; re-let as Contract 71-A (1/13/1913) to P. McGovern & Company; contract modified to include movable Taintor gate section at east end of dam after severe flooding in March 1913; concrete lock chamber, guide walls, and storehouse completed winter 1914; powerhouse and electrical equipment installed 1914 under Contract 92. Lock C1, related structures, and machinery were completed by fall 1915 at an estimated cost of \$1,486,766.47.⁶⁷ Lock C1 was rehabilitated and mooring aids were installed in 1966 under Contract M66-7.

Mile 7.35
E608117
N4748007

Lock C2 Access Road bridge (1 non-contributing structure)
Canal Bridge C-3, DOT BIN-4415030
Town of Halfmoon, Saratoga County.
Carries access road from US Rte. 4 to Lock C2 across tailrace of Mechanicville Hydroelectric Plant and navigation channel immediately downstream of C2. Four

⁶⁶ AR-SES.

⁶⁷ AR-SES, 1914, p. 141; AR-SES, 1915, pp. 121-2; AR-SES, 1916, pp. 110-1.

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Mile 7.37
E608105
N4748101

unpainted steel pony trusses supported by 3 concrete piers. Installed 1994 in place of original 1912 pony trusses.

LOCK C2, Mechanicville (1 Contributing Structure, 1 Non-Contributing Structure, 3 Contributing Buildings, 1 structure and 1 building previously listed - not counted)
HAER NY-349

933A Hudson River Road, Town of Halfmoon, Saratoga County

Constructed 1913-1915, Construction Contract 69, Electrical Contract 92

The complex includes the lock chamber, approach walls, gates, and original DC electro-mechanical operating machinery; a hydroelectric powerhouse with two vertical-shaft DC generators, governors, and other operating machinery. The powerplant and dam (DEC #225-0102) were constructed by the Hudson River Power Transmission Company in 1897. They were NR listed in 1989 and are not counted in this nomination.

Lock C2 bisects a rocky island in the Hudson River between the Mechanicville Hydroelectric Plant (FERC P-6032) and a fixed crest overflow dam. It has an 18.5' lift to the north with normal pool elevations of 29.5' below and 48' above.

The **powerhouse** on the east (right) side of the chamber by the upstream gates bell-eaved hip roof is sheathed with clay half-round roof tiles.

A windowless hip-roofed concrete **storehouse** with a standing-seam metal roof and two triangular ventilation dormers west of the chamber (The powerhouse and storehouse were built during the original 1912-13 construction period)

The concrete block **lockhouse** (c1950s) is on the east side of the chamber, upstream of the powerhouse and upper gates. Its shallow-pitch gable roof is sheathed with asphalt shingles with its ridgeline parallel to the chamber.

History: Constructed by I.A. Hodge & Co under Contract 69. Excavation started in late November 1910 and the concrete lock chamber, approach walls, powerhouse, and storehouse and steel truss access road bridge were completed by January 1913. Electrical equipment installed 1915. Total construction cost \$231,504.⁶⁸

The dam suffered flood damage in 1936 – an old gate structure was removed and 238' of the crest was rebuilt between 1936 and 41. Other portions of dam were damaged by floods in 1949. Repairs included concrete filled steel sheet pile walls with a reinforced concrete cap.⁶⁹ The dam was rehabilitated in 1989 under Contract

⁶⁸ AR-SES, 1910, pp. 76, 92; AR-SES, 1912, p. 111; AR-SES, 1913, pp. 140, 183; AR-SES, 1914, pp. 26-27; AR-SES, 1915, p. 121; Whitford (1922), p. 561.

⁶⁹ AR-SPW (1937) p. 17; AR-SPW, 1938, p. 19; AR-SPW, 1941, p. 24; AR-SPW, 1949, p.124.

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D500331 and the lock chamber was rehabilitated with new concrete lining and glide rails in 1993 under Contract TAA93-63C.

Mile 9.29
E607432
N4750983

Mechanicville Terminal (1 Contributing Structure, 1 Non-Contributing Building)
HAER NY-350

On west bank of Hudson River/Champlain Canal, upstream of confluence with Anthony Kill, at end of Terminal Street off Main Street, City of Mechanicville, Saratoga County

A 435' long concrete **terminal wall** with modern landscaping, water and electrical hook-ups for visiting boaters, and a non-contributing **restroom & shower building** constructed 2013.

History: Terminal dockwall constructed 1913-15 by E. Brown Baker under Contract T-5 for a total cost of \$52,210.94.⁷⁰ Collins Brothers erected a 16' x 30' frame freighthouse at Mechanicville Terminal in 1917, under Contract 203.⁷¹ That building is no longer extant.

Mile 9.42
E607548
N4751156

Rowland Ave. / SR 67 Bridge, Mechanicville - Bridge C-4A (1 Contributing Structure)
BIN-4415150

City of Mechanicville, Saratoga County / Town of Schaghticoke, Rensselaer County
Steel Warren thru-truss with polygonal top chords over navigation channel with plate girder supported approach deck spans (1 on east end, 2 on west end); truss section approximately 200' long, overall length 580', 23.9' width between curbs; sidewalks on both sides of roadway, outboard of trusses. Constructed 1946.

Mile 9.92
E607936
N4751870

LOCK C3, Mechanicville (2 Contributing Structures, 2 Contributing Buildings, 1 Non-Contributing Building)
HAER NY351

888 Knickerbocker Road, Town of Schaghticoke, Rensselaer County
Constructed 1912, Construction Contract 68, Electrical Contract 92
19.5' lift, 48' normal pool elevation below, 67.5' above

The site consists of the lock chamber with upstream and downstream approach walls on the west (river) side; gates with AC operators and EIM butterfly valve mechanisms

⁷⁰ AR-SES, 1913, p. 353; AR-SES, 1915, p. 136; AR-SES, 1916, p. 116; Whitford (1922), p. 568.

⁷¹ AR-SES, 1917, p. 153; Whitford (1922), p. 570, "Barge Canal, State of New York: Map Showing location of channel structures, appropriated lands and terminals . . . Eastern Division, Champlain Canal" [These are commonly referred to as Residency Maps henceforth abbreviated as RM ED-CC (Eastern Division-Champlain Canal &c.)], Sec 1, Sta. 958+00 to 925+00.

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installed 1965-66; a concrete overflow **dam** with pneumatic crest gates; a hip roofed windowless concrete **storehouse** (1912), a smaller wood-frame **warehouse** of unknown date, and a **lockhouse** (ca. 1965 – non-contributing). The hydroelectric powerhouse is no longer extant but its foundation (too small to count) is visible on the east side of the chamber, just below the dam abutment. The dam (DEC # 225-0119) predates Barge Canal construction and was built to supply power and process water to paper mills on both sides of the river. The state encased the older limestone block weir in concrete and raised the crest to facilitate navigation in the pool above lock C3.

History: Lock C3 was constructed by Shanley-Morrissey under Contract 68 (awarded 11/17/1908). That contract also included locks C4, C5, and the channels in-between. Construction started at C3 during the winter of 1908-09. By 1910 a former paper mill on the site was cleared away and the dam modified to accommodate the lock. The lock, gates, and concrete storehouse were completed in April 1912 for a final cost of \$946,168. Installation of electrical generating and operating machinery completed 1915. Bronk & Kimmey built concrete guide cribs at C3, C5, and C6 under Contract 168 (awarded July 1918).⁷²

Lock C3 and the dam were rehabilitated in 1965-66 under Contracts M65-6 and M65-8. A new dam apron was constructed and the lock walls were relined with new concrete. AC gate operator motors and EIM butterfly valves replaced the original DC equipment. The lockhouse was probably replaced as part of that rehabilitation.

New York State Electric & Gas (NYSEG) built a new hydroelectric plant (FERC P-2934) at the west end of the dam during the late 1980s and installed Obermeyer pneumatic crest gates atop the dam in 1990-91.⁷³

Mile 10.51
E608399
N4752713

B&M railroad bridge, Mechanicville - Bridge C-5 (1 Contributing Structure)

BIN-4415020

Towns of Stillwater, Saratoga County / Schaghticoke, Rensselaer County

Built to carry the Mechanicville Branch of the Boston & Maine (now Delaware & Hudson) Railroad. Nine steel deck-truss Warren spans supported by 8 piers; double tracked; 110' channel width, 1401' overall length. Constructed 1914.

Mile 11.76
E609779
N4754169

LOCK C4, Stillwater (2 Contributing Structures, 2 Contributing Buildings)

16' lift, 67.5' normal pool elevation below, 83.5' above

HAER NY-352

⁷² AR-SES, 1909, pp. 76-8; AR-SES, 1910, p. 90; AR-SES, 1911, facing 74; AR-SES, 1913, p. 183; AR-SES, 1915, pp. 26-27, 1210; Whitford (1922), pp. 561, 563.

⁷³ NYSEG owns and operates the crest gates but the State of New York owns the masonry dam underneath.

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In land-cut section on east side of Hudson River, 700' upstream of the confluence of the Hoosic and Hudson rivers, at end of access road leading from 947 Stillwater Bridge Road, Town of Easton, Washington County

Constructed 1912/1915, Construction Contract 68, Electrical Contract 92

The site consists of **Lock C4** with upstream and downstream approach walls on the east bank, gates with original DC electro-mechanical operators and valve mechanisms; a low concrete dam between two islands below the lock; a windowless hip-roofed concrete storehouse, and a wood-frame lockhouse on the east side of the chamber. Lock C4 was originally powered by a hydroelectric plant located immediately downstream of the lower gates on the east side of the chamber. The generating machinery and building are no longer extant. The foundation (too small to count) is now used as an observation platform for Lock 4 State Canal Park.

A small **dam**, built during the initial construction period, connects two islands below the lock. It was built to facilitate navigation when the Hudson is in flood.

The concrete **storehouse** (1912) has a sliding steel door and is covered by a hipped standing-seam metal roof with two triangular ventilation dormers and exposed rafter tails.

The wood-frame **lockhouse** (1959) is sided with vinyl clapboards. Its shallow pitch gable roof is sheathed in asphalt shingles and the ridgeline is at right angles to the lock chamber.

History: Lock C4 was built by Shanley-Morrissey under Contract 68 (awarded 11/17/1908). The lock and storehouse were completed by April 15, 1912. Electrical generating and operating machinery were in operation by 1915.⁷⁴ Cable crossing bridge installed 1942.⁷⁵ Lock C4 was rehabilitated in 1997 under Contract TAA97-27C.

Mile 11.76
E609950
N4754617

Stillwater Fixed Crest Dam (Dam C-4) (1 contributing structure)

HAER NY-352

Village of Stillwater, Saratoga County / Town of Easton, Washington County

An irregularly curved concrete overflow **dam** with ogee spillway spanning the Hudson. The hydroelectric plant at the west (Stillwater) end, constructed during the 1980s (FERC P-4684), is outside the district boundary.

The dam was built to power mills in Schuylerville and predates Barge Canal construction.

⁷⁴ AR-SES, 1909, pp. 76-8; AR-SES, 1913, p. 183; AR-SES, 1915, pp. 26-7, 121; Whitford (1922), p. 561.

⁷⁵ AR-DPW 1942, p. 29.

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- Mile 12.18
E610194
N4754709
- CR 125 Bridge, Stillwater - Bridge C-6** (2 Non-Contributing Structures)
BIN-4029210
Village of Stillwater, Saratoga County / Town of Easton, Washington County
Two structurally separate sections spanning the Champlain Canal and Hudson River, with an artificial island in-between. Six Warren pony trusses with polygonal top chords over the river and Warren thru-truss over canal. Thru-truss is 185' long, 30' between curbs with one sidewalk on south side outboard of truss. Constructed 1959; non-contributing highway bridge
- Mile 25.13
E616088
N4772701
- Ferry Street / SR 29 Bridge, Schuylerville - Bridge C-7** (1 Non-Contributing Structure)
BIN-4020700
Village of Schuylerville, Saratoga County / Town of Easton, Washington County
Multi-stringer unpainted steel welded plate girders supporting deck, 3 spans supported by 2 concrete piers – 200' wide channel under center span, 540' long overall, 38' between curbs. Constructed 1997.
- Mile 26.13
E615727
N4774234
- Lock C5 Road / CR42 Bridge, Schuylerville - Bridge C-8** (1 Non-Contributing Structure)
BIN-4415010
Town of Saratoga, Saratoga County
Single box beam pre-stressed concrete span, 84' long, 22.8' between curbs, constructed 1988 in place of 1912 steel pony truss.
- Mile 26.17
E615696
N4774295
- LOCK C5, Schuylerville** (1 Contributing Structure, 3 Contributing Buildings, 1 Non-Contributing Building, 1 previously listed structure - not counted)
HAER NY-354, HABS NY-6121
At lower end of land-cut on west bank of Hudson River, off Dix Bridge Road/CR-42, Town of Saratoga, Saratoga County
Constructed 1912/1915, Construction Contract 68, Electrical Contract 92
19' lift, 83.5' normal pool elevation below, 102.5' above
- Lock C5 is at the lower end of a mile-long land cut that leads to the pool behind Northumberland Dam. The site consists of the lock chamber with upstream and downstream approach walls on the west banks, gates and valves operated by original DC electro-mechanical machinery; a hydroelectric powerhouse with its vertical-shaft generators and ancillary equipment in operable condition on the west side of the chamber next to the lower gates; a hip-roofed windowless concrete storehouse on the

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west side of the chamber; a wood-frame lockhouse on the east side of the chamber (constructed 2011, non-contributing); a wood-frame “buoy tender building” near the lockhouse. The site also includes the concrete chamber of an Enlarged Erie sized junction lock (HABS NY-6121, not counted, previously NR listed 1976) that allowed boats to travel along the old Champlain Canal into the Village of Schuylerville for a number of years after the Barge Canal went into operation.

Lock C5 has a 19’ lift to the north with normal pool elevations of 83.5’ below and 102.5’ above. The lock chamber walls were faced with new concrete and fitted with glide rails in 2000 as part of a major rehabilitation.

The **hydroelectric powerhouse** is one of seven on the Barge Canal that retains its original vertical-shaft DC generators, governors, and electrical control panel. Its bell-eaved hipped roof is clad in half-round clay tiles.

The **storehouse**, built as part of original construction, is a windowless one-story concrete building with sliding steel doors and a hipped standing-seam metal roof over steel trusses with two triangular ventilation dormers.

The wood-frame **buoy tender building** is clad in wood novelty siding. The ridgeline of its shallow gable roof parallels the lock chamber. The building retains single and multi-pane wood sash windows and a wood pane & panel door.

The **lockhouse** was replaced in 2011. The new frame building is clad in vinyl siding. The ridgeline of its shallow-pitched gable roof is at right-angles to the lock chamber. An overhead door in the gable end away from the chamber opens into a workshop/garage space.

The **junction lock** (HABS NY-6121, previously NR listed 1976 as part of Champlain Canal district) is about 150’ west of the main chamber. Its concrete chamber is 110’ long by 18’ wide, the same dimensions as the stone chambers of the Enlarged Erie, built 1836-62. It was originally fitted with hand operated timber gates with balance beams that remained visible into the 1990s. The upper gates have been replaced with a steel bulkhead fitted with a hand-operated drain valve.

History: Locks C3, C4, and C5 and the channels in between were constructed by Shanley-Morrissey, Inc. under Contract 68 (awarded 11/17/1908). Construction at C9 started in January 1909 and was completed by April 1912 at a total cost of \$946,168. Electrical equipment was in operation by the end of 1915.⁷⁶ The junction lock and a highway bridge were built by Kendar Engineering & Construction Co. under terminal

⁷⁶ AR-SES, 1909, pp. 76-78; AR-SES, 1913, p. 183; AR-SES, 1914, p. 32; AR-SES, 1915, p. 26-27, 121, RM ED-CC 1, Sta 48+00 to Sta 20+00 (April 2, 1920).

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contract T-13 (awarded 12/29/1914) to allow older boats to serve businesses and utilize a drydock and boatyard in the village of Schuylerville by way of the old Champlain Canal channel.⁷⁷ The boatyard remained in business into the 1920s. It is not clear how much longer the old channel remained navigable, but it was clearly out of service by 1962 when the bridge below the junction lock was replaced by a culvert. Lock C5 underwent a major rehabilitation under Contract TAA00-41C, starting 2000.

Mile 26.17 to 27.07 From C5 to the pool above Thompson Dam the Champlain Canal runs through a 0.9 mile land-cut that is a wider and deeper version of the original. E.M. Graves dredged the new channel and the one between C5 and C4 under Contract 73.⁷⁸

Mile 27.07
E614971
N4775510

Thompson Dam - Fixed Crest Dam C-5 (1 Contributing Structure)
Towns of Northumberland, Saratoga County / Greenwich, Washington County
Angled plan, overflow gravity weir.

History: Hudson during the towpath era of the original and enlarged Champlain canals (1823-1915). A guard lock on the east (Washington County) shore near the site of the Rt. 4 bridge, admitted boats to a land-cut section that proceeded north along the east side of the Hudson toward Fort Edward. Self-propelled vessels on the Barge Canal utilize the same slackwater pool but proceed further up the river channel to Lock C6. It is difficult to determine from contract documents how much work had to be done on Thompson Dam to facilitate Barge Canal traffic, other than a row of concrete cribs projecting from the end of the land-cut section above C5, installed to reduce the likelihood of boats being swept over the dam during high flows. Those guide piers were installed by Bronk & Kimmey under contract 168 (awarded 7/29/1918) along with similar structures at C3 and C6. Retaining walls at the west (Saratoga County) end of the dam were built by E.M. Graves under Contract 73 (awarded 5/26/2010). That contract focused on dredging the river channel from Northumberland/Thompson Dam to Lock C6 at Fort Miller and similar work from the top of the land cut above C6 to C7 at Fort Edward.⁷⁹ In 1927, J.W. Holler of Fort Edward rehabilitated portions of Thompson Dam under maintenance contract M-23, replacing the old stone-filled timber crib apron with concrete.

Mile 27.21
E615106
N4775714

Thomson Terminal (1 Contributing Structure)
HAER NY-355
On east bank of Hudson River, SR 113, approximately ¼ mile south of Thomson

⁷⁷ Whitford (1922), p. 561.

⁷⁸ Whitford (1922), p. 561.

⁷⁹ Whitford (1922), p. 561.

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Road, Thompson, Town of Greenwich, Washington County
Constructed by Champlain Engineering & Construction Company under Contract T-34. The concrete dock wall, approximately 250' long atop timber cribs, was completed in November 1915.⁸⁰

Mile 27.42
E614929
N4776083

US 4 Bridge, Northumberland - Bridge C-10 (1 Contributing Structure)

BIN-4001020

Towns of Northumberland & Greenwich, Washington County

Three painted steel Warren thru-truss spans. The eastern two spans have straight top chords. The one west side, over the navigation channel, is slightly longer and has a polygonal top chord. 530' overall length, 18' between curbs, 199' channel width, steel deck, no sidewalks. Constructed 1917 by Holler & Shepherd under Contract 128 for \$75,189.

Mile 29.85
E615445
N4779658

Lock Six Road Bridge, Fort Miller - Bridge C-11 (1 Contributing Structure)

BIN-4118140

Fort Miller, Town of Fort Edward, Washington County

Single-span steel Warren pony-truss, 84' long, 19.7' between curbs. Fabricated & erected 1907 under contract 7 by Groton Bridge Company of Groton, Tompkins County.

Mile 29.90
E615446
N4779729

LOCK C6, Fort Miller (1 Contributing Structure, 1 Contributing Building, 1 Non-contributing Building)

HAER NY-356

11 Lock Six Road, Fort Miller, Town of Fort Edward, Washington County

Constructed 1913, Construction Contract 3, 32, Electrical Contract 92

The site includes the lock chamber with upper and lower approach walls on both sides; a powerhouse on the east side of the chamber near the lower gates; a lockhouse, near the powerhouse at a lower elevation.

Lock C6 has a 16.5' lift to the north with normal pool elevations of 102.5' below and 119' above. The chamber has a new concrete lining with recessed glide poles. The original DC electro-mechanical gate and valve operators were replaced in 1969 with direct-acting hydraulic cylinders.

The **powerhouse** building survives, but all of its DC generating equipment and

⁸⁰ AR-SES, 1916, p. 122.

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controls have been removed.

The concrete block **lockhouse** has a shallow-pitched gable roof with a ridgeline parallel to the lock chamber. It was probably built during the 1967-69 rehabilitation on the site of an earlier wood-frame structure and is therefore non-contributing.

History: Lock C6 was built by Sunderstrom & Stratton under Contract 3, which also covered excavation of the 2.16 mile land-line channel from the head of the lock to the river above Crocker Reef Dam, construction of the Crocker Reef Guard Gate near the head of that cut, and abutments for bridges that would cross the new channel. Grubbing and excavating occupied 1905-06. Concrete lock floor, chamber, and approach walls were poured in 1907. Gates were in place by May 1910. By 1913 the powerhouse was complete except for woodwork, painting, and flooring.⁸¹ Lock C6 was rehabilitated in 1967 under maintenance contract M67-5. Hydraulic valve and gate operators were installed in 1969 under M69-10.

Mile 30.26
E615448
N4780310

Fort Miller Road Bridge, Fort Miller - Bridge C-12 (1 Contributing Structure)
BIN-4418130
Fort Miller, Town of Fort Edward, Washington County
Double-intersection Warren thru-truss, 164' long, 14.9' between curbs, no sidewalks.
Fabricated & erected 1907 by Groton Bridge Company under Contract 7.

Mile 29.8 to 32.2 Land-cut section – from Lock C6 to pool above Crocker Reef Dam

Mile 31.01
E615471
N4781529

Paynes Bridge, Fort Miller - Bridge C-12 (1 Contributing Structure)
BIN-4418120
Town of Fort Edward, Washington County
Double-intersection Warren thru-truss, 156' long, 15.1' between curbs, no sidewalks.
Fabricated & erected 1907 by Groton Bridge Company under Contract 7.

Mile 31.84
E615155
N4782808

Crocker Reef Dam (2 Contributing Structures)
HAER NY-357
Towns of Northumberland, Saratoga County / Fort Edward, Washington County
DEC Dam # 224-0316
Two sections – one on either side of the Hudson leading to an island in the middle.
Overflow concrete gravity weir with straight crest and ogee spillway. Constructed
1906 by Empire Engineering Corporation under Barge Canal construction contract 1.

⁸¹ AR-SES, 1906, pp.77-78; AR-SES, 1907, pp. 90-92; AR-SES, 1909, pp. 81, 91; AR-SES, 1910, pp. 104, 110, AR-SES, 1913, pp. 138, 183; Whitford (1922), pp. 558-9.

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- Mile 31.84
E615303
N4782842
- Crocker Reef Guard Gate** (1 Contributing Structure)
HAER NY-357
Town of Fort Edward, Washington County
Single panel 55' wide guard gate suspended from lattice steel towers.
Constructed by Kingsbury Construction Company of Hudson Falls under Contract 24.
Work started 1912, completed 1914.⁸²
- Mile 36.93
- SIDE CHANNEL TO FORT EDWARD TERMINAL**
Town of Fort Edward, Washington County
A mile-long marked channel branches westward from the main stem of the Champlain Canal, just below lock C7, running along the east side of Rogers Island, to provide access to Fort Edward Terminal near the center of the village. The following three features are associated with that side channel:
- Mile 36.93+
E614774
N4791295
- Delaware & Hudson RR Bridge, Fort Edward - Bridge C-14-X** (1 Contributing Structure)
BIN-4418190
Village of Fort Edward, Washington County
Steel plate girder & floor beam, 1 pier, 2 span, 378' long overall, 27.5' wide, originally double-track, now single. Constructed 1890.
- Mile 36.93+
E614743
N4791391
- Route 197 Bridge, Fort Edward - Bridge C-14-Y** (1 Contributing Structure)
BIN-4039850
Village of Fort Edward, Washington County
Concrete arch-deck, 3 piers, 4 shallow-arch spans, 378' long overall, 27.5' between curbs, sidewalk on north (upstream) side outboard of arches. Constructed 1916.
- Mile 36.93+
E614576
N4791567
- Fort Edward Terminal** (1 Contributing Structure)
HAER NY-360
End of Terminal Street, Village of Fort Edward, Washington County
1.2 miles from Champlain Canal below Lock C7
635' concrete terminal wall with mooring bollards, now Fort Edward Yacht Harbor. Constructed 1915 under Contracts 7 & 7A. Aldrich & Hill constructed the terminal wall under Contract 7. New York State Dredging Corporation of Rochester excavated the harbor and turning basin under Contract 7A. Collins Brothers erected a 16' x 30'

⁸² AR-SES, p.1911, 120; AR-SES, 1912, pp. 120, 150; Whitford (1922), p. 559; RM-ED Champlain Canal, Sec 2, Sta 231+00-259+09.

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frame freight house near the center of the wall in 1917 under Contract 203, but that building is no longer extant.

Mile 37.03
E614899
N4790272

LOCK C7, Fort Edward (1 Contributing Structure, 1 Contributing Building)
HAER NY-358
Off SR 4 at confluence of Champlain Canal and Hudson River, Town of Fort Edward, Washington County
Construction Contracts 27, 54, Electrical Contract 92
10' lift, 119' normal pool elevation below, 129' above
The site includes the lock chamber with approach walls and a lockhouse.
Lock C7 has a 10' lift to the north with downstream approach wall on the east side, upstream approach walls on both sides, original DC electro-mechanical gate and valve operating machinery. There is a foot bridge at the lower end of the chamber, below the downstream gates. Chamber walls were re-faced with concrete and equipped with recessed glide rails in 1964.

The one-story wood frame **lockhouse** is sheathed in wood clapboards. The ridgeline of its shallow-pitched gable roof is parallel to the lock chamber. An overhead door at the south gable end provides access to the shop area within.

History: Construction of Lock C7, C8 and the prism in-between was started by Kinser Construction Company under Contract 27 (awarded 11/23/1906). Lock C7 was originally to be 1,000' north of its present location, but a December 1908 landslide and discovery of an "unsatisfactory foundation" at that site led to redesign and cancellation of Contract 27. Scott Brothers of Rome NY restarted construction at the present location under Contract 54 (awarded 12/13/1909). Unstable ground continued to cause problems. Hunkin-Conkey Construction Company of Cleveland took over Contract 54 in 1911 and completed the upper approach wall by October before the cofferdam around the lock collapsed, further delaying work.⁸³ Lock walls were repaired in 1924 under Maintenance Contract M4 and refaced in 1964 under M64-5.

Mile 37.15
E615075
N4790402

Stone Loading Dock, Fort Edward (1 non-contributing Structure)
Off SR 4 on east bank of Champlain Canal upstream of lock C7, Town of Fort Edward, Washington County
Constructed of steel sheet piling and "I" beams in 1974 to facilitate loading of state

⁸³ AR-SES, 1909, pp. 101-2; AR-SES, 1912, pp. 122-23; RM-ED Champlain Canal, Sec 2, Sta 12609.00-1228.25.25

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maintenance scows with crushed stone.

- Mile 37.25
E615113
N4790676
- FORT EDWARD CANAL SHOPS** (7 Non-Contributing Buildings)
HAER NY-359
17 Broadway, Village of Fort Edward, Washington County
The site includes the flat roofed concrete block main **shop building**, **two one-story wood frame carpenters shops** clad in shiplap novelty siding, **three open-front storage sheds**, and a **pole barn**. All were built after the period of significance.
- Mile 37.31
E615194
N4790614
- Broadway / SR 4 Bridge, Fort Edward - Bridge C-14** (1 Non-Contributing Structure)
BIN-4001040
Village of Fort Edward, Washington County
Unpainted steel multi-beam, piers on either side of navigation channel, wide center span with shorter approach spans, 330' long overall, 38.1' between curbs.
Constructed 1990.
- Mile 37.70
E615558
N4791131
- Argyle Street Bridge, Fort Edward - Bridge C-16** (1 Non-Contributing Structure)
BIN-4039860
Village of Fort Edward, Washington County
Unpainted steel multi-beam, piers on either side of navigation channel, wide center span, short approach span to west, longer approach to east, 239' long overall, 31' between curbs. Constructed 1993.
- Mile 38.37
E616142
N4792035
- East Street Bridge, Fort Edward - Bridge C-17** (1 Contributing Structure)
BIN-4418100
Town of Fort Edward, Washington County
Steel double-intersection Warren thru-truss approximately 150' long over navigation channel supported by pyramidal piers with plate-girder approach sections, 274' long overall, 19' between curbs, no sidewalks. Erected 1911 by United Construction Company under Contract 16.
- Mile 38.82
- General Electric dewatering facility (point of interest – not counted)
On west bank of Champlain Canal, Town of Fort Edward, Washington County.
Built 2007-08 to dewater and process PCB contaminated sediments dredged from Hudson River below Hudson Falls/Fort Edward.
- Mile 39.21
E616905
- LOCK C8, Fort Edward** (1 Contributing Structure, 2 Contributing Buildings)
HAER NY-362

See continuation sheet

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N4793139

1 East Road, Town of Fort Edward, Washington County
Constructed 1912, Construction Contract 27, 27A, 32, Electrical Contract 92
11' lift, 129' normal pool elevation below, 140' above

The site consists of the lock chamber and approach walls, gates and operating machinery, lockhouse, and a storehouse/garage.

Lock C8 raises boats to the summit level between the Hudson and Lake Champlain/St. Lawrence drainage basins. It has an 11' lift to the north. The chamber's concrete has been spot patched but not refaced. It retains original DC electro-mechanical gate operators and chain valve hoists.

The **lockhouse** is located on the west side of the chamber near the upper gates. It is a single-story concrete block building, built in 1961, with a gable roof aligned at right angles to the chamber.

The frame **storehouse/garage** is located behind the lockhouse. It is sheathed in shiplap novelty siding. The gable roof has exposed rafter tails; shed-roofed rear extension.

A segment of the floor slab of the hydroelectric powerhouse is visible at grade level at the upstream end of the lock on the west side of the chamber but is too small to be counted. This may have been the only lock where the hydroelectric plant was at the upstream end of the chamber. Generally they were at the downstream end or at the mid-point at river locks where a fixed crest dam abuts the side of the chamber. Published reports by the state engineer & surveyor do not explain why the arrangement at C8 was different, but it may have been due to unsuitable foundation conditions that contactors encountered here and immediately downstream at C7.

History: Construction Locks C8, C7, and the channel in-between started under contract 27 by Kinser Construction Company, re-let as 27A, awarded to Holler & Shepherd after a December 1908 landslide necessitated relocation of C7. Work at C8 proceeded more quickly than at its troubled downstream neighbor. Most of the concrete work was complete by 1911. Lock gates, valves, and needle beams were in place by May 1910 and the electric equipment by the end of 1912.⁸⁴ New gates were installed in 1962 under Contract M62-3.

Mile 40.83

Old Champlain Canal / Glens Falls Feeder (NR listed 1976, not counted)
Enters canal from west, Town of Kingsbury, Washington County
Delivers water to summit level of Champlain Barge Canal from Feeder Dam on the

⁸⁴ AR-SES, 1909, p. 91; AR-SES, pp. 1910, 102; AR-SES, 1911, pp. 86-7; AR-SES, 1912, p. 121; RM-ED Champlain Canal, Sec 2, Sta 1169+50-1138+00.

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Hudson, upstream of Glens Falls.

- Mile 41.04
E618479
N4795629
- SR 196 Bridge, Smiths Basin - Bridge C-18** (1 Contributing Structure)
BIN-4039820
Town of Kingsbury, Washington County
Steel Warren camelback skewed thru-truss approximately 190' long spanning navigation channel supported by piers with plate girder approach sections, 356' long overall, 27.8' between curbs, no sidewalks. Constructed 1938.
- Mile 43.45
E620728
N4798748
- New Swamp Road Bridge C-19** (1 Contributing Structure)
BIN-4418090
Town of Kingsbury, Washington County
Steel camelback thru-truss over navigation channel approximately 180' long, with plate-girder approach spans, 282' long overall, 14.8' between curbs,
- Mile 44.93
E621935
N4800744
- Wood Creek Siphon Spillway** (1 Contributing Structure)
HAER NY-363
East bank, upstream of lock C9, Town of Kingsbury, Washington County
Constructed 1909 by Atlantic, Gulf and Pacific Company under Contract 25. Siphon spillways can pass far more water faster than an open crest spillway of the same length. They are self acting – initiating siphon action when water rises above a set point and stopping when it falls below the level of vents cast into the structure. The state built siphon spillways at the ends of long levels to help prevent surging water from overtopping the locks.⁸⁵
- Mile 45.04
E621908
N4800982
- LOCK C9, Smith's Basin** (1 Contributing Structure, 2 Non-Contributing Buildings)
HAER NY364
2450 State Route 149, Town of Kingsbury, Washington County
Constructed 1912, Construction Contract 25, 32, Electrical Contract 90
16' lift, 124' normal pool elevation below, 140' above
The site includes the lock chamber, approach structures, and machinery, a lockhouse and storehouse. The floor slab of the original hydroelectric powerhouse is visible on the east side of the lock toward the downstream end, but nothing else remains.
Lock C9 is at the northern end of the summit level. From this point boats descend to Lake Champlain. The chamber was rehabilitated in 1975 and has a new concrete

⁸⁵ "Siphon Spillways on the Champlain Canal" *Barge Canal Bulletin* III:9 (September 1910), pp. 388-94.

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lining with tapered top edges and recessed glide rails. There is a concrete upstream approach wall on the west bank but only a wood dock, mounted on timber piles below. Lock gates and valves are operated by direct-acting hydraulic cylinders, which replaced the original DC electro-mechanical equipment.

The **lockhouse** (non-contributing) is centered on the west side of the chamber. Constructed as part of the 1975 rehab, it is built of patterned concrete block with artificial joint lines to simulate square tiles. It is oriented at right angles to the lock chamber with a peculiar overhang on the west gable end.

The frame **storehouse/garage** is behind the lockhouse and is oriented parallel to the chamber. It is sheathed with shiplap novelty siding.

History: Lock C9 was built by Atlantic, Gulf and Pacific Company under Contract 25, which included lock chambers, spillways, powerhouses, and 13 miles of channel stretching north from C9. Work started in 1907 and concrete was in place by 1912. Gates, valves, and needle beams were in place by May 1910. The powerhouse and electrical equipment at C9, C11, and C12 were supplied and installed by D'Olier Engineering Company of Philadelphia (That probably explains why powerhouses on the upper end of the Champlain Canal have slightly different proportions than those elsewhere on the system, most of which were built by MacArthur Brothers & Lord.) The powerhouse was complete by 1911 and the rest of the electrical apparatus was in service by 1912.⁸⁶

New Gates were installed in 1962 under Contract M62-3. Lock C6 was rehabilitated and new valve machinery and hydraulic gate operators were installed in 1975 under Contract M75-4.

Mile 45.44
E622122
N4801590

East Creek Spillway (1 Contributing Structure)
East bank, south of SR 149 bridge, Town of Kingsbury, Washington County

Mile 45.47
E622074
N4801652

SR 149 Bridge - Bridge C-21 (1 Non-Contributing Structure)
BIN-4038470
Town of Kingsbury, Washington County
Steel thru-truss, 278' long, 27' between curbs. Constructed 1994

Mile 47.73
E622612
N4805240

Baldwin Corners Bridge - Bridge C-22 (1 Contributing Structure)
BIN-4418080

⁸⁶ AR-SES, 1907, p. 95; AR-SES, 1909, p. 107; AR-SES, 1910, pp. 91, 110; AR-SES, 1911, pp. 93-4; AR-SES, 1912, p. 129; RM-ED Champlain Canal, Sta 831+50 to 779+00.

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Town of Kingsbury, Washington County
Steel double intersection Warren thru-truss approximately 150' long over navigation channel with plate-girder approach spans, 247' long overall, 14.8' between curbs, no sidewalks. Erected 1911 by the United Construction Company under Contract 16.

Mile 49.37
E622657
N4807886

Clay Hill Road Bridge - Bridge C-23 (1 Non-Contributing Structure)

BIN-4418070

Village of Fort Ann, Washington County

Unpainted steel thru-truss, 205' long, 27.6' between curbs. Replaced 1911 bridge on same alignment. Constructed 2008.

Mile 53.42
E626126
N4812736

SR 22 Bridge, Comstock - Bridge C-25 (1 Non-Contributing Structure)

BIN-4017120

Town of Fort Ann, Washington County

Unpainted steel stringer/multi-beam, 281' long, 40' between curbs.
Constructed 1985

Mile 54.28
E626593
N4814002

LOCK C11, Comstock (2 Contributing Structures, 2 Contributing Buildings)

HAER NY-365

1678 North Old Route 4, Town of Fort Ann, Washington County

Constructed 1912, Construction Contract 15, Electrical Contract 90

12' lift, 112' normal pool elevation below, 124' above

The Lock C11 complex includes the lock chamber approach walls and operating machinery, a powerhouse, lockhouse, and a fixed crest dam.

Lock C11 has a 12' lift to the south. The chamber was rehabilitated in 1968 and has new concrete facing with recessed glide rails, gates, AC gate operators, and EIM butterfly valves. There are upstream and downstream approach walls on west bank.

The lock-cut created an artificial island. The concrete overflow **dam** crosses the old Wood Creek channel on the east side of that island.

The **powerhouse** is located at the west abutment of the dam. The powerhouses at C9, C11, and C12 were built by a different contractor than those on the rest of the system. The one at C9 appears somewhat squat by comparison. It is also the only one on the system with diamond pane transom windows above the crane rail and above the door. The bridge crane is still in place but all of the generating equipment and DC controls have been removed.

The frame **lockhouse** is on the east side of the chamber near the upstream gates. Built into the embankment, it appears to be a single-story building but has a full-height walk-out basement on the gable end away from the chamber.

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History: Lock C11, the dam, and powerhouse building were built by Atlantic, Gulf and Pacific Company under Contract 15, which covered 6.8 miles from Lock C11 down to Lake Champlain at Whitehall, including locks C11, C12, the spillway at C11, and five bridges. The Dredge *Champlain* excavated the navigation and bypass channels. Much of the concrete was in place by 1909. The approach walls were completed by 1910 and the spillway was well underway. D'Olier Engineering Company installed the hydroelectric generators, controls, and operating motors in 1911 under Contract 90.⁸⁷ Lock C11 was rehabilitated with new gates, operating machinery, and mooring aids installed in 1968 under Contract M68-2.

Mile 55.51
E627385
N4815792

Ryder Road Bridge - Bridge C-27 (1 Contributing Structure)

BIN-4418040

Town of Whitehall, Washington County

Steel double intersection Warren thru-truss over approximately 152' long navigation channel with plate-girder approach spans, 237' long overall, 14.6' between curbs, no sidewalks. Constructed 1910

Mile 60.07
E629075
N4822898

D&H railroad bridge, Whitehall - Bridge C-28 (1 Contributing Structure)

BIN-4418030

Village of Whitehall, Washington County

Steel Pratt thru-truss, 228' long, 27' inside trusses, double-track. Erected 1909 by Delaware & Hudson Railroad.

Mile 60.19
E629076
N4823089

Boardman Street / US Rt. 4 Bridge, Whitehall, Bridge C-29 (1 Contributing Structure)

BIN-4001130

Village of Whitehall, Washington County

Steel Warren thru-truss with polygonal top chord approximately 172' long over channel, 340' long overall with approach decks, 23.9' between curbs with sidewalk on north side outside truss. Constructed 1933

Mile 60.50
E629052

Whitehall Terminal (1 Contributing Structure, 1 Contributing Building)

HAER NY-366

⁸⁷ AR-SES, 1906, p. 145; AR-SES, 1909, p. 93; AR-SES, 1910, pp. 108, 110; AR-SES, 1911, pp. 91, 93-4; AR-SES, 1912, p. 129; RM-ED Champlain Canal, Sec 2, Sta 831+50-779+00.

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N4823588 64 Skenesborough Drive, Village of Whitehall, Washington County
Constructed 1913 / 1917, Construction Contract T6, T201
Site includes a 475' long **terminal wall** and 33'x114' **terminal warehouse**. The cast concrete terminal warehouse has a hipped roof clad in clay tiles. There is a row of steel sash windows, just below the eaves.

History: The terminal wall was constructed and harbor dredged by Albert M. Banker of Gloversville under Contract T6. Work started in November 1912 and was completed by the end of 1913. The terminal warehouse was built by J.A. Laporte under Contract T201. Unlike timber warehouses elsewhere on the system, the one at Whitehall, which marked the northern entrance to New York's new Barge Canal system, was built of more permanent concrete and capped with a tile roof. Laporte built a similar structure at Albany on the southern end of the system, but that building is no longer extant.⁸⁸ The terminal building transferred to Town of Whitehall ca. 1960 and now houses the Skenesborough Museum.⁸⁹

Mile 60.58 **Saunders Street Bridge, Whitehall - Bridge C-30** (1 Non-Contributing Structure)
E629107 BIN-4418020
N4823713 Village of Whitehall, Washington County
Steel Warren thru-truss with verticals, 216' long, 28' between curbs with sidewalk on south side outboard of truss. Constructed 1995

Mile 60.72 **LOCK C12, Whitehall** (2 Contributing Structures, 2 Contributing Buildings)
E629152 HAER NY-367
N4823935 West bank, 21 Main Street, Village of Whitehall, Washington County
The site includes the lock chamber, gates, operating machinery, and upstream approach wall, lockhouse, powerhouse, and a movable-crest dam equipped with Taintor gates.
Lock C12 marks the northern end of the Champlain Canal and the entry into Lake Champlain. It has a 15.3' lift to the south with normal pool elevations of 96.5 (Lake Champlain) below and 112' above.
The chamber at Lock C12 has been relined with new concrete and has recessed glide rails for mooring. Original DC electro-mechanical gate and valve operators have

⁸⁸ AR-SES, 1919, p. 33; AR-SES, 1913, p. 354; AR-SES, 1917, p. 68; Whitford (1922), p. 568; RM-ED Champlain Canal, Sec 2, Sta 28+00-0+70. The steel frame and roof trusses of the Albany terminal warehouse were moved to Fonda in 1954 to support the main canal shop building.

⁸⁹ AR-DPW, 1960, p. 70.

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been replaced by direct-acting hydraulic cylinders on the gates and butterfly valves. Unlike other locks on the system, C12 only has conduits and valves on one side (the east / river right) side of the chamber. This was done to avoid extra hard-rock excavation on the west side of the chamber.

The Taintor gate atop the **dam** was one of the largest on the system and was augmented by a siphon spillway to pass flood flows.

The **powerhouse** is extant but all of its generating equipment and controls have been removed. The building is lower than most, in part because it had to tuck-in below the Clinton Street bridge.

The **lockhouse** is a single-story concrete block building, built in 1961 on the west side of the chamber near the lower gates.

History Lock C11 was built by Atlantic, Gulf and Pacific Company under Contract 15. Work started in March 1907 and was completed by late fall 1911. Canal traffic started to use the partially completed lock C12 in May 1910, with the gates and valves operated by hand. D'Olier Engineering Company installed the hydroelectric turbines, generators, motors, and controls under Contract 90 and the lock was operating under electric power by 1912.⁹⁰

Mile 60.74
E629153
N4823988

Clinton Street Bridge, Whitehall - Bridge C-32

BIN-4418010

Village of Whitehall, Washington County

Steel double-intersection Warren thru-truss approximately 101' long over Taintor gate dam with plate girder approach spans over lock C12 to west and Champlain Spinners powerplant forebay to east, 217' long overall, 16' between curbs with sidewalk on north side outboard of truss. Truss section enclosed to form "Bridge Theatre" - determined individually eligible. Erected 1910. Demolished 2014.

Lock C8 and Clinton Street mark the northern boundary of the Barge Canal historic district.

⁹⁰ AR-SES, 1906, p. 145; AR-SES, 1908, p. 109; AR-SES, 1909, p. 92; AR-SES, 1910, pp. 107-8; AR-SES, 1911, pp. 90-1, 93-4; AR-SES, 1912, p. 129; Whitford (1922), pp. 474-5; RM-ED Champlain Canal, Sec 2, Sta 28+00-0+70.