

United States Department of the Interior  
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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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## ERIE CANAL Waterford to Tonawanda

Mile UTM Easting / Northing	Feature
Mile 0.0	Beginning of NYS Canal Maintenance (geographic reference) (Hudson River roughly opposite 122 <sup>nd</sup> Street, Troy, Rensselaer County and eastern tip of Peebles Island, Waterford, Saratoga County)
Mile 0.2	Junction – Erie & Champlain canals <sup>91</sup> (geographic reference) Opposite Battery Park, Village of Waterford, Saratoga County
Mile 0.41 E608017 N4737939	<b>Second Street Bridge, Waterford (Bridge E-1)</b> (1 Contributing Structure) BIN-4415090 Village and Town of Waterford, Saratoga County Two Warren through truss sections with plate girder mid and approach spans 665' total length. Open grid steel decking, 12.2' wide roadway in former rail bed, plank sidewalk on east side outside truss supported by extended deck cross-beams. Constructed 1913 by Delaware & Hudson Railroad (D&H RR) to carry spur line

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<sup>91</sup> Section 2 of the New York State Barge Canal System includes the Erie Canal from Waterford to the Schenectady/Montgomery county line including locks E2-E6 of the Waterford Flight, E7-E9 on the Mohawk River, and a number of bridges, dams, and terminals.

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serving Peebles, Van Schaick, and Green Islands.

Mile 0.47  
E607993  
N4738055

**Waterford Terminal** (1 Contributing Structure)

HAER NY-370

North bank of canal channel between Battery Park and 4th street, Village of Waterford, Saratoga County

Constructed 1914, Construction Contract T-24

Waterford Terminal wall extends approximately 1,260' from the Erie Canal's junction with the Hudson River to the 4<sup>th</sup> Street bridge. Its surroundings have been heavily altered when the shore-side area was redeveloped as Waterford Harbor "promenade linear park" during the 1980s.

Mile 0.57  
E607880  
N4738171

**Fourth Street Bridge, Waterford (Bridge E-2)** (1 Contributing Structure)

BIN-4415100

Village and Town of Waterford, Saratoga County

Pratt through truss, 163' long, 17.8' between curbs with sidewalks outboard of truss on both sides. Erected in 1907 by M. Fitzgerald under Contract 34.

Mile 0.63 to 2.9

WATERFORD FLIGHT - SUMMARY (see details of individual locks below)

When they went into service in 1915, and for more than 70 years after, the five locks of the Waterford Flight (E2, E3, E4, E5, E6) composed the highest lift over the shortest distance in the world, raising and lowering boats 169 feet in just over 1½ miles.

The 85' high waterfall on the Mohawk River at Cohoes, about a mile upstream of its confluence with the Hudson, has always been a barrier to navigation. Before the eastern section of the Erie Canal opened in 1822, cargo and travelers bound for the interior left the Hudson at Albany and journeyed overland to Schenectady, where they boarded canoes, bateaux, or Durham Boats for the trip up the Mohawk. The original Erie Canal (commonly called "Clinton's Ditch") included 18 locks to lift and lower boats past the Great Falls of the Mohawk along the south bank of the river through what became Cohoes. The Enlarged Erie Canal, started in 1836 and completed here by 1842, used 16 pairs of double locks with slightly higher lifts and greater length, width, and depth over sills to achieve the same change in elevation. The Enlarged Erie followed a different alignment through Cohoes than Clinton's Ditch. Portions of the earlier waterway were soon incorporated into the Cohoes Company's system of power canals, which delivered water to industrial users. Proposals to enlarge the Erie

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Canal during the 1890s included a two chamber boat lift on the south (Cohoes) bank and a massive staircase flight of five locks attached to the gorge wall on the north (Waterford) side of Cohoes Falls. Neither of these schemes were built; instead Barge Canal engineers utilized an overflow channel of the ice-age Iro-Mohawk River, about 2-1/2 miles north of the falls. This was one of several channels, carved about 13,000 years ago, when the entire Great Lakes basin and water melted from retreating glaciers drained through what would become the Mohawk Valley. Five locks of the Waterford Flight with lifts ranging from 32-1/2' to 34-1/2' replaced 18 Clinton's Ditch and 16 Enlarged Erie locks through Cohoes. Large pools between locks and bypass channels around each one ensured an ample supply of water and prevented overflow as the massive chambers were emptied and filled.<sup>92</sup>

Work on the Waterford Flight was initiated under Contract 2, awarded to Ferguson Contracting Co. on April 18, 1905 for construction of Locks E2 and E3 and the connecting canal prism. Fort Orange Construction Co. was awarded Contract 11 on May 21, 1906 to build locks E4, E5, E6, Guard Gates GG-1 and GG-2 and the canal prism from the top of E3 to Crescent. Penn Bridge Company was awarded Contract 33 to supply lock gates, valves, needle-beams, and guard gates for the Waterford Flight and other locks on the eastern portion of the Erie and the entire Champlain Canal on January 7, 1910.

The Waterford Flight opened to navigation May 15, 1915. In 2012 it was designated a National Civil Engineering Landmark by the American Society of Civil Engineers (ASCE).

Mile 0.63  
E607811  
N4738240

**LOCK E2, Waterford** (1 Contributing Structure, 2 Non-contributing Buildings, 1 previously listed Structure - not counted)

HAER NY-371

South of the intersection of Broad and 5th streets, Village and Town of Waterford, Saratoga County

Constructed 1908-11, Construction Contracts 2, 2E, 33, Electrical Contract 92

**Lock E2** is the first lock of the Waterford Flight. It has a 34.5' lift to the west with normal pool elevations of 15.2' below and 48.8' above. The complex includes the lock chamber with a downstream approach wall on the south bank and upstream approach walls on both banks; recently constructed **lockhouse** and **workshop** buildings; and three stone lock chambers on the "Waterford Side Cut" (HAER NY-14), which once allowed boats to pass from the old Champlain Canal to the Hudson

<sup>92</sup> BoP, plate 3.

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and now serve as the spillway for E2.<sup>93</sup> There is no powerhouse at E2 because the lock was served by the substation powerhouse at Lock E3.

The east end of the north chamber wall is exposed, revealing twelve arches that reinforce the top edge of the wall and support the walkway and machinery. The lockhouse and workshop were built in 1989 to replace earlier structures and are non-contributing. They are located north of the chamber at the upstream (west) end. Both are clad in stucco. The workshop is single story on a slab; the lockhouse is built on a slope and has a walk-out basement. Their long axes and the ridgelines of their gable roofs are oriented at right angles to the lock chamber.

Mile 0.73 Old Champlain Canal between Broad St & Burton Ave (previously NR listed 1976, not counted)  
Village and Town of Waterford, Saratoga County  
Constructed 1823  
A watered segment of the old Champlain Canal crossed the Erie Barge Canal about 400' upstream of Lock E2. It is maintained to absorb water released from Lock E3 and to provide a supply to fill E2. The southern segment extends one mile to a disused guard lock at the north end of the state dam across the Mohawk River between Waterford and Cohoes and supplies cooling and process water to several manufacturers. The concrete substructure of a "tumble gate," installed to allow excess water from E3 to flow into the old Champlain while maintaining pool level for industrial users, survives at the head of the south channel, but the wood gates have been removed and the gate no longer functions.

A 2,050' land cut extends from Locks E2 to E3, lined on both sides by concrete retaining walls with concrete walkways and bollards supported by piers and arches. It was constructed under contracts 2, 2-E, and 2-G.

Mile 0.84 **Saratoga Avenue / NY Rt-32 Bridge, Waterford (Bridge E-3)** (1 Contributing Structure)  
E607611 BIN-4022510  
N4738510 Village of Waterford, Saratoga County  
Riveted steel Warren pony trusses with polygonal top chords; sidewalks outboard of trusses; 128' long, 34' between curbs. Erected 1907 by M. Fitzgerald under Contract

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<sup>93</sup> In most instances, spillways are simply counted as part of the lock structure. At E2, E30, and E34-35, where towpath era locks now serve as spillway structures, they are counted separately.

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34. The bridge was originally erected 16'3" to the west but was moved to its present location in March 1908 "to conform better with the alignment of the adjoining streets."<sup>94</sup> The old abutments are still in place, although they were recently re-faced with molded concrete that simulates rock-faced cut stone.

Mile 0.97  
E607521  
N4738697

**Delaware & Hudson Railroad Bridge (Bridge E-4)** (1 Contributing Structure)  
BIN-4415120  
Village of Waterford, Saratoga County  
Warren thru-truss 129' long, Constructed 1907

Mile 1.09  
E607447  
N4738872

**LOCK E3, Waterford** (2 Contributing Structures, 2 Contributing Buildings)  
HAER NY-372  
Washington Avenue, north of Knox Street, Village of Waterford, Saratoga County  
Constructed 1908-11, Construction Contracts 2, 2E, 33, Electrical Contract 92

**Lock E3** is the second lock in the Waterford Flight. It has a 34.5' lift to the west with normal pool elevations of 48.8' below and 83.3' above. The site includes the lock chamber with upstream and downstream approach walls on both sides; a spillway and bypass channel that parallels the north side of the lock; and a powerhouse and lockhouse on the south side of the chamber near the upper gates.

The Waterford Shops and drydock (described below) are adjacent to the south side of Lock E3 and utilize the same upper and lower pools.

The **bypass spillway** has three stoplog sections and a drain gate at the south end. A concrete and rock lined bypass channel carries excess water around the north side of lock E3. The access road crosses the spillway on an open deck steel bridge.

The powerhouse retains its original clay tile roof but the original bridge crane and motor-generator (M-G) set that converted AC current to DC have been removed from the interior, replaced by a modern solid-state rectifier.

The wood frame **lockhouse** is east of the powerhouse. It is two bays wide by three deep with its long axis and the ridgeline of its gable roof at right angles to the chamber. It is clad in fiber-cement clapboards and has modern double-hung vinyl windows.

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<sup>94</sup> AR-SES, 1907, p. 80.

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Mile 1.10  
E607376  
N4738831

**Waterford Dry Dock** (1 Contributing Structure)

HAER NY-373

End of Davis Avenue, between Waterford Shops and Lock E3, Town of Waterford, Saratoga County, Constructed c. 1920

Waterford Drydock is used for repair of state, commercial, and private vessels during the navigation season and for dry storage of tugboats, tender tugs, dredges, scows, and other Canal Corporation "Floating Plant" during the winter.

The dry dock chamber forms an irregular hexagon in plan with the concrete wall forming one long southern edge, the gates a short western edge, and earth berms the other four sides. The southern side of Waterford Drydock has a vertical concrete wall, concrete floor, and a row of timber capped concrete saddles. The remainder of the chamber has earth bottom and sides covered by crushed stone and grass. Boats enter the flooded drydock from the pool above Lock E3 through steel lock gates. The gates and upper valves were originally hand operated because they are used infrequently. Electric operators were subsequently installed on the upper valves. The chamber is drained through a hand-operated valve on the east berm that drains through a pipe to the level below Lock E3.

The site originally had a tall shipyard "whirly crane" running along tracks on the south side of the dry dock and a boat house on the pool above the west end, but those structures were removed sometime after 1961.<sup>95</sup>

Mile 1.10  
E607354  
N4738781

**WATERFORD CANAL SHOPS** (4 Contributing Buildings, 4 Non-contributing Buildings)

HAER NY-374

End of Davis Avenue, Town of Waterford, Saratoga County

State crews at the Waterford Shop continue to perform major repairs to vessels of the state floating plant and fabricate and repair parts for locks in the eastern end of the Barge Canal System. The main "**State Shop**" (contributing) is a steel-framed brick-clad building on a concrete foundation. It is located along the south edge of the Waterford Drydock. The three-aisle building has a central raised craneway. Two original one-story extensions are located on the south side of the building. Flat roofs are covered by built-up tar & gravel. Steel fixed and pivot windows light the building, although window openings along the central raised craneway section have been closed in with standing-seam metal siding. There are also partially enclosed window bays

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<sup>95</sup> RM, Eastern Division, Erie Canal, Map, Section 1, Sta. 199 to Sta. 231, March 29, 1922; Gayer photo collection, New York State Museum (NYSM).

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with modern vinyl windows and standing-seam siding. There are roll-up doors at either end of the central bay. A machine and plate bending shop occupies most of the ground floor, with a stockroom at the west end.

The **Carpenter Shop and Electrical Shop** occupy a row of connected buildings (counted as a single contributing building) west of the State Shop. The Carpenter Shop's walls and roof are clad in metal sheathing. It sits on a concrete foundation, and the walls are punctuated by steel multi-light pivot and fixed-sash windows and a modern roll-up metal garage door. A partially enclosed bay features a modern hollow door and shiplap wood siding. This bay is sheltered by a modern overhang. A one-story frame addition to the building has a standing-seam metal shed roof, shiplap wood siding, a concrete foundation, and modern vinyl fixed and hopper windows. The Electrical Shop is a rusticated concrete-block, one-story structure. Asphalt shingles cover the shed roof. The building is lit by steel multi-pane windows with concrete sills and lintels. The building has a modern hollow double door. The garage is attached to the electrical shop. The vinyl-sided frame structure has a shed roof sheathed in metal with exposed rafter tails. Bead-board paneled, hinged double doors provide access.

Storage sheds are located north and west of the State Shop, on the opposite side of the driveway and parking area. The **Long Shed** is the largest, a 190' long one-story frame storage building clad in horizontal wood novelty siding, now covered by vinyl siding. Its shed roof has exposed rafter tails. There are 14 large hinged doors facing the drydock chamber. The north end of this building includes quarters for crews of vessels in drydock and an Engineers' Office.

A small gable roofed **Boiler Building** (Contributing) stands between the long shed and the drydock.

The **Mechanics' Shop** is housed in a modern Butler Building (non-contributing) on the hill behind (west of) the long shed, near a recently constructed **pole-barn shed** (non-contributing).

**History:** Waterford Maintenance Shop buildings were constructed over a quarter century. Development of canal shops at Waterford were authorized under Chapter 106, Laws of 1922. The 1922 "Residency" map shows the State Shop (then under construction) and adjacent drydock but no other structures. The main building was completed in 1923. A 1927 *Annual Report* noted that new buildings to store supplies and equipment had been built that year and new machinery installed in the State Shop. Another shop was built in 1933.

In 1949, the New York State DPW acquired six prefabricated steel buildings, each

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measuring approximately 12' x 20' x 100,' from the War Assets Administration. The buildings would be used to store equipment and materials required for the canal maintenance and were located at the maintenance shops at Waterford, Lyons, Pittsford, and Lockport. The Carpenter's Shop at Waterford appears to be one of those war surplus buildings.<sup>96</sup>

Annual reports provide clues about work at the site. In 1948, the DPW stated the shops were "equipped to perform general machine work for canal maintenance and also to dress, saw and shape timbers required for locks, bridges, floating plant, and other canal appurtenances."<sup>97</sup> Repair and maintenance work included overhauling motors and generators at the electric repair shop. Crews fabricated pipe for hydraulic dredges, repaired buoys, and machined valve shafts, wheels, bushings, anchor rods, valve rails, and other lock components. Timber work included making quoin and miter timbers for lock gates on a specially modified sawmill capable of cutting curved and angled surfaces.<sup>98</sup> The DPW noted the cost effectiveness of having such repair shops on the canal. After staff at the Waterford electrical repair shop overhauled and repaired electric motors, the 1942 *Annual Report* stated "it is a demonstrated fact that electrical repairs made in this manner effect a considerable saving to the State both in time and money as compared to the cost and delay if it was necessary to have such work performed by private contractors."<sup>99</sup>

While major repair and overhaul work on canal structures and channels are generally confined to the winter months, the canal shops were kept busy all year "rebuilding, overhauling, and repairing of various operating and maintenance equipment and machinery and fabrication of material for use in major repair and rehabilitation of structures and equipment that is required for use during the closed season."<sup>100</sup>

Mile 1.60  
E607004  
N4739522

**LOCK E4, Waterford** (2 Contributing Structures, 2 Contributing Buildings)  
HAER NY-375  
25 Fightlock Road, Town of Waterford, Saratoga County  
Constructed 1907-11, Construction Contracts 11, 33, Electrical Contract 92

**Lock E4** has a 34.5' lift to the west with normal pool elevations of 83.3' below and 117.8' above. The complex includes the lock chamber with upstream and downstream approach walls; an earthen embankment dam with spillway and drain gates that

<sup>96</sup> RM Section 1, Sta. 199 -231, March 29, 1922; AR-SPW, p. 20; AR-SPW, 1927, p. 20; AR-SPW1933, p. 20; AR-SPW1949, p. 126.

<sup>97</sup> AR-SPW1945, p. 109.

<sup>98</sup> AR-SPW1929, p. 8; AR-SPW1939, p. 24; AR-SPW1941, p. 27; AR-SPW, 1945, p. 109.

<sup>99</sup> AR-SPW1942, p. 30.

<sup>100</sup> AR-SPW 1949, p. 129.



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maintains the pool above the lock; a lockhouse on the north side of the chamber and a storehouse on the south side. There was never a powerhouse at E4 – DC power was supplied from a substation at nearby E5.

**Embankments** with concrete corewalls on either side of the lock form a large irregularly shaped pool between the top of E4 and the bottom of E5, needed to absorb surges when the upper lock is emptied or the lower one is filled. A spillway and drain gates on the southern embankment allow excess water to flow into the pool below. Dockwalls made of concrete slabs supported by piers allow free flow of water into and out of the pool while guiding boats between the chambers.

The wood-frame **lockhouse** is located near the upper gates. It is one bay wide by two deep with its long axis and the ridgeline of its gable roof orientated at right angles to the lock chamber. It is clad in wood clapboards and has eight-over-eight double hung windows with wood sash and exposed rafter tails. The front and side doors are protected by shed hoods.

The hip-roofed concrete **storehouse** stands on the south side of the upper gates, across from the lockhouse, and dates to the original construction period. While most of the others have solid steel doors and no windows, this one has 12-light casement sash on two sides and a pane and panel door facing the lock.

Mile 1.87  
E606603  
N4739670

### **LOCK E5, Waterford** (2 Contributing Structures, 2 Contributing Buildings)

HAER NY-376

55 Flight Lock Road, Town of Waterford, Saratoga County

Constructed 1907-14, Construction Contracts 11, 33, Electrical Contract 92

Lock E5 has a 33.2' lift to the west with normal pool elevations 117.8' below and 151.0' above. The complex includes **Lock E6** with upstream and downstream approach walls; an **earthen embankment dam** with bypass spillway; **powerhouse**, and **lockhouse**.

The earthen embankment with its concrete core wall forms a large pool to absorb water surges in the short distance between E5 and E6. As below, slab-on-pier guide walls direct boats between the chambers while allowing the free flow of water in and out of the stilling pools on either side.

The E5 **powerhouse** is located just off Flightlock Road to the north of the chamber. Its hipped roof is now covered by asphalt. Originally, motor-generator sets in this building converted alternating current (AC) power from the hydroelectric plant at Crescent Dam to Direct Current (DC) for use at locks E4, E5, and E6, but all of that electrical machinery has been removed. The bridge crane remains in place.

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The wood-frame **lockhouse** is located on the north side of the chamber toward the upper end. It is one bay wide by two deep with its long axis and the ridgeline of its gable roof orientated at right angles to the lock chamber. It is clad in wood clapboards and has eight-over-eight double-hung windows with wood sash and exposed rafter tails. The front and rear doors are protected by shed hoods.

Mile 2.15  
E606157  
N4739741

**LOCK E6 - Waterford** (2 Contributing Structures, 1 Contributing Building, 1 Non-contributing Structure, 1 Non-contributing Building)  
HAER NY-377

77 Flight Lock Road, Town of Waterford, Saratoga County

Constructed 1910-15, Construction Contracts 11, 33, Electrical Contract 92

**Lock E6** is the uppermost lock of the Waterford Flight with a 33.0' lift to the west with normal pool elevations of 151.0' below and 184.0' above. The complex includes the lock chamber with guide walls above and below; an **earthen embankment dam** with sluice gate; a hip-roofed concrete storehouse on the south side of the chamber near the upper gates; a lockhouse on the opposite side; and a **viewing platform** built during the 1970s (non-contributing). There is no powerhouse at this site. Electric power was originally supplied to E6 from the substation at E5.

Lock E6's operating original DC gate and valve operating machinery was replaced with AC driven hydraulic actuators in 1973.

The hip-roofed concrete **storehouse** stands on the south side of the upper gates, across from the lockhouse, and dates to the original construction period. Like the one at E4, and unlike most others on the system, it has 12-light sash on two sides and a pane and panel door facing the lock.

The wood frame **lockhouse** is on the opposite side, slightly upstream of the upper gates. It is clad in vinyl siding and has small double-hung vinyl windows and a gable hood over the door facing the lock chamber. The lockhouse probably was built as part of lock rehabilitation during the 1970s and is therefore non-contributing.

Mile 2.15 to 2.77

Deep Cut -The half-mile long channel between the top of E6 and Guard Gate 2 runs through a deep cut carved in the greywacke shale that forms the crest of Cohoes Falls. It was excavated under Contract 11 by Fort Orange Construction Co.

Mile 2.52  
E605570  
N4739791

**Guard Gate - 1** (Waterford) (1 Contributing Structure)

HAER NY-378

Flight Lock Road, Town of Waterford, Saratoga County

Constructed 1911, Construction Contracts 11, 33

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Guard Gate 1 has a single 55' wide vertically sliding panel, hoisted by cables and counterweights running over sheaves mounted atop riveted steel lattice towers. It can be lowered to stop the flow of water into the Waterford Flight below to allow maintenance, seasonal drawdowns, and flood protection. Controlling flow through the Waterford Flight was considered so important that canal engineers took the unusual step of installing two guard gates (GG-1 and GG-2) within a quarter mile of each other. GG-1 was installed after GG-2.

Mile 2.77  
E605203  
N4739952

**Guard Gate - 2** (Waterford) (2 Contributing Structures, 1 Contributing Building)  
HAER NY-379  
Flight Lock Road, Town of Waterford, Saratoga County  
Constructed 1911, Construction Contract 11, 33

**Guard Gate 2** is located just west of GG-1 and a short distance east (downstream) of the point where the canalized portion of the Erie Canal meets the Mohawk River. It is of the same design as Guard Gate 1.

The gate's concrete abutments and piers also support **Guard Gate Road bridge**, (Canal Bridge E-5, BIN- 4415130) with two Pratt pony truss segments, 135' long overall, 15' between curbs with no sidewalks.

Guard Gates 1 & 2 are controlled from concrete **operator's house** located on the south bank of the canal, just upstream of the Guard Gate Road bridge on the south bank of the canal. The building's hip roof with flared eaves and cast-concrete cornice is similar to those on lock powerhouses. A trapezoidal bay, projecting from the side near the canal, provides views down the deep cut and up into the Crescent Pool.

Mile 2.8 to 71

River Channel: For the next 68 miles, from the pool above Crescent Dam to Lock E16 at Mindenville, west of Saint Johnsville, the Erie Barge Canal is in the canalized bed of the Mohawk River.

Mile 2.80  
E604533  
N4740149

**Crescent Dam** (1 Contributing Structure)  
HAER NY-381  
Towns of Waterford, Saratoga County/ Colonie, Albany County  
Constructed 1911, Construction Contracts 14, 14B, Electrical Contract 0

**Crescent Dam** maintains the 10 mile long "Crescent Pool" at 184' between the head of Lock E6 at the top of Waterford Flight and the toe of Lock E7 in Niskayuna. The dam consists of two curved, fixed crest, concrete overflow sections separated by a rocky mid-channel island. A Taintor gate with steel superstructure and concrete abutments at the western end of the west section allows the pond to be drawn down for maintenance. Foundation remains of the hydroelectric plant built to power the

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Waterford Flight are visible just downstream of the Waterford (east) abutment.<sup>101</sup>

Noble Whitford described the site before and after construction: The gravity dam was actually two dams, separated by a “rocky prominence” -- “one section spans the former river channel while the other crosses low land, which after completion was submerged.” The entire semi-circular dam had a 700’ radius and a total length of 1,922.’ A third dam was built at the front of the dam on low land and was consequently at a lower elevation. This dam maintained a pool “which may serve as a water-cushion to break the fall of water spilling over the crest and prevent erosion of the rock at the foot of the main dam.” The dam crest measured 39’ above the apron, which had a 40’ width. The base of the dam was 42’ wide and 11’-5” at the top.

The “largest power-station as yet constructed on the canal” was located at the Waterford end of the dam, generating power to operate the two guard gates and five locks on the Waterford Flight and to light this portion of the canal. Head-gates were built into the opposite end of the dam to facilitate future power development.<sup>102</sup>

**History:** Acme Engineering built the Crescent Fixed Dam as part of Contract 14. Cofferdam work started in March 1908. The project was divided into three sections: Dam A crossed the Mohawk River channel from the head of the Waterford Flight to the “rock prominence”; Dam B was built in the dry, running from the other side of that outcrop to the valley wall on the Albany county side. Dam C was the low stilling dam, built below B to protect it from being undermined. Dam A was built in alternate tooth-like sections so that the river could flow during the construction period. Concrete poured at the western end of Dam A until work ceased for the winter on December 24, 1908. Work resumed the following May with construction of a cofferdam to enclose the east half. Work on the abutments and headgates started in 1909. In 1910, the contractor concentrated on the east end of Dam A, which included an abutment and forebay for the Waterford Flight powerhouse, as well as the west end of Dam B, which had two abutments. By 1911, Dam B had been closed and the east end sections of Dam C and a portion of the abutment of Dam C had been completed. Six openings were left in Dam A to allow the Mohawk River to flow until navigation began. The dam was eventually completed under Contract 14B.<sup>103</sup>

A canal hydroelectric plant to power the Waterford Flight was constructed at the north (Waterford) end of Crescent Dam under Contract 91, awarded in January 1911 to The Holington Company. By 1912, construction and installation of the masonry

<sup>101</sup> RM, Erie Canal (EC), Section 1, Sta. 293 to Sta. 353, March 29, 1922, Sheet 7.

<sup>102</sup> Whitford, (1922), p. 472.

<sup>103</sup> AR-SES, 1908, p. 83; 1909, 83; AR-SES, 1909, 1910), p. 58; AR-SES, 1910, 1911), p. 61; AR-SES, 1911, 1912), p. 50; AR-SES, 1913, 1914), p. 104.

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structure, penstocks, and turbines were nearly complete. The plant was in operation by October 1913, after some equipment problems were resolved.<sup>104</sup> The canal hydro plant at Crescent ran for fewer than 15 years. In 1927 a high-tension line was strung across the river from the new Crescent plant on the opposite shore and the old plant on the Waterford side was dismantled soon thereafter. Only foundations are visible today.<sup>105</sup>

Mile 2.80  
E604433  
N4740010

**Crescent Hydroelectric Plant** (1 Contributing Building)

South bank of Mohawk River, Cohoes-Crescent Road, Town of Colonie, Albany County

Constructed 1925, Construction Contracts A-1, A-2, A-3, A-5, B-3, B-4, B-6, B7

The flat roofed powerhouse, built of yellow-orange brick on a concrete substructure at the south end of Crescent Dam, was constructed by the DPW 1925-27 and is now operated by the New York Power Authority under FERC license P- 4678. The building was originally five bays wide and housed two vertical-shaft generating units with a combined capacity of 5,600 KW. A matching four bay addition, constructed in 1987-93, houses two additional units, raising installed capacity to 9,948 KW. The upper portions of the tall banks of original steel sash awning windows were replaced at that time with fixed translucent panels with operable hopper sash at the bottom.

**History:** New Barge Canal dams at Crescent and Vischer Ferry had potential to generate far more hydroelectric power than would be needed for canal operations, leading to discussion among canal officials and the state legislature about utilizing the surplus water at these and other sites on the new system. In 1921, New York State established the Water Power Commission and granted it the authority to “issue licenses for the development of power at places where the State owns the power rights, the license carrying with the privilege of using such water-power upon the payment of equitable rent.” In 1922, the legislature transferred the authority to develop water power to the DPW and appropriated \$1 million for the construction of power plants at Crescent and Vischer Ferry dams.<sup>106</sup>

Mile 4.50  
E603699  
N4741957

**Crescent Terminal** (1 Contributing Structure)

HAER NY-380

Terminal Road, Crescent, Town of Halfmoon, Saratoga County

Concrete wall with iron coping approximately 155' long. Constructed 1914 under

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<sup>104</sup> AR-SES, 1911, 49; AR-SES, , 1912, 1913), p. 78; AR-SES, , 1914, 1915), p. 95.

<sup>105</sup> AR-SES 1927, p. 18-19.

<sup>106</sup> Whitford, pp. 91-292, “Power Development on the Barge Canal.” *Power Plant Engineering*, September, 1924.

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contract T-35 by Joseph Casey of Bascom, New York.

Ruins of the north abutments of Crescent Aqueduct (1840 – pre-Barge Canal, National Register eligible – not counted) The 1,160' long twenty-six arch Crescent Aqueduct (also called the Lower Mohawk River Aqueduct) carried the Enlarged Erie Canal across the Mohawk to a 14-mile track along the north bank between here and Rexford. The north abutment is visible at the west end of the Crescent Terminal wall. The south abutment is visible on the opposite bank. The rest of the aqueduct was removed under Contract 14-B to allow boats to pass on the canalized river. Crescent Dam raised the water level in this section of the Mohawk, submerging any portions of the old aqueduct that were not removed. The 169' elevation of the Crescent pool is roughly the same as water level in the original and Enlarged Erie Canal through this section.

Mile 4.55  
E603678  
N4741767

**Route 9 Bridge, Crescent (Bridge E-6)** (1 Non-contributing Structure)  
BIN-4005580

Towns of Halfmoon, Saratoga County & Colonie, Albany County  
Deck supported by multiple unpainted steel plate girders, 5 spans, 4 concrete piers, 229' long, 80' between curbs. Constructed 1996

Mile 7.21  
E601304  
N4738430

**Northway (I-87) Bridge northbound (Bridge E-7a)** (1 Non-contributing Structure)  
BIN-4033181

Towns of Clifton Park, Saratoga County & Colonie, Albany County  
Tied-arch with suspended decks, 779' long, 42' between curbs, no sidewalks  
Constructed 1959; non-contributing highway bridge

Mile 7.22  
E601292  
N4738412

**Northway (I-87) Bridge southbound (Bridge E-7b)** (1 Non-contributing Structure)  
BIN-4033182

Towns of Clifton Park, Saratoga County & Colonie, Albany County  
Tied-arch with suspended decks, 779' long, 42' between curbs, no sidewalks  
Constructed 1959; non-contributing highway bridge

Mile 13.07  
E594273  
N4739609

**LOCK E7 - Vischer Ferry** (2 Contributing Structure, 3 Contributing Buildings, 1 Non-contributing Building)  
HAER NY-382

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On south bank of Mohawk River at end of Lock 7 Road, Town of Niskayuna, Schenectady County.

Constructed 1907-13, Construction Contract 14, Electrical Contract 92

The site consists of the **Lock E7** chamber with upstream and downstream approach walls on the south side and its gates and operating machinery; **Vischer Ferry Dam (Dam 3)**, including an earthen embankment with concrete core wall south of the chamber; a hydroelectric **powerhouse** that generated electricity for lock operations, **lockhouse**, and **storehouse**, and a newer storage building/garage (non-contributing).

**Lock E7** has a 27' lift to the west with normal pool elevation of 184' below and 211' above. The chamber was refaced with new concrete and mooring glide rails were installed in 1989. Much of the chamber stands above the surrounding land surface. Earth is banked up against the outside of the south wall but the north wall on the river side is exposed concrete. A 2,300' long artificial island between the river and north lock wall provides protection from river currents for vessels approaching from below. A 420' long concrete approach wall, supported on piers, and a dredged area above the embankment form a protected mooring area on the upstream side.

**Vischer Ferry Dam (Dam E-3)** extends in a northeasterly direction from the lock across the Mohawk River to Goat Island. This fixed crest dam has a single concrete apron and is topped by pin and plank flashboards during the navigation season.

The site and structure were described in 1922:

(T)he site chosen for this dam was one having two river channels encircling an island of considerable size, which had steep shores and a rock plateau-like top some twenty feet above the river. A dam was built in each of these channels, and connecting the two sections was a third section across the island, making one continuous crest of nearly two thousand feet. Each section is straight in plan and the trace of the whole structure is roughly that of a reversed letter Z. The crest of this dam is 36 feet above the apron; its bottom width is 40 feet 6 ½ inches, its top width, 11 feet 5 inches, and the width of its apron, 38 feet.<sup>107</sup>

The north end of the dam included a temporary lock that provided passage along the Enlarged Erie while this segment of the Barge Canal was under construction and headworks for a future hydroelectric plant (constructed 1925).

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<sup>107</sup> Whitford (1922), p. 472.

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The concrete overflow sections spanning the river were supplemented by an earthen embankment with concrete core wall on the south side of the lock chamber.

The **powerhouse** is attached to the north wall of the lock chamber, near the upstream end, just below the dam spillway. Because of the constrained site, the entry door is on the downstream one-bay face. Some of the original electrical equipment survives in place, but it is no longer operable. The crane is extant.

The single-story frame **lockhouse** is located on the south side of the chamber at the upstream end, atop the earth berm that serves as an extension of the dam. It has clapboard siding and a gable roof with exposed rafter tails covered by asphalt shingles. The entrances are pane-and-panel doors with a gable front hood with metal brackets. The fenestration consists of non-historic one-over-one-light vinyl windows and eight-over-eight-light wooden windows with wood screens.

The single-story **concrete storehouse** stands on the berm between the lockhouse and the chamber. Its hipped roof is covered with asphalt shingles and has decorative exposed rafter tails. The entrance is a pane-and-panel wood door, but the window openings have been closed off. There is a low shed extension with clapboard siding over a frame structure on the end of the storehouse facing the lockhouse. The storehouse appears on a 1922 map of the site but the lockhouse does not.<sup>108</sup> A newer (non-contributing) gable-roofed frame **storage shed/garage** is located at the base of the berm.

**History:** Construction of Lock E7 and Dam 3 was part of Contract 14, awarded to Acme Engineering & Contracting Company in October 1907. Contract 14 included dredging a channel in the Mohawk River from Crescent to Rexford Flats, building Dam E-2 at Crescent, Dam E-3 and Lock E7 at Vischer Ferry, and locks and movable dams at Yosts (Lock E13/Dam E-9), Canajoharie (Lock E14/Dam E-10), and Fort Plain (Lock E15/Dam E-10), and a retaining dam at Mindenville. Excavation at E7 started in October 1907.<sup>109</sup>

Acme Engineering & Contracting Company had 350 men at the site, divided into ten teams working eight hour shifts. By 1910, the lock and approaches were almost complete and the gates were in place but still required adjustment. Work on the dam proceeded in sections.<sup>110</sup> The core wall and embankment were completed the following year, allowing the dam to be closed, and most of the channel below the lock had been excavated. Waste rock from that cutting was piled to form a protective

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<sup>108</sup> Barge Canal, State of New York, Eastern Division, Erie Canal, Section 2, Sta. 756 to Sta. 954, March 29, 1922, Sheet 13.

<sup>109</sup> AR-SES 1908, p. 83; AR-SES, 1912, pp. 80-81.

<sup>110</sup> AR-SES, 1910, pp. 50-51, 61-62.



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artificial island between the downstream approach and the main river channel. Lock E7's electrical equipment and hydroelectric power plant were installed in 1913 under Contract 92.<sup>111</sup>

The lock walls were resurfaced in 1950 under Contract No. M95. In 1951, the lower lock gate was replaced as part of Contract 51-2. The lock underwent rehabilitation in 1989, under Contract D252996.<sup>112</sup>

Mile 13.07  
E594632  
N4740086

**Vischer Ferry Hydroelectric Plant** (1 Contributing Building)

On north bank of Mohawk River, Town of Clifton Park, Saratoga County

The Vischer Ferry Hydroelectric plant was built by the DPW at the north end of Vischer Ferry Dam in 1925 and is now operated by the New York Power Authority under FERC license P-4679. The flat-roofed yellow-orange brick powerhouse is a twin of the Crescent Hydroelectric Plant ten miles downstream. It was originally four bays wide and two bays deep with tall banks of steel sash awning windows illuminating a generating floor with two vertical-shaft generating units with a total capacity of 5,600 KW. A matching addition/extension, constructed 1987-93 on the south (river) end of the plant, houses two more units additional units, raising total installed capacity to 9,948 KW. One wall of a temporary lock, built to allow passage of towpath-era boats in the old channel along the north shore while Lock E-7 was under construction, is visible as part of the intake structure.

Construction of the Vischer Ferry hydroelectric plant was authorized in 1922 under the same legislation that allowed development at Crescent.<sup>113</sup>

Mile 17.12  
E591164  
N4745064

Enlarged Erie lock 21 (NRE, not counted)

Rexford, Town of Clifton Park, Saratoga County

Side-by-side stone lock chambers, constructed 1841, are visible in a back channel on the north bank. They are now used as travel-lift slips by the Schenectady Yacht Club.

Mile 17.20  
E590897  
N4744879

Rexford Aqueduct Ruins (NRE, not counted)

HAER NY-12, NY-384

Aqueduct, Town of Niskayuna, Schenectady County / Rexford, Town of Clifton Park, Saratoga County

Constructed 1841 to carry the Enlarged Erie Canal over the Mohawk. Towpath arches and abutments are visible on the north & south banks. The midsection of the aqueduct

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<sup>111</sup> AR-SES, 1911, pp. 50-51.

<sup>112</sup> AR-SPW 1942, p. 27; Maintenance Contracts, 1945, 1951, 1989.

<sup>113</sup> Whitford (1922), pp. 291-292; "Power Development on the Barge Canal." *Power Plant Engineering*, September, 1924.

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was removed, just before the Barge Canal opened in 1918, to allow boats to pass on the river.<sup>114</sup> The stone arches later supported a Parker through truss that carried Route 146 until 1965 when it was superseded by the new span immediately upstream.<sup>115</sup>

- Mile 17.25  
E590863  
N4744788  
**Route 146 Bridge, Rexford (Bridge E-8)** (1 Non-contributing Structure)  
BIN-4038360  
Aqueduct, Town of Niskayuna, Schenectady County / Rexford, Town of Clifton Park, Saratoga County  
Welded steel camelback truss over canal channel with plate girder approach sections, 727' total length, 28' between curbs. Constructed 1965; non-contributing highway bridge
- Mile 19.80  
E587663  
N4742897  
**Delaware & Hudson RR Bridge (Bridge E-10)** (1 Contributing Structure)  
BIN-4416020  
City of Schenectady / Town of Glenville, Schenectady County  
Parker skew-truss over navigation channel with two plate-girder approach spans on either side; 525' total length. Constructed 1911.
- Mile 20.12  
E587422  
N4742459  
**Freemans Bridge (Bridge E-11)** (1 Non-contributing Structure)  
BIN-4050330  
City of Schenectady / Town of Glenville, Schenectady County  
Road and sidewalk deck atop multiple unpainted steel plate girders. 646' long, 72' between curbs, "S" shaped alignment, 3 spans, 2 piers. Constructed 1985.
- Mile 20.99  
E586362  
N4741604  
**Railroad Bridge (Bridge E-12)** (1 Contributing Structure)  
BIN-4416030  
Carrying AMTRAK/Conrail RR over Mohawk River/Erie Barge Canal between City of Schenectady & Village of Scotia, Schenectady County  
Ten plate girder deck spans supported by 9 stone piers 710' long, 53' wide. Constructed 1874.
- Mile 21.51  
**Mouth of the Binnekill** (geographic reference- not counted)  
The mouth of the Binnekill, at the western edge of Schenectady's Stockade Historic District, was the traditional point of embarkation for boat travel up the Mohawk River before the Erie Canal was completed in the 1820s. From 1918 through the 1950s a dredged channel up this creek allowed boats to access Schenectady's Barge Canal Terminal, located approximately where Schenectady Community College's Taylor

<sup>114</sup> By Dunbar & Sullivan Dredge Company under Contract 180, awarded March 15, 1918. Whitford (1922), p. 563.

<sup>115</sup> The steel span utilizing the aqueduct for approaches was authorized by Chapter 176, Laws of 1921; Whitford (1921), p. 315.

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Auditorium stands today.

Mile 21.61  
E585480  
N4741171

**Great Western Gateway (Route 5) Bridge (Bridge E-13)** (1 Non-contributing Structure)  
BIN-4002590  
City of Schenectady / Village of Scotia, Schenectady County  
Deck supported by multiple steel plate girder stringers, nine spans on eight piers, 1873' long overall, 56' between curbs.  
Constructed 1974 to replace an elaborate concrete bridge, built 1919-22, with 23 arches with spans ranging from 106'-212'.<sup>116</sup>

Mile 24.04  
E582437  
N4742357

**LOCK E8, Scotia** (2 Contributing Structures; 2 Non-contributing buildings)  
HAER NY-383  
South side of Mohawk River at end of Rice Road, Town of Rotterdam, Schenectady County  
Constructed 1908-15, Construction Contract 8, 8A, Electrical Contract 92  
Lock E8 has a 14.0' lift to the west with normal pool elevations of 211.0' below and 225.0' above. The site includes **Lock E8** with upstream and downstream approach walls on the north bank; and **Movable Dam E-4**. The basement of the original **powerhouse** remains in service but the superstructure was removed sometime after 1960. It is now topped by a non-contributing wood-frame storage building, constructed in 2014. The 1961 **lockhouse** was washed away by Hurricane Irene and Tropical Storm Lee in 2011 and replaced in 2014 by a hip-roofed clapboard building on a tall concrete foundation built into the side-hill.

Lock E8 and Dam 4 are the lowermost examples of the Mohawk River movable dams and locks that characterize this portion of the Erie Canal. Because they have the largest drainage area above, Dams 4 and 5 are the longest movable dams on the system - 530' between abutments with three bridge spans - a 210' wide center section flanked by 150' sections on either shore. The center section supports seven sets of movable panels; the shore side sections support five each.<sup>117</sup>

Like other locks next to Mohawk River movable dams, E8 has tall concrete "cabins" at all four corners of the lock chamber, built to keep electric motors and switchgear above "normal" flood waters (the ones at E8 were inundated in 2011). The cabins at E8 retain their original four-over-four double-hung wood windows on the upper level, plate steel doors at ground level, and a heavy sheet metal awning with integral gutter

<sup>116</sup> Whitford (1922), p. 314-5.

<sup>117</sup> BoP, p. 55.

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protecting the controls and capstan on the shore-side cabins.

A broad concrete apron directs floodwaters around the shore side of the lock and reduces scour.

E8 originally had a gasoline-electric power plant like other movable dam sites on the system. Only the foundation survives today. Capped by a gable-roofed frame storage building, the foundation still houses electrical equipment but the rest of the powerhouse and generating machinery are gone and the building no longer retains integrity.

**History:** Construction of Lock E8 was part of Contract 8, awarded in May 1906 to Pittsburg-Eastern Company. The contract encompassed the dams and locks at Scotia (E8), Rotterdam (E9), and Cranesville (E10). Fidelity Construction Company began excavation of the lock site in October 1908, building a coffer at the north span of the dam, while Pittsburg-Eastern Company began preparations to build the upper guide wall of the lock in 1909.<sup>118</sup> The Canal Board suspended Contract 8 on November 28, 1911, and cancelled it in March 1912. The remaining work, including construction of the lock and dam, was re-let as Contract 8A, awarded to The Foundation Company. The contractor began assembling and erecting the construction plant in July 1912 and poured the first concrete in September. In August 1913, the contractor began driving the sheet piling to enclose the lock, but work ceased while the contractor devised a way to protect the old canal bank. Work on the dam began in July on the north span of the apron, then on the upper guide and core walls.<sup>119</sup>

The Canal Board approved an alteration to the original specifications to increase the thickness of the lock floors so they could better withstand upward pressure in April 1913. Another alteration was approved in October 1913 and called for building the south lock wall on a caisson foundation in order to protect the bank of the old Erie Canal. To construct the river wall, timber cribs with sheeting above the water surface were sunk to act as a cofferdam. Concrete was then poured underwater to form the foundation at about a 12' depth. After the concrete had set, the upper part of the crib was pumped out and the rest of the wall was built in a day. By early July 1914, all of the caisson work had been completed as well as the north abutment of the bridge and adjacent cutoff wall. By October 1, 1915, Contract 8A had been completed, even though the contractor had been forced to stop work in January due to flooding.<sup>120</sup> The power plant at Lock E8 was completed by 1915 under Contract 92.<sup>121</sup>

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<sup>118</sup> AR-SES, 1908, p. 49; AR-SES, 1909, 1910), p. 60.

<sup>119</sup> AR-SES, 1912, 1913), p. 82-84; AR-SES, 1913, pp. 101-102.

<sup>120</sup> AR-SES, 1914, 1915), p. 96; AR-SES, 1915, 1916), pp. 73-74; AR-SES, 1916, 1917), p. 3.

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The upper and lower lock gates were replaced, the lower sill reconstructed, and a portion of the wall was covered with steel plates in 1955 as part of an overhaul encompassed in Contract M55-2. Lock walls were lined with steel plates in 1963 as part of Contract M63-7.<sup>122</sup>

Maintenance was deferred due to World War II material shortages, and by 1945 all eight movable dams on the Mohawk were suffering corrosion of structural members and crystallization of operating chains. Gates were replaced 1953-54 under Contracts P-4065 & M-53-2, the sill repaired in 1956 under M-56-8, and piers and wingwalls repaired in 1959 under M-59-3 and M-59-4. The concrete apron that protected the area around the lock from scour during flood events was repaired in 1962 under M-62-2. The interior of the chamber was lined with steel plate in 1963 under M63-7. The dam was rehabilitated in 1974 under Contract 74-2 and was cleaned, painted, and grouted in 1980-81 (Contract M80-1, D96149; Contract M80-2, Contract D96602; Contract M80-4, D96465; Contract M81-1, D96746).<sup>123</sup> The E8 lockhouse was swept away and the Mohawk carved a new channel around the north end of Dam 4 during the Irene/Lee floods of 2011.

Mile 25.73  
E581235  
N4744630

**I-890 Bridge (Bridge E-14A)** (1 Non-contributing Structure)

BIN-4437290

Towns of Rotterdam & Glenville, Schenectady County

Deck supported by multiple unpainted steel plate girder stringers. 852' long, 67.8 between curbs, 3 concrete piers. Sidewalk/bikepath on south side. Constructed 1998

Mile 27.11  
E579979  
N4745496

**Boston & Maine Railroad Bridge (Bridge E-15)** (1 Contributing Structure)

BIN-4416050

Towns of Rotterdam & Glenville, Schenectady County

Four steel Warren thru-truss sections, 620' long, 24' wide, supported by rock-faced cut stone piers. Constructed 1912

Mile 29.07  
E578300  
N4747787

**LOCK E9, Rotterdam** (2 Contributing Structures, 2 Non-contributing Buildings)

HAER NY-385

North side of Mohawk River, State Route 103, Town of Glenville, Schenectady County

Constructed 1914, Construction Contract 8, Electrical Contract 92

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<sup>121</sup> AR-SES, 1913, p. 37; AR-SES, 1914, 132; AR-SES, 1915, p. 120.

<sup>122</sup> AR-SPW 1943 1944), p. 47; AR-SPW 1945 1946), p. 64; AR-SPW 1956, quote from 82; Maintenance Contracts, March 1, 1963, August 17, 1966.

<sup>123</sup> Contracts at Dams, June 23, 1964; Maintenance Contracts, 1974; 1980; 1981.

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Lock E9 is located on the north side of the Mohawk River channel in the Town of Glenville. Movable dam 5 extends across the river and carries Route 103 between Rotterdam and Glenville. The lock has a 15.0' lift to the west with normal pool elevations of 225.0' below and 240.0' above. The site consists of the movable dam/bridge and the lock chamber with upstream and downstream approach walls on the north bank, gates, and operating machinery housed in elevated cabins. The lockhouse, powerhouse, and concrete spillway apron were swept away by floods resulting from Hurricane Irene and Tropical Storm Lee in August-September 2011, along with the approach road embankment and much of the north riverbank.

**Dam 5** has three bridge sections with five stacks of gate panels below the outboard spans and seven in the center. Like its neighbor downstream, it is 530' long between abutments with a 201' center section flanked by 150' sections on either side. Although all Mohawk River movable dams look like bridges, Dam 5 is one of only two that carry a roadway (the other is Dam 8 adjacent to lock E11 Tribes Hill.) The approach embankment on the north side was swept away by Irene/Lee in 2011 but was replaced in-kind by 2012.

**Lock E9's** concrete chamber walls were faced with steel plates during the 1950s. The original windows in the upper levels of the machinery cabins have been replaced by aluminum framed windows facing toward the lock chamber and glass block surrounding awning windows on the outward faces. The cabins on the landward side of the lock chamber have sloped metal awnings over the control panels.

The **lockhouse** was replaced in 2014 with a hip-roofed frame building, sheathed in clapboards, on a tall concrete foundation built into the reconstructed embankment north of the chamber (further from the from the lock and river and at a higher elevation than its predecessor). It is non-contributing, as is the gable-roofed frame **garage**, also built in 2014.

Four concrete canal boats, built at Fort Edward on the Champlain Canal during World War I as part of a federal effort to conserve timber and steel, are scuttled end-to-end immediately upstream of E9 and there are two more below where they serve as extensions to the approach walls.<sup>124</sup>

**History:** Construction of Lock E9 and Dam 5 was part of Contract 8, awarded to Pittsburg-Eastern Company. Excavation of the lock and guide walls started in September 1907. Following the winter break, the contractor began encountering "considerable difficulty...in making the excavation and in driving the piles on account

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<sup>124</sup> Michael Riley, "The Concrete Barge Fleet of the USRA" *Bottoming Out* 59 (Winter/Spring 2014), pp. 9-13.

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of the instability of the material.”<sup>125</sup> The 1909 *Annual Report* noted that the lock and guide walls and north span of the movable dam were nearly complete and work continued on the lock and approach walls. During 1911-12, Pittsburg-Eastern Company worked on the embankments and paving, grading spoil banks, placing riprap to protect the banks, and erecting the movable dam’s superstructure.<sup>126</sup> The Canal Board suspended the contract on November 28, 1911 and cancelled it in March 1912. Whitehead-Kales Iron Company (subcontractor in charge of erecting bridges, dam gates, and other structures) continued work under an agreement with the superintendent of public works and completed the steel work. Construction was finished by 1914. Electrical generating equipment, motors, and controls were installed the following year.<sup>127</sup> Modification of the dam superstructure for use as a highway bridge had been authorized and funded by special legislation in 1913.<sup>128</sup>

Extensive repairs had to be made in 1928 after flood waters washed away material, exposing the piles that supported the lock and dam.<sup>129</sup> There were additional leaks at the dam, which culminated in a large leak at the north span in 1942 due to the “disintegration and breaking away of a part of the concrete sill at the west edge of the dam.” To repair the leak, a concrete seal was installed the length of the dam apron.<sup>130</sup> The dam’s gate panels and uprights were repaired 1951-55 and portions of the substructure repaired contracts M51-4, M53-2, and P-4067.<sup>131</sup> The lock sills and gates were rehabilitated and deepened in 1955 under Contract US89. The upper gates were replaced and part of the upper approach walls were faced in plating in 1956 as part of Contract M56-7. The installation of plating continued the following year under Contract M57-16, which encompassed the lock chamber and parts of the lower approach walls. It also included installing a new buffer beam and recess.<sup>132</sup>

Flood waters from tropical storms Irene and Lee inundated the site and swept away the lockhouse powerhouse, flood apron, road embankment, and much of the ground on the north side of the river in August and September 2011.

Mile 30.43  
E576361  
N4748438

**Railroad Bridge (Bridge E-17)** (1 Contributing Structure)  
BIN-4416070

<sup>125</sup> AR-SES, 1908, p. 84.

<sup>126</sup> AR-SES, 1909, 60; AR-SES, 1910, p. 63.

<sup>127</sup> AR-SES, 1912, 83; AR-SES, 1914, p. 7, 132-44, AR-SES 1915, p. 120.

<sup>128</sup> Chapter 714, Laws of 1913; Whitford (1922) p. 314.

<sup>129</sup> AR-SPW 1928, p. 5.

<sup>130</sup> AR-SPW 1942, p. 27.

<sup>131</sup> Contracts at Dams, June 23, 1964; Maintenance Contracts, March 1, 1963.

<sup>132</sup> Maintenance Contracts, March 1, 1963; August 17, 1966.

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Towns of Rotterdam & Glenville, Schenectady County  
Steel lattice deck truss, 5 sections, 4 piers, 730' long, double track.  
Constructed 1925

Mile 31.60 Schenectady/Montgomery County line - border between canal maintenance sections 2 & 3

Mile 35.02  
E570127  
N4751966 **LOCK E10, Cranesville** (2 Contributing Structures, 1 Non-contributing Building)  
HAER NY-386  
South Bank of Mohawk River, Route 5S, Cranesville, Town of Florida, Montgomery County  
Constructed 1914, Construction Contract 8, Electrical Contract 92  
  
Lock E10 has a 15.0' lift to the west with normal pool elevations of 240.0' below and 255.0' above. The complex includes **Lock E10** on the south side of the river with concrete machinery cabins at all four corners, upstream and downstream approach walls on the south bank; **Movable Dam E-6**; and a non-contributing **lockhouse** on the south side of the chamber, built after 2006 floods undermined its 1940 predecessor.  
  
The gasoline-electric powerhouse, originally located on a rise about 400' south of the lower gates, was toppled by floods during Tropical Storm Irene in 2011 and is now entombed in fill used to block the outlaw channel that the Mohawk carved for itself. Dam E-6 is 500' between abutments with three spans – 180' at center flanked by 150' spans on either side. New upper and lower gates installed in 1955, Contract US 90.

Mile 37.95  
E566033  
N4753764 **Amsterdam Terminal** (1 Contributing Structure)  
HAER NY-387  
Riverlink Park, City of Amsterdam, Montgomery County  
Constructed 1914, Construction Contracts T-12, T12F, T-204, T-214  
  
Amsterdam terminal once had two 32' x 100' timber freighthouses and a 1-ton electric derrick, but those buildings and machine are no longer extant. Canal maintenance shops were established in a portion of one of the freighthouses during the early 1920s. By the mid 1930s, shop operations occupied the entire terminal with a number of smaller buildings inserted between the freight sheds. The site was vulnerable to flooding, suffering severe damage from February floods and ice jams in 1938, 1951, and 1954. The DPW proposed moving shop operations to higher ground near the Fonda Terminal in 1950 but the move was not completed until 1954, two floods later. The Amsterdam Terminal crane was moved to Fonda and remains in service there. The buildings were razed. During the 1980s the land they occupied was

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hardscaped as Riverlink Park.

Mile 38.06  
E565791  
N4753861

**NY 30 Bridge, Amsterdam - Bridge E-19A** (1 Non-contributing Structure)  
BIN-4425059

City of Amsterdam, Montgomery County

Multi-beam girder, 951' long, 76' between curbs. Constructed 1973 to replace the lower level Bridge Street bridge, a short distance upstream. The earlier span was built 1916 under Barge Canal Contract 118 and was the only steel cantilever bridge on the Barge Canal system.

Mile 39.29  
E564438  
N4755190

**LOCK E11, Amsterdam** (2 Contributing Structures, 1 Contributing Building, 1 Non-contributing Building, 1 previously listed building)  
HAER NY-388

North bank of the Mohawk River, 366 West Main Street at Guy Park Mansion, City of Amsterdam, Montgomery County

Constructed 1911/1914, Construction Contract 17, Electrical Contract 92

The complex includes Lock E11 on the north side of the river with concrete machinery cabins at all four corners, upstream and downstream approach walls on the north bank; Movable Dam E-7; a gasoline-electric powerhouse; and a non-contributing lockhouse on the grounds of Guy Park, a 1774 stone manor house (NR listed).

**Lock E11** has a 12.0' lift to the west with normal pool elevations of 255.0' below and 267.0' above.

**Movable Dam E-7** is 590' between abutments with three spans: center span 210,' flanked by 180' spans on either shore.

The **powerhouse** building is original but its generating equipment has been replaced.

A concrete block **lockhouse** was located near the lower gates but was entirely swept away by floods that accompanied Tropical Storm Irene in August 2011. It was replaced in 2014 with a hip-roofed frame building, sheathed in clapboards, atop a tall concrete foundation, located in line with Guy Park and the powerhouse, further from the lock and river than its predecessor.

New York State acquired **Guy Park** in 1906 and used it as headquarters for Barge Canal construction in the middle Mohawk Valley. Photos taken at the time of acquisition, during construction of Lock E11, and in 1921 show that the DPW also remodeled the building in the Colonial Revival style, stripping away Victorian trim

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and stucco coating scored to simulate cut stone that probably dated to original construction to reveal more rustic rubble stone below.

Mile 40.84  
E562154  
N4755850

Yankee Hill Lock (Enlarged Erie Lock 28) visible on south bank (previously listed)  
Queen Anne Street, Fort Hunter, Town of Florida, Montgomery County

Mile 43.52  
E558037  
N4755018

**LOCK E12, Tribes Hill** (2 Contributing Structures, 2 Contributing Buildings, 2  
Non-contributing Buildings)  
HAER NY-389

Main Street, Tribes Hill, Town of Mohawk, Montgomery County  
Constructed 1911/1914, Construction Contract 17, Electrical Contract 92

The complex includes Lock E12 on the north side of the river with concrete machinery cabins at all four corners, upstream and downstream approach walls on the north bank; Movable Dam E-8; a gasoline-electric powerhouse, and a lockhouse located on a high riverbank north of the chamber.

**Lock E12** has an 11.0' lift to the west with normal pool elevations of 267.0' below and 278.0' above.

**Movable Dam E-8** is 500' between abutments with two truss spans, each 240' long supporting eight pairs of legs and gate bays. The movable dam at Tribes Hill and the one at Lock E-9 in Rotterdam are the only Mohawk River style bridge dams to carry highway traffic, with a plate girder approach span over the lock chamber. (Bridge E-22, BIN-4310090) The shoreline at the south end of the dam and the slope downstream of the lock chamber were armored with cast-in-place concrete slabs in 1938 to reduce scour and erosion during floods.

The **powerhouse** retains its two gasoline powered DC generators and slate panel control boards in operating condition.

The wood-frame **lockhouse** was built in 1960. It is two bays wide by three deep, oriented with its long axis and the ridgeline of its gable roof at right angles to the lock chamber. Two small wood-frame **storage sheds**, east of the lockhouse, are recent and non-contributing.

Mile 43.85  
E558231  
N4754356

Mouth of Schoharie Creek - Schoharie Aqueduct (1842 – Previously listed NHL) is visible to south, Fort Hunter, towns of Florida & Glen, Montgomery County

Mile 48.52  
E551443

**SR 30A Bridge, Fonda-Fultonville - Bridge E-23** (1 Non-contributing Structure)  
BIN-4021420

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N4755486 Villages of Fonda & Fultonville, Montgomery County  
unpainted steel thru-truss, 404' long, 39' between curbs, Constructed 1989

Mile 48.76  
E551328  
N4755599 **FONDA TERMINAL & CANAL SHOPS** (2 Contributing Structures, 4  
Contributing Buildings, 3 Non-contributing Buildings)  
HAER NY-390  
North bank, State Route 30A, Village of Fonda, Montgomery County  
Terminal constructed 1913, Construction Contracts T10, T204

The Fonda Shop complex includes an approximately 600' long **terminal wall** on the north bank of the Mohawk River/Erie Barge Canal; a stiff-leg **derrick** with lattice steel boom, post, and legs and a wood-frame hoist cabin; a two-story hip-roofed **office building** at the eastern entrance to the site, **four long, hip-roofed shop buildings**, and **four smaller gable-roofed structures**. The office and hip-roofed shop buildings have concrete block walls that have been parged or coated with stucco and painted white. The other buildings are sheathed in sheet metal.

Fonda Terminal, constructed in 1913, is a 600' long concrete dock wall. A 16x100' wood-frame terminal shed, constructed under Contract T204, once stood on the site, but that building is no longer extant.

**History:** In 1950, the DPW proposed moving the section shops out of the flood-prone terminal at Amsterdam to a newly constructed complex on an elevated site north of the Fonda Terminal wall. Two more floods hit in 1951 and 1954 before the Amsterdam shops were closed and operations moved to Fonda. Steel framing and roof trusses of the main shop building originally supported the freighthouse at Albany Terminal.

Mile 53.12  
E545251  
N4751827 **LOCK E13, Yosts** (2 Contributing Structures, 1 Contributing Building, 1 Non-  
contributing Building)  
HAER NY-391  
I-90, Milemarker 187.2, Randall, Town of Root, Montgomery County  
Constructed 1910/1914, Construction Contract 14, Electrical Contract 92

The complex includes Lock E13 on the south side of the river with concrete machinery cabins at all four corners, upstream and downstream approach walls on the south bank; Movable Dam E-9; a gasoline-electric powerhouse, and a non-contributing lockhouse. Two WWI era concrete canal boats were scuttled at the lower end of the downstream approach wall during the 1920s to provide additional tie-up space for upbound tows.

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**Lock E13** has an 8.0' lift to the west with normal pool elevations of 278.0' below and 286.0' above.

**Dam E-9** is 370' between abutments with two 180' spans each supporting six pairs of uprights and gate bays. There is a wide concrete sheathed spillway on the north bank between the dam pier and the railroad.

The **powerhouse** is located about 670' south of the chamber on a mound near the Thruway (I-90) and retains its two original gasoline generators.

The hip-roofed **lockhouse**, located at about the midpoint on the south side of the chamber, was built after floods swept its predecessor away in 2006 and is non-contributing.

Mile 60.55  
E535113  
N4750784

**Canajoharie Terminal** (1 Contributing Structure)  
HAER NY-392 300' long concrete dock wall on west bank of C creek  
On west bank of Canajoharie Creek at confluence with Mohawk River, State Route 10, Riverfront Park, Village of Canajoharie, Montgomery County  
Constructed 1916, Construction Contract T-37. A 32' x 50' timber freighthouse is no longer extant. Land around the terminal wall was landscaped as Riverfront Park during the 1990s.

Mile 60.61  
E535030  
N4750864

**NY 10 Bridge, Canajoharie-Palatine - Bridge E-24** (1 Non-contributing Structure)  
BIN-4007950  
Villages of Canajoharie & Palatine Bridge, Montgomery County  
Stringer/multi beam - replaced 1940 thru-truss. 635' long, 40.4' between curbs  
Constructed 2008

Mile 60.95  
E534470  
N4750840

**LOCK E14, Canajoharie** (2 Contributing Structures, 2 Contributing Buildings, 1 Non-contributing Building)  
HAER NY-393  
End of Spring Street, Village of Palatine Bridge, Montgomery County  
Constructed 1912/1915, Construction Contract 14, Electrical Contract 92  
The complex includes Lock E14 on the north side of the river with concrete machinery cabins at all four corners, upstream and downstream approach walls on the north bank; Movable Dam E-10 on the south side of an artificial island formed by the lock chamber; a gasoline-electric powerhouse and a lockhouse on the north side of the chamber near the downstream gates; and a recent non-contributing **storage building/garage**.

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**Lock E14** has an 8.0' lift to the west with normal pool elevations of 286.0' below and 294.0' above. Movable dam E-10 is 430' between abutments with two truss spans, each 210' long supporting seven pairs of uprights and gate bays.

The **powerhouse** retains its two gasoline powered DC generators and slate panel control boards in operating condition.

The **lockhouse** was built in 1958. It is two bays by three deep with its long axis and the ridgeline of its gable roof oriented at right angles to the chamber.

Mile 63.87  
E531187  
N4753504

**SR 80 Bridge, Fort Plain-Nelliston - Bridge E-25** (1 Contributing Structure)  
BIN-4030970

Villages of Fort Plain & Nelliston, Montgomery County

Steel Warren thru-truss with polygonal top chords approximately 336' long over river and canal, 382' long overall including north approach deck, 22' between curbs, sidewalks on both sides outboard of trusses. Constructed 1932

Mile 64.30  
E530836  
N4754070

**LOCK E15, Fort Plain** (2 Contributing Structures, 1 Contributing Building, 3 Non-contributing Buildings)

HAER NY-394

Otsuago Club Road, Village of Fort Plain, Montgomery County

Constructed 1912/1915, Construction Contract 14, Electrical Contract 92

The complex includes Lock E15 on the south side of the river with concrete machinery cabins at all four corners, upstream and downstream approach walls on the south bank; Movable Dam E-11; a gasoline-electric powerhouse located on an elevated part of the riverbank about 155' south of the upstream gates; a non-contributing lockhouse around the mid-point of the chamber on the south side that was built after floods in 2006 swept its predecessor away; and two non-contributing **garage/storage buildings** near Otsuago Club Road on either side of the powerhouse.

**Lock E15** is next to the uppermost of the Mohawk River movable dams. It has an 8.0' lift to the west with normal pool elevations of 294.0' below and 302.0' above.

**Movable dam E-11** is 430' between abutments with two bridge truss spans, each 210' long supporting seven pairs of uprights and gate bays.

The **powerhouse** retains its two gasoline-powered DC generators and slate panel control boards in operating condition.

The recently constructed (non-contributing) wood-frame **lockhouse** is located at about the midpoint on the south side of the chamber. It sits on a tall foundation – a response to frequent floods at this site. The long axis of the building and the ridgeline of its

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gable roof are parallel to the chamber. There is an overhead garage door at the west (upstream) gable end, stairs and a bay window on the north side overlooking the lock chamber, and a ramp on the back (south) side.

Mile 68.74  
E527255  
N4759848  
Enlarged Erie Lock 33 visible on south bank (NRE, not counted)  
Town of Minden, Montgomery County  
Constructed 1838-40, upper end of south chamber lengthened 1887-88

Mile 69.48  
E526164  
N4760283  
**St. Johnsville Terminal** (1 Contributing Structure)  
HAER NY-395  
Marina Drive, Village of Saint Johnsville, Montgomery County  
Constructed 1917, Construction Contract T-40  
Now used by Saint Johnsville Municipal Marina

Mile 69.57  
E526038  
N4760154  
**Bridge Street / CR 61 Bridge, St. Johnsville - Bridge E-26A** (1 Non-contributing Structure)  
BIN-4309630  
Village of Saint Johnsville / Town of Minden, Montgomery County  
steel multi-beam, 597' long, 24' between curbs. Stone abutments of previous thru-truss span visible immediately upstream. Owned by Montgomery County, Constructed 1954; non-contributing highway bridge

Mile 71.02  
E523755  
N4759997  
**LOCK E16, St. Johnsville** (1 Contributing Structure, 3 Contributing Buildings)  
HAER NY-396  
171 Mindenville Road, Town of Minden, Montgomery County  
Construction Contract 18, 18A, Electrical Contract 92

The complex includes the Lock E16 with one downstream approach wall on the south side and upstream approach walls on both sides; a hydroelectric powerhouse; lockhouse; and a non-contributing tool shed, all on the south side of the chamber.

The upstream approach wall on the north side incorporates a rubble reinforced spillway.

**Lock E16** is at the lower end of a 4.3 mile land-cut. It has a 20.5' lift to the west with normal pool elevations of 302.0' below and 322.5' above. The Mohawk River, which diverges from the canal at Rocky Rift Dam (see below), follows its more-or-less natural course north of and at a lower elevation than the navigation channel, receiving the inflow of East Canada Creek, before rejoining the canal just below Lock E16. The chamber at E16 was lined with steel plate in 1964 under Contract M64-3.

The **powerhouse** is next to the downstream gates. Unlike most others on the system,

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it is oriented with its long (three-bay) side at right angles to the chamber. Entry is by way of a small door in the two-bay end facing the chamber. The powerhouse building is intact but its original hydroelectric generators have been replaced by a single gasoline powered unit.

The concrete block **lockhouse** was built in 1961 and is located at about the midpoint of the chamber. It is two bays wide by three deep with its long axis and the ridgeline of its gable roof oriented at right angles to the chamber.

A wood frame gable roofed **tool shed**, sheathed in clapboards, is located south of the lockhouse on the opposite side of the entry road.

Mile 71.45  
E523034  
N4759999

**River Road Bridge, Mindenville - Bridge E-27** (1 Non-contributing Structure)  
BIN-4425020  
Town of Minden, Montgomery County  
Temporary "Bailey Bridge" replacing 1910 plate girder span on original piers, 280' long overall, 14.5' between curbs.  
Existing span installed 2012, original constructed under Contract 13

Mile 72.52  
E521409  
N4760384

**River Road Bridge, west of Mindenville - Bridge E-28** (1 Contributing Structure)  
BIN-4425030  
Town of Minden, Montgomery County  
Steel thru-truss over channel, 359' long overall, 15' between curbs. Erected 1910 by Penn Bridge Company under Contract 13. CLOSED - south approach span removed.  
Erected 1910 by Penn Bridge Company under Contract 13.

Mile 72.69

Montgomery-Herkimer county line  
Border between canal maintenance sections 3 & 4

Mile 74.54  
E518576  
N4761887

**Guard Gate - 3 (Indian Castle)** (1 Contributing Structure)  
HAER NY-397  
Canal Lock Road, Town of Danube, Herkimer County  
Constructed 1914, Construction Contracts 18, 18A, 31.

Mile 74.94  
E518036  
N4762219

**Lansing Road Bridge - Bridge E-29** (1 Contributing Structure)  
BIN-4423010  
Town of Danube, Herkimer County  
Double intersection Warren thru-truss, 192' long, 8.1' between curbs. Erected 1913 by The P.B. McCaghey Co. under Contract 87 for \$11,400.<sup>133</sup>

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<sup>133</sup> AR-SES 1915, pp. 104-5.

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Mile 75.33  
E517621  
N4762435

**Rocky Rift Movable Dam** (1 Contributing Structure, 1 Contributing Building)  
HAER NY-398

At end of Depot Road, spanning the Mohawk River between the towns of Danube & Manheim, Herkimer County

Rocky Rift **Dam** is a three-span Mohawk River style movable dam. Each span supports 4 pairs of uprights and stacks of gates.

The movable dam was constructed in 1927 under Contract M16 to replace a fixed crest dam with automatic flashboards that had been constructed c. 1908 under Contract 31 because the original dam did not adequately pass flood waters.

The windowless hip roofed concrete **tool house** resembles others on the system and may date to original (1908) construction, predating the 1927 movable dam.

Mile 77.24  
E514999  
N4763924

General Nicolas Herkimer Home State Historic Site visible on south bank (1764, NR listed) South bank of Mohawk River, off NY 169, Town of Danube, Herkimer County

Mile 78.87  
E512650  
N4765065

**NY 169 / Little Falls Arterial Bridge, Little Falls - Bridge E30A** (1 Non-contributing Structure)  
BIN-4050290

City of Little Falls, Herkimer County

Unpainted steel stringer/multi-beam, 2079' long, 43.5' between curbs. Constructed 1982.

Mile 78.90  
E512685  
N4764969

Enlarged Erie Lock 36 (NRE - not counted)

South of Mohawk River, west of SR 169, along lower access road to Lock E17, City of Little Falls, Herkimer County

Mile 78.99  
E512488  
N4765085

**LOCK E17, Little Falls** (1 Contributing Structure, 2 Contributing Buildings)  
HAER NY-399

West of SR 169, City of Little Falls, Herkimer County

Constructed 1915, Construction Contract 31, Electrical Contract 92

Lock E17 is at the lower end of a mile long land-cut, built to pass the multiple drops and rapids that make up the "Little Falls" of the Mohawk River (little, only in comparison to the Great Falls of the Mohawk at Cohoes). It has the highest single lift in the system and for many years it was the highest lift lock in the world – 40.5' with normal pool elevations of 322.5' below and 363.0' above. The lock and channel, which generally follows the route of the original Erie Canal through this section, are south of the river, separated by Moss Island, a rocky artificial island created between

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the canal and river. The complex includes **Lock E17** with a downstream approach wall on the south bank and upstream approach wall on the north bank; a **hydroelectric powerhouse** that now serves as lockhouse; and a hip-roofed concrete **storehouse** that dates to original construction.

Lock E17 is a shaft lock, unlike any other on the New York system. While it has conventional mitre gates at the upstream end, the downstream end is a solid concrete bulkhead with an opening at the bottom that boats pass through. A heavy counterbalanced guillotine gate, hung from overhead chains and riding on rails on the inside of the bulkhead, closes the opening when the lock needs to be filled.<sup>134</sup> Engineers reasoned that the solid one piece panel could withstand the enormous hydrostatic pressures of a 40' column of water and stay in abutment better than swinging mitre gates. Originally the upper edge of the opening formed an elegant segmental arch but that was raised and squared off during the 1950s as part of the federal program to increase channel depth and overhead clearances between Waterford and Oswego.

E17 was the only lock on the system to be built with a side-pool to conserve water. The top half of the lock's water would be drained into the side pool south of the chamber during a down-bound lockage, then used to fill the bottom half of the chamber during the next up-bound trip. Need for water conservation measures like the side pool diminished with declining traffic. It was abandoned and has been filled to serve as a parking lot.

The chamber was lined with steel plate in 1952 under Contract M 52-2 and E17's original DC valve and gate operators were changed to Westinghouse AC equipment in 1956 as part of Contract US91.

Mile 79.62

Benton's Landing, Little Falls (geographic reference)  
North bank of canal, Mohawk Street, City of Little Falls, Herkimer County  
A lift bridge with pony-truss span with arched top chords and a concrete tower on north bank was built here under Contract 107 to carry Ann Street over the canal, but it is no longer extant.

Mile 79.74  
E511347  
N4765110

**NY 167 Bridge, Little Falls - Bridge E-32A** (1 Non-contributing Structure)  
BIN-4038920  
City of Little Falls, Herkimer County  
Unpainted steel stringer/multi-beam, 1187' long, 31.5' between curbs. Con. 2004

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<sup>134</sup> BoP, Plate 36.

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- Mile 79.84  
E511221  
N4764994
- Guard Gate - 4 (Little Falls)** (1 Contributing Structure)  
HAER NY-400  
End of Mohawk Street, City of Little Falls, Herkimer County  
Constructed 1911, Construction Contract 31
- Mile 79.84  
E511052  
N4764964
- Little Falls Fixed Crest Dams** (2 contributing structures)  
Spanning Mohawk River channels on either side of Hansen Island, City of Little Falls, Herkimer County; pre-date Barge Canal
- Mile 80.00  
E510930  
N4764627
- Little Falls Terminal** (1 Contributing Structure, 1 Contributing Building)  
HAER NY-401  
On south bank of Erie Barge Canal/Mohawk River, Southern Street, at Little Falls Canal Harbor, City of Little Falls, Herkimer County  
Constructed 1914, Construction Contracts T-3, T-101  
594' long concrete **terminal wall** with a 32' x 150' wood frame **freighthouse**. The terminal site now serves as "Little Falls Canal Harbor and Rotary Park" with docking and facilities for recreational boaters and shoreside users. An open porch with ramp and stairs was added to the east gable end of the freighthouse in 2003 and one end of the open interior was partitioned and sheathed in drywall to create a visitor center with restrooms and showers for visiting boaters. A portion of the terminal wall was notched and lowered near the eastern end to make it easier for users to get in and out of small boats and a launch ramp was added at the western end of the wall.
- Mile 83.19  
E506770  
N4762616
- LOCK E18, Jacksonburg** (1 Contributing Structure, 3 Contributing Buildings)  
HAER NY-402  
Lock 18 Road off State Route 5S, Town of German Flatts, Herkimer County  
Constructed 1915, Construction Contract 30, Electrical Contract 92
- The complex includes Lock E18 with upstream and downstream approach walls on the south side and rubble lined spillway on the north upstream bank; a hydroelectric powerhouse, a lockhouse, and a shed, all on the south side of the chamber.
- Lock E18** stands at the lower end of a four-mile-long land cut. It has a 20.0' lift to the west with normal pool elevations of 363.0' below and 383.0' above. The Mohawk River diverges from the canal at Herkimer Dam and runs in its semi-natural bed in a broad bend north of and slightly lower than the navigation channel, picking up added flow from West Canada Creek, before rejoining the canal just below lock E18.
- The **powerhouse** retains hydroelectric turbines, generators, governors, and slate

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control panels in near operable condition. It stands next to the downstream gates, so close that the gate and valve operating motors and gearing are built into base of the building.

The **lockhouse**, located at about the midpoint of the chamber, is two bays wide by three deep. Its long axis and the ridgeline of its gable roof are oriented at right angles to the chamber.

The gable-roofed **shed**, clad in novelty siding, is located across parking lot from the lockhouse.

- Mile 86.36  
E501701  
N4762747  
**Washington Street Bridge, Herkimer - Bridge E-34A** (1 Non-contributing Structure)  
BIN-4308230  
Towns of Herkimer & German Flatts, Herkimer County  
Steel stringer/multi beam, 627' long, 30' between curbs. Constructed 1967
- Mile 86.47  
E501560  
N4762676  
**NYS Thruway Bridge, Herkimer - Bridge E-34B** (2 Non-contributing Structures)  
BIN-4423081/4423082  
Towns of Herkimer & German Flatts, Herkimer County  
Side-by-side steel stringer/multi beam spans, 1028' long overall, each 53' between curbs. Constructed 1954; non-contributing highway bridges
- Mile 87.20  
E500452  
N4762520  
**Guard Gate - 5 (Herkimer)** (1 Contributing Structure)  
HAER NY-403  
State Route 28, Village of Mohawk, Herkimer County  
Constructed 1913, Construction Contract 30
- Mile 87.21  
E500493  
N4762627  
**Movable Dam - 14 (Herkimer)** (1 Contributing Structure)  
State Route 28, Villages of Herkimer & Mohawk, Herkimer County  
Constructed 1918 under Contract 146 to replace Poirée needle dam on trestles, built under Contract 30, which had not worked as hoped.
- Mile 87.23  
E500401  
N4762540  
**Mohawk St. / NY 28 Bridge, Herkimer - Bridge E-36** (1 Non-contributing Structure)  
BIN-4020060  
Villages of Herkimer / Mohawk, Herkimer County  
Unpainted steel stringer/multi-beam, 596' long, 54' between curbs. Constructed 1997.
- Mile 87.34  
E500283  
**HERKIMER TERMINAL** (1 Contributing Structure, 1 Contributing Building, 1 Non-contributing Building)

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- N4762702      HAER NY-404  
On north bank of Mohawk River/Erie Barge Canal, State Route 28, Village of Herkimer, Herkimer County  
Constructed 1913, Construction Contract T-9  
**Concrete wall** approximately 175' long. The 16' x 100' timber **freighthouse** that stood next to that wall was moved about 245' west and placed on new piers to make way for a **restaurant and gift shop** (non-contributing) was constructed on leased canal lands during the late 1990s.
- Mile 89.07      **ILION TERMINAL** (1 Contributing Structure, 1 Contributing Building)  
E497609      HAER NY-405  
N4763040      Marina Road from State Route 51, Village of Ilion, Herkimer County  
Constructed 1914, Construction Contract T-11  
**Main wall** is parallel to channel, approximately 302' long, with angled 148' long wings at either end. 16' x 60' timber **freighthouse** now used as office and snack bar for Ilion municipal marina with a gable roofed porch added to the west end.
- Mile 89.15      **Central Ave./ NY 51 Bridge, Ilion - Bridge E-37A** (1 Non-contributing Structure)  
E497531      BIN-4051180  
N4763168      Village of Ilion & Town of Herkimer, Herkimer County  
Steel stringer/multi beam, 596' long, 54' between curbs. Constructed 1968; non-contributing highway bridge
- Mile 91.60      **Railroad Ave./SR 171 Bridge, Frankfort - Bridge E-38** (1 Non-contributing  
E494956      Structure)  
N4765656      BIN-4423040  
Village of Frankfort & Town of Schuyler, Herkimer County  
Unpainted steel stringer/multi beam, 479' long, 30.4' between curbs. Town owned  
Constructed 1981
- Mile 91.64      **Frankfort Terminal** (1 Contributing Structure, 1 Non-contributing Building; 1 Non-  
E494391      contributing structure)  
N4765435      HAER NY-406  
Fox Street at Marina Park Drive, Village of Frankfort, Herkimer County  
Constructed 1914, Construction Contract T-27  
Frankfort Terminal is about 1/3 mile south of the main line of the canal in a side

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channel formed by the confluence of Moyer Creek and the Mohawk River.

The site includes a 277' concrete **terminal wall** and a recently constructed (non-contributing) building that houses **the harbormaster's office**, public restrooms and showers for boaters north of the wall. The 16' x 60' wood frame freighthouse and ½ ton hand powered derrick are no longer extant.

**Schuyler Retention Dam** on the west side of the basin used to trap sediment from the Mohawk River and Moyer Creek but it has been breached, no longer serves that function, and does not retain integrity.

Mile 91.64  
to 114

The Barge Canal follows a fairly straight channel on the north side of the Mohawk Valley from Frankfort Terminal to the eastern outskirts of Rome while the river meanders across a broad floodplain. Earlier versions of the Erie Canal ran along the south side of the valley, through the centers of Frankfort, Utica, Whitesboro and Oriskany.

Mile 92.51  
E493787  
N4766533

**Moss Road Bridge, East Schuyler, Bridge E-39** (1 Contributing Structure)  
BIN-4423050 CLOSED  
Town of Schuyler, Herkimer County  
Steel thru-truss, 150' long, 14.6' between curbs. Constructed 1910, Contract 30

Mile 94.92  
E490802  
N4768901

**NY Central Railroad Bridge, Schuyler - Bridge E-40** (1 Contributing Structure)  
BIN-4423090  
Town of Schuyler, Herkimer County  
Twin steel skewed Baltimore thru-trusses, 130' long, 52.6' inside truss. Eastern section carries two lines of track; western section has no track. Bridge piers act as extensions of downstream approach walls to lock E19. Constructed 1913.

Mile 95.04  
E490731  
N4769014

**LOCK E19, Frankfort** (1 Contributing Structure, 2 Contributing Buildings)  
HAER NY-407  
Lock 19 Road off State Route 5, Town of Schuyler, Herkimer County  
Constructed 1914, Construction Contract 29, Electrical Contract 92

The complex includes Lock E19 with downstream approach walls on both sides extending underneath the railroad bridge and an upstream approach wall on the north bank; the lockhouse and a garage on the north side of the chamber. There was a hydroelectric powerhouse on the south side of the chamber by the lower gates, it is no longer extant.

**Lock E19** has a 21.0' lift to the west with normal pool elevations of 383.0' below and

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404.0' above. The chamber was lined with steel plates and the valve and gate operating machinery changed to EIM butterfly valves and actuators in 1968. There is a pedestrian and cable bridge at downstream of the lower gates. An improvised box periscope, attached to the railing of that bridge, allows lock operators to see oncoming boats because the view is blocked by the railroad bridge immediately downstream of the chamber.

The concrete block **lockhouse** was built in 1961 near the downstream gates. Its long axis and the ridgeline of its gable roof are at right angles to the chamber. Photos from 1951 show a wood-frame lockhouse on piers on the opposite side of the chamber, next to the powerhouse.

The **garage** is frame, clad in wood novelty siding, with a hip roof and sliding wood doors.

Mile 95.16  
E490704  
N4769228

### **Sterling Creek Retention Dam & Spillway** (2 Contributing Structures)

Town of Schuyler, Herkimer County  
Constructed 1914, Construction Contract 29

Sterling Creek carries a remarkable quantity of gravel and other coarse sediments in its steep descent down the north slope of the Mohawk Valley. Materials that drop behind the 98' long retention **dam** on the north side of the canal, just upstream of Lock E19, often need to be cleared out several times every season. A concrete **spillway** on the opposite bank carries excess water about ½ mile southwest to the Mohawk.

Mile 97.54  
E487360  
N4771230

### **Dyke Road/CR26 Bridge, Schuyler - Bridge E-42** (1 Non-contributing Structure)

BIN-4423060  
Town of Schuyler, Herkimer County  
Unpainted steel stringer/multi beam, 305' long, 44' between curbs. Owned by Herkimer County. Constructed 1981

Mile 97.72  
E487151  
N4771309

### **Days Spillway/Schuyler Sluice Gate** (1 Contributing Structure)

HAER NY-408  
South bank, Town of Schuyler, Herkimer County  
Schuyler Sluice Gate, Days Spillway, Schuyler Culvert  
Constructed 1912, Construction Contract 29  
Concrete ogee spillway approximately 150' long with four sluice gates/drain gates at the eastern end.<sup>135</sup>

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<sup>135</sup> Maps indicate that a dive culvert passes under the canal just east of the drain gate but is not visible from the canal or its banks.

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- Mile 100.54  
E482942  
N4773029
- Leland Ave. Bridge, Utica - Bridge E-43** (1 Non-contributing Structure)  
BIN-4426010  
City of Utica, Oneida County  
Unpainted steel stringer/multi beam, 286' long, 32' between curbs. Constructed 1990
- Mile 100.81  
E482560  
N4773272
- Reals Creek Retention Dam** (1 Contributing Structure)  
North bank, east of Genesee Street, City of Utica, Oneida County
- Mile 100.90  
E482432  
N4773298
- Genesee St Bridge, Utica - Bridge E-44A** (1 Non-contributing Structure)  
BIN-4051720  
City of Utica, Oneida County  
Steel stringer/multi beam, 318' long, 52' between curbs. Constructed 1968
- E481892  
N4772856
- UTICA HARBOR, TERMINAL & SHOPS** (2 Contributing Structures, 4 Contributing Buildings, 2 Non-contributing Buildings)  
HAER NY-410  
Approximately ½ mile south of main canal channel, west of Genesee Street opposite Wurz Avenue, City of Utica, Oneida County  
Constructed 1917, Construction Contracts 15, 15D, T-63
- During the 19<sup>th</sup> century, Utica grew on the high and comparatively well drained ground south of the Mohawk River, Erie Canal, and later New York Central Railroad. The Barge Canal version of the Erie ran along the north side of the Mohawk River bottomlands, nearly a mile from its predecessor's route through downtown. To provide access to the new waterway for Utica businesses, the state dammed, dredged, and straightened a segment of the Mohawk as a branch line and built Utica Harbor and terminal near Genesee Street, the city's principal north-south thoroughfare. A Taintor Gate Dam, across a straightened portion of the old Mohawk about a mile to the east, maintains the pool in the harbor. Utica Harbor Lock, about a mile west of the harbor, provides access from the main stem of the Erie Barge Canal. Originally constructed as a terminal, the harbor soon became home to canal section shops as well.<sup>136</sup>
- The site includes a 587' long **terminal wall** with a terminal freighthouse along the

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<sup>136</sup> The area south and west of the harbor had long been home to coal gas manufacturing plants. Discharge from those and other industrial operations in the neighborhood between the railroad and the river flowed into the basin. In 2013, US EPA, NY-DEC, and the Canal Corporation completed a project to remove and dispose of contaminated sediments and cap the bottom of the harbor with clay.

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northeastern edge of the harbor, and a cast concrete oil house and a recent (non-contributing) **ten-bay garage** nearby; a 614' long **dockwall** at right angles along the southeastern edge of the harbor with the main shop building, a smaller carpenters' shop, and a newer (non-contributing) **pole barn** garage parallel to that wall.

The 32' x 200' wood-frame Utica **freighthouse** and its neighbor at Rome may be the least altered of the eight survivors on the system.

The monolithic concrete walls of the **oil house** are supported on piers that bring the floor to loading dock height. The windowless gable roofed building has two heavy steel doors opening onto a load facing the harbor.

The eastern end of the 50' x 200' concrete framed **main shop** houses section offices and is divided into two floors but the remainder is open high-bay. The building is 11 bays long by three wide with "1933 DIVISION OF CANALS" cast into the east gable end. Originally, the spaces between each concrete column were filled by multi-light steel sash with center pivoting vent windows. All of those spaces have been filled with metal siding pierced by small windows and doors.

The long concrete block **carpenters' shop** was built in 1958, south of the main shop, near the edge of the property. The more recent pole barn stands between the carpenters' Shop and the harbor basin.

**History:** Utica Harbor, the turning basin, terminal walls, Utica dam, and the Harbor Lock were all built under Terminal Contract T-15, originally awarded to Albert M. Banker in January 1913, but transferred to Eastover Construction Company the following year. Excavation started in April 1913. Mohawk Dredge & Dock Company was brought in to drain the terminal site under Contract T-15D in 1917. The freighthouses at Utica and Rome were erected in 1917 by William R. Kimmey under Contract T-205.

E483091  
N4772654

### **Utica Dam** (1 Contributing Structure)

HAER NY-409

Spanning Mohawk River channel south of canal, approximately 1,000' east of Leland Avenue, City of Utica, Oneida County

Constructed 1914, Construction Contract T-15

Water levels in Utica Harbor are maintained by Utica dam, which combined a fixed crest section with three Taintor gates. The dam is at the lower end of a two-mile-long aggressively straightened but non-navigable channel of the Mohawk River that runs parallel to the south bank of the canal from a fork below Utica Harbor Lock.

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Mile 101.67  
E481455  
N4773900

**UTICA HARBOR LOCK** (1 Contributing Structure, 2 Contributing Buildings)

HAER NY-411

End of Harbor Lock Road, approximately 0.7 miles west of Genesee Street, City of  
Utica, Oneida County

Constructed 1917, Construction Contract 15, 15D, T15

The site includes the lock with upstream approach wall on the south bank and  
downstream approach wall on the north; and hip-roofed concrete lockhouse and  
storehouse buildings on the north side of the chamber.

**Utica Harbor Lock** has conventional mitre gates at the downstream end and valves at  
both ends, but unlike other Barge Canal locks, the upstream gate, closest to the canal,  
slides vertically, hoisted by cables and counterweights that look like a small-scale  
single leaf guard gate.<sup>137</sup> The upper gate abutments are taller than the lock walls and  
connect to earth berms, built to contain canal or river waters during floods. The north  
bank of the canal, opposite the Harbor Lock, is cut back to form a turning basin.

The **lockhouse** stands on the berm, next to the upper gate. A 1929 report states that it  
was rebuilt to improve visibility and operations but its windows have since been  
blocked-up and other openings fitted with solid steel doors because the site is not  
regularly staffed.<sup>138</sup>

The windowless **storehouse** stands at about the midpoint of the chamber and is  
similar to ones elsewhere on the system. New lower gates installed in 1962 under  
Contract M62-13. The upper gate towers were raised the following year under M63-8  
to match the 20' overhead clearance between Waterford and Oswego.

Mile 101.80  
E481127  
N4774140

**Bridge E-44B, Utica (exit ramp)** (1 Non-contributing Structure)

BIN-4426460

City of Utica, Oneida County

Unpainted steel stringer/multi beam, 369' long, 56.5' between curbs. Constructed  
1989.

Mile 101.88

**SR 8 & 12 Bridge, Utica - Bridge E-44C** (1 Non-contributing Structure)

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<sup>137</sup> Guard gates on navigation channels are typically 55' wide. Those at locks are 45' wide. The hoisting towers appear comparatively delicate because they have to handle less weight.

<sup>138</sup> AR-DPW, 1929, p. 6.

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E480994  
N4774199  
BIN-4002311/4002312  
City of Utica, Oneida County  
Unpainted steel stringer/multi beam, 300' long, 42.8' between curbs. Constructed 1989.

Mile 101.97  
E481223  
N4774096  
**Bridge E-44D, Utica (exit ramp)** (1 Non-contributing Structure)  
BIN-4426450  
City of Utica, Oneida County  
Unpainted steel stringer/multi beam, 369' long, 51.7' between curbs. Constructed 1989.

Mile 102.44  
E480287  
N4774516  
**RR Bridge - Bridge E-46** (1 Contributing Structure)  
BIN-4426280  
Town of Marcy, Oneida County  
Skewed Baltimore thru-truss 162' long; built for two lines of track, now carrying one. Constructed 1900.

Mile 104.40  
E477412  
N4775809  
**Mohawk Street Bridge, Whitesboro - Bridge E-47A** (1 Non-contributing Structure)  
BIN-4426020  
Town of Marcy, Oneida County  
Unpainted steel stringer/multi beam, 339' long, 44' between curbs. Constructed 1981.

Mile 104.62  
E477142  
N4775993  
**Thruway Bridge, Whitesboro - Bridge E-47B** (2 Non-contributing Structures)  
BIN-4426299  
Town of Marcy, Oneida County  
Parallel steel stringer/multi beam spans, 346' long, 110' between curbs. Constructed 1954; non-contributing highway bridges

Mile 105.32  
E476321  
N4776709  
**LOCK E20, Whiteboro** (1 Contributing Structure, 2 Contributing Buildings, 3 Non-contributing Buildings)  
HAER NY-412  
Route 49 opposite Park Road, Town of Marcy, Oneida County  
Constructed 1918, Construction Contract 42, 42A, Electrical Contract 93  
  
The site includes Lock E20 with upstream and downstream approach walls on both banks; a hydroelectric powerhouse and lockhouse on the south side of the chamber; non-contributing **comfort station** and **picnic shelter**, built during the 1970s as part of Lock 20 Canal Park on the north side of the chamber; and a recently constructed hip roofed concrete block **garage/storage building** on the south bank, about 700' west of

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the lock, that looks like a much enlarged version of storage buildings elsewhere on the system built during the initial period of construction.

**Lock E20** raises boats to the Rome Summit Level, which crosses the drainage divide between the Hudson and St. Lawrence basins. It has a 16.0' lift to the west with normal pool elevations of 404.0' below and the summit level of 420.0' above.

The **powerhouse** is located next to the downstream gates. The hand-operated bridge crane is still in place but all of its electrical machinery has been removed.

The **lockhouse** is located at about the mid-point of the chamber. It is a single story wood-frame building, clad in wood clapboards with a hipped roof, double-hung six-over-six wood sash, and a hood over the central door.

A line of tall cedars, running the length of the lock behind the lockhouse and a pair of tall pines on either side of that building have long been distinguishing characteristics of Lock E20.

Mile 105 to 123

Rome Summit Level. For the next 18 miles, the Erie Canal crosses the drainage divide between Hudson and St. Lawrence Rivers at a pool elevation of 420' above sea level.

This has always been a crucial route for transportation in the northeast. Haudenasuane (Iroquois) traders established the Oneida Carry, a portage between the upper Mohawk River and Wood Creek that could be just over a mile to several miles long, depending on water conditions. European power built and attacked forts at either end of the Oneida Carry during colonial wars and Continental troops withstood a seige at Fort Stanwix at the eastern end of the carry during the American Revolution. In 1792 General Philip Schuyler's Western Inland Lock Navigation Company built a canal to connect the Mohawk with Wood Creek, establishing the first all-water route from Schenectady to Lake Ontario and the Finger Lakes.

The Erie Canal and Enlarged Erie followed, tracing slightly different routes across the divide. Water supply to the summit level was a crucial problem for all canal builders, from 1792 to Barge Canal construction in the early 20<sup>th</sup> century.

Normal lock operations drain water from both ends of the summit, so abundant supplies need to be secured at higher elevations and stored for use during spells or periods of especially heavy canal traffic. Barge Canal engineers adapted several towpath-era feeders and built two large reservoirs in the southern Adirondacks to supply water to this stretch of canal between Locks E20 in Marcy and E21 in New London. (Descriptions of Hinkley and Delta reservoirs are at the end of this feature list.) The water that they store enters the canal at Ninemile Creek (Mile 108.8) and

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Rome (Mile 115). Water from 19<sup>th</sup>-century canal reservoirs in Madison and Onondaga Counties (which are not included in this nomination because they pre-date the Barge Canal by a half-century and are part of a different context) enter today's channel at New London (Mile 121).

Mile 107.68  
E473677  
N4779499

**Benton Road Bridge, Marcy - Bridge E-49** (1 Non-contributing Structure)  
BIN-4426030  
Town of Marcy, Oneida County  
Unpainted steel stringer/multi beam, 292' long, 34' between curbs, Constructed 1991

Mile 108.00  
E475488  
N4777418

**Crane Creek Spillway** (1 Contributing Structure)  
HAER NY-413  
South bank, .2 mile west of Benton Road (access along canalway trail from Lock E20), Town of Marcy, Oneida County  
Constructed 1918, Construction Contract 42A  
Single spillway approximately 98' long. Bow-arched pony truss bridge with wood deck built post-2004 to carry Erie Canalway trail.

Mile 108.80  
E472508  
N4780785

**Ninemile Creek Spillway** (1 Contributing Structure)  
HAER NY-414  
South bank in Oriskany Flats State Wildlife Management Area, 1 mile northwest of State Route 49, Town of Marcy, Oneida County  
Constructed 1913, Construction Contract 43

Ninemile Creek enters on the north side of the canal, carrying its own waters, supplemented by flow from West Canada Creek that is stored in Hinckley Reservoir and diverted below Trenton Falls into a feeder that crosses the divide between West Canada and Ninemile creeks. Features of that system are described in a later part of this document, but this is where that water enters the canal.

A 695' long spillway on the south bank releases any excess into the Mohawk. A Taintor gate was added at west end, sometime after 1925, to replace original needle-dam and tumble gate.

Mile 111.80  
E468392  
N4783038

**Guard Gate - 6** (East Rome) (1 Contributing Structure)  
HAER NY-415  
Access off eastbound NY 49, City of Rome, Oneida County  
Constructed 1914, Construction Contract 43  
Two 55' wide gate openings. This guard gate has a wider central pier than most, allowing the mid-channel towers to be placed side-by-side rather than staggered. A

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- Mile 113.18  
E466173  
N4783125
- 200' long spillway on south bank, immediately upstream of the guard gate, allows water to flow from the canal into the historic natural bed of the Mohawk River.  
**NY Central Railroad Bridge, Rome - Bridge E-50** (1 Contributing Structure)  
BIN-4426320  
City of Rome, Oneida County,  
Skewed Baltimore thru-truss 212' long, built for two lines of track, now carrying one.  
Constructed 1915
- Mile 113.78  
E465178  
N4783169
- Rome Arterial/SR 49 bridge, Rome - Bridge E-50A** (1 Non-contributing Structure)  
BIN-4426331 / 4426332  
City of Rome, Oneida County  
Steel stringer/multi beam, 1133' long, 46.5' between curbs. Constructed 1980
- Mile 114.79  
E463581  
N4783240
- Mill Street bridge, Rome - Bridge E-51** (1 Non-contributing Structure)  
BIN-4426040  
City of Rome, Oneida County  
Steel Warren thru-truss with verticals, 238' long, 30' between curbs. Constructed 1992
- Mile 114.97  
E463373  
N4783307
- ROME TERMINAL** (1 Contributing Structure, 2 Contributing Buildings)  
HAER NY-416  
North bank at intersection of Harbor Way, Race and Mill streets, City of Rome, Oneida County  
Constructed 1914, Construction Contract T-16, T-205
- Site includes a 1,044' long concrete capped **dock wall** atop steel sheet piling on north side of a 300' x 1000' turning basin; a 32' x 200' timber **freighthouse**; and a windowless hip-roofed concrete-block **storehouse** northwest of the freighthouse. The base of a 15-ton electrically powered lattice boom steel derrick remains east of the freighthouse; the rest of the machine was moved to the New London Dry Dock 1929.
- History:** The turning basin and dockwall at Rome Terminal were built under Contract T-16, awarded to M.A. Talbott Company in November 1912. By September 1913, most of the wall was complete and the hydraulic dredge *Stanwix* had excavated about half the basin.<sup>139</sup> William R. Kimmey built the freighthouse at Rome and a sibling at Utica Harbor in 1917 under Contract T-205.<sup>140</sup> The City of Rome designated the area around Rome Terminal Bellamy Harbor Park, landscaping the area between the wall and East Whitesboro Street. In 2010 the city installed decorative railings, floating

<sup>139</sup> AR-SES 1913, pp 360-1; AR-SES, 1914, p 367.

<sup>140</sup> Whitford (1922), p. 571

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docks, and an A.D.A. compliant floating kayak launch at the west end of the terminal wall.

Mile 115.02  
E463167  
N4783391

**Mohawk River Retention Dam** (1 Contributing Structure, 1 Non-contributing Structure)

At end of Canal Street, City of Rome, Oneida County  
Constructed ca. 1914, Construction Contract 43

A 220' long spillway on the north bank of the canal at the west end of the Rome Terminal wall marks the entry of the Mohawk River into the Barge Canal.

The site of the Upper Landing at the eastern end of the Oneida Carry was about 500 yards up the Mohawk from here. Fort Stanwix, built to guard the short portage between the Atlantic and the Great Lakes, was another 500 yards beyond that. The Mohawk rises in northern Oneida County and flows out of the Adirondacks to Rome. Delta Reservoir (see below) was constructed in 1908-1912 about 5½ miles north of here to store waters of the upper Mohawk to supplement the Barge Canal during dry periods. A **bow-arched pony truss pedestrian bridge** was installed on the dam abutments ca. 2004 to carry Erie Canawlay Trail.

Mile 115.05  
E463158  
N4783264

**Guard Gate - 7** (West Rome) (1 Contributing Structure)  
HAER NY-417

Canal Street, City of Rome, Oneida County  
Constructed 1914, Construction Contract 43  
Two 55' wide gate sections.

Mile 115.08  
E463114  
N4783263

**Erie Blvd./SR 69 bridge, Rome - Bridge E-52A** (1 Non-contributing Structure)  
BIN-4018871

City of Rome, Oneida County  
Unpainted steel stringer/multi beam, 592' long, 35.7' between curbs  
Constructed 1997.

The Barge Canal crossed the Enlarged Erie here, as the older canal curved northward toward downtown Rome and its confluence with the Black River Canal. Concrete junction locks were built 1914-17 on either side of the Barge Canal to allow boats to use the old canal while the new waterway was under construction. The North Junction lock remained in service until the 1920s, when the Black River Canal closed. Both junction locks were obliterated by construction of the first Erie Boulevard overpass in the 1960s. As in Schenectady and Syracuse, Rome's Erie Boulevard now runs atop the enlarged Erie Canal.

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- Mile 115.74  
E462059  
N4783336
- South James St bridge - Bridge E-55** (1 Non-contributing Structure)  
BIN-4206450  
City of Rome, Oneida County  
Steel Warren thru-truss with verticals and polygonal top chords, 283' long, 32'  
between curbs - owned by City of Rome. Constructed 1991.
- Mile 119.85  
E455456  
N4783798
- Stoney Creek Rd bridge - E-57** (1 Contributing Structure)  
BIN-4426060  
Town of Verona, Oneida County  
Steel double-intersection Warren thru-truss approximately 150' long over channel, 266'  
long overall with approach decks, 14.8' between curbs, no sidewalks.  
Constructed 1911.
- Mile 120.00  
E455139  
N4783858
- Stoney Brook Spillway and Retention Dam** (mileage approximate) (2 Contributing  
Structures)  
HAER NY-418  
North bank off Stoney Creek Road, Town of Verona, Oneida County  
Constructed 1913, Construction Contract 44.
- Mile 121.38  
E452879  
N4783898
- NEW LONDON DRY DOCK & SHOPS** (2 Contributing Structures, 5 Contributing  
Buildings)  
HAER NY-419  
End of Dry Dock Road off New London Road, Town of Verona, Oneida County  
The Barge Canal intersected the old Erie here, the towpath-era waterway crossing on  
a long diagonal on its way toward Syracuse, hugging a contour well south of Oneida  
Lake. The state built a junction lock on the south bank of the new channel in 1910  
that allowed Enlarged Erie size boats to continue to serve Durhamville, Canastota,  
Chittenango, Fayetteville, and Dewitt along the old canal.<sup>141</sup> Traffic ceased in the  
1920s but the channel was retained to supply water from 19<sup>th</sup> century feeder reservoirs  
in Onondaga and Madison counties to the Rome summit of the Barge Canal.<sup>142</sup>  
The **junction lock** chamber was 210' long by 45' wide, the same width but 100'

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<sup>141</sup> Contract 44

<sup>142</sup> The DeWitt to New London segment of the Enlarged Erie was designated Old Erie Canal State Park in 1967 as part of the 1967-1975 sesquicentennial of Erie Canal construction.

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shorter than standard Barge Canal dimensions. It was converted to a drydock by 1927. A tumble gate replaced the original downstream mitre gates, which were reused elsewhere on the system. Five **shop buildings** were constructed soon thereafter on the southeast side of the chamber. A 15-ton steel lattice boom stiff-leg **derrick** was moved to New London Drydock from Rome Terminal in 1929.

Mile 122.10  
E451857  
N4784056

**SR49 Bridge, New London - Bridge E-58A** (1 Non-contributing Structure)  
BIN-4025690  
Town of Verona, Oneida County  
Steel stringer/multi beam, 315' long, 30' between curbs  
Constructed 1959; non-contributing highway bridge

Mile 122.25  
E449025  
N4784309

**New London Spillway** (1 contributing structure)  
HAER NY-420  
North bank approximately 800' west of NY 49, Town of Verona, Oneida County  
Constructed 1914, Construction Contract 44

Mile 123.42  
E449753  
N4784184

**LOCK E21, New London** (1 Contributing Structure, 2 Contributing Buildings, 1 Non-contributing Building)  
HAER NY-421  
End of Lock Road, off NY 46, Town of Verona, Oneida County  
Constructed 1913, Construction Contract 44, Electrical Contract 93

Lock E21 stands at the western end of the Rome summit level, the first of two locks that lower boats to the level of Oneida Lake. It has a 25.0 lift to the east (one of only three on the system) with normal pool elevations of the 420.0' Rome summit level above and 395.0' below. The site includes **Lock E21** with upstream and downstream approach walls on the south bank; a hydroelectric powerhouse on the south side of the chamber near the downstream gates; a lockhouse near the mid-point of the chamber on the south side and a recent (non-contributing) **garage** behind the lockhouse.

The chamber was lined with steel plates in 1949. The pedestrian footbridge below the downstream gates was widened in 2010 to carry the Erie Canalway Trail.

The **powerhouse** originally powered both Lock E21 and E22, about 1½ mile downstream. The building remains but its two vertical-shaft hydroelectric generators have been removed.

The wood frame hip-roofed **lockhouse** is clad with wood clapboards. It appears in 1921 photographs, making it one of the earlier lockhouses on the system. The state also built a pair of two-story hip-roofed stucco or concrete foursquare lock operator

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residences a short distance downstream of E21 on the south bank. It is not clear why the state provided residences for E21 and E22 but nowhere else on the system. The sites are somewhat isolated, but no more than several others. Both houses were demolished by the 1960s.

Mile 123.45  
E449677  
N4784191

**Lock Rd Bridge, New London - Bridge E-59** (1 Contributing Structure)  
BIN-4426070  
Town of Verona, Oneida County  
Steel pony truss, 182' long, 15' between curbs - CLOSED  
Constructed 1912.

Mile 124.74  
E447611  
N4784282

**LOCK E22, New London** (1 Contributing Structure, 2 Contributing Building)  
HAER NY-422  
End of Wood Creek Road, Town of Verona, Oneida County  
Constructed 1915, Construction Contract 44.

Lock E22 has a 25.1' lift to the east with normal pool elevation of 395.0' above and 369.9', the level of Oneida Lake, below. Site includes **Lock E22** with upstream and downstream approach walls on the south bank and a lockhouse at about the midpoint on the north side of the chamber and a concrete storage building. There was never a powerhouse here; electricity was supplied by the plant at E21.

The concrete **lockhouse** was built ca. 1957 at about the mid-point of the chamber on the northside. It is two bays wide by three deep with its long axis and the ridgeline of its gable roof at right angles to the chamber.

The windowless concrete **storage building**, located behind the lockhouse, is similarly oriented and has paired heavy steel plate doors in its south gable end.

Below Lock E22 the Barge Canal cuts through a tangle of meander bends of Wood and Fish creeks. Many of the old creek bends were filled with dredge spoil and are now fields and pastures (which complicates orientation because the creeks were the basis for municipal boundaries). Some old creek channels near Sylvan Beach remained open and are now home to private docks and marinas.

Mile 125.13  
E446988  
N4784281

**Wood Creek Retention Dam** (1 Non-Contributing Structure)  
North bank, downstream of lock E22, City of Rome, Oneida County  
Breached – no longer retains integrity. Built as part of Contract 4, c1908.

Mile 126.04  
E445564

**Higginsville Rd bridge, Verona - Bridge E-60** (1 Contributing Structure)

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- N4783887      BIN-4426080  
Town of Verona, Oneida County  
Steel Parker thru-truss, approximately 185' long over channel, 300' long overall with approach decks, 15.1' between curbs, no sidewalks. Constructed 1908.
- Mile 128.19      **Cove Rd. Bridge, Verona - Bridge E-61** (1 Contributing Structure)  
E442144      BIN-4426090  
N4783528      Town of Verona, Oneida County  
Steel Parker thru-truss approximately 180' long over channel, 304' long overall with approach decks, 15.3' between curbs, no sidewalks. Constructed 1908.
- Mile 129.18      **Main St. / NY 13 Bridge, Sylvan Beach - Bridge E-63** (1 Non-contributing  
E440812      Structure)  
N4782742      BIN-4010620  
Village of Sylvan Beach, Oneida County  
Unpainted steel stringer/multi beam, 446' long, 32' between curbs Constructed 1959;  
non-contributing highway bridge
- Mile 129.34      **SYLVAN BEACH DOCK WALLS & BREAKWATER** (3 Contributing  
E440865      Structures)  
N4782825      Village of Sylvan Beach, Oneida County  
Dock wall constructed 1905, Construction Contract 4  
Breakwater constructed 1928, Construction Contract 223  
A wood-frame watchtower once stood at the landward end of the breakwater,  
providing a sheltered place where canal employees could look for vessels in distress  
on the lake. It is no longer extant.
- The 21-mile open water crossing of Oneida Lake can be daunting. The shallow lake is aligned east-west, parallel with the prevailing westerly winds and can develop a steep nasty chop that is especially dangerous at the eastern (Sylvan Beach) end. The state built and then extended **dockwalls** on both sides of the channel where tows could tie up and clear passage. The state also built breakwaters on both sides of the channel, extending into Oneida Lake. After boat operators complained that waves reflected between the two breakwaters only aggravated their problems, the state removed the south (Verona Beach) breakwater and extended the north (Sylvan Beach) **breakwater** to its present length with a combination of large stones and concrete.
- Mile 129.4 to 150      Oneida Lake Crossing

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The 19<sup>th</sup> century Erie Canal curved well south of Oneida Lake, but the 20<sup>th</sup> century Barge Canal version cut directly across New York's largest interior lake from Sylvan Beach to Brewerton. The channel is marked by buoys, supplemented by fixed markers and lighthouses at Sylvan Beach, Frenchman's Island, and Brewerton. The state also built a harbor of refuge on the north shore in the Town of Cleveland, complete with a terminal wall, breakwaters, a watch tower, and range-light.

Mile 129.57  
E440589  
N4782083

**Sylvan Beach Lighthouse** (1 Contributing Building)

HAER NY-423

End of Fourth Avenue, Verona Beach, 1/2 mile south of NY 13 bridge over canal,  
Town of Verona, Oneida County

Constructed 1915-16, Construction Contract 132

Three concrete lighthouses, supplemented by buoys and fixed markers, marked the channel across Oneida Lake. The lighthouses were all built under Contract 132 and were virtually identical 80-85' tall towers with square bases supporting tapered columns that flared at the top, capped by a latticework railing surrounding the lights. A pair of steel plate doors at the base provided access to a series of four fixed ladders inside the column that were illuminated by four tall narrow windows on one side of the column. They were originally fitted with 1,500 candlepower occulating gas lights, but those were replaced in the mainland towers at Sylvan Beach and Brewerton with electric lamps in 1929.<sup>143</sup>

Mile 137.00  
E428442  
N4786898

**Cleveland Terminal** (mileage approx) (1 Contributing Structure)

Apps Landing Road, Cleveland, Town of Constantia, Oswego County

Construction Contract T-28

Cleveland is on the north shore of Oneida Lake, about a third of the way between Sylvan Beach and Brewerton. The state built a terminal wall, about 193' long, breakwaters, and an observation tower here. Cleveland served as a harbor of refuge when the lake kicked-up and for many years was the home base for the powerful state tug *National*, assigned to patrol the lake and assist tows in distress. The *National* was retired in 1942 and the lookout tower is gone, although a small-scale replica stands in a nearby park.

Mile 145.90  
E414625  
N4785739

**Frenchman Island Lighthouse** (1 Contributing Building)

West end of Frenchman's Island, Town of Constantia, Oswego County

Constructed 1916, Construction Contract 132

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<sup>143</sup> BoP, Plate 152; "Barge Canal Lighthouses" *Barge Canal Bulletin* IX:11 (November 1916), pp 303-7.

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Frenchman Island Light is a sibling to the lighthouses at Verona Beach and Brewerton. The gas light remained in service here after the other two were electrified in 1929 but it has since been converted to battery power. A steel tower extension was installed in 1940 on top of the concrete shaft to raise the light above encroaching treetops.<sup>144</sup>

Mile 150.06  
E408205  
N4787970  
**I-81 bridge, Brewerton - Bridge E-63A** (1 Non-contributing Structure)  
BIN-4031761 / 4031762  
Towns of Clay, Onondago County / Hastings, Oswego County  
Side-by-side steel stringer/multi beam, each 94' long, 49' between curbs. Constructed 1959;. non-contributing highway bridge

Mile 150.50  
E407519  
N4788197  
**Brewerton Dockwall - north** (1 Contributing Structure)  
Town of Hastings, Oswego County  
The northside Brewerton dockwall is a row of concrete slabs supported on piers that provides tie-ups for smaller vessels on the north side (toward shore) and for larger vessels and barges on the south (channel) side. There have been times when it was crowded with boats and tows, waiting for a break in the weather to cross Oneida Lake.

Mile 150.58  
E407392  
N4788146  
**US 11 Bridge, Brewerton - Bridge E-64** (1 Contributing Structure)  
BIN-4008540  
Towns of Clay, Onondago County / Hastings, Oswego County  
Steel Warren thru-truss over channel with approach decks, 388' long overall, 40' between curbs, sidewalks on both sides outboard of trusses. Constructed 1932

Mile 150.65  
E407270  
N4788096  
**Brewerton Terminal** (1 Non-contributing Structure)  
HAER NY-425  
End of Walnut Street, Brewerton, Town of Clay, Onondago County  
Constructed 1915, Construction Contract 12  
Original wall removed and replaced 1989.

Mile 150.72  
E407175  
N4788140  
**RR bridge, Brewerton - Bridge E-65** (1 Contributing Structure)  
BIN-4433010  
Towns of Clay, Onondago County/ Hastings, Oswego County

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<sup>144</sup> AR-DPW, 1940, p. 23; BoP, Plate 152; "Barge Canal Lighthouses" *Barge Canal Bulletin* IX:11 (November 1916), pp 303-7.

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Skewed Pennsylvania thru-truss 335' long, single track. Constructed 1910.

Mile 150.78  
E407069  
N4788230

**Brewerton Lighthouse** (1 Contributing Building)

HAER NY-426

North bank of Oneida River, off NY 37 between Front Street & River Drive, Town of Hastings, Oswego County  
Constructed 1916, Construction Contract 132.

Brewerton lighthouse was built under the same contract, using the same concrete forms, and is virtually identical to the Sylvan Beach and Frenchman Island lights except that it has a red light rather than white because it stands on the north (right) side of the channel. Its original 1,500 candlepower oculating gas light was replaced by an electric lamp in 1929. Brewerton light functions as a back range light. To find the channel, west-bound boaters position their boats so that the light atop the tower is directly above a lower beacon mounted on the Route 11 bridge. Subsequent developments, trees, and the I-81 bridge have obscured the view of Brewerton light from the lake, diminishing its effectiveness as a navigation aid.<sup>145</sup>

Mile 150 to 160

Oneida Lake drains to the west, into the Oneida River, which flows in broad bends through flat swampy land to Three Rivers, where it joins the Seneca River, flowing from the west, to form the Oswego River. In its natural state, the Oneida River dropped about eleven feet from the lake outlet at Brewerton to Three Rivers with rifts and rapids at Brewerton, Caughdenoy, and Oak Orchard (also known as Schroepel's Bridge). The state built stone and timber "steamboat" locks at Oak Orchard and Caughdenoy in 1840 and 41. They were twice as wide as canal locks on the state system, built to allow passage of sidewheel steam towboats or a pair of canal boats in a single lockage. Although the locks had been completed for nearly a decade, navigation on the Oneida River Improvement did not start until 1850. The route was busy during the 1850s but freight traffic declined precipitiously during the 1860s after the state closed the Oneida Lake Canal, which provided a connection between the Erie Canal and the eastern end of the lake. By 1884 the superintendent of public works recommended that the improvement be abandoned.<sup>146</sup>

The Erie Barge Canal follows the Oneida River but shortens the route with straight cuts at the bases of several large meander bends. The first cut starts at Mile 152.2 (marked by buoys R158 & G159) where the river bears off to the north and the canal

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<sup>145</sup> BoP Plate 152; "Barge Canal Lighthouses" *Barge Canal Bulletin* IX:11 (November 1916), pp 303-7.

<sup>146</sup> "J, Elet Milton's Thoughts on the History of Oneida Lake" in *Oneida Lake and Its Canals; Field Trip Guide, May 1-3, 1998* (Rochester: Canal Society of New York State, 1998) pp. 6-11, 42-45; AR-SPW, 1885, p. 75.

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cuts more-or-less straight west through the "Anthony Cut," with Caughdenoy Dam at the northern apex of the oxbow and Lock E23 near the downstream end of the cut.

E402209  
N4791639

### **Caughdenoy Dam & Taintor Gate** (1 Contributing Structure)

HAER NY-428

Off main stem of canal about 2.55 river miles northwest (downstream) of split. Spanning Oneida River, 400' east of Caughdenoy Road bridge, Caughdenoy, towns of Clay & Hastings, Onondaga County

Caughdenoy dam maintains the level of Oneida Lake and the pool above Lock E23. The existing movable dam made up of six Taintor gates was built in 1952 to replace a 1909 fixed-crest weir.

**History:** The New York legislature authorized Gustavus Jewell to build a dam across Caughdenoy Reef in 1824 but ordered it removed about ten years later following complaints that it caused flooding along the Oneida River and Lake. The state appropriated money to build locks at Caughdenoy and Oak Orchard in 1839 but the work was not finished when the "Stop and Tax" law of 1842 halted construction work on all of New York's canals. Work resumed in 1847 and was completed by 1850.

The first Barge Canal dam at Caughdenoy was a concrete fixed-crest weir, constructed in 1909 under Contract 45, that raised the surface of Oneida Lake by 5.4' and created the pool for Lock E23. The six-gate Taintor gate dam was built in 1952, downstream of the fixed-crest dam to improve management and reduce flooding of the lake and upper river. The Taintor gates are now hoisted at the end of the navigation season, lowering lake levels and allowing the river to run free.<sup>147</sup>

E402148  
N4791502

### **Caughdenoy Guard Gate** (off main stem) (1 Contributing Structure)

HAER NY-428

South bank of Oneida River, at Caughdenoy Road (CR33), Caughdenoy, Town of Clay, Onondaga County

A single leaf vertically sliding gate, similar to a small guard gate with integral drain valves, was installed in 1914 at the upper end of the 1841 Caughdenoy Steamboat Lock, under Contract 12, so the old chamber could serve as a sliceway for the Caughdenoy fixed crest dam, constructed in 1909. The lock chamber is 120' long by 30½' wide – 30' longer and twice as wide as first generation (Clinton's Ditch) Erie Canal locks, but not wide enough to pass a pair of Enlarged Erie boats.

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<sup>147</sup> Ibid, pp 44-5. Although the old dam was breached, its last remnants were not removed until 1998.

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Mile 152.90  
E403954  
N4788486

**Caughdenoy Rd Bridge, Clay - Bridge E-66** (1 Non-contributing Structure)  
BIN-4433020  
Crossing Erie Barge Canal, Town of Clay, Onondaga County  
Unpainted steel stringer/multi beam, 302' long, 32' between curbs.  
Constructed 1990

Mile 153.65  
E402866  
N4788027

**LOCK E23, Brewerton** (1 Contributing Structure, 2 Contributing Buildings, 1 Non-contributing Building)  
HAER NY-427  
9651 Lock Road, Town of Clay, Onondaga County  
Constructed 1915, Construction Contract 12, Electrical Contract 93.

Lock E23 is the last of three locks that lowers westbound boats on the Erie Barge Canal. (The others are E21 and E22 on the opposite end of Oneida Lake. All other Erie locks lift boats going west.) It has a 6.9 lift to the east with normal pool elevations of 369.9 at Oneida Lake level and 363.0' below. E23 is one of the busiest locks on the system, with a steady stream of pleasure boat traffic to and from Oneida Lake throughout the navigation season.

The site includes Lock E23; a hydroelectric powerhouse with original generating equipment in place; a lockhouse; and a non-contributing **comfort station**, built to serve shore-side visitors during the 1970s.

**Lock E23** has a conventional downstream (west) approach wall on the south bank with unusually long wood docks on both banks upstream to accommodate summertime pleasure boat traffic. One leaf from the Port Gibson Guard Gate was installed at the upstream end of the chamber in 1935 (the other was installed at the head of Lock E24 in Baldwinsville). The lock chamber walls are lined with steel plate. An open lattice truss near the midpoint of the chamber carries electrical cables from one side to the other, replacing original conduit running below the chamber that had failed.

The **powerhouse** is on the north side of the chamber, below the downstream gates. The low head at E23 (7.1') required use of speed increasing bevel gears between the turbine and generator shafts. The horizontal shaft generators and right angle gear drives occupy more space than vertical-shaft units so the powerhouse is larger than most, 4 bays wide, rather than the usual 3. Five low-lift locks had hydroelectric powerhouses with this sort of equipment. The machinery and controls at E23 are intact. The empty powerhouse building survives at C12 in Whitehall. There are no remains at C8 Fort Edward or E24 Baldwinsville.

The concrete **lockhouse** was built in 1957 and is located unusually close to the south

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wall, near center of chamber. It is two bays wide by three deep with its long axis and the ridgeline of its gable roof parallel to lock chamber, wood sash one-over-one double-hung windows, and clapboard infill on the gable ends.

**History:** The lock chamber walls were lined with steel plate in 1941. This is one of the first sites where the DPW attempted to fix deteriorating concrete by chipping away bad material, installing steel angle across the voids, lining the chamber with ¼" welded steel plate, and filling the space behind with cement grout. Plating work at Lock 23 was completed but wartime steel shortages stopped projects at other locks until the late 1940s.<sup>148</sup>

- Mile 154.01  
E402338  
N4787746      **Black Creek Rd. Bridge, Clay - Bridge E-67** (1 Contributing Structure)  
BIN-4433030  
Town of Clay, Onondaga County  
Steel double intersection Warren thru-truss, approximately 98' long over channel, 257' long overall with approach decks, 13.8' between curbs, no sidewalks  
Erected by Penn Bridge Company in 1908, under Contract 13.
- Mile 156.29  
E401438  
N4784401      South wall of Oneida River Improvement's Oak Orchard Lock (1840) visible on south bank (NRE - not counted), Town of Clay, Onondaga County.
- Mile 156.50  
E401081  
N4784283      **Morgan Rd./SR10 bridge, Clay - Bridge E68** (1 Non-contributing Structure)  
BIN-4433040  
Towns of Clay / Schroepfel, Onondaga County  
Unpainted steel stringer/multi beam, 465' long, 34' between curbs. Constructed 1991.
- Mile 158.13      Scuttled wooden scows visible to south - forming breakwater for Pirates Cove marina.  
Town of Clay, Onondaga County
- Mile 158.31  
E398687  
N4785629      **Horseshoe Island Rd. bridge, Schroepfel - Bridge E-69** (1 Non-contributing Structure)  
BIN-4433050  
Town of Clay, Onondaga County  
Unpainted steel stringer/multi beam, 333' long, 21.5' between curbs. Constructed 1990.

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<sup>148</sup> AR-SPW, 1942, p. 28



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- Mile 159.40  
E397120  
N4785036  
**I-481 bridge Schroepfel - Bridge E-69A** (1 Non-contributing Structure)  
BIN-4051011 / 4051012  
Towns of Clay / Schroepfel, Onondaga County  
Side-by-side steel stringer/multi beam, each 735' long, 39' between curbs. Constructed 1970.
- Mile 160.32  
E396210  
N4783990  
**RR bridge, Three Rivers - Bridge E-70** (1 Non-contributing Structure)  
BIN-4433060  
Towns of Clay / Schroepfel, Onondaga County  
Steel Warren thru-truss with verticals approximately 220' long, 287' long overall with plate girder approach segments, single track. Replaced earlier RR bridge on same abutments. Constructed 1977.
- Mile 160.34  
E396185  
N4783985  
**CR 57 bridge, Three Rivers - Bridge E-71** (1 Contributing Structure)  
BIN-4027420  
Towns of Clay / Schroepfel, Onondaga County  
Steel Warren thru-truss with polygonal top chords approximately 253' long over channel, 370' long overall with approach decks, 24' between curbs, no sidewalks. Constructed 1940.
- Mile 160.42  
E396078  
N4783912  
**Three Rivers Terminal** (1 Non-Contributing Structure)  
HAER NY-430  
South bank, off Gaskin Road, Three Rivers, Town of Clay, Onondaga County  
Constructed ca. 1915 under Contract 12.  
  
Fill behind the wall has eroded away and much of the concrete has collapsed. The fragment that remains no longer retains integrity.  
  
Three Rivers Point in the Towns of Clay, Lysander & Schroepfel, Onondaga County  
Marks the confluence of the Oneida and Seneca rivers, which join to form the Oswego River. It is the junction of the Erie and Oswego Canals. Features of the Oswego Canal will be described in a separate section below.
- Mile 162.39  
E396220  
N4781133  
**Belguim Road / SR 31 Bridge, Clay - Bridge E-72** (1 Non-contributing Structure)  
BIN-4021800  
Town of Clay, Onondaga County  
Unpainted steel stringer / multi-beam, 635' long, 77.1' between curbs  
Constructed 2005.
- Mile 167.10  
**Baldwinsville/Cold Springs Road / NY 370 Bridge, Lysander - Bridge E-73**

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E398054 (1 Non-contributing Structure)  
N4776028 BIN-4046860  
Towns of Lysander / Salina, Onondaga County  
Steel girder & floor beam, 507' long, 36' between curbs  
Constructed 1958; non-contributing highway bridge

### ONONDAGA LAKE BRANCH

The state dredged Onondaga Lake Outlet and created a harbor at the southern end of the lake to provide access to the new waterway for the City of Syracuse. The old Erie Canal through downtown was filled soon after the Barge Canal opened to form Erie Boulevard. The Oswego Canal, which ran along the west side of Onondaga Lake from its confluence with the Erie near the Weighlock Building, through the salt works and Liverpool and on toward Lake Ontario, was filled in later and paved as a WPA project to form the Onondaga Lake Parkway.

Mile 167.18 Onondaga Lake Outlet - east branch  
Town of Salina, Onondaga County

Mile 167.68 Onondaga Lake Outlet - west branch  
Town of Geddes, Onondaga County

Mile 0.83 **John Glen Blvd Bridge E-73A** (1 Non-contributing Structure)  
E398334 BIN-4433072  
N4775034 Towns of Geddes & Salina, Onondaga County  
Steel stringer/multi-beam, 301' long, 30' between curbs. Constructed 1969.

Mile 1.21 **Long Branch Rd Bridge E-74** (1 Contributing Structure)  
E398737 BIN-4433080  
N4774577 Towns of Geddes & Salina, Onondaga County  
Warren thru-truss with verticals approximately 122' long over navigation channel,  
247' long overall with pony plate girder approaches, 15' between curbs, sidewalk on  
north side outboard of trusses. Constructed 1915.

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- Mile 1.28  
E398808  
N4774492  
**NYS Thruway Bridge E-74A** (2 Non-contributing Structures)  
BIN-4433099  
Towns of Geddes & Salina, Onondaga County  
Steel stringer/multi-beam, 455' long, 52.5' between curbs. Constructed 1954; non-contributing highway bridges
- Mile 6.02  
E404099  
N4768999  
**NY Central Railroad bridge, Syracuse E-75** (1 Contributing Structure)  
BIN-4433100  
City of Syracuse, Onondaga County  
Three side-by-side pony plate girders built to support four lines of track, three lines in place now, 126' long. Constructed 1914.
- Mile 6.33  
E404488  
N4768694  
**Hiawatha Blvd Bridge, Syracuse E-76** (1 Non-contributing Structure)  
BIN-4433110  
City of Syracuse, Onondaga County  
Steel stringer/multi-beam, 313' long, 64' between curbs. Constructed 1990.
- Mile 6.61  
E404829  
N4768400  
**Bear Street/Rt. 298 Bridge, Syracuse E-76a** (1 Non-contributing Structure)  
BIN-4045180  
City of Syracuse, Onondaga County  
Steel stringer/multi-beam, 598' long, 52' between curbs. Constructed 1960; non-contributing highway bridge
- Mile 6.77  
E405188  
N4768304  
**SYRACUSE INNER HARBOR, TERMINAL & SHOPS** (1 Contributing Structure, 1 Contributing Building, 1 non-contributing building)  
South end of Onondaga Lake, Solar Street at West Kirkpatrick Street, City of Syracuse, Onondaga County  
Freight House erected 1918, Construction Contract T-20, State Shop erected 1927.  
The Inner Harbor was dredged where Onondaga Creek empties into the southern end of Onondaga Lake. The harbor is south of the New York Central main line. It includes a trapezoidal basin, surrounded by concrete dockwalls east of the creek, with two solid piers dividing the eastern half of that basin into three slips.  
The site includes the basin, piers and slips, a frame freighthouse, and a non-contributing harbormaster's tower.  
The eastern half of the **harbor** is lined with concrete dockwalls. Each of the three slips is about 170' wide with 106' wide piers in-between. Although the plan of piers

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and slips matches drawings and photographs of the 1920s, the concrete walls appear new and may have been replaced when decorative hardscaping was installed during the 1990s.

The timber **freighthouse** originally stood near the end of the south pier. It was moved intact and set on new piers during the 1990s. A new deck and ramps were added along the west side after the move.

The whimsical hip-roofed sheet metal clad **harbormaster's office and tower**, erected during the 1990s near the mouth of Onondaga Creek at the south end of the inner harbor is non contributing.

**History:** The basin, dockwalls, and piers were constructed by Walsh construction Company of Davenport, IL under terminal contract T-20. James Stewart & Co. Inc started the dredging but it was finished by Grant Smith Company & Locher in November 1916. The dockwalls were completed the following June. Savage Construction Company built the 32' x 200' frame freighthouse on the south pier in 1918.<sup>149</sup> The DPWestablished canal shops around the northern slip starting in 1927, moving there from a smaller facility in Baldwinsville. The main shop was a steel-framed flat-rooded three-aisle building with a raised central crane bay illuminated by clerestory windows. Part of the frame was moved from Baldwinsville in 1927, but the building appears to have been lengthened at least once.

The Syracuse Shop was reported to be a "modern and up-to-date ship yard, capable of repairing any equipment on the canal."<sup>150</sup> Although it did not have an on-site drydock, the state tugboats *Syracuse* and *Reliable*, many of the smaller Tender Tugs, and all of the state-built steel buoy boats were built at the Syracuse Shop, along with lock gates, lock operating machinery, and the large diameter pipes and floats that trail behind hydraulic dredges.<sup>151</sup>

Canal shop operations moved to a new facility in Lysander on the Oswego Canal in 2003. The main shop and associated buildings on the Inner Harbor were demolished by the City of Syracuse in April 2014 to make way for commercial redevelopment.

[Return to Erie Canal Main Stem]

Mile 170.51      **RR bridge - E77** (1 Contributing Structure)  
E393840      BIN-4433120  
N4777380      Towns of Geddes & Lysander, Onondaga County

<sup>149</sup> AR-SES 1917, pp 232-5; 1918, pp. 173-4

<sup>150</sup> AR-SPW 1927, p 20.

<sup>151</sup> AR-SPW 1929, p 8; 1941, p 27; 1944, p 109.

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Skewed Parker thru-truss approximately 234' long over channel with plate girder deck approach span to north, single track. Constructed 1909

Mile 172.36  
E391720  
N4778977

**Syracuse St. / NY 48 & 31 Bridge, Baldwinsville - Bridge E-78** (1 Contributing Structure)  
BIN-4021910  
Village of Baldwinsville, Onondaga County  
Steel Warren pony truss, 90' long, 40' between curbs, sidewalks on both sides outboard of trusses. Constructed 1909

Mile 172.42  
E391639  
N4778982

**LOCK E24, Baldwinsville** (1 Contributing Structure, 1 Contributing Building)  
HAER NY-433  
122 Spensieri Avenue, Village of Baldwinsville, Onondaga County  
Constructed 1910, Construction Contract 45, Electrical Contract 90

Lock E24 is on the south side of the Seneca River east of Rt. 31, on the south side of an artificial island formed between the lock and the river. It has a 11.0' lift to the west with normal pool elevations of 363.0' below and 374.0' above.

The site includes **Lock E24**, with upstream and downstream approach walls on the south bank, and a lockhouse on the north side of the chamber, near the downstream gates. The lock originally had a hydroelectric powerhouse on the north wall near the downstream gates, but that is no longer extant.

There is a vertical sliding guard gate upstream of the upper gates. The chamber walls are lined with steel plate and a steel cable bridge spans the middle of the chamber.

The concrete **lockhouse** is rectangular in plan with the southeast corner lopped-off, built of rubble-faced concrete block. It has a hipped roof with a gable above the lopped-off corner forming a dormer.

**History:** Lock E24 was built by Scott Brothers as part of Contract 45. Masonry work was completed by 1909 and the gates installed by 1910. Although D'Olier Engineering Company didn't install the hydroelectric powerhouse and gate and valve motors until the winter of 1911-12, Lock E24 was the first Barge Canal lock to be used when crews used hand-powered chain hoists, blocks & tackle, and horses on May 9, 1910 to manipulate the gates and valves in order to move a state dredge with its accompanying quarters boat and deck scows up into the next level of the Seneca River. "Being new, the machinery worked somewhat stiffly, but the lock chamber filled smoothly and it appears that its operation will be satisfactory after a little wear

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has adjusted the several parts.”<sup>152</sup>

One leaf of the Port Gibson guard gate was installed at the upstream (west) end of the Lock E24 chamber in 1936 (the other was installed at E23). One side of the chamber was lined with steel plates as an experiment 1936, making E24 the first of several locks where badly spalling concrete was covered with steel before and after World War II.<sup>153</sup>

Mile 172.42  
E391592  
N4779100

**Baldwinsville Dam** (1 Contributing Structure)  
Village of Baldwinsville, Onondaga County

Overflow weir with cut-stone air face and concrete cap. Main spillway 220' long with 52' x 78' notch at south end to accommodate tailrace of Baldwinsville Boatyard hydroelectric plant on Mill Island. Taintor gate, approximately 50' wide at north end of dam spills to river. (The commercial hydroelectric plant, forebay, and associated Taintor gate north of the state Taintor gate are not included in this NR district.)

**History:** Jonas C. Baldwin built a 7½' high dam at McHarry's Rift on the Seneca River in 1809 with a lock 77' long by 12' wide capable of passing boats drawing 2.' Baldwin's sons Stephen and Harvey enlarged the lock to 90' by 15' (standard first-generation Erie dimensions) with a 10' lift in 1831 and the state built a towing path along the south bank of the Seneca River from Mud Lock on the Oswego Canal at Onondaga Lake Outlet to Baldwinsville. The state Canal Board took over the Baldwin Canal in 1850 and built a larger all-wood lock in 1853, and a stone chamber at a slightly different location in 1866.<sup>154</sup> Baldwin's timber dam was rebuilt in stone in 1893 and raised with a concrete cap as part of Barge Canal Contract 45 in 1910.<sup>155</sup> Seneca River Power Company built hip-roofed brick commercial hydroelectric plant (FERC P-5217) at the north end of the dam in 1911. The state installed a Taintor gate at the north end of the dam, next to the powerplant, in 1922.<sup>156</sup>

Mile 172.50  
E391968

**Baldwinsville Terminal** (1 Contributing Structure)  
South bank off Water Street, Village of Baldwinsville, Onondaga County

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<sup>152</sup> “First Barge Canal Lock in Operation.” *Barge Canal Bulletin*, III:5 (May 1910), p. 168.

<sup>153</sup> AR-SPW 1936, p.20.

<sup>154</sup> Whitford (1906), p. 568.

<sup>155</sup> AR-SES 1910, p. 142; 1911, p. 128

<sup>156</sup> AR-SPW 1942, pp 28-29.

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N4778922 Concrete dock wall approximately 693' long in three segments above lock E24 approach wall. A shop building, erected here in 1922, was moved to Syracuse Inner Harbor in 1927 to form the core of the newly developed Syracuse Shops.<sup>157</sup>

**History:** Baldwinsville Terminal was not specifically authorized under terminal legislation. The dockwall was probably constructed by Scott Brothers as part of Contract 45.

Mile 174.06  
E389195  
N4779670 **I-690 Bridge, Baldwinsville - Bridge E-78A** (1 Non-contributing Structure)  
BIN-4053701 / 4053702  
Towns of Van Buren & Lysander, Onondaga County  
Side-by-side steel stringer/multi beam, each 435' long, 38.1' between curbs.  
Constructed 1969.

Mile 180.82  
E382886  
N4774393 **Plainville Road Bridge, Lysander-Van Buren - Bridge E-79** (1 Contributing Structure)  
BIN-4433130  
Town of Lysander, Onondaga County  
Steel Warren thru-truss with polygonal top chords, 316' long, 30.5' between curbs, no sidewalks. Constructed 1914, probably by Penn Bridge Company as part of Contract 22.  
Plainville Road marks the eastern end of the "State Ditch," a 1.3 mile cut across a bend of the Seneca River that saves about a 3-mile loop through the hamlet of Jack's Reef.

Mile 182.39  
to 183.75 Cross Lake  
Towns of Elbridge & Lysander, Onondaga County and Cato, Cayuga County  
The Erie Barge Canal follows a channel marked by buoys across the southern end of Cross Lake. Only that channel is included in this nomination. The remainder of the lake is not.

Mile 184.70  
E378022  
N4773083 **River Road Bridge / CR61 bridge, Cato-Elbridge E-80** (1 Contributing Structure)  
BIN-4433140  
Towns of Elbridge, Onondaga County & Cato, Cayuga County  
Warren thru-truss with polygonal top chords approximately 312' long over channel, 624' long overall with approach decks, 28' between curbs, no sidewalks. Constructed

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<sup>157</sup> AR SPW 1923, p. 20; 1927, p. 20

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1951.

- Mile 186.60  
E376725  
N4770459
- Bonta Road Bridge, Cato-Brutus - Bridge E-81** (1 Contributing Structure)  
BIN-4431020  
Towns of Cato & Brutus, Cayuga County  
Parker truss approximately 198' long over channel with two shorter double intersection thru-truss spans to north approximately 136' long each, 471' long overall, 14' between curbs, no sidewalks. Erected by M. Fitzgerald in 1912 under Contract 22.
- Mile 188.87  
E373276  
N4769845
- NY34 Bridge, Weedsport - Bridge E-83** (1 Non-contributing Structure)  
BIN-4023370  
Towns of Cato & Brutus, Cayuga County  
Steel stringer/multi-beam, 626' long, 30.5' between curbs. Constructed 1964
- Mile 188.90  
E373224  
N4769813
- Weedsport Terminal** (1 Contributing Structure, 1 Non-contributing Building)  
HAER NY-436  
South bank off Stickle Road / NY34, Town of Brutus, Cayuga County  
**Concrete wall** approximately 150' long, constructed 1917 under Contract T-46 by Scott Brothers of Rome.<sup>158</sup> A 16' x 30' wood-frame freighthouse once stood on the site but is no longer extant. The gable roofed **concrete block building** on the eastern edge of the site is non-contributing.
- Mile 192.72  
E367665  
N4770593
- O'Neil Road / CR19B Bridge, Conquest-Mentz - Bridge E-84** (1 Contributing Structure)  
BIN-4431030 - CLOSED  
Towns of Conquest & Mentz, Cayuga County, Two Pratt thru-truss sections, 390' long overall, 15' between curbs, no sidewalks. Constructed 1910.
- Mile 193.75  
E366113  
N4770931
- NY 38 Bridge, Conquest-Mentz - Bridge E-85** (1 Non-contributing Structure)  
BIN-4024330  
Towns of Conquest & Mentz, Cayuga County  
Parker thru-truss over channel with approach decks, 366' long overall, 28.1' between curbs, no sidewalks. Constructed 1964 on site of former Mosquito Point Bridge that had been erected in 1908 under Contract 7.
- Mile 195.18  
E364185
- Howland Island Bridge, Conquest-Mentz - Bridge E-86** (1 Contributing Structure)  
BIN-4431040 -CLOSED.

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<sup>158</sup> AR-SES 1917, p 236.



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- N4769668 Towns of Conquest & Montezuma, Cayuga County  
Parker thru-truss over channel with double intersection Warren thru-trusses at either end, 410' long overall, 15' between curbs, no sidewalks. Erected 1913 by Lupfer & Remick under Contract 102.
- Mile 197.05 **Railroad Bridge, E-87** (1 Contributing Structure)  
E361523 BIN- unknown  
N4768445 Town of Montezuma, Cayuga County  
Twin skewed Warren trusses with verticals. Built to carry four tracks, now carrying two on south side.
- Mile 200.11 **NY 31 Bridge, Montezuma-Tyre - Bridge E-90** (1 Contributing Structure)  
E360534 BIN-4021800  
N4764163 Towns of Montezuma, Cayuga County / Tyre, Seneca County  
Parker thru-truss approximately 254' long over channel, 502' long overall with approach decks, 31.5' between curbs, no sidewalks. Constructed 1949
- Mile 200.82 Richmond Aqueduct (NR listed 2005 - not counted)  
E359795 Towns of Montezuma, Cayuga County / Tyre, Seneca County  
N4763297 Richmond Aqueduct carried the Enlarged Erie Canal over the Seneca River and was the second longest aqueduct on the 19<sup>th</sup> century system: 840' 5½" long with 31 arches, second only to the Lower Mohawk Aqueduct at Crescent. Construction started in 1849 and the span was in service by the spring of 1857. The center section was removed during the winter of 1917-18 to allow passage of boats on the canalized Seneca River portion of the Erie Barge Canal. Seven arches remain on the east shore and three on the west.
- The *Barge Canal Bulletin* noted its passing:
- destruction of the famous Montezuma Aqueduct marks the passing of a perfect engineering work at a difficult location, a structure which fulfilled every expectation and which has been a source of inspiration and encouragement to engineers . . . . its removal at this time reminds us once again of the unusual engineering capabilities of those responsible for the design and construction of the old Erie canal and its first enlargement.<sup>159</sup>
- Mile 201.38 Junction - Cayuga-Seneca Canal - east entrance  
E359102 South bank, Town of Tyre, Seneca County

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<sup>159</sup> Barge Canal Bulletin, XI:1 (January 1918), p. 4; (also AR-SES 1917, p. 8).

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N4762769

Mile 201.67  
E358667  
N4762625

Junction - Cayuga-Seneca Canal - west entrance  
South bank Town of Tyre, Seneca County  
[Features of the Cayuga-Seneca Canal are described in a separate section below]

Mile 203.11  
E356395  
N4762185

**LOCK E25, Mays Point** (2 Contributing Structures, 2 Contributing Buildings)  
HAER NY-437  
End of Mays Point Road, Mays Point, Town of Tyre, Seneca County  
Constructed 1918, Construction Contract 45, 46B, Electrical Contract 93

Mays Point is at the northern edge of Montezuma National Wildlife refuge. The canal channel runs in a comparatively straight line north of the winding bed of the Clyde River. The site includes Lock E25 with long upstream and downstream approach walls on the south bank; a gasoline-electric powerhouse and a lockhouse on elevated ground south of the chamber; and a Mohawk River style movable dam E-18 across the Clyde River about 200 yards south of the lock. Mays Point Road used to cross the canal on a steel truss bridge just below the downstream (east) gates but that span was removed after the higher NY-89 bridge opened west of the lock in 1969.

**Lock E25** has a 6.0' lift to the west with normal pool elevations of 374.0' below and 380.0' above. A distinctive arched steel lattice cable bridge spans the mid point of the chamber. Cable bridges have been installed at several locks after the conduits that carried power and control wires under the chamber failed, but this one dates to original construction, perhaps because the lock site in the middle of Montezuma Marsh was unusually wet.

The **powerhouse** stands on a mound near the downstream gates with a broad concrete staircase of about 16 steps leading to the central doorway. Big pieces of the original gasoline-electric generating machinery remain in place but many of the small parts have been cannibalized for use in other powerhouses.

The concrete block hip-roofed **lockhouse** was built in 1957 on an elevated site near the center of the chamber. It has two-over-two steel sash protected by fixed wood awnings.

The **movable dam** has a single bridge span, about 120' between abutments, supporting four gate sections and pairs of uprights. With a smaller lift and span than its eastern counterparts, this dam uses a system of shafts and gears to raise gate panels and uprights in place of the rail mounted electric mules.

Mile 203.11  
E356203

**NY 89 Bridge, Mays Point - Bridge E-91** (1 Non-contributing Structure)

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- N4762221      BIN-4060410  
Town of Tyre, Seneca County  
Steel stringer / multi-beam, 1275' long, 35' between curbs. Constructed 1969.
- Mile 205.59      **Armitage Road / County Line Road Bridge, Savannah / Galen - Bridge E-92** (1  
E353451      Contributing Structure)  
N4764702      BIN-4435010  
Towns of Tyre, Seneca County / Galen, Wayne County  
Steel Baltimore thru-truss approximately 180' long over channel, 308' long overall  
with approach ramps, 15' between curbs, no sidewalks. Erected 1914 by Walsh  
Construction Company under Contract 116.
- Mile 208.94      **LOCK E26, Clyde** (2 Contributing Structures, 2 Contributing Building, 1 Non-  
E350314      contributing Building)  
N4769012      HAER NY-438  
Off Tyre Road, approximately 2¾ miles SE of NY 414 bridge at Clyde, Town of  
Galen, Wayne County  
Constructed 1915, Construction Contract 47, 47A, Electrical Contract 94
- Lock E26 is on the south bank of the Clyde River/Erie Canal attached to a dam with a  
fixed crest and Taintor gate section. The site includes Lock E26, with upstream and  
downstream approach walls on the south bank; the Dam; a lockhouse; and a garage.
- Lock E26** has a 6.0' lift to the west with normal pool elevations of 380.0' below and  
386.0' above. The south side of the lock chamber is covered by backfill. The north  
(river) side is exposed concrete with the walkway and mooring bollards supported by  
eighteen cast-concrete segmental arches. A steel truss cable bridge spans the middle  
of the chamber.
- The **dam** has a fixed spillway section, approximately 233' long at the north end, with  
two Taintor gate bays at the south end next to the lock. The outer bank has a Taintor  
gate in place; the other has a fixed concrete spillway.
- The foundation of a gasoline-electric **powerhouse** forms a grass-covered mound  
south of the mid-point of the chamber. Although the basement still contains working  
electrical equipment, the building and generators that once stood above are no longer  
extant and the feature no longer retains integrity.
- The concrete block **lockhouse** is located on the south side of the lock at about the  
mid-point of the chamber, near the cable bridge. Its long axis and the ridgeline of its  
gable roof are parallel to the lock chamber.

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It is likely that the existing lockhouse and nearby concrete block single car **garage** were built as part of a rehabilitation project in 1961. A large cast-concrete shop building appeared at a different location in 1951 photographs.

Mile 209.36  
E350070  
N4769635

**West Shore RR bridge, Galen - Bridge E-93** (1 Contributing Structure)  
BIN-4437020  
Town of Galen, Wayne County  
Steel plate girder & floor beam with central pier, 212' long overall, 8.9' wide. Constructed 1904. Raised & underpinned by Walsh Construction Co. under contract with RR company during Barge Canal construction. Out of service - no longer carries RR track.

Mile 211.32  
E347648  
N4771524

**Glasgow St. / NY 414 Bridge, Clyde - Bridge E-94** (1 Non-contributing Structure)  
BIN-4060680  
Village of Clyde, Wayne County  
Steel stringer / multi-beam, 555' long overall, 30' between curbs. Crosses railroad and canal on tall piers from village of Clyde to drumlin on south bank. Constructed in 1970 to replace a 1917 steel viaduct at same location built under Barge Canal Contract 84.

Mile 217.76  
E340838  
N4766204

**Lyons-Marengo Rd. (Creagers Road) Rt 344, Galen - Bridge E-96** (1 Contributing Structure)  
BIN-4437030  
Town of Galen, Wayne County  
Steel Parker thru-truss approximately 178' long over channel with approach ramps, 236' long overall, 14.2' between curbs, no sidewalks. Constructed 1909

Mile 218.67  
E340053  
N4767366

**West Shore RR bridge, Galen - Bridge E-97** (1 Contributing Structure)  
BIN-4437040  
Town of Galen, Wayne County  
Steel plate girder deck. Three spans supported by two concrete piers; 250' long overall. Piers and abutments appear to have been built to support side-by-side spans. Only one set in place now. Raised & underpinned by Walsh Construction Co. under contract with RR company during Barge Canal construction. Abandoned - tracks removed. Constructed 1904.

Mile 219.94  
E338867  
N4768945

**NY Central railroad bridge, Lyons - Bridge E-99** (1 Contributing Structure)  
BIN-4437050  
Village of Lyons, Wayne County

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Single span supported by four skewed side-by-side Baltimore thru-trusses that form three 26' wide openings across the canal; two tracks in each of the outboard sections, one in center, 132' long. Constructed 1917.

Mile 220.27  
E338564  
N4769380

**NY 31 Bridge, Lyons - Bridge E-99A** (1 Non-contributing Structure)  
BIN-4021760  
Village of Lyons, Wayne County  
Steel stringer / multi-beam, 389' long, 28' between curbs. Constructed 1965.

Mile 220.77  
E337792  
N4769528

**Geneva Street / NY 14 Bridge, Lyons - Bridge E-11** (1 Non-contributing Structure)  
BIN-4011030  
Village of Lyons, Wayne County  
Unpainted steel stringer / multi-beam, 185' long, 28' between curbs. Constructed 1991.

Mile 220.82  
E337571  
N4769574

**Lyons Terminal** (1 Contributing Structure)  
HAER NY-439  
South bank, west of Geneva Street, Village of Lyons, Wayne County  
Concrete wall approximately 468' long. Constructed 1918 under Contract T-31. The wood-frame 32' x 50' freighthouse is no longer extant.

Mile 220.99  
E337461  
N4769660

**LOCK E27, Lyons** (3 Contributing Structures, 1 Contributing Building)  
HAER NY-440  
Off Leach Road, south of Water Street, Village of Lyons, Wayne County  
Constructed 1914, Construction Contract 48, Electrical Contract 94  
  
Lock E27 is located on the north side of the Clyde River / Erie Canal opposite the mouth of Canandaigua Lake Outlet.  
  
The site includes Lock E27 with upstream and downstream approach walls on the north bank; a three-section Taintor gate dam; a fixed crest retention dam across Canandaigua Lake Outlet; and a lockhouse on the north side of the chamber. Leach Road bridge crosses the chamber and is described below.  
  
**Lock E27** has a 12.5' lift to the west with normal pool elevations of 386' below and 398.5' above. The north side of the chamber is buried in backfill. The south side, toward the river, is exposed concrete. The working deck and bollards are supported by sixteen segmental arches.  
  
The hip-roofed concrete block **lockhouse** was built in 1957. Window and door openings are shielded by shed awnings supported by decorative brackets.

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The Taintor gate **dam** has three bays. Two have gates. The third, on the south end, has a fixed crest spillway. The foundation of a hydroelectric powerhouse that once powered the lock is visible at the south end of the dam, but the building and machinery are no longer extant; the feature no longer retains integrity, and the foundation alone is too small to count.

The **retention dam** across Canandaigua Lake Outlet is about 65' long with a spillway elevation about 4' above the lower pool.

Mile 221.01  
E337442  
N4769665

**Leach Road bridge, Lyons - Bridge E-101** (1 Contributing Structure)

BIN-4437060

Village of Lyons, Wayne County

Plate girder span over lock E26 chamber is about 74' long. Warren thru-truss with verticals over Clyde River channel approximately 142' long, 216' long overall, 18' between curbs; single sidewalk outside of trusses on east (downstream) side. Erected 1919 by Lathrop, Shea & Henwood Company under Contract 148.

Mile 221.05  
E337356  
N4769687

**Gas pipeline bridge, Lyons - (E-103)** (1 Non-contributing Structure)

BIN-4437070

Village of Lyons, Wayne County

Steel thru-truss, 180' long, supported on concrete piers of former Rochester, Syracuse & Eastern interurban trolley line bridge. Constructed 1956; non-contributing highway bridge

Mile 221.35  
E336916  
N4769804

Ganargua Creek Aqueduct ruins (NRE point of interest – not counted)

Between Erie Canal and Old Newark-Lyons Road, Village of Lyons, Wayne County

Mile 222.20  
E335652  
N4769753

**LYONS SHOPS** (5 Contributing Buildings, 3 Non-contributing Buildings)

HAER NY-443

Dry Dock Road at Old Newark-Lyons Road, Town of Lyons, Wayne County

The Lyons Shop complex is located on the north side of the canal, south of Old Newark-Lyons Road, on either side of Drydock Road.

The lower yard, east of Drydock Road, includes an embankment and dockwalls and five buildings – a concrete block shed-roofed **Mechanic Garage** with five roll-up doors and a wood-framed **storage shed** clad in novelty siding and a standing seam metal gable roof facing a 20' x 100' steel **storage building** acquired from the federal War Assets Administration in 1949, and a modern prefabricated ten-bay-wide metal **garage** and a hip-roofed wood **garage** clad in wood novelty siding on a raised concrete block stem wall foundation (both non-contributing) on the north side of a

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gravel entrance road.

The **State Shop** is the most prominent building of the upper shops, constructed in 1933 on the west side of Drydock Road. Like its counterparts at Waterford, Syracuse, and Pittsford, it is a three-aisle steel-framed building with flat roofs and a raised center aisle supporting an interior bridge crane. The long sides have banks of multi-light aluminum-framed windows that mimic the original steel industrial sash. The kneewalls below the windows and ends of the building are enclosed by white painted concrete block. A one-story concrete block flat-roofed office building is connected to the State Shop. Connected open and enclosed storage and lumber **sheds** form an "L" between the office and Old Newark-Lyons Road. The western wall of the State Shop is on the edge of Lyons Drydock (see below).

Mile 222.22  
E335592  
N4769692

**Drydock Road bridge, Lyons - Bridge E-104** (1 Contributing Structure)

BIN-4437080

Town of Lyons, Wayne County

Plate girder with steel mesh approximately 89' over channel with approach decks; 149' long overall, 18' between curbs, no sidewalks. Constructed 1919 under Contract 198

Mile 222.27  
E335531  
N4769734

**LOCK E28A, Lyons** (1 Contributing Structure, 2 Contributing Buildings)

HAER NY-441

Dry Dock Road, off NY 31, Town of Lyons, Wayne County

Constructed 1914, Construction Contract 48, Electrical Contract 94

The site includes Lock E28A, with upstream and downstream approach walls on the south bank; a former hydroelectric powerhouse on the south wall of the chamber near the downstream gates; and a cast concrete hip-roofed lockhouse on the south side of the chamber, across from the powerhouse.

**Lock E28A** has a 19.5' lift to the west with normal pool elevations 398.5' below and 418.0' above. A steel truss cable bridge spans the middle of the chamber. Unlike most others, this one has stairways at both ends to allow pedestrian crossings.

The **powerhouse** windows have been removed, or covered with painted plywood.

The **lockhouse** is on the opposite side of the chamber. Its cast-concrete construction, hipped roof with bell eaves, and cast-concrete cove cornice mimic those of canal powerhouses and suggest that this may be one of the few lockhouses that date to original construction.

Mile 222.34

**Lyons Dry Dock** (1 Contributing Structure)

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- E335520 HAER NY-442  
N4769784 Old Newark-Lyons Road west of Dry Dock Road, Town of Lyons, Wayne County  
Constructed 1933
- Lyons Drydock is on the north side of Lock E28A, west of the Lyons Shop complex. Boats enter the chamber through mitre gates upstream of Lock E28A. The drydock is emptied by valves that drain to the pool below the lock. The south wall of the drydock is vertical; the others are sloped, armored by concrete slabs. A row of timber capped cast-concrete piers extends from the mitre gates with a steel-frame mooring structure along the south side. The floor at the eastern third of the chamber is higher than the rest, allowing shoal draft vessels to be set down for quick repairs without having to drain the entire chamber. *Dipper Dredge #3 (DD3)*, a National Register-listed vessel with a 1929 hull supporting 1909 steam machinery, resides on a portion of that raised platform at the east end of Lyons Drydock.
- Mile 222.47 "Poorhouse" lock, Enlarged Erie Lock 56 (NRE, not counted)  
E334982 Drydock Road opposite Nye Road, Town of Lyons, Wayne County  
N4770134 Constructed 1849, north chamber lengthened 1887-88
- Mile 223.70 **County House Road bridge, Arcadia - Bridge E-105** (1 Contributing Structure)  
E333587 BIN-4437090  
N4770161 Town of Arcadia, Wayne County  
Steel double intersection Warren thru-truss, 151' long, 14' between curbs, no sidewalks. Erected 1914 by Owego Bridge Company under Contract 89.
- Mile 224.02 **Trout Run Spillway** (1 Contributing Structure)  
E333391 HAER NY-440  
N4770019 Town of Arcadia, Wayne County  
South side of canal, spilled water passes under canal through a dive culvert  
Constructed 1914 under Contract 48
- Mile 224.67 **NY Central railroad bridge, Arcadia - Bridge E-106** (1 Contributing Structure)  
E332327 BIN-4437100  
N4769335 Town of Arcadia, Wayne County  
Three skewed side-by-side Baltimore trusses forming a single thru-truss with two openings, 164' long. Built for four tracks, now carrying two. Constructed 1901
- Mile 226.21 **Clinton Street bridge, Newark - Bridge E-108** (1 Contributing Structure)

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E330280  
N4768125  
BIN-4437110  
Village of Newark, Wayne County  
Steel plate girder, 84' long, 25.6' between curbs, sidewalks outboard of plate girders on both sides. Erected 1913 by Owego Bridge Company under Contract 89.

Mile 226.25  
E330208  
N4768138  
**LOCK E28B, Newark** (1 Contributing Structure, 2 Contributing Buildings)  
HAER NY-445  
Clinton Street, Village of Newark, Wayne County  
Constructed 1915, Construction Contract 76, Electrical Contract 94.  
  
The site includes Lock E28B with upstream and downstream approach walls on the north side; a hydroelectric powerhouse on the south side of the chamber near the lower gates, a lockhouse located on an elevated terrace behind the powerhouse, and a non-contributing shed/garage. The side-by side chambers of Enlarged Erie Lock 59 (also known as the Upper Lockville Lock) are on the opposite side of Clinton Street, just outside the district boundary.

**Lock E28B** has a 12' lift to the west with normal pool elevations 418' below and 430' above. The lock chamber retains original DC gate and valve operating machinery. A steel lattice cable bridge spans the middle of the chamber.

The **powerhouse** is one of seven on the system that still has its original water turbines, DC generators, governors, and electrical control panels in place. The wood window sash are original, although the "eyebrow" windows above the crane rail have been covered. The original half-round roof tiles have been replaced by asphalt shingles.

The hip-roofed cast concrete **lockhouse** is five bays wide by three deep with its long axis parallel to the chamber. It is lit by six-over-six wood-sash double-hung windows.

Mile 226.38  
E330000  
N4768161  
**NY Central Railroad bridge, Newark - Bridge E-109** (1 Contributing Structure)  
BIN-4437120  
Village of Newark, Wayne County  
Steel Warren thru-truss, 112' long. Abandoned - tracks and approaches removed.  
Constructed 1912.

Mile 226.66  
E329567  
N4768216  
**East Ave. bridge, Newark - Bridge E-110** (1 Contributing Structure)  
BIN-4437130  
Village of Newark, Wayne County  
Steel Warren thru-truss with verticals, 151' long, 18.4' between curbs, single sidewalk outboard of truss on west side. Erected in 1914 by Owego Bridge Company under Contract 89.

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- Mile 226.68  
E329463  
N4768231  
**Newark Terminal** (1 Contributing Structure, 1 Non-contributing Building)  
HAER NY-446  
North bank between Main and East streets, Village of Newark, Wayne County  
Concrete **terminal wall** approximately 620' long. Constructed 1915 under Contract 76. The frame freight house, constructed under Contract T-211 at the west end of the terminal, is no longer extant. The two-story **harbormaster's building** at the east end of the wall, next to the East Avenue bridge, is recent and non-contributing.
- Mile 226.79  
E329348  
N4768201  
**Main Street / NY 88 bridge, Newark - Bridge E-111** (1 Non-contributing Structure)  
BIN-4034230  
Village of Newark, Wayne County  
Steel stringer / multi-beam, 129' long, 52' between curbs. Constructed 1974.
- Mile 227.46  
E328291  
N4768301  
**Edgett St. bridge, Newark - Bridge E-112** (1 Contributing Structure)  
BIN-4437140 CLOSED to vehicular traffic.  
Village of Newark, Wayne County  
Steel Baltimore thru-truss, 151' long, 14.8' between curbs, no sidewalks. Erected 1914 by Owego Bridge Company under Contract 89.
- Mile 228.52  
E326742  
N4768836  
**Whitbeck Road bridge, Arcadia - Bridge E-113** (1 Non-contributing Structure)  
BIN-4437140  
Town of Arcadia, Wayne County  
Unpainted steel stringer / multi-beam, 207' long, 34' between curbs. Constructed 1990.
- Mile 228.87  
E326332  
N4768745  
**Peeks Spillway** (1 Contributing Structure)  
North bank, west of Whitbeck Road, Town of Arcadia, Wayne County  
Constructed 1914, Construction Contract 76.
- Mile 230.13  
E324521  
N4767599  
**Port Gibson Rd. bridge, Port Gibson - Bridge E-114** (1 Contributing Structure)  
BIN-4437160  
Town of Arcadia, Wayne County  
Steel double intersection Warren thru-truss, 151' long, 14.8' between curbs. Erected 1914 by Owego Bridge Company under Contract 89.
- Mile 232.54  
E322387  
N4770468  
**Galloway Rd. bridge, Palmyra - Bridge E-115** (1 Contributing Structure)  
BIN-4437170  
Town of Palmyra, Wayne County  
Steel double intersection Warren thru-truss approximately 151' long with approach

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deck from north, 232' long overall, 14.2' between curbs, no sidewalks. Erected 1912 by Owego Bridge Company under Contract 89.

Mile 233.01  
E321645  
N4770347

**Harrison Spillway (1 Contributing Structures, 2 Non-contributing Structures)**  
HAER NY-448

North bank, west of Galloway Road bridge at Swifts Landing Park, Town of Palmyra, Wayne County.

**Harrison Spillway** has two fixed spillway sections, one about 190' long, the other about 160', with a deep sluice gate (drain gate) at the eastern end, allowing excess water to spill from the canal into Ganargua Creek. It was constructed ca. 1912 as part of Contract 77. The single span unpainted steel pony truss **pedestrian bridge** over Reed Creek and the similar **two-section span** over Ganargua Creek, built during the 1990s to carry the Erie Canalway Trail, are non-contributing.

Mile 234.51  
E319251  
N4770362

**Palmyra Terminal (1 Contributing Structure)**  
HAER NY-449

South bank, at end of Railroad Avenue, under NY 21 bridge, Village of Palmyra, Wayne County  
Concrete wall 565' long. Constructed ca. 1912 under Contract 77

Mile 234.56  
E319222  
N4770403

**NY 21 bridge, Palmyra - Bridge E-116 (1 Non-Contributing Structure)**  
BIN-4016480

Village of Palmyra, Wayne County  
Steel Parker thru-truss approximately 230' over channel with approach decks, 330' long overall, 28' between curbs, single sidewalk outboard of east truss. Constructed 1961; non-contributing highway bridge

Mile 234.70  
E319103  
N4770491

**Barnharts Sluice Gate (1 Contributing Structure)**

HAER NY-450 North bank, west of NY21, Village of Palmyra, Wayne County  
Drains to old oxbow of Ganargua Creek. Constructed ca. 1912 under Contract 77.

Mile 235.06  
E318475  
N4770701

**Division St bridge, Palmyra - Bridge E-117 (1 Contributing Structure)**  
BIN-4437180

Village of Palmyra, Wayne County  
Steel double intersection Warren thru-truss, 151' long, 18' between curbs, single sidewalk outboard of west truss. Erected 1913 by Owego Bridge Company under Contract 89.

Mile 235.28  
E318114

**Maple Avenue / Church Street / CR 210 bridge, Palmyra - Bridge E-118 (1 Non-contributing Structure)**

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N4770687 BIN-4437190  
Town of Palmyra, Wayne County  
Unpainted steel stringer / multi-beam, 144' long, 28' between curbs. Constructed  
1990.

Mile 236.04  
E316902  
N4770516 **LOCK E-29, Palmyra** (3 Contributing Structures, 3 Contributing Buildings)  
HAER NY-452  
Off West Main Street (NY31) opposite Creek Road, west of Palmyra village line,  
Town of Macedon, Wayne County  
  
Lock E29 is on the northern side of an artificial island formed between the Barge  
Canal to the north and a portion of the Enlarged Erie Canal spilling into Ganargua  
Creek. The site includes Lock E29, a hydroelectric powerhouse, the lockhouse, and a  
former buoy tender shop building. All of the buildings are south of the lock chamber.  
Ganargua Creek Aqueduct, constructed in 1857 to carry the Enlarged Erie Canal, was  
modified to form the spillway for Lock E29. A plate girder bridge provides access.

**Lock E29** has a 16' lift to the west with normal pool elevations of 430' below and  
446' above. The chamber retains original DC gate and valve operating machinery.  
There are upstream and downstream approach walls on the south bank. The lock  
chamber and walls were built 1911-12 under Contract 77.

The first **powerhouse** on the site was erected in 1913-14 by MacArthur Brothers  
Company and Lord Electric Company under Contract 94. Spring floods in Ganargua  
Creek undermined the building in 1916 and it fell into its own tailrace. Much of the  
machinery was salvaged, the old powerhouse dynamited, and a new one was built  
atop deeper piles on the original site in 1917 under contracts 141 and 193.

The square hip-roofed concrete **lockhouse** with a walk-out basement was constructed  
by state forces during the winter of 1940-41. It is two bays wide by two deep with  
eight-over-one wood-sash double-hung windows.

A small gable-roofed concrete building, identified in canal records as the **Buoy  
Tender Shop**, is west of the chamber between the upstream approach wall and the  
powerhouse forebay.

The three-arch stone **Ganargua Creek Aqueduct** (also called Mud Creek Aqueduct)  
was constructed in 1857 to carry the Enlarged Erie Canal. The wooden trunk was  
removed and a concrete spillway was installed atop its west abutment during Barge  
Canal construction to form a spillway. The three stone arches, originally built to carry  
the towpath, now carry the Erie Canalway trail.

Aerial photographs from 1935 indicate that those arches once carried the entrance

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road to Lock E29, with a timber causeway crossing the spillway channel and powerhouse forebay. The current entrance is by way of a plate girder pony **bridge** over Ganargua Creek bearing the builder's plate, "Phoenix Bridge Company, 1914." Despite the early date, the bridge was not located on this site until sometime between 1945 and c1960.

- Mile 236.54  
E316134  
N4770348
- Walworth/Yellow Mills Road bridge, Macedon - Bridge E-119** (1 Contributing Structure)  
BIN-4437200  
Town of Macedon, Wayne County  
Steel double intersection Warren thru-truss, 151' long, 14.2' between curbs, no sidewalks. Erected 1911 by I.M. Ludington's Sons, Inc. under Contract 108.
- Mile 237.98  
E314168  
N4771141
- Enlarged Erie lock 60 visible on north bank (NRE - not counted)  
Town of Macedon, Wayne County  
Single chamber enlarged 1841, doubled 1874, lengthened 1888.
- Mile 238.34  
E313605  
N4771250
- O'Neil Road / Quaker Road bridge, Macedon - Bridge E-120** (1 Contributing Structure)  
BIN-4437210  
Town of Macedon, Wayne County  
Steel Baltimore thru-truss, 169' long, 14.8' between curbs, single sidewalk outboard of west truss. Erected 1914 by I.M. Ludington's Sons, Inc. under Contract 108.
- Mile 238.59  
E313239  
N4771356
- Pipeline bridge - bridge E-120A** (1 Non-contributing Structure)  
BIN-4437240  
Village of Macedon, Wayne County  
Suspension span, 240' long, carrying plastic pellets across canal railroad siding to molding factory on south side. Constructed 1964.
- Mile 238.93  
E312711  
N4771506
- Ontario Center Road / NY 31F Bridge, Bridge E-121, Macedon** (1 Non-contributing Structure)  
BIN-4022190  
Downstream of Lock E30, Village of Macedon, Wayne County, Constructed 1966.
- Mile 239.02  
E312596  
N4771530
- LOCK E30, Macedon** (2 Contributing Structures, 2 Contributing Buildings)  
HAER NY-454  
West of Route 31F, between Quaker Road and Route 31, Village of Macedon, Wayne

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### County

Constructed 1916, Construction Contract 49, 49A. Electrical Contract 94

The site includes Lock E30; Enlarged Erie Canal Lock 61, which was altered to form a bypass spillway; a lockhouse; and a garage. E30 never had its own powerhouse; electricity supplied by wires on a line of concrete poles from the hydroelectric plant at Lock E29

**Lock E30** has a 16.4' lift to the west with normal pool elevations of 446' below and 462.4' above. There are upstream and downstream approach walls on the south bank. The chamber retains original DC gate and valve operating machinery. A steel lattice cable bridge spans the middle of the chamber.

**Enlarged Erie Lock 61** is about 1,000' southeast of lock E30 on the opposite side of Route 31F. The side-by-side chambers were constructed in 1842; the downstream end south chamber was lengthened during the 1870s. The north chamber was plugged as part of Barge Canal construction and a concrete bulkhead with three sluice gates was installed at the head of the south chamber to regulate bypass flow around Lock E30.

The hip-roofed concrete **lockhouse** is on the south side of the chamber at about the mid-point. It is three bays wide by three deep on a raised foundation. Its long axis is at right angles to the chamber. The building is visible in 1921 photographs, making it one of the few lockhouses on the system that date to original construction.<sup>160</sup>

A hip-roofed wood-frame **garage**, sheathed in wood clapboards, is about 70' southwest of the lockhouse. It may be the "needle beam house," used to store timbers used during pump-outs, that appeared in photos and maps of the early 1920s on the north side of the chamber, moved to its present location at an unknown date.<sup>161</sup>

Mile 239.98  
E311099  
N4771982

**Canandaigua Road bridge, Macedon - Bridge E-122** (1 Contributing Structure)  
BIN-4437220  
Town of Macedon, Wayne County  
Steel Parker thru-truss, 184' long, 15' between curbs. Erected 1912 by I.M. Ludington's Sons, Inc. under Contract 108.

Mile 242.07  
E307766

**Wayneport Road bridge, Macedon - Bridge E-123** (1 Contributing Structure)  
BIN-4437230

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<sup>160</sup> Barge Canal Album, 1921.

<sup>161</sup> RM Sheet 58, Western Division, Section 8, Sta. 7525-7559, Dec 29, 1922, Rev. 1966.

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- N4771873 Town of Macedon, Wayne County  
Steel Pratt thru-truss, 186' long, 14.2' between curbs. Erected 1912 by I.M.  
Ludington's Sons, Inc. under Contract 108.
- Mile 242.10 Wayne-Monroe County Line - division between Canal Sections 6 & 7
- Mile 244.08 **Thomas Creek Spillway (1 Contributing Structure)**  
E304862 Town of Perinton, Monroe County; Constructed c1916, Contract 63 or 63A  
N4773083
- Mile 244.33 **Lyndon Road bridge, Perinton - Bridge E-124 (1 Non-contributing Structure)**  
E304531 BIN-4443010  
N4773304 Town of Perinton, Monroe County  
Unpainted steel pony truss, 630' long, 33.5' between curbs. Constructed 2002.
- Mile 245.86 **Pedestrian bridge, Perinton - Bridge E-125A (1 Non-contributing Structure)**  
E302322 Town of Perinton, Monroe County, Constructed 2013.  
N4774183
- Mile 246.11 **Turk Hill Road bridge, Fairport - Bridge E-126 (1 Non-contributing Structure)**  
E302008 BIN-4443040  
N4774471 Village of Fairport, Monroe County  
Steel stringer / multi-beam, 143' long, 50.5' between curbs. Constructed 1975
- Mile 246.52 **Parker St. bridge, Fairport - Bridge E-127 (1 Contributing Structure)**  
E301503 BIN-4443030  
N4774866 Village of Fairport, Monroe County  
Steel Warren pony-truss with polygonal top chords, 121' long, 16.7' between curbs,  
single sidewalk outboard of truss on west side. Constructed 1912
- Mile 246.56 **Fairport Spillway (1 Contributing Structure)**  
E301454 North Bank, west of Parker Street bridge, Village of Fairport, Monroe County,  
N4774918 Construction Contract 63.  
  
Two fixed crest concrete spillways on either side of four deep sluice gates with a  
concrete slab bridge across the top.
- Mile 246.58 **Fairport Terminal (2 Contributing Structures, 1 Non-Contributing Building)**  
E301388 HAER NY-455  
N4774912 Village of Fairport, Monroe County.

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**Concrete dock walls** on both banks between Main and Parker streets, constructed in 1914 as part of Contract 63

The decorative wood **dockmaster's office** on the south side is a former railroad building, moved from another location during the 1980s and is non-contributing.

Mile 246.67  
E301290  
N4774988

**Main St. / NY 250 lift bridge, Fairport - Bridge E-128** (1 Contributing Structure, 1 Contributing Building)  
HAER NY-456, BIN-4443220  
Village of Fairport, Monroe County

The **Fairport lift bridge** is the easternmost lift bridge on the Erie Canal. (The others are all west of Rochester between Spencerport and Lockport.) While they share similar operating mechanisms, Fairport's lift bridge looks very different. The span is a Warren pony truss with curved top chords, 139' long (171' overall), 37' between curbs, with sidewalks on both sides outboard of trusses. Because of site conditions and Fairport's existing street plan, the bridge crosses the canal at a 32 degree skew on a 4 percent grade. Locals claim that there are no square corners on the Fairport lift bridge – a distinction that once earned it notice in Ripley's "Believe it or Not." The truss weighs 685,909 pounds and can be raised from 6' to 15.75 above the water in 45 seconds by a pair of 27 horsepower AC motors.

Originally a cantilever section extended from the southwest corner of the truss to support the intersection of West and Main streets. That was removed after it became clear that an intersection on the moving portion of a lift bridge caused operational and traffic difficulties, and West Street was rerouted.<sup>162</sup>

The hip-roofed wood-frame **control tower** on the southeast abutment is similar, but noticeably taller than other lift bridge towers on the western end of the Erie Canal. Steel staircases at either end of the east side allow pedestrians to cross when the bridge is raised and provide access to the control tower. Fairport lift bridge was constructed in 1914 by H.S. Kerbaugh, Inc. of Philadelphia as part of Contract 63.

Mile 247.61  
E300134  
N4774841

**West Church St. / NY 31F bridge, Fairport - Bridge E-129** (1 Non-contributing Structure)  
BIN-4443040  
Village of Fairport / Town of Perinton, Monroe County  
Steel stringer multi-beam, 222' long, 30' between curbs. Constructed 1975.

<sup>162</sup> AR- SES 1913, p. 301.



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- Mile 249.12      **Ayrault Road bridge, Perinton - Bridge E-130** (1 Non-contributing Structure)  
E299687      BIN-4443050  
N4772533      Town of Perinton, Monroe County  
Unpainted steel stringer / multi-beam, 254' long, 39.4' between curbs. Constructed  
1989 to replace Wappings Bridge, built 1915 under Contract 38.
- Mile 249.47      **Palmyra Road / NY 31 bridge, Perinton - Bridge E-131** (1 Non-contributing  
E299407      Structure)  
N4772042      BIN-4443260  
Town of Perinton, Monroe County  
Warren thru-truss with verticals over channel and approach decks, 239' long overall,  
57.1' between curbs, sidewalks on both sides outboard of trusses. Constructed 2002.
- Mile 249.96      **Guard Gate - 9 (Bushnells Basin)** (1 Contributing Structure)  
E299017      HAER NY-457  
N4771366      1/3 mile east of I-490 bridge, Town of Perinton, Monroe County  
Constructed 1913 under Contracts 63 and 106.
- Mile 250.29      **I-490 bridge, Bushnells Basin - Bridge E-131A** (1 Non-contributing Structure)  
E298716      BIN-4443429  
N4770919      Town of Perinton, Monroe County  
Steel stringer/multi-beam, 389' long, 70' between curbs. Constructed 1955; non-  
contributing highway bridge
- Mile 250.4 to 252      **Irondequoit Embankment (also known as the Great Embankment)**  
Town of Perinton, Monroe County (1 Contributing structure)  
Constructed 1909-18 under contracts 41 and 41A
- Crossing the broad valley of Irondequoit Creek, east of Rochester, was a major  
engineering and construction challenge for builders of the original Erie Canal. In  
1808 surveyor James Geddes discovered a ridge of coarse gravel that snaked across  
the valley – a glacial feature now known as the Cartersville esker. By building a 145'  
long culvert to pass Irondequoit Creek and support a 60' tall earthen embankment  
above, canal builders were able to carry the channel across the valley, stepping from  
one bend of the esker to the next.
- Turns along the towpath-era embankment were too tight to maneuver 300' Barge  
Canal vessels so the state built a new embankment on a straighter alignment. This  
required re-routing Irondequoit Creek through a new Culvert 30. Fill for the new  
embankment was dumped from rail cars, then moved into place and consolidated with  
high-pressure hoses. This "hydraulic fill method" had been used elsewhere to build

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earth dams. A trough with concrete bottom and sidewalls walls was built atop the embankment and backfilled with earth to resist the outward pressure of water in the channel.

The embankment was completed in May 1911. The concrete trough was completed, backfilled, and filled with water by April 1912. It collapsed on September 6, 1912, washing away much of the embankment below. A temporary timber flume, constructed in less than three weeks, allowed canal traffic to flow while the embankment was rebuilt with a much more substantial concrete trough with inspection and drainage galleries across the top.<sup>163</sup>

When it became clear that the contractor would not be able to complete the concrete trough and embankment in time for the the canal to open on May 15, 1918, the superintendent of public works took the legal, but highly unusual, wartime recourse of cancelling the contract and marshalling crews and equipment from throughout the system to speed the work.<sup>164</sup>

Mile 250.60  
E298255  
N4770754

### **Marsh Road bridge, Bushnells Basin - Bridge E-133** (1 Contributing Structure)

BIN-4443060

Town of Perinton, Monroe County

Steel double intersection Warren thru-truss approximately 147' long over channel with approach decks, 207' long overall, 15' between curbs, no sidewalks. Constructed 1912.

Mile 252.35  
E296396  
N4772642

### **Guard Gate - 10 (Cartersville)** (2 Contributing Structures)

HAER NY-459

1/2 mile west of Great Embankment Park, Town of Pittsford, Monroe County

The two-leaf **guard gate** was constructed in 1915 as part of Contract 63.

A **spillway**, which allows excess water to flow from the canal into a branch of Irondequoit Creek, is located on the north bank, immediately upstream of the guard gate. It has four fixed crest concrete spillway sections with flashboards, approximately 142' long overall, and three sluice gates at the western end. The gate bays and spillway are crossed by a concrete deck bridge supported on steel "I" beams that

<sup>163</sup> Thomas X. Grasso, "The Erie Canal's Great Embankment across the Irondequoit Valley: Bushnell's Basin to Pittsford, New York." *Canal History and Technology Proceedings*, (Easton, PA: Center for Canal History and Technology, 1998); AR-SES 1918, pp 220-21; BoP, Plates 2, pp.102, 103.

<sup>164</sup> Whitford (1922), p. 336

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carries the Erie Canalway Trail.

- Mile 252.72  
E296003  
N4773091  
**Mitchell Road bridge, Pittsford - Bridge E-136** (1 Contributing Structure)  
BIN-4443070  
Town of Pittsford, Monroe County  
Steel thru-truss, 194' long, 14.8' between curbs. Constructed 1912.
- Mile 253.23  
E295617  
N4773803  
**State Street / NY 31 bridge, Pittsford - Bridge E-137** (1 Non-contributing Structure)  
BIN-4443270  
Village of Pittsford, Monroe County  
Skewed Warren thru-truss with verticals and polygonal top chord, 258' long, 32' between curbs, sidewalks on both sides inside trusses. Constructed 1974.
- Mile 253.43  
E295400  
N4774083  
**Pittsford Terminal** (1 contributing structure)  
HAER NY-461  
East of Main Street bridge, Village of Pittsford, Monroe County  
The 596' long concrete wall on the south bank was constructed in 1912 as part of Contract 63.
- Mile 253.50  
E295346  
N4774158  
**Main Street / NY 96 bridge, Pittsford - Bridge E-138** (1 Non-contributing Structure)  
BIN-4443289  
Village of Pittsford, Monroe County  
Warren pony-truss, 147' long, 41' between curbs, sidewalks on both sides inside trusses. Constructed 1985.
- Mile 253.68  
E295115  
N4774314  
**NY Central – West Shore RR bridge, Pittsford - Bridge E-139** (1 Contributing Structure)  
BIN-4443470  
Village of Pittsford, Monroe County  
Two skewed Baltimore thru-truss segments with center pier, 346' long overall, built for two tracks, now carrying one. Constructed 1917.  
There was some concern about this bridge being completed in time for the Barge Canal opening in 1918 because erecting crews had been taken to work in shipyards at the outset of World War I.<sup>165</sup>

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<sup>165</sup> Whitford (1922), p. 334.

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Mile 253.91  
E294745  
N4774270

**Monroe Ave. / NY 31 bridge, Pittsford - Bridge E-140** (1 Contributing Structure)  
BIN-4443290  
Village and Town of Pittsford, Monroe County  
Steel Warren thru-truss with polygonal top chords approximately 240' long over channel, 383' long overall, 14.75' between curbs, sidewalks on both sides outboard of trusses. Constructed 1941.

Mile 254.15  
E294402  
N4774209

**PITTSFORD SHOPS** (2 Contributing Structures, 3 Contributing Buildings)  
HAER NY-460  
Brook Road, Town of Pittsford, Monroe County

Pittsford Shops are located on the north bank of the canal, west of the Monroe Avenue bridge. The Canal Shops include the main State Shop, a slip spanned by a steel gantry crane, a steel storage building, and a large Quonset hut. Buildings at the eastern end of the site that house New York State DOT highway maintenance equipment are not associated with the canal and are not included in this district.

The **State Shop** is similar to those in Waterford and Syracuse, a three-aisle steel framed building with flat roofs and a raised central crane-bay aisle. It has steel industrial sash along the long sides supported on concrete knee walls with brick ends. There are large roll-up doors and a pedestrian door at either end of the central aisle. The four windows at either end, which once lit the side aisles, have been blocked-up. Clearstory windows on either side of the raised central crane bay have been covered by aluminum siding with vertical ribs.

The **slip**, between the state shop and the other buildings of the complex, is lined with interlocking steel sheet piling. An Erie **gantry crane** spans the slip, moving along rails on either side.

A gable-roofed **sheet metal building** stands on the canal bank west of the slip. It is one of six 20' x 100' surplus steel buildings that the state acquired from the War Assets Administration in 1949 and erected shops throughout the canal system.

A 40'x 100' **Quonset hut** warehouse is located inland on the west side of slip.

**History:** The Pittsford Barge Canal shops were originally established in 1922 on a stub end of the Enlarged Erie Canal about  $\frac{3}{4}$  mile west of their present location. The limited dimensions of the old channel meant that the shops were only accessible to smaller vessels and by 1924 the Superintendent of Public Works complained: "the machine shop at Pittsford should never have been built. I regard it as one of the most

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wasteful expenditures ever made by the State.”<sup>166</sup> The canal shop building was dismantled in 1928 and re-erected at its present location, next to the existing state highway garage on the main stem of the canal. The 10-ton gantry crane was relocated the next year and installed over a newly constructed slip next to the State Shop.<sup>167</sup>

Mile 254.74

**Kings Bend - Old Erie Canal bears off to north**  
Town of Pittsford, Monroe County

At this point the original and Enlarged Erie canals curved northward to aqueducts over the Genesee River in what is now downtown Rochester. Much of that route was covered in the 1960s by I-490, the “Erie Canal Expressway.” In an attempt to avoid disruption of existing urban fabric, the Barge Canal curved well south of the city, crossing the Genesee River on the same level in Genesee Valley Park, and curving through a deep rock cut, before rejoining the old route in the Town of Greece at Mile 266.45.

The state built a shop building and installed a gantry crane across the stub end of the Enlarged Erie channel in 1922 but moved them to their present location in 1928-29. Odenbach Shipbuilding occupied the former canal shop site south of French Road from the 1930s through World War II. They built landing craft there during the war that moved down the Erie Barge Canal and Hudson River to New York for export. (Odenbach had another larger wartime facility in the Town of Greece, west of Rochester with direct access to Lake Ontario, where they built tankers and other ocean-going vessels that reached the Atlantic by way of Canada’s St. Lawrence canals as well as smaller vessels that exited by way of the Oswego and eastern portion the Erie Canal.)

The old channel is now filled. The former towpath supports a bike path but not much is visible from the canal other than a slight indentation in the north bank.

Mile 255.07  
E292944  
N4774067

**Clover St./ NY 65 bridge, Pittsford - Bridge E-141** (1 Non-contributing Structure)  
BIN-4443300  
Town of Pittsford, Monroe County  
Steel stringer/multi-beam, 165' long, 56' between curbs. Constructed 1961; non-contributing highway bridge

Mile 255.14  
E292871  
N4774086

**LOCK E32, Pittsford (2 Contributing Structures, 2 Contributing Buildings)**  
HAER NY-462

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<sup>166</sup> AR-SPW, 1924, p. 23.

<sup>167</sup> AR-SPW, 1927, p 21, 1928 p. 10; 1929, p 8.

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2785 Clover Street, Town of Pittsford, Monroe County  
Constructed 1917 under Contracts 23 & 23A, Electrical Contract 94

The complex included Lock E32; a spillway dam and bypass channel; a lockhouse on the south side of the chamber at about the midpoint, and a square concrete storehouse with an observation deck on its roof opposite the lockhouse on the north side of the chamber.

**Lock E32** has a 25.1' lift to the west with normal pool elevations of 462.4' below and 487.5' above with upstream and downstream approach walls on the south bank. A steel pedestrian/cable bridge crosses the chamber below the downstream gates. Original DC gate and valve machinery remain in service. E32 never had its own powerhouse. AC electricity generated in the hydroelectric plant at E33 was transmitted by wires supported by concrete poles to E32 and the Pittsford Shops further east. A motor-generator (MG) set in the basement of the lockhouse converts AC to DC. The valve culverts at most locks discharge just below the lower gates but E32 and E33 have highway bridges immediately below the chamber. At these locks, the culvert discharge is led under the roadways to riser pipes in the lower pool.

The **bypass spillway** is about 340' west of the upper gates on the south side of the canal. It has five stoplog sections at the top spilling to a broad sloped concrete apron with large "bumps" cast in its face to break-up, slow, and aeriate flow. An open bypass channel runs parallel to and south of the lock, leading to a box culvert that passes under Clover Street to a discharge below the lock. In recent years, Genesee Whitewater Center built a series of artificial rapids in the bypass channel and hung slalom gates to encourage whitewater kayaking.

The square hip-roofed **lockhouse** is unusually close to the edge of the lock chamber – so close that there is a safety rail in front of the center doorway. The backfill bank drops away steeply from the chamber toward the bypass channel, providing a walk-out basement for the lockhouse.<sup>168</sup> The roof is clad with ribbed clay tiles and the building retains one-over-one wood-sash windows. This building appears in 1921 photographs, making it one of the few original lockhouses on the system.

The windowless concrete **storage building** on the opposite side of the chamber probably also dates to original construction. It is similar to others on the system except that its original hipped roof has been replaced by a shallow gable surmounted by an observation deck.

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<sup>168</sup> According to the lock operator, the interior staircase in the lockhouse was installed "about 20 years ago." Before that operators had to walk around in order to access electrical equipment in the basement.

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- Mile 255.36  
E292503  
N4774387
- Surge Basin above E32, Pittsford (1 Contributing Structure)  
Town of Pittsford, Monroe County  
Construction Contract 23  
A basin on the north side of the channel, separated by an earthen causeway with a narrow center gap, helps store water to dampen surges between Locks E32 and E33.
- Mile 256.36  
E290961  
N4774646
- Edgewood Ave bridge, Henrietta - Bridge E-142** (1 Non-contributing Structure)  
BIN-4443080  
Town of Henrietta, Monroe County  
Unpainted steel stringer/multi-beam, 120' long, 40' between curbs. Constructed 1981.
- Mile 256.40  
E290892  
N4774673
- LOCK E33, Rochester** (2 Contributing Structures, 1 Contributing Building, 2 Non-Contributing Buildings)  
HAER NY-463  
1205 Edgewood Avenue, Town of Henrietta, Monroe County  
Constructed 1914 under Contract 23, Electrical Contract 94
- The complex includes Lock E33; a spillway and bypass channel; the hydroelectric powerhouse (no longer operational); and a non-contributing lockhouse and garage.
- Lock E33** has a 25.1' lift to the west with normal pool elevations 487.5' below and 512.6' above with upstream and downstream approach walls on the south bank. The chamber has been refaced with new concrete and has channels with galvanized pipe glide rails. The lock retains original DC gate and valve operating machinery. There is a pedestrian and cable bridge immediately downstream of the lower gates. The cast concrete stairways leading from the lock to the lower approach wall have been covered by steel stringer stairs with open nonskid steel treads.
- The **powerhouse** is on the south bank about 377' west of the upper gates between the bypass spillway and sluice gates. Originally the plant was equipped with two vertical shaft AC generators, capable of transmitting power to Lock E32 and the Pittsford Shops, along with a motor-generator set that converted AC to DC for use at E33. None of that machinery survives. The original wood sash are in place but have been covered by plywood.
- The **spillway** has a broad sloped concrete apron with embedded stones to break up and aerate flow. Four piers across the crest have slots for stoplogs and support an open mesh steel walkway.
- Photographs from 1921 show a hip-roofed lockhouse and a hip-roofed water tower on legs on the opposite side of the powerhouse from the spillway, but those features are

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no longer extant.

The existing concrete block **lockhouse** and **garage** are on the north side of the chamber. The garage is near the upper gates, the lockhouse about a third of the way along the chamber. The lockhouse is "L" shaped with unequal ridge heights. Both buildings were constructed in 1965, after the period of significance, and are non-contributing.

- Mile 257.00  
E290028  
N4775085      **Winton Road bridge, Brighton - Bridge E-143** (1 Non-contributing Structure)  
BIN-4443090  
Town of Brighton, Monroe County  
Steel stringer/multi-beam, 271' long, 56' between curbs. Constructed 1967.
- Mile 258.03  
E288513  
N4775776      **Clinton Ave. bridge, Brighton - Bridge E-144** (1 Non-contributing Structure)  
BIN-4443100  
Town of Brighton, Monroe County  
Unpainted steel stringer/multi-beam, 268' long, 52' between curbs. Constructed 1981.
- Mile 258.09  
E288422  
N4775814      **I-390 Genesee Expressway NB bridge, Brighton - Bridge E-144A** (1 Non-contributing Structure)  
BIN-4443852  
Town of Brighton, Monroe County  
Steel stringer/multi-beam, 300' long, 66' between curbs. Constructed 1981.
- Mile 258.14  
E288346  
N4775850      **I-390 Genesee Expressway SB bridge, Brighton - Bridge E-144B** (1 Non-contributing Structure)  
BIN-4443851  
Town of Brighton, Monroe County  
Steel stringer/multi-beam, 317' long, 66' between curbs. Constructed 1981.
- Mile 258.65  
E287566  
N4776209      **I-390 Rochester Outer Loop WB bridge, Brighton E-144C** (1 Non-contributing Structure)  
BIN-4443862  
Town of Brighton, Monroe County  
Steel stringer/multi-beam, 354' long, 66' between curbs. Constructed 1978.
- Mile 258.68  
E287609  
N4776189      **I-390 Rochester Outer Loop EB, Brighton E-144D** (1 Non-contributing Structure)  
BIN-4443861  
Town of Brighton, Monroe County

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Steel stringer/multi-beam, 353' long, 66' between curbs. Constructed 1978.

Mile 258.95      **Bridge E-144E pipeline** (1 Non-Contributing Structure)  
E287165      BIN-4443760  
N4776388      Town of Brighton, Monroe County  
Girder & floorbeam, 261' long, 6.2' wide carrying steam line. Constructed 1966.

Mile 258.96      **East Henrietta Road/Rt. 15A Bridge, Brighton** (E-145) (1 Non-Contributing  
E287146      Structure)  
N4776397      BIN-4443310  
Town of Brighton, Monroe County  
Girder & floorbeam, 276' long, 44' between curbs. Constructed 1949.

Mile 259.37      **West Henrietta Road/Mount Hope Road / Rt. 15 Bridge E-146** (1 Non-  
E286549      Contributing Structure)  
N4776668      BIN-4070890  
Town of Brighton, Monroe County  
Unpainted steel stringer/multi-beam, 376' long, 76' between curbs. Constructed 1981.

Mile 259.88      **Kendrick Road Bridge E-146A** (1 Non-Contributing Structure)  
E285844      BIN-4443840  
N4777093      Town of Brighton, Monroe County  
Unpainted steel stringer/multi-beam, 408' long, 28' between curbs. Constructed 1981.

Mile 259.95      **EAST GUARD LOCK, Rochester** (1 Contributing Structure, 2 Contributing  
E285763      Buildings)  
N4777159      HAER NY-464  
Kendrick Road, Town of Brighton, Monroe County  
Constructed 1918, Construction Contract 23, 23A

The site includes the **guard lock**, a hip-roofed concrete operators' cabin, and a windowless hip-roofed concrete storehouse.

The interior chamber dimensions of the guard locks on either side of the Genesee River are the same as others on the system but instead of mitre gates they have counterbalanced vertically sliding gates, similar to guard gate leaves, at both ends.

There is a four-bay sluice gate on the south side of the Guard Lock at its western end.

An **operators' cabin** sits atop an embankment at the north side of the chamber, near the western gate. It is rarely used and its window openings have been closed with

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concrete block.

The **storehouse** is about 36' west. It retains its characteristic standing-seam metal roof with triangular vent dormers on two sides.

Guard locks were installed on both sides of the Genesee River crossing to protect the canal when the river was in flood and maintain pool levels when it was low; allowing boats to pass in both high and low river conditions. Vertically sliding gates provided passage when water level in the river was higher or lower than that of the canal. (Conventional mitre gates depend on having the water on one side higher than the other in order to keep them closed.) Genesee River fluctuations were much diminished after the Army Corps of Engineers completed the Mount Morris flood control dam in 1952. The guard locks now remain open through most of the navigation season.

The East Guard lock was the last canal structure to be built before the Erie opened end-to-end on May 15, 1918. Men were reported to be working that day with "canal water rising around their waists" to complete work that would allow the Barge Canal system to open and carry wartime traffic.<sup>169</sup>

Mile 260.02  
E285647  
N4777243

**Lehigh Valley RR Bridge E-147** (1 Contributing Structure)

BIN-4443480

Town of Brighton, Monroe County

Three side-by-side plate girders originally supported two railroad tracks, 117' long, 28.5' wide. No longer used for rail, the west section now carries trail, connecting with plate girder segments over I-490 to south. Constructed 1916.

Mile 260.04  
E285667  
N4777228

**Erie-Lackawanna RR bridge (E-148)** (1 Contributing Structure)

BIN-4443490

Town of Brighton, Monroe County

Four side-by-side plate girders originally carried three parallel lines of railroad track. 117' long, 42.8' wide. No longer used for rail, the center section now carries trail. Constructed 1918.

Mile 260.13  
E285534  
N4777329

**Bridge E-149 Main Drive** (1 Non-Contributing Structure)

BIN-4443820

City of Rochester, Monroe County

Unpainted steel stringer/multi-beam, 399' long, 22' between curbs.

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<sup>169</sup> Whitford (1922) p. 337.

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Constructed 1981, replacing a decorative cantilever span with concrete balustrades, constructed in 1918 as part of the Barge Canal work in Genesee Valley Park.<sup>170</sup>

Mile 260.29  
E285317  
N4777488

**Pedestrian Bridge E-150** (1 Contributing Structure)

HAER NY-465BIN-4443612

City of Rochester, Monroe County

Concrete arch, 185' long, 15.2' wide walkway

Constructed 1919, Construction Contracts 144 / 144A

Three unusual concrete arch pedestrian bridges span the canal near the Genesee crossing – two on the east side of the river, one on the west. All three have thin reinforced concrete parabolic arches supporting an arched walkway atop rubble-filled spandrels with decorative concrete balustrades.

Rochester's Board of Park Commissioners hired landscape architect Frederick Law Olmsted to design a number of the city's parks. Olmsted recommended acquiring land south of the central city along both sides of the Genesee River for park purposes. By the 1890s, despite the opposition of residents who objected to the expense and tax impact of parks, the commissioners had purchased land and started to implement Olmsted's designs, including plantings, a carriage drive, pedestrian paths, and a flock of sheep with shepherd to keep the grass down. By the beginning of the 20<sup>th</sup> century Genesee Valley Park had playgrounds, tennis courts, and one of the country's first public golf courses. In 1902, John C. Olmsted protested the impact that the proposed Barge Canal would have on his father's work when a route cutting through Genesee Valley Park became the most likely of five alternatives considered through or around Rochester. After Frederick Law Olmsted Sr. died in 1903, Olmsted Brothers, the firm headed by his sons, is said to have sketched the arched bridges to connect severed portions of Genesee Valley Park across the new waterway in 1912. The designs were refined in the state engineer's office and the three bridges were constructed shortly after the canal opened in 1918-19.<sup>171</sup>

The picturesque spans were a nuisance to canal boat operators. Their shallow arches limited overhead clearance at the edges of the channel. After a number of collisions, the DPW installed piling fenders in 1927 to narrow the channel and kept boats away from the springs of the arches.<sup>172</sup>

<sup>170</sup> Illustrated AR-SES 1918, opposite p. 18 and BoP plates 129-132.

<sup>171</sup> Marjorie Wickes and Tim O'Connell, "The Legacy of Frederick Law Olmsted" *Rochester History*, Vol. L no 2 (April 1988). The state also built a matching concrete cantilever bridge to carry Main Drive over Red Creek on the south side of the canal, east of the crossing, but that is no longer extant. BoP Plates, 133-5.

<sup>172</sup> AR-SPW, 1927, p. 18.

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Mile 260.40  
E285178  
N4777596

**Pedestrian Bridge E-151** (1 Contributing Structure)  
HAER NY-465BIN-4443611  
City of Rochester, Monroe County  
Concrete arch, 185' long, 15.2' walkway  
Constructed 1919, Construction Contracts 144 / 144A, a sibling of E-150.

### GENESEE ARM

At Rochester, the 20<sup>th</sup> century version of the Erie Canal runs nearly four miles south of the 19<sup>th</sup> century routes through the center of the city. In order to maintain waterborne commerce, the state built a movable dam above Court Street that raised the river level during the navigation season and dredged a channel, allowing boats within two blocks of the earlier route.

The original Erie Canal went through the center of Rochester, crossing the Genesee River on an aqueduct just below today's Court Street. The Enlarged Erie crossed slightly downstream. That 1842 stone aqueduct is still in place, carrying Broad Street across the river on a line of arches set atop the old parapet.

Mile 0.17  
E285257  
N4777745

**Pedestrian Bridge E-153C** (1 Non-Contributing Structure)  
BIN-4443830  
City of Rochester, Monroe County  
Unpainted Steel stringer/multi-beam, 360' long, 12' between curbs. Constructed 1981

Mile 0.61  
E285848  
N4777973

**Elmwood Avenue Bridge E-154** (1 Contributing Structure)  
BIN-4025890  
City of Rochester, Monroe County  
Steel girder & floorbeam, Five spans supported by four piers. 444' long overall, 58' between curbs, sidewalks on both sides. Constructed 1934

Mile 1.14  
E285806  
N4778758

**Genesee Riverway Trail pedestrian bridge** (1 Non-Contributing Structure)  
BIN-unknown  
City of Rochester, Monroe County  
Connecting South Plymouth Ave. with University of Rochester. Mid-channel pier plus one near either bank. Constructed ca. 2010

Mile 1.72

**Erie Lackawanna Railroad Bridge E-155** (1 Contributing Structure)

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E286650  
N4778914  
BIN-4443810  
City of Rochester, Monroe County  
Eight plate-girder spans supported by seven piers. Two sections over navigation channel and a third over Wilson Blvd. are pony spans, remainder are deck spans. 784' long overall, 7.5' inside beams (single track). Constructed 1916. Re-opened as ped/bike crossing 2012.

Mile 2.51  
E287334  
N4779906  
**Ford Street bridge, Rochester E156** (1 Contributing Structure)  
BIN-4443800  
City of Rochester, Monroe County  
Three Warren pony truss spans, each approximately 128' long, supported on two mid channel piers. 462' long overall with approach decks, 50' inside curbs, sidewalks on both sides outboard of trusses. Decorative tower at river bank on all four corners. Constructed 1898

Mile 3.00  
Site of Rochester Terminal, with timber and masonry freighthouses, stood on the east bank, roughly opposite today's Corn Hill Landing. Neither of the buildings survive. The terminal wall has been replaced by new material with railings and no mooring facilities. There are no Barge Canal features visible on this site; archeological potential has not been investigated.

Mile 3.45  
E287856  
N4780896  
**Frederick Douglas-Susan B. Anthony Memorial (I-490) Bridge** (1 Non-contributing Structure)  
BIN-4050129  
City of Rochester, Monroe County  
Paired steel thru-archs with suspended decks, 465' long over river, 126' wide. Constructed 2007

Mile 3.58  
E287864  
N4781035  
**COURT STREET DAM** (1 Contributing Structure, 2 Contributing Buildings)  
City of Rochester, Monroe County  
Construction Contract 59  
The movable dam a short distance upstream of Court Street maintains pool elevations in the Genesee Arm and adjacent portions of the Erie Canal during the navigation season but can be lowered during the winter and spring to allow flood waters and the ice and debris they carry to pass unimpeded. The **dam** has four sector gates – two long ones on the west side of the river with a control building in the middle, and two shorter gates with their own **control building**. Warren truss pedestrian bridges with curved top chords span the wide gates, providing access to the control building and

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mid-river pier. There are simple plate-girder spans above the shorter gates on the east.

Court Street Dam has the only sector gates on the system. These have curved upstream faces and pivots like Taintor gates but release water by being dropped into the river bed rather than being hoisted above. Sector gates are operated by hydrostatic pressure. They require no power for raising or lowering, are quick acting, can be adjusted to accommodate varying flows, and are less prone to being fouled by floating debris than other movable dam designs -- important considerations on a flashy river like the Genesee. They are more difficult to maintain because the steelwork is constantly submerged, unlike Taintor gates or Mohawk style movable dams, which are hoisted out of the water and can be serviced during the off season.

Originally Court Street Dam had two 54' sector gates on the east end and a two-span 240' long Mohawk style movable dam on the west end. They maintained a 512' pool that dropped to 502' when the Mohawk-style dam was raised. That created problems for Rochester Gas & Electric Company, which operated several hydroelectric plants on the falls below. In 1926 the utility company and the state entered an agreement whereby RG&E paid to replace the Mohawk-style bridge dam sections with a pair of 110' long sector gates designed by E.L. Cooley.<sup>173</sup>

Court Street Dam was not finished by May 15, 1918, when the Erie was scheduled to be opened end-to-end. The state built a temporary wooden Poirée needle dam upstream (south) of Elmwood Avenue to maintain pool levels in the new canal and a concrete junction lock at South Greece that allowed boats of Enlarged Erie dimensions to reach Rochester while the Court Street Dam and the terminal were being constructed.<sup>174</sup>

[Return to Erie Canal Main Stem]

Mile 260.58  
E284952  
N4777764

**Pedestrian Bridge E-157** (1 Contributing Structure)  
HAER NY-465BIN-4443660  
City of Rochester, Monroe County  
Concrete arch, 185' long, 15.2' walkway  
Constructed 1919, Construction Contracts 144 / 144A

A sibling of Bridges E-150 and E-151 east of the Genesee River.

<sup>173</sup> C.C. Coonan, "110-foot Sector Gate Dam at Court Street, Rochester, NY" *Cornell Engineer*, VXXXX, No. 2 (1927); BoP, Plates 61-62.

<sup>174</sup> Barge Canal Bulletin, XI:5 (May 1918), pp. 143, 144, photos pp. 159-60; Whitford (1922), pp. 334-5.

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Near this point on May 10, 1918, state engineer Frank Williams borrowed a workman's shovel to dig a ditch through the earth berm that separated the Erie Canal from the Genesee River, a quiet and unofficial ceremony that marked the end-to-end completion of the New York State Barge Canal. A dragline finished the job, opening the last barrier on the new waterway between Lake Erie and the Hudson. The official opening was five days later on May 15.<sup>175</sup>

Mile 260.61  
E284913  
N4777791

**Pennsylvania RR Bridge E-158** (1 Contributing Structure)

BIN-4443540

City of Rochester, Monroe County

Skewed Warren thru-truss with verticals, 185' long, 11.8' inside trusses - Constructed 1916-8. RETIRED - former Pennsylvania R.R., no longer used for rail.

Steel shortages during World War I delayed completion of this bridge, requiring P.R.R. trains to be diverted to tracks of the West Shore and Erie railroads so that the temporary earth embankment carrying Pennsylvania tracks across the canal could be removed in time for the May 15, 1918 opening.<sup>176</sup>

Mile 260.71  
E284783  
N4777890

**Scottsville Road Bridge E-159** (1 Non-Contributing Structure)

BIN-4443330

City of Rochester / Town of Chili, Monroe County

Unpainted steel stringer/multi-beam, 175' long, 50' between curbs. Constructed 1991

Mile 261.02  
E284377  
N4778199

**WEST GUARD LOCK, Rochester** (1 Contributing Structure)

HAER NY-466

Access road and stairs off Genesee Park Boulevard opposite Fairview Ave., City of Rochester / Town of Chili, Monroe County

Constructed 1917, Construction Contracts 21, 21A

West Guard is similar to its counterpart on the east side of the Genesee River but there is no associated lockhouse, storage building, or sluice gate structure.

Mile 261 to 266

Deep Cut. From the Genesee River crossing to the junction with the line of the old canal in Greece, the Barge Canal version of the Erie follows a loop around the southern outskirts of Rochester, cutting into the toe of the Medina Escarpment. In some places the rock cut is more than 65' deep. The first part of the Deep Cut, between the New York Central Railroad bridge and South Greece, was carved by

<sup>175</sup> AR-SES, 1918, pp 11-12.

<sup>176</sup> Whitford (1922), p. 336.

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contractor Frank A. Maselli under Contract 6. In order to move vast quantities of waste rock out of the excavation, Maselli adapted designs for a type bridge conveyor that had been used at coal and ore docks at Chicago, Cleveland, Ashtabula, and Buffalo. Maselli's "Grab Machine," fabricated and erected by Pittsburgh Steel Construction Company, was a 428' long bridge truss supported by 90' tall towers that ran on rails set about 200' apart on either side of the cut. The north end of the horizontal truss cantilevered 128' past the supporting tower; the south end extended 96.' The operator's booth and pulleys supporting the clamshell bucket rode on rails suspended below the bridge truss. In operation, the grab machine's bucket scooped up broken rock that had been fractured by air or steam drills and explosives from the bottom of the cut, hoisted it clear of the trench, and deposited it on spoil banks along either side. It then moved along the rails to clear waste rock from the next section. The grab machine had arc lights, operated around the clock, and was a construction landmark along the canal from 1906 to 1909. The linear piles of broken rock along either side of the vertical-walled trench were prominent landscape features well into mid-century when the material was eventually ground-up and re-used as aggregate. Rock at the western end of the cut was weaker and weathered quickly when exposed to the elements. The cut had to be far wider there to accommodate sloping banks.<sup>177</sup>

- Mile 261.26  
E284075  
N4778421      **Bridge E-160 railroad** (1 Contributing Structure)  
BIN-4443550 RETIRED  
City of Rochester / Town of Gates, Monroe County  
Skewed Warren thru-truss with verticals, 202' long, 11.6' wide. Constructed 1917.  
Tracks removed. No place for them on the south side due to I-490.
- Mile 261.54  
E283789  
N4778773      **Brooks Avenue / NY 204 Bridge E-161** (1 Non-Contributing Structure)  
BIN-4443410  
City of Rochester / Town of Gates, Monroe County  
Unpainted steel frame, 292' long, 54' between curbs. Constructed 1989.
- Mile 262.24  
E283249  
N4779744      **Buckeye Pipeline Bridge E-161A** (1 Non-Contributing Structure)  
BIN-4443770 City of Rochester / Town of Gates, Monroe County  
Steel thru-truss, 121' long, 3.6' wide. Constructed 1969.
- Mile 262.26  
E283229      **Rochester & Southern / B&O railroad bridge E-162** (1 Contributing Structure)  
City of Rochester / Town of Gates, Monroe County

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<sup>177</sup> *Barge Canal Bulletin*, January 1909.



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- N4779784 Steel truss-deck, 138' long, 58' wide. Constructed 1912.
- Mile 262.30 **Chili Avenue / Rt 33A Bridge, Rochester, E-163** (1 Contributing Structure)  
E283200 BIN-4443340  
N4779835 City of Rochester / Town of Gates, Monroe County  
Warren thru-truss with polygonal top chords, 154' long, 42' between curbs, sidewalks on both sides outboard of trusses. Constructed 1940.
- Mile 262.32 **Pipeline bridge E-162A** (1 Non-Contributing Structure)  
E283220 BIN-4443780  
N4779792 City of Rochester / Town of Gates, Monroe County  
Steel thru-truss, 143' long. Constructed 1988.
- Mile 262.90 **36" waterline pipeline bridge (E-163A)** (1 Non-Contributing Structure)  
E283198 BIN-4443730  
N4779843 City of Rochester / Town of Gates, Monroe County  
Stringer/multi-beam, 145' long. Constructed 1972.
- Mile 262.91 **Railroad Bridge E-164** (1 Contributing Structure)  
E282820 BIN-4443570  
N4780741 City of Rochester / Town of Gates, Monroe County  
Plate girder supported deck, 127' long, 47.7' wide, built to carry four lines of track, now carrying two. Constructed 1915.
- Mile 262.92 **New York Transit pipeline bridge E-164A** (1 Non-Contributing Structure)  
E282775 BIN-4443790  
N4780947 City of Rochester / Town of Gates, Monroe County  
Steel, pipeline crossing, 128' long. Constructed 1966.
- Mile 263.03 **Buffalo Road/NY33 Bridge, Rochester E-165** (1 Non-Contributing Structure)  
E282777 BIN-4443350  
N4780928 City of Rochester / Town of Gates, Monroe County  
Unpainted steel stringer/multi-beam, 165' long, 52' between curbs. Constructed 1994.
- Mile 263.04 **Gas & Water pipeline bridge E-165D** (1 Non-Contributing Structure)  
E282823 BIN-4443740  
N4780721 City of Rochester / Town of Gates, Monroe County  
140' long. Constructed 1968.
- Mile 263.54 **Bridge E-165A I-490 EB** (1 Non-Contributing Structure)

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E282618 N4781734	<b>BIN-4443362</b> City of Rochester / Town of Gates, Monroe County Steel stringer/multi-beam, 155' long, 73' between curbs. Constructed 1963.
Mile 263.58 E282603 N4781803	<b>Bridge E-165B I-490 WB</b> (1 Non-Contributing Structure) <b>BIN-4443361</b> City of Rochester / Town of Gates, Monroe County Steel stringer/multi-beam, 155' long, 73' between curbs. Constructed 1963.
Mile 264.07 E282445 N4782558	<b>Water transmission pipeline bridge E-165C</b> (1 Non-Contributing Structure) <b>BIN-4443750</b> City of Rochester / Town of Gates, Monroe County 188' long, Owned by Monroe County Water Authority. Constructed 1975.
Mile 264.08 E282441 N4782582	<b>Lyell Avenue / NY 31 Bridge, Rochester E-166</b> (1 Contributing Structure) <b>BIN-4443380</b> City of Rochester / Town of Gates, Monroe County Warren pony truss with polygonal top chords, 118' long, 40' between curbs, sidewalks on both sides outboard of trusses. Constructed 1937.
Mile 264.51 E282258 N4783245	<b>Railroad Bridge E-167</b> (1 Contributing Structure) <b>BIN-4443580</b> City of Rochester / Town of Gates, Monroe County Skewed Baltimore thru-truss, 179' long, 20.7' wide, built for two tracks, now carrying one. Constructed 1907 – RETIRED.
Mile 264.53 E282242 N4783274	<b>Rochester Lockport &amp; Buffalo RR Bridge E-168</b> (1 Contributing Structure) <b>BIN-4443690</b> City of Rochester / Town of Gates, Monroe County Skewed Pratt thru-truss, 179' long, 27' wide, constructed 1907 - RETIRED tracks removed.
Mile 264.66 E282107 N4783437	<b>Lee Road Bridge E-169</b> (1 Non-Contributing Structure) <b>BIN-4443110</b> City of Rochester / Town of Gates, Monroe County Unpainted steel stringer/multi-beam, 214' long, 50' between curbs. Constructed 1990

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- Mile 264.81  
E281909  
N4783597  
**I-390 NB Bridge, Gates E-169A** (1 Non-Contributing Structure)  
BIN-4062532  
City of Rochester / Town of Gates, Monroe County  
Steel stringer/multi-beam, 202' long, 51' between curbs. Constructed 1971
- Mile 264.83  
E281886  
N4783611  
**I-390 SB Bridge, Gates E-169B** (1 Non-Contributing Structure)  
BIN-4062531  
City of Rochester / Town of Gates, Monroe County  
Steel stringer/multi-beam, 202' long, 57.5' between curbs. Constructed 1971
- Mile 265.94  
E280444  
N4784633  
**Long Pond Road bridge, Gates (E-170)** (1 Non-Contributing Structure)  
BIN-4443120  
Town of Greece, Monroe County  
Prestressed concrete box beams, 224' long, 54' between curbs. Constructed 1991
- Mile 266.45  
E279706  
N4784896  
**South Greece Junction Lock & Waste Weir** (mileage approximate) (2 Contributing Structures)  
HAER NY-467  
North bank, 0.45 miles W of Long Pond Road, Town of Greece, Monroe County  
The **Waste Weir**, constructed in 1910 under Contract 60, is on the north bank of the canal.  
The **Junction Lock** is about 100' north on the alignment of the Enlarged Erie Canal. It was built in 1918 and operated until about 1923. Initially it lowered boats 3' and allowed them to reach the west side of Rochester by way of the old canal while the Genesee Arm and Rochester Terminal were still under construction. Later the section of old canal between the Junction Lock and Ridgeway Avenue served as a drydock and repair facility for smaller vessels. Because it was only intended for temporary service, the junction lock had concrete abutments at each end to support the hand-operated gates, but no walls in-between. (In 18<sup>th</sup> century Britain this would be called a turf lock.) A wooden guide wall along the north side provided mooring points and kept boats from settling onto the sloped banks. Most of the lock is now filled-in. A community group mounted ersatz gates with balance beams on the upstream quoins a number of years ago to commemorate the Junction Lock's function.<sup>178</sup>
- From this point west, the Barge Canal follows a widened and deepened version of the

<sup>178</sup> Canal Society of New York State, "Field Trip Guide: the Erie Canal – Monroe and Orleans Counties (Bushnell's Basin to Medina), May 20, 1995," p. 64.

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- 19<sup>th</sup> century Erie Canal alignment.
- Mile 267.64 **Bridge E-171 Elmgrove Rd** (1 Non-Contributing Structure)  
E277982 BIN-4047410  
N4785373 Town of Greece, Monroe County  
Steel stringer/multi-beam, 293' long, 44' between curbs. Constructed 1970
- Mile 268.75 **Bridge E-172 Manitou Rd** (1 Non-Contributing Structure)  
E276255 BIN-4443130  
N4785315 Town of Greece, Monroe County  
Steel stringer/multi-beam, 361' long, 36' between curbs. Constructed 1959; non-contributing highway bridge
- Mile 269.83 **Bridge E-173 Gillett Road** (1 Contributing Structure)  
E274631 BIN-4443140  
N4785743 Town of Ogden, Monroe County  
Steel double intersection Warren thru-truss approximately 148' over channel, with approach decks, 187' long overall, 14.7' between curbs, no sidewalks.  
Erected by J.B. & J.M. Cornell Co. in 1909 under Contract 60.
- Mile 269.93 **Guard Gate - 11 (Spencerport)** (1 Contributing Structure)  
E274472 West of Gillet Road, Town of Ogden, Monroe County  
N4785779 141' long, 18.7' between curbs. Constructed 1910, under Contract 60.
- Mile 271.00 **Spencerport Waste Weir** (1 Contributing Structure)  
E272799 HAER NY-469  
N4785789 North side of canal, Town of Ogden, Monroe County  
Spillway with two sluice gates at west end, all spanned by plate girder bridge with wood plank deck carrying Erie Canalway Trail. Constructed 1913 by Empire Engineering as part of Contract 75.
- Mile 271.20 **Spencerport Terminal** (1 Contributing Structure)  
E272499 HAER NY-470  
N4786071 North bank of canal, west of Union Street lift bridge, Village of Spencerport, Monroe County  
Concrete wall approximately 375' long. Constructed 1915 under Contracts 60, T-49. A 16' x 30' frame freighthouse and 1/2 ton hand powered derrick, constructed 1917 under Contract T-206, are no longer extant.
- Mile 271.28 **Union Street Lift Bridge, Spencerport E-174** (1 Contributing Structure, 1 Non-

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E272455 contributing Building)  
N4786092 HAER NY-471, BIN-4443230  
Village of Spencerport, Monroe County  
Pony truss **lift span** 141' long, 18.7' between curbs with pedestrian stairways on the west side. Constructed 1913, under Contract 105. The flat roofed brick **control building** on the north side of the canal, west side of the roadway, was built in 1977 when the bridge was rehabilitated, replacing the original tower on the opposite bank. It has paired three-light steel sash casement windows. All of the other lift bridge towers on the system are located right on the edge of the water but the new building at Spencerport is about 30' from the canal bank.

Mile 271.47 **Martha Street Bridge, Spencerport** (E-175) (1 Contributing Structure)  
E272220 BIN-4443150  
N4786290 Village of Spencerport, Monroe County  
Double intersection Warren thru-truss, approximately 149' over channel with approach decks. No sidewalks. Constructed 1908, Construction Contract 60.

Mile 272.49 **Trimmer Road bridge, Spencerport** (E-176) (1 Contributing Structure)  
E270588 BIN-4443160  
N4786445 Town of Ogden, Monroe County  
Double intersection Warren thru-truss, approximately 149' over channel with approach decks. No sidewalks. Constructed 1909, Construction Contract 60.

Mile 274.10 **Adams Basin Terminal** (1 Contributing Structure)  
E268214 HAER NY-472  
N4786473 South bank, east of Washington Street Lift Bridge, Adams Basin, Town of Ogden, Monroe County  
Concrete wall, about 515' long. Constructed 1911, Contract 60.

Mile 274.21 **Adams Basin (Washington Street) Lift Bridge** (1 Contributing Structure, 1 Contributing Building)  
E268123 HAER NY-473, BIN-4443590  
N4786504 Town of Ogden, Monroe County  
Pony truss **lift span** 145' long, 18.7' between curbs. Constructed 1912 under Contract 105.  
The wood-frame **control tower** is on the east side of the roadway at the south end end of the bridge. It is clad in fiber-cement clapboard siding and retains two-over-two wood-sash double-hung windows and the warning bell outside the upper level door.

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Mile 274.44  
E267853  
N4786555

**Adams Basin Waste Weir** (1 Contributing Structure)  
HAER NY-474  
South bank, about 900' west of Washington Street Lift Bridge, Adams Basin, Town of Ogden, Monroe County  
100' long spillway with three sluice gates at east end. Constructed 1910, under Contract 60.

Mile 275.28  
E266620  
N4787344

**Gallup Road / CR 244 bridge E-179** (1 Contributing Structure)  
BIN-4443180  
Town of Sweden, Monroe County  
Double intersection Warren thru-truss, approximately 149' over channel with approach decks, 187' long overall, 14.9' between curbs, no sidewalks. Constructed 1909 under Contract 61.

Mile 276.66  
E264845  
N4788372

**Sweden Walker bridge E-180** (1 Non-Contributing Structure)  
BIN-4443400  
Town of Sweden, Monroe County  
Pre-stressed concrete box beams, 221' long, 52' between curbs. Constructed 1985.

Mile 278.76  
E261570  
N4788915

**Park Avenue Lift Bridge, Brockport** (E-181) (1 Contributing Structure, 1 Contributing Building)  
HAER NY-477, BIN-4443190  
Village of Brockport, Monroe County  
Pony truss **lift span** 156' long, 18.7' between curbs. Constructed 1914 under Contract 105. Steel truss replaced in-kind in 1991 under contract D500552.  
The wood-frame **control tower** is on the west side of the roadway at the north end of the bridge. Although the sheathing has been replaced by vertically grooved (T1-11) plywood and its wood windows have been replaced by single pane vinyl double-hung and casement units, the tower retains its warning bell outside the upper level door.

Mile 278.85  
E261528  
N4788931

**Brockport Terminal** (1 Contributing Structure, 1 Non-Contributing Building)  
HAER NY-475  
South bank between Park Avenue and Main Street, Village of Brockport, Monroe County  
**Concrete wall**, about 780' long, constructed 1913 under Contract 61. A 40' section has been "notched" and lowered to provide easier access to pleasure boats. The wood frame freight house, built under contract T-232, is no longer extant.

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Harvester Park **Visitor Center**, constructed after 2000, is non-contributing

Mile 278.93  
E261355  
N4789068

**Main Street Lift Bridge, Brockport (E-182)** (1 Contributing Structure, 1 Contributing Building)  
HAER NY-476, BIN-4443240  
Village of Brockport, Monroe County

Brockport has two lift bridges, built by different firms under separate contracts.

The Main Street lift bridge has a pony truss 156' long, 23.7' between curbs, classed as a "heavy" lift bridge (along with those at Medina and Exchange Street in Lockport).

Brockport's Main Street bridge was constructed by W.S. Cooper Company of Cleveland, Ohio under Contract 106 (which included three other lift bridges). Apparently, W.S. Cooper subcontracted steel fabrication because a plate attached to the truss reads: "Built by the McMyler-Interstate Co., Cleveland, Ohio, 1915."

The Main Street bridge has a square concrete **control tower** on the west side of roadway on the north bank of the canal. Like other concrete lift bridge towers at Lockport and Medina, it has a flat roof with a broad flaring cornice and one-over-one wood-sash double-hung windows.

Mile 279.21  
E260915  
N4789029

**Smith Street Bridge, Brockport E-183** (1 Contributing Structure)  
BIN-4443200  
Village of Brockport, Monroe County

Warren pony truss approximately 199' long over channel, 160' long overall with approach decks, 14.8' between curbs, no sidewalks. Constructed 1910, Construction Contract 61.

Mile 279.23  
E260876  
N4789035

**Brockport Waste Weir** (1 Contributing Structure)  
HAER NY-478

North bank, 30' west of Smith Street bridge, Village of Brockport, Monroe County  
North bank, 140' west of Smith Street bridge  
Constructed 1910, Construction Contract 61.

Mile 279.80  
E259986  
N4788865

**Guard Gate - 12 (Brockport)** (1 Contributing Structure)  
HAER NY-479

Holley Road, behind the SUNY Brockport Maintenance Building, Village of Brockport, Monroe County  
Constructed 1913, Construction Contract 75.

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Mile 280.47      **Redman Road / CR 236 bridge, Brockport E-184** (1 Non-Contributing Structure)  
E258918      BIN-4443210  
N4788863      Town of Sweden, Monroe County  
Unpainted steel stringer/multi-beam, 239' long, 52' between curbs. Constructed 1983.

Mile 282.03      **Route 31 bridge, Brockport E-185** (1 Non-Contributing Structure)  
E256690      BIN-4443250  
N4789721      Town of Clarkson, Monroe County  
Steel stringer/multi-beam, 375' long, 39.4' between curbs. Constructed 2010.

Mile 283.00      **Bennetts Corners Road bridge E-186** (1 Contributing Structure)  
E255233      BIN-4445010  
N4790183      Town of Murray, Monroe County  
Double intersection Warren thru-truss, 150' long, with approach decks, 14.8' between curbs, no sidewalks. Constructed 1911.

Mile 283.20      **Holley Embankment** (2 Contributing Structures)  
E254902      HAER NY-480  
N4790300      Village of Holley, Orleans County  
Constructed 1914, Construction Contract 62.

The embankment at Holley is the tallest on the system, rising 76' above the valley of the East Branch of Sandy Creek. It is four feet taller, albeit considerably shorter, than the "Great Embankment" over Irondequoit Creek at Bushnells Basin. The feature includes a reinforced concrete trough, supported by and embedded within an earth embankment. **Culvert E-65**, which carries the creek under the embankment, incorporates stonework of the 1859 culvert that carried the Enlarged Erie Canal over the valley, extended to the north with concrete to accommodate the wider Barge Canal. A **waste weir** with fixed crest spillway and three deep drain gates is on the south bank of the canal at the eastern end of the embankment. Water spilling from that weir forms an artificial waterfall, dropping into a stilling pool before emptying into Sandy Creek and passing under the canal through the culvert. The waterfall, pool, and low-lying ground in the valley south of the embankment have been developed as a community park (not included in this NR district).

Originally, the Erie Canal crossed the East Branch of Sandy Creek on a shorter embankment located further up the valley to the south, closer to the center of Holley.

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Sharp bends at either end inhibited canal boats and restricted the flow of water so the canal commissioners proposed building a new embankment at the present location in 1854. Although it required a taller, longer and potentially more vulnerable embankment, the new route, which went into service in 1862, eliminated the troublesome bends and shaved nearly a mile off the total length of the canal. The old channel remained navigable through much of the 19<sup>th</sup> century as the "Holley Loop," providing access to the village center for smaller freight vessels, but it is now filled.

Mile 283.48  
E254620  
N4790639

**East Avenue Lift Bridge, Holley (E-187)** (1 Contributing Structure, 1 Contributing Building)  
HAER NY-481, BIN-4445020  
Village of Holley, Orleans County  
Pony truss **lifting span** 141' long, 18.7' between curbs. Constructed 1911 under Contract 62. A casting affixed to the truss reads: "I.M. Ldington's sons, Inc. General Contractors, Rochester N.Y., 1911, Lackawanna Bridge Co. Bridge Builders, Buffalo, N.Y."  
The wood-frame **control tower** is on the west side of the roadway at the south end of the bridge. It is clad in wood clapboards and has one-over-over double-hung replacement sash with faux muntins. The warning bell remains in place beside the upper level door.

Mile 283.50  
E254576  
N4790678

**Holley Terminal** (1 Contributing Structure)  
HAER NY-482  
South bank, west of East Avenue lift bridge, Village of Holley, Orleans County  
Wall constructed 1915 under Contract T-50; 16' x 30' wood-frame freighthouse and 1/2 ton hand derrick, built under Contract T-206, are no longer extant

Mile 284.14  
E254258  
N4791598

**North Main St./Rt 237 bridge, Holley E-188** (1 Non-Contributing Structure)  
BIN-4445280  
Town of Murray, Orleans County  
Unpainted steel stringer/multi-beam, 367' long, 36' between curbs. Constructed 1984.

Mile 284.16  
E254237  
N4791608

**Guard Gate - 13 (Holley)** (1 Contributing Structure)  
HAER NY-483  
West of North Main Street / NY237 bridge, Town of Murray, Orleans County  
Constructed 1914 under Contract 62.

Mile 285.00  
E253240

**Telegraph Road Bridge (E-189)** (1 Contributing Structure)  
BIN-4445030

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- N4792475 Town of Murray, Orleans County  
Skewed double intersection Warren thru-truss, 186' long, 14.8' between curbs, no sidewalks. Constructed 1911.
- Mile 285.48 **Groth Road Bridge (E-190)** (1 Contributing Structure)  
E252709 BIN-4445040  
N4793042 Town of Murray, Orleans County  
Skewed double intersection Warren thru-truss, approximately 170' long over channel, 210' long overall with approach decks, 14.8' between curbs, no sidewalks. Constructed 1911.
- Mile 286.58 **Hulberton Road Lift Bridge, Hulberton (E-191)** (1 Contributing Structure, 1 Contributing Building)  
E251106 HAER NY-485, BIN-4445050  
N4793625 CR 24, Hulberton, Town of Murray, Orleans County  
Pony truss **lifting span** 145' long, 18.6' between curbs. Constructed 1913 under Contract 104.  
The wood-frame **control tower** is on the west side of the roadway on the north bank of the canal. It is clad in wood clapboards and has modern vinyl-framed casement windows. The warning bell is still in place beside the upper level door.
- Mile 287.71 **Brockville Waste Weir** (1 Contributing Structure)  
E249382 HAER NY-486  
N4793573 North bank, east of Fancher Road Bridge, Town of Murray, Orleans County  
Four sluice gates in concrete structure spanned by concrete slab bridge carrying access road/Erie Canalway Trial. Spillway elevation 513.34.  
Constructed 1911 as part of Contract 6.
- Mile 287.89 **Fancher Rd Bridge E-192** (1 Non-contributing Structure)  
E249096 BIN-4445290  
N4793618 Town of Murray, Orleans County  
Prestressed concrete box beams, 236' long, 30' between curbs. Constructed 1985.
- Mile 288.65 **Hindsburg Road Bridge E-193** (1 Contributing Structure)  
E247884 BIN-4445060  
N4793614 Town of Murray, Orleans County  
Double intersection Warren thru-truss approximately 153' over channel, 193' long overall with approach ramps, 14.8' between curbs. Constructed 1911.

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Mile 289.15      **Transit Road Bridge E-194** (1 Contributing Structure)  
E247092      BIN-4445070  
N4793490      Town of Murray, Orleans County  
Double intersection Warren thru-truss approximately 153' over channel, 14.8' between  
curbs, single sidewalk outboard of west truss not connected to land at either end. 1911

Mile 290.18      **Densmore Road Bridge E-195** (1 Contributing Structure)  
E245463      BIN-4445080  
N4793274      Town of Albion, Orleans County  
Double intersection Warren thru-truss approximately 148' over channel, 186' long  
overall with approach decks, 14.6' between curbs, no sidewalks. Constructed 1911.

Mile 290.88      **Keitel Road Bridge E-196** (1 Contributing Structure)  
E244331      BIN-4445090  
N4793304      Town of Albion, Orleans County  
Double intersection Warren thru-truss approximately 149' over channel, 193' long  
overall with approach decks, 14.8' between curbs, no sidewalks. Constructed 1912.

Mile 291.72      **Butts Road Bridge E-197** (1 Contributing Structure)  
E242980      BIN-4445100  
N4793305      Town of Albion, Orleans County  
Double intersection Warren thru-truss approximately 149' over channel, 191' long  
overall, 14.6' between curbs, no sidewalks. Constructed 1912.

Mile 292.37      **Brown Street Bridge, Albion E-198** (1 Contributing Structure)  
E241953      BIN-4445110  
N4793269      Village of Albion, Orleans County  
Double intersection Warren thru-truss approximately 146' over channel, 189' long  
overall with approach decks, 14.5' between curbs, sidewalk on west side outboard of  
truss. Constructed 1912.

Mile 292.63      **Albion Waste Weir** (1 Contributing Structure)  
E241548      HAER NY-489  
N4793193      South bank, off State Street behind Community Center, Village of Albion, Orleans  
County  
Spillway elevation 513.52. Constructed 1910 as part of Contract 60.

Mile 292.98      **Ingersoll Street Lift Bridge, Albion (E-199)** (1 Contributing Structure, 1  
E240998      Contributing Building)

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- N4793357 HAER NY-487, BIN-4445120  
Village of Albion, Orleans County  
Pony truss **lifting span** 135' long, 18.6' between curbs. Constructed 1911, under Contract 62. The wood-frame **control tower** is on the west side of the roadway on the south bank of the canal. It is clad in fiber-cement clapboards and has two-over-two and three-over-three wood-sash double-hung windows. Warning bell is still in place outside upper level entrance.
- Mile 293.15 **Main Street Lift Bridge, Albion (E-200)** (1 Contributing Structure, 1 Contributing Building)  
E240737 HAER NY-488, BIN-4445260  
N4793427 Village of Albion, Orleans County  
Pony truss **lift span** 138' long, 18.8' between curbs. Constructed 1914, under Contract 62.  
The wood-frame **control tower** is on east side of the roadway on the north bank of the canal. The tower and its small shed-roofed extension on the east side are clad in vinyl faux-clapboard siding. The upper level control room has modern single pane vinyl frame casement windows. The warning bell remains outside the upper entrance.
- Mile 293.20 **ALBION TERMINAL & SHOPS** (1 Contributing Structure, 2 Contributing buildings)  
E240617 HAER NY-490  
N4793415 South bank at end of Liberty Street, Village of Albion, Orleans County  
**Terminal wall** constructed 1917 under Contract T-39. Timber **freighthouse** now serves as shop office. The **Shop** building has three single story gable-roofed wings forming a "T" plan. Both buildings in the complex are clad in vertical groove (T1-11) plywood siding and have modern windows.
- Mile 294.26 **Lattins Farm Road bridge, Albion (E-201)** (1 Contributing Structure)  
E239018 BIN-4445130  
N4793531 Town of Albion, Orleans County  
Three unequal length Warren pony trusses with piers at mid-channel and on south bank, 219' long overall, 10.9' between curbs, steel mesh deck, no sidewalks. Constructed 1911.
- Mile 294.29 **Guard Gate - 14 (Albion)** (1 Contributing Structure)  
E238976 HAER NY-491  
N4793565 Town of Albion, Orleans County  
Also known as Lattins Guard Gate. Constructed 1913 under Contract 62.

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- Mile 294.86  
E238349  
N4794220
- Gaines Basin Road bridge (E-202)** (1 Contributing Structure)  
BIN-4445140  
Town of Gaines, Orleans County  
Skewed double intersection Warren thru-truss approximately 187' over channel, 199' long overall with approach decks, 15.1' between curbs, no sidewalks. Constructed 1912.
- Mile 296.08  
E236418  
N4794090
- Eagle Harbor Waste Weir** (1 Contributing Structure)  
HAER NY-493  
South bank of canal, Town of Gaines, Orleans County  
Fixed crest spillway with three drain gates. Water passing through this waste weir drains eastward to Otter Creek and passes under the canal through Culvert 86. Spillway elevation 513.68 Constructed 1912 as part of Contract 62.
- Mile 296.41  
E235922  
N4793924
- Eagle Harbor Lift Bridge (E-203)** (1 Contributing Structure, 1 Contributing Building)  
HAER NY-492, BIN-4445150  
Town of Gaines, Orleans County  
Pony truss **lift span** 145' long, 18.7' between curbs. Constructed 1910 under Alteration 7 to Contract 9. The wood-frame **control tower** is on the west side of the road on the south bank of the canal. It has clapboard siding and modern single pane vinyl framed casement windows with faux muntins. Warning bell is in place outside the upper level entrance.
- Mile 297.16  
E234722  
N4793925
- Allens Road Bridge (E-204)** (1 Contributing Structure)  
BIN-4445160  
Town of Albion, Orleans County  
Double intersection Warren thru-truss approximately 166' over channel, 189' long overall with approach decks, 14.8' between curbs, no sidewalks. Constructed 1909.
- Mile 297.65  
E233994  
N4793636
- Presbyterian Road Bridge (E-205)** (1 Contributing Structure)  
BIN-4445170  
Town of Albion, Orleans County  
Double intersection Warren thru-truss approximately 150' over channel, 189' long overall with approach decks, 14.8' between curbs, no sidewalks. Constructed 1909.
- Mile 299.47  
E231213
- Knowlesville Lift Bridge (E-206)** (1 Contributing Structure, 1 Non-Contributing Structure, 1 Non-Contributing Building)

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- N4793081 HAER NY-494, BIN-4445180  
Town of Ridgeway, Orleans County  
Pony truss **lift span** 145' long, 19' between curbs. Constructed 1910 under Contract 9. A fixed high-level **steel lattice truss** (Bridge E-205A), immediately east of the highway lift bridge, was constructed in 1964 to carry a gas pipeline across the canal and is non-contributing. During a 1975 rehabilitation under Contract M75-1, the tall tower was replaced by a non-contributing one-story hip-roofed brick **control building** on east side at south end of bridge (The original tower was on the west side of the roadway along with the pedestrian stairs, probably on south bank of the canal.) The new building has banks of three triple-light steel sash casement windows.
- Mile 299.54 **Knowlesville Terminal** (1 Contributing Structure)  
E231157 South bank, west of Knowlesville lift bridge, Town of Ridgeway, Orleans County  
N4793045 Built C1910, Contract 9.
- Mile 301.07 **Culvert Road** (1 Contributing Structure)  
E228757 HAER NY-495  
N4792396 Town of Ridgeway, Orleans County  
This is the only place where a road passes under a branch of the New York State Canal System. There has been a road culvert under the canal here since 1823. The arch springs from vertical kneewalls and has a 7'6" vertical clearance. Stone portals at either end of the Enlarged Erie Canal culvert were dismantled and re-erected when the tube was extended to its current 200' length as part of Barge Canal construction ca. 1908.<sup>179</sup>
- Mile 301.84 **Beals Road Bridge (E-207)** (1 Contributing Structure)  
E227515 BIN-4445190  
N4792234 Town of Ridgeway, Orleans County  
Double intersection Warren thru-truss approximately 150' over channel, 192' long overall with approach decks, 14.8' between curbs, no sidewalks. Constructed 1909.
- Mile 302.64 **Bates Road Bridge, Medina (E-208)** (1 Contributing Structure)  
E226284 BIN-4445200  
N4791889 Village of Medina, Orleans County  
Double intersection Warren thru-truss, 143' long, 15' between curbs, sidewalk on east side outboard of trusses. South abutment shared with guard gate. Constructed 1914

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<sup>179</sup> BoP, Plate 100.

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Mile 302.65      **Guard Gate - 15 (Medina)** (1 Contributing Structure)  
E226271      HAER NY-496  
N4791883      West of Bates Road bridge, Village of Medina, Orleans County  
Also known as Hastings Guard Gate. Constructed 1914, Construction Contract 65

Mile 303.45      **Pleasant Street / Horan Avenue Bridge, Medina (E-209)** (1 Contributing Structure)  
E225385      BIN-4445210  
N4791105      Village of Medina, Orleans County, Baltimore thru-truss, 229' long, 14.7' between  
curbs, sidewalk on west side outboard of trusses. Constructed 1914.

Mile 303.51      **Oak Orchard Creek Aqueduct, Medina** (1 Contributing Structure)  
E225306      West of Pleasant Road bridge at east end of tall walled embankment, Village of  
N4791040      Medina, Orleans County  
Constructed 1914, Construction Contract 65.

The Oak Orchard Creek span is the only true aqueduct on the Barge Canal system. It is supported by a single shallow reinforced concrete parabolic arch. The structure consists of a concrete arch over Oak Orchard Creek at the head of Medina Falls with concrete walls on either side of the channel. The inner faces of those walls are vertical, the outer faces are battered to resist the force of water and prevent the wall from toppling. The top portion of the north wall is flared to form a walkway. The western end of the south wall has a 144' long spillway with six sluice gates that spill excess water from the canal and feed the forebay of the Oak Orchard hydroelectric plant (FERC P-3452, outside NR district boundary). The wall on the north side of the canal is longer and taller, forming a broad sweeping curve to allow passage of 300' long vessels. (Earlier versions of the Erie Canal had a pronounced "kink" just west of the aqueduct with a bend that was too sharp and narrow to be negotiated by Barge Canal tows.)

The Enlarged Erie Canal crossed Oak Orchard Creek on a stone aqueduct at the same location. That structure could not be reused because the top of the arch was higher than the bottom of the new canal. Hence the need for a shallow and comparatively thin reinforced concrete arch. Early designs featured a 290' long 129' wide arch, north of the old stone aqueduct. If built, it would have been longest and most heavily loaded concrete arch in the world. The state engineer's office built six model arches and tested them to destruction before finalizing the design.<sup>180</sup> Model tests demonstrated that a long reinforced concrete arch would be able to sustain the loads

<sup>180</sup> "Concrete Arch Tests – Medina Aqueduct" *Barge Canal Bulletin*, III:2 (February 1910), pp. 46-64.

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but further site investigations revealed that the underlying "red horse" sandstone at either end might not carry the weight. Consequently, Medina Aqueduct was built with a comparatively modest 50' reinforced concrete arch on the same alignment as its 19<sup>th</sup> century stone predecessor.<sup>181</sup>

The side walls were built in 1913, but the old aqueduct had to be dismantled and the new one cast in its place over the single 1913-14 winter season in order to minimize disruption of canal freight traffic. A large triangular turning basin was excavated on the west side of the aqueduct to reduce the old tight bend and give tows a chance to get positioned before the crossing.<sup>182</sup>

Mile 303.65  
E225099  
N4790930

**Medina Terminal** (1 Contributing Structure)  
HAER NY-498

South bank, Manilla Place at Terminal Park, Village of Medina, Orleans County  
485' concrete wall at the east end of Medina harbor, constructed 1916, under Contract T-51. A 24' x 70' frame freight house and 1/2 ton hand derrick, erected 1917 under Contract T-211, are no longer extant.

Mile 303.88  
E224876  
N4791258

**Eagle Street/Glenwood Avenue Bridge, Medina E-210** (1 Contributing Structure)  
BIN-4445220

Village of Medina, Orleans County  
Baltimore thru-truss, 180' long, 16.5' between curbs, sidewalk on west side outboard of trusses. Constructed 1914 under Contract 65.

Mile 304.13  
E224547  
N4791440

**Prospect Ave. / Rt 63 Lift Bridge, Medina (E-211)** (1 Contributing Structure, 1 Contributing Building)  
HAER NY-499, BIN-4445270

Village of Medina, Orleans County  
Pony truss **lift bridge**, 130' long, 23.9' between curbs with concrete **control tower** on west side of roadway on north bank of canal. Constructed 1914, under Contract 106.

Mile 305.63  
E222164  
N4791166

**Marshall Road Bridge, Ridgeway E-212** (1 Contributing Structure)  
BIN-4445230

Town of Ridgeway, Orleans County  
Double intersection Warren thru-truss approximately 150' over channel, 189' long overall with approach decks, 14.8' between curbs, no sidewalks.  
Constructed 1909, under Contract 64.

<sup>181</sup> Whitford (1922), pp. 222-3, BoP, Plates 97-99.

<sup>182</sup> BoP, Plate 4.



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- Mile 307.34  
E219922  
N4790892
- Guard Gate - 16 (Middleport)** (1 Contributing Structure)  
HAER NY-500  
Town of Ridgeway, Niagara County  
Constructed 1913 as part of Contract 75
- Mile 308.87  
E217609  
N4790325
- Main Street Lift Bridge, Middleport (E-216)** (1 Contributing Structure, 1 Non-contributing Building)  
HAER NY-502, BIN-4454020  
Village of Middleport, Niagara County  
Pony truss **lift span** 142' long, 23.7' between curbs. Constructed 1915 under Contract 106.  
Rehabilitated 1971. Original concrete tower on west side of south end replaced with non-contributing one-story hip-roofed brick **control building** on opposite bank of canal as part of that rehabilitation project.
- Mile 308.99  
E217539  
N4790316
- Middleport Terminal** (1 Contributing Structure)  
HAER NY-501  
North bank, Village of Middleport, Niagara County  
Constructed 1917 under Contract T-54.
- Mile 309.04  
E217344  
N4790224
- Middleport Waste Weir** (1 Contributing Structure)  
HAER NY-503  
South bank of canal, Village of Middleport, Niagara County  
Fixed crest weir with two sluice gates, spillway elevation 514.25, spills to Culvert 107. This may be the only waste weir on the 20<sup>th</sup> century system that is faced with rubble-faced cut stone rather than concrete. Presumably the material was salvaged from an Enlarged Erie structure on the site. Constructed 1912 as part of Contract 64.
- Mile 309.59  
E216488  
N4790406
- Carmen Road Bridge, Royalton E-217** (1 Non-Contributing Structure)  
BIN-4454030  
Town of Royalton, Niagara County  
Steel stringer/multi-beam, 286' long, 28' between curbs. Owned by Niagara County  
Constructed 1994.
- Mile 310.40  
E215251  
N4790596
- Peet Street Bridge E-218** (1 Contributing Structure)  
BIN-4454040 CLOSED  
Town of Royalton, Niagara County  
Double intersection Warren thru-truss approximately 150' over channel, 192' long

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overall with approach decks, 15' between curbs, no sidewalks. Constructed 1919.

- Mile 310.60  
E214948  
N4790450
- Watsons Waste Weir** (1 Contributing Structure)  
HAER NY-505  
South bank of canal, 1/4 mile west of Peet Street, Royalton Center, Town of Royalton, Niagara County  
Open spillway with two sluice gates. Spillway elevation 514.32.' Culvert 109 leads Johnson Creek and overflow from waste weir north under canal. Constructed 1912 as part of Contract 64.
- Mile 311.95  
E212807  
N4790175
- Wruck Road Bridge E-219** (1 Contributing Structure)  
BIN-4454050 – CLOSED  
Town of Royalton, Niagara County, Double intersection Warren thru-truss approximately 150' over channel, 191' long overall with approach decks, 14.8' between curbs, no sidewalks. Constructed 1910 as part of Contract 64.
- Mile 312.54  
E211928  
N4789885
- Slayton Settlement Bridge E-220** (1 Contributing Structure)  
BIN-4454060  
Town of Royalton, Niagara County  
Double intersection Warren thru-truss approximately 145' over channel, 192' long overall with approach decks, 14.2' between curbs, no sidewalks. Constructed 1911 as part of Contract 64.
- Mile 313.25  
E210972  
N4789351
- Royalton Terminal** (1 Contributing Structure)  
South bank of canal, Bolton Road, Royalton Center, Town of Royalton, Niagara County  
HAER NY-504  
Constructed c1910 under Contract 64.
- Mile 313.37  
E210718  
N4789356
- Maybees Waste Weir** (1 Contributing Structure)  
HAER NY-506  
North bank of canal, Town of Royalton, Niagara County  
Two spillway segments each approximately 42' long, elevation 514.49, three sluice gates at center. Spills to Culvert 113. Culvert is extension of earlier arched-stone culvert. Constructed 1912 as part of Contract 64.
- Mile 313.75  
E210105  
N4789292
- Guard Gate - 17 (Gasport)** (1 Contributing Structure)  
HAER NY-507  
Town of Royalton, Niagara County

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Constructed 1915 under Contract 106.

Mile 314.15  
E209472  
N4789192

**Hartland Road Lift Bridge, Gasport (E-222)** (1 Contributing Structure, 1 Non-Contributing Building)  
HAER NY-508, BIN-4454080  
Town of Royalton, Niagara County  
Steel pony truss **lift span**, 139' long, 18.6' between curbs. Originally constructed 1913 under Contract 105. Rehabilitated 1971. At that time the original electric motors & gearing were replaced by hydraulic cylinders. (The only instance on the system.) Tower replaced by non-contributing one story brick **control building** housing hydraulic pumps & machinery. A frame hip-roofed second story with external stairs was added during the 1980s.

Mile 314.19  
E209415  
N4789165

**Gasport Terminal** (1 Contributing Structure)  
HAER NY-509  
Town of Royalton, Niagara County  
Concrete wall approximately 240' long, south bank west of Gasport lift bridge. Constructed c1910, Construction Contract 66.

Mile 315.21  
E207824  
N4789047

**Orangeport Road Bridge E-223** (1 Non-Contributing Structure)  
BIN-4454090  
Town of Royalton, Niagara County  
Steel stringer/multi-beam, 291' long, 28' between curbs. Constructed 1993.

Mile 317.15  
E204786  
N4788721

**North Canal Road Bridge E-224** (1 Contributing Structure)  
BIN-4454100  
Town of Lockport, Niagara County  
Double intersection Warren thru-truss approximately 150' over channel, 192' long overall with approach decks, 14.2' between curbs, no sidewalks. Constructed 1910 as part of Contract 66.

Mile 318.02  
E203402  
N4788511

**Day Road Bridge E-225** (1 Contributing Structure)  
BIN-4454110  
Town of Lockport, Niagara County  
Double intersection Warren thru-truss approximately 150' over channel, 192' long overall with approach decks, 13.8' between curbs, no sidewalks. Constructed 1909 as part of Contract 66.

Mile 318.92

**Cold Springs Bridge E-226** (1 Non-Contributing Structure)

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E202056 N4788020	<p>BIN-4454120 Town of Lockport, Niagara County Unpainted steel stringer/multi-beam, 318' long, 33.4 between curbs. Constructed 1999.</p>
Mile 319.50 E201201 N4787665	<p><b>Lake Avenue/Matt Murphy Way Bridge, Lockport E-228</b> (1 Non-Contributing Structure) BIN-4454130 City of Lockport, Niagara County Steel stringer/multi-beam, 191' long, 28' between curbs. Constructed 1993.</p>
Mile 319.92 E200676 N4787242	<p><b>Adams Street Lift Bridge, Lockport (E-229)</b> (1 Contributing Structure, 1 Contributing Building) HAER NY-510, BIN-4454130 City of Lockport, Niagara County Pony truss <b>lift span</b>, 130' long, 23.7' between curbs. Plate attached to truss reads: "Lackawanna Bridge Company, Buffalo, N.Y. 1917." Concrete <b>control tower</b> on west side of roadway on north bank of canal. Constructed 1918 under Contract 98. Out of service, blocked in "up" position.</p>
Mile 320.11 E200433 N4787041	<p><b>Exchange Street Lift Bridge, Lockport (E-230)</b> (1 Contributing Structure, 1 Contributing Building) HAER NY-511, BIN-4454150 City of Lockport, Niagara County Pony truss <b>lift span</b> 133' long, 23.8' between curbs. Constructed 1915 under Contract 106. Plate attached to truss reads: "McMyler-Interstate Co., Cleveland, Ohio, 1915." The flat-roofed concrete <b>control tower</b> is on the west side of the roadway, north bank of canal.</p>
Mile 320.17 E200368 N4786961	<p><b>Halls Waste Weir</b> (2 Contributing Structure) HAER NY-512 South bank of canal west of Exchange Street bridge, City of Lockport, Niagara County Two fixed-crest spillway sections with three deep sluice gates at eastern end. Spills to Culvert 125, which carries Eighteen Creek under canal.</p>
Mile 320.31 E200250 N4786922	<p><b>LOCKPORT SHOPS &amp; LOWER LOCKPORT TERMINAL</b> (1 Contributing Structure, 3 Contributing Buildings, 5 Non-Contributing Buildings) HAER NY-513, NY-514</p>

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North bank, west of Exchange Street, City of Lockport, Niagara County  
**Terminal wall** constructed 1913 under Contract T-17. A 32' x 100' wood-frame **terminal freighthouse** next to the wall, constructed in 1917, now serves as sub-section headquarters and warehouse. The ½-ton hand derrick, 15-ton hand derrick, and 2-ton portable steam crane are no longer extant. Other buildings in the complex include: a gable roofed brick **carpenters' shop** on the west end of the yard with multi-light steel sash windows and roll-up doors at either end; a windowless concrete block **lube house** with a concrete loading dock and ramp in front of its two heavy steel doors; and recent non-contributing buildings, including a vinyl clad wood frame **sandblasting building**; a metal one-bay **garage**; a three-bay metal **mechanics' building**, an open **storage shed** for steel bar stock; and an open-front wood-frame **tractor shed**.

Mile 320.35  
E200169  
N4786861

**Cady Dry Dock** (1 Contributing Structure)  
HAER NY-514

North bank, west side of canal shops, City of Lockport, Niagara County  
Pre-Barge Canal dry dock, enlarged in 1917 with new drop gate to accommodate 45' wide vessels. The walls are stone capped with concrete. Timber capped concrete piers support vessels when the dock is drained.

Mile 320.43  
E200068  
N4786701

**Railroad Bridge E-231** (1 Contributing Structure)  
BIN-4454260

City of Lockport, Niagara County  
Inverted Baltimore truss approximately 190' long over canal with inverted double intersection Warren approach to south and plate girder approach span to north, 396' long overall, 8.8' wide (single track) on site of earlier RR spans.  
Current version constructed 1940

Mile 320.65  
E199839  
N4786428

**LOCKS E34 & E35, Lockport** (2 Contributing Structures, 4 Contributing Buildings, 1 previously listed structure, not counted)  
HAER NY-515

City of Lockport, Niagara County  
Constructed 1914, Construction Contract 67, Electrical Contract 94

The two-lock staircase of **E34** and **E35** climb the face of the Niagara Escarpment with a combined lift of 49.1' and normal pool elevations of 514.9' below and 564.0' above. They stand adjacent to five stone chambers of **Enlarged Erie Locks 67-71** of the Lockport Flight (previously NR listed). Those were constructed 1838-42 to replace the original Lockport Flight, completed in 1825.

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There is only one other two-lock staircase on the Barge Canal system, where the upper gates of the lower lock are also the lower gates of the upper chamber. (The other example is Locks CS 2-3 in Seneca Falls on the Cayuga-Seneca Canal with a nearly equal combined lift.) State engineers had considered a double chamber pneumatically operated mechanical boat lift to replace Lockport's double staircase of five locks during the late 1890s, but adopted conventional locks by the time Barge Canal plans were finalized.

The site includes Locks E34 and E35, the five stone chambers of Enlarged Erie Locks 67 through 71 that now serve as a spillway to pass Niagara River water around the new locks in order to supply water to the canal from here to Three Rivers and a broad flight of limestone steps associated with those locks (previously NR listed – not counted here); a hydroelectric powerhouse at the lower end of the flight; a two-story workshop building next to the lower gates of E34; a hip-roofed windowless concrete storehouse on the south side of E34 next to the downstream gates; and a two-story lockhouse near the downstream gates of E35.

The original and Enlarged Erie versions of the Lockport Flight each had side-by-side staircases of five locks each, built on slightly different alignments. The two Barge Canal locks are in the space once occupied by the southern set of Enlarged Erie Locks. The north set are maintained as a spillway. The northern walls of the south set are visible in a few locations but the remainder has been removed. Water levels in the canal above E35 are 3.4' lower than they were during the towpath-era due to removal of a dam at Tonawanda. The chambers of E34 and E35 are deep, but otherwise similar to others on the system. E35 has a double pair of upper gates, installed as a safety precaution because a failure here could divert a sizable portion of the Niagara River's flow into the Erie Canal with disastrous consequences as far east as Rochester. A gantry crane once spanned the upper end of E35, ready to be used for emergency gate and valve repairs whenever needed, but it has been removed. The middle gates are 66' tall. There are "I" beam supported walkways across the chambers below the lower gates of each lock.

The **powerhouse** is similar to other lock hydro plants on the system. It retains the original green roof tiles but the turbines, generators, governors, and electrical panels have been removed. It now serves as a museum maintained by the lock operator.

The two-story cast concrete **workshop** is built into the side-hill at the lower end of E34. The entrance to the upper floor is on the north side facing old lock 67. The entrance to the second floor is on the south side, from the working level of E34. The building's hip roof rises from a curved cast concrete cornice. It retains eight-over-eight wood-sash double-hung windows.

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The windowless **storehouse** with a standing-seam metal hip roof is similar to others throughout the system.

The powerhouse, shop, and storehouse were built during initial construction. The **lockhouse** is somewhat newer. The two-story hip-roofed concrete building, clad in rough grey stucco, replaced a wood-frame lock house on the same site that served the Lockport Flight during the towpath-era. It is one of only two two-story lockhouses on the system.

Mile 320.67  
E199822  
N4786413

**Pine Street Bridge, Lockport E-232** (1 Contributing Structure)

BIN-4454160

Spanning Lock E34, City of Lockport, Niagara County

Steel arch-deck, 177' long, 40' between curbs, sidewalks both sides. Constructed 1901.

Mile 320.8 to  
325.5

**Deep Cut**

The Lockport Flight climbed the face of the Niagara Escarpment, but in order to tap into Lake Erie and secure a supply of water for the western half of the Erie Canal, builders had to cut a deep five-mile-long slot through Lockport dolomite to bring the level of the canal below that of the Niagara River. The original cut, completed in 1825, was one of the most arduous construction projects on the Erie Canal. The existing cut is deeper, to accommodate lower water levels and a 5' deeper navigation channel, far wider, and is now weathered and heavily vegetated, making it appear less dramatic than it did in 19<sup>th</sup> century illustrations. The Barge Canal cut around Rochester is deeper and longer, but that was cut with the aid of 20<sup>th</sup> century machines. This one remains impressive because it was carved by hand during the 1820s. The old towpath is visible at several spots, high above the water along the north side of the cut. Most of the Barge Canal widening took place on the south side.

Mile 320.82  
E199637  
N4786242

**Main Street Bridge, Lockport E-233** (1 Contributing Structure)

BIN-4454170

City of Lockport, Niagara County

Steel three-hinge arch-deck, 131' long, 56' between curbs, 398' wide overall (once claimed to be the widest bridge in the world) supporting Main Street (on diagonal), Niagara Street, Saxton Street, and "Locks Plaza." Constructed 1912.<sup>183</sup>

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<sup>183</sup> BoP plates, 107-112.

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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- Mile 320.97  
E199468  
N4786080  
**Transit Road/NY31 Bridge, Lockport E-234** (1 Non-Contributing Structure)  
BIN-4021480  
City of Lockport, Niagara County  
Steel girder & floorbeam, 140' long, 238.1' between curbs. Trapezoidal plan, supporting intersection of Transit Road and Genesee Street with triangular plaza. Constructed 1955.
- Mile 321.22  
E199222  
N4785876  
**Upper Lockport Terminal** (1 Contributing Structure)  
HAER NY-517  
City of Lockport, Niagara County  
North bank. Concrete wall approximately 720' long constructed in 1914 under Contract T-17. Level ground behind the terminal wall is paved with Medina sandstone blocks. A 32' x 100' frame freighthouse and ½-ton hand-powered derrick are no longer extant.
- Mile 321.25  
E199098  
N4785705  
**Prospect Street/Stevens Street Bridge, Lockport E-235** (1 Non-Contributing Structure)  
BIN-4454180  
City of Lockport, Niagara County  
Double intersection Warren thru-truss, 273' long, 29.5' between curbs, sidewalk on east (north) side outboard of truss. Constructed 2005.
- Mile 322.05  
E197834  
N4783976  
**30" waterline bridge, Lockport E-235A** (1 Non-Contributing Structure)  
BIN-4454280  
City of Lockport, Niagara County  
Steel girder & floorbeam, 143' long. Constructed 1968.
- Mile 322.16  
E198243  
N4784611  
**SW Bypass/Rt 93 Bridge E-236A** (1 Non-Contributing Structure)  
BIN-4454190  
City of Lockport, Niagara County  
Steel stringer/multi-beam, 171' long, 60' between curbs. Constructed 1991.
- Mile 323.79  
E196957  
N4782319  
**Robinson Road Bridge E-237** (1 Non-Contributing Structure)  
BIN-4454200  
Town of Lockport, Niagara County  
Steel stringer/multi-beam, 288' long, 29.9' between curbs. Constructed 1965.
- Mile 325.09  
E195984  
**Guard Gate - 18 (Pendleton)** (1 Contributing Structure, 1 Contributing Building)  
HAER NY-518

See continuation sheet



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- N4780466 Town of Pendleton, Niagara County  
Erected ca. 1910 as part of Contract 64  
A taller than usual concrete bulkhead on upstream (west) side of **guard gate** was probably installed to protect the Lockport Cut from surges in the Niagara River and Tonawanda Creek. A rock-faced concrete block hip-roofed **control building** stands on the north bank.
- Mile 325.31 **Fisk-Fiegle Road Bridge E-238A** (1 Non-Contributing Structure)  
E195835 BIN-4454290  
N4780145 Town of Pendleton, Niagara County  
Unpainted steel stringer/multi-beam, 186' long, 30' between curbs. Constructed 1985.
- Mile 327.34 **North Tonawanda Creek Road Bridge, Pendleton E-240** (1 Non-Contributing Structure)  
E196094 BIN-4454240  
N4777120 Town of Pendleton, Niagara County  
Unpainted steel stringer/multi-beam, 302' long, 37' between curbs. Constructed 1964
- Mile 329.96 **Campbell Boulevard/Rt 270 Bridge, Wendelville E-241A** (1 Non-Contributing Structure)  
E192981 BIN-4044050  
N4775446 Towns of Amherst, Erie County & Pendleton, Niagara County, Steel thru-truss, 312' long, 33.5' between curbs. Erected 2009 on site of 1941 thru-truss.
- Mile 331.424 **Bear Ridge Road Bridge E-242** (1 Non-Contributing Structure)  
E190787 BIN-4453010  
N4775176 Towns of Amherst, Erie County & Pendleton, Niagara County  
Steel stringer/multi-beam, 358' long, 29.7' between curbs. Constructed 1952; non-contributing highway bridge
- Mile 333.62 **Niagara Falls Boulevard/US 62 Bridge E-242A** (1 Non-Contributing Structure)  
E188333 BIN-4028510  
N4773676 Towns of Amherst, Erie County & Wheatfield, Niagara County  
Unpainted steel stringer/multi-beam, 325' long, 67.4' between curbs. Constructed 1988.
- Mile 334.96 **East Robinson Street Bridge, North Tonawanda E-243A** (1 Non-Contributing Structure)  
E188302 BIN-4453020  
N4771922

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United States Department of the Interior  
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New York State Barge Canal Historic District  
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Town of Amherst, Erie County & City of North Tonawanda, Niagara County  
Steel stringer/multi-beam, 414' long, 51.2' between curbs. Constructed 2003.

Mile 337.55  
E185391  
N4770590

**Division Street Arterial/NY 425 NB Bridge, Tonawanda E-244A** (1 Non-Contributing Structure)  
BIN-4050701

Cities of Tonawanda, Erie County & North Tonawanda, Niagara County  
Steel stringer/multi-beam, 604' long, 39.5' between curbs. Constructed 1970.

Mile 337.57  
E185370  
N4770591

**Division Street Arterial/NY 425 SB Bridge, Tonawanda E-244B** (1 Non-Contributing Structure)  
BIN-4050702

Cities of Tonawanda, Erie County & North Tonawanda, Niagara County  
Steel stringer/multi-beam, 604' long, 39.5' between curbs. Constructed 1970.

Mile 338.14  
E184473  
N4770590

**Railroad Bascule bridge, Tonawanda E-246** (1 Contributing Structure)  
BIN-4453060

Cities of Tonawanda, Erie County & North Tonawanda, Niagara County  
Steel single leaf Baltimore truss Bascule w/pivot on pier at north side of channel.  
Movable section approximately 134' long, 490' long overall with plate girder approaches, 22' wide, dual track. Constructed 1918.

**History:** Tonawanda and North Tonawanda had thrived on the transshipment of midwestern lumber from lake freighters to canal boats. Both cities petitioned the state engineer and superintendent of public works to build draw bridges here rather than fixed spans so that lake freighters with tall masts and smokestacks could reach docks on Tonawanda Creek at the western end of the canal. This bridge, a bascule bridge at Webster Street, and a railroad swing bridge at the mouth of the canal were built for traffic that never fully materialized.

Mile 338.16  
E184299  
N4770505

**Tonawanda Terminal** (1 Contributing Structure)

HAER NY-520  
City of Tonawanda, Erie County, constructed c1917

Mile 338.25  
E184314  
N4770576

**North Tonawanda Terminal** (1 Contributing Structure, 1 Contributing Building)  
HAER NY-519

North bank, between East Niagara Street (NY 384) bridge and RR bascule bridge, City of North Tonawanda, Niagara County  
The level area north of the terminal wall is paved with Medina sandstone blocks. The

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24' x 100' wood-frame former terminal freight house has been converted into a restaurant. Constructed 1917, Construction Contract T-51.

Mile 338.31  
E184201  
N4770508

**Delaware Avenue / East Niagara Street / NY 384 Bridge, Tonawanda E-247** (1 Contributing Structure)  
BIN-4453030

Cities of Tonawanda, Erie County / North Tonawanda, Niagara County  
Three unequal length Warren pony-truss sections with polygonal top chords supported by piers at mid channel and on south bank. Section over navigation channels are each approximately 112' long. The bridge is 312' long overall, 37.7' between curbs, with sidewalks on both sides outboard of trusses. Constructed 1930.

Mile 338.40  
E672999  
N4765331

**Niagara Street Bridge, Tonawanda** (1 Contributing Structure)  
BIN-2260600

Over Ellicott Creek, City of Tonawanda, Erie County  
Double intersection Warren thru-truss, 201' long overall, 17.6' wide. Now used as pedestrian bridge and pipe crossing. Erected by J.B. & J.M. Cornell Co., 1909.

Mile 338.42

During the towpath era, a dam across Tonawanda Creek, facilitated the flow of Lake Erie water down the canal, which ran parallel to the Niagara River from Buffalo. That dam was removed during the winter of 1917-18 and the flow of the lower part of Tonawanda Creek reversed, lowering the level of canal water between Tonawanda and Lockport by 3.4' but enabling vessels to go directly from the Niagara River into the canal.

Mile 338.44  
E183997  
N4770512

**Webster Street Bridge, Tonawanda E-248** (1 Non-contributing Structure)  
BIN-4453040

Cities of Tonawanda, Erie County / North Tonawanda, Niagara County  
Steel girder & floorbeam, 244' long, 30' between curbs. Constructed 1979 to replace a double-leaf bascule bridge on the same alignment.

Mile 338.54  
E672741  
N4765419

**Seymour Street/NY 265 Bridge, Tonawanda E-249** (1 Non-contributing Structure)  
BIN-4043850

Cities of Tonawanda, Erie County / North Tonawanda, Niagara County  
Steel stringer/multi-beam, 454' long, 52' between curbs. Constructed 1956; non-contributing highway bridge. Seymour Street Bridge marks the western boundary of New York State Canal Corporation maintenance and of this district.

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