



represented an alternative to federal canal and river improvements elsewhere in the country.

- The New York State Barge Canal utilized new materials and engineering on an unprecedented scale such as the construction materials (concrete lock chambers with steel gates), the electric power systems, and the movable dams that combined elements of European designs in a novel configuration. Consistent engineering and architectural features, with some local variations to suit site conditions, are a characteristic of the system.
- Constructed at the same time as the Panama Canal, New York's system was ten times longer and required nearly ten times as many locks to raise and lower vessels over a total change of elevation that was six times that of the cross-isthmus canal.

Integrity:

- The level of integrity is extraordinarily high, especially for a massive and complex work of transportation infrastructure that has been in active service for a century. The Barge Canal system includes:
 - 450 miles of navigable channel connecting the Atlantic with the Great Lakes, Finger Lakes, and Lake Champlain
 - All 57 locks remain in operation, 44 with their original electro-mechanical gate and valve-operating machinery
 - 15 (of 31 original) lockside hydroelectric powerhouses remain, 7 with their original DC-generating equipment and controls in place
 - 6 (of 10) gasoline-electric powerhouses at movable dam locations – 5 with original equipment in operating condition
 - 13 movable dams of unique design
 - 21 fixed dams
 - 22 guard gates
 - 16 (of 18 original) lift bridges of unusual design – all but one with original operating machinery
 - 114 contributing road bridges – 37 of those have a distinctive truss and approach design developed for the Barge Canal
 - 3 concrete-arch pedestrian bridges, design attributed to Olmsted Brothers
 - 6 maintenance shop complexes, developed during the 1920s – 4 with dry docks
 - 6 (of 28) terminal freight houses

Owner of Property:

- State of New York – New York State Canal Corporation (principal owner/operator of 450 miles of channel, 248 contributing structures, and 155 contributing buildings)
- NYS-DOT (with jurisdiction over 116 contributing highway bridges)
- Seven railroad companies owning a total of 34 bridges across the canal
- 16 individuals, organizations, and corporations that own land on river islands within the district boundary

Acreege of Property: 23,486 acres (36.7 square miles)

Origins of Nomination: The 2000 legislation that established the Erie Canalway National Heritage Corridor called for NR listing of canal sites. Because many of the early canal sites were seriously compromised, the New York State Historic Preservation Office suggested that the Barge Canal might be a better option because of its incredible degree of historic integrity. Richard O’Conner, head of the HABS/HAER/HALS programs for the NPS, was a reviewer of the NR nomination and encouraged the Canalway Heritage Corridor to consider NHL designation.

Potential for Positive Public Response or Reflection on NHL Program:

- Recognition of this unique property will illustrate to the public the national significance of such industrial resources. In addition, the public will understand the continuing contribution of these types of properties to our national heritage and the need for preservation while at the same time allowing them to continue to operate.

Potential for Negative Public Response or Reflection on NHL Program:

- CSX Railroad filed a letter objecting to inclusion of their 11 bridges in the 2014 National Register district. No other objections were filed.

Public Comments Favoring Designation (received as of 5/4/16)

Brian U. Stratton, Director, New York State Canal Corporation, Albany, New York
George W. Harris, Churchill Historic District property owners, Waterford, New York
Ruth L. Pierpont, Deputy State Historic Preservation Officer, New York State Historic Preservation Office, Waterford, New York
Robert Henke, Chairman, Washington County Board of Supervisors, Fort Edward, New York
Phil Barrett, Supervisor, Town of Clifton Park, New York
Carol B. Greenough, Town and Village Heritage Area Director and Erie Canalway Commissioner, Whitehall, New York
Paula A. Mahan, Town Supervisor, Town of Colonie, New York
The Honorable Marie Cramer, Mayor, Village of Macedon, New York
The Honorable Stephanie A. Miner, Mayor, City of Syracuse, New York
The Honorable Kirsten Gillibrand, United States Senator, Washington, DC
The Honorable Charles E. Schumer, United States Senator, Washington, DC
The Honorable Chris Collins, New York 27th District, U.S. House of Representatives, Washington, DC
The Honorable Chris Gibson, New York 27th District, U.S. House of Representatives, Washington, DC
The Honorable Richard Hanna, New York 22nd District, U.S. House of Representatives, Washington, DC
The Honorable Brian Higgins, New York 26th District, U.S. House of Representatives, Washington, DC
The Honorable John M. Katko, New York 24th District, U.S. House of Representatives, Washington, DC
The Honorable Elise Stefanik, New York 21st District, U.S. House of Representatives, Washington, DC



The Honorable Paul D. Tonko, New York 20th District, U.S. House of Representatives,
Washington, DC

Thomas Richardson, Chair, Historic Hudson-Hoosic Rivers Partnership, Schuylerville, New
York

Robin Dropkin, Executive Director, Parks & Trails New York, Albany, New York

Amy Bracewell, Superintendent, Saratoga National Historical Park, National Park Service,
United States Department of Interior

Peter Wiles, Jr., President, Mid-Lakes Navigation Co., Ltd., Skaneateles, New York

Jay A. DiLorenzo, President, Preservation League of New York State, Albany, New York

Wayne Goodman, Executive Director, Landmark Society of Western New York, Rochester, New
York

Ami Ghazala, Superintendent, Women's Rights National Historical Park, Seneca Falls, New
York

Michele Vennard, President, Albany Convention & Visitors Bureau, New York

John T. McDonald III, Assemblymember, 108th District, State of New York, Albany

David Holder, Visit Syracuse, New York

Eric Mower, Chairman/Chief Executive Director, Eric Mower & Associates, Syracuse, New
York

Rocco Ferraro, AICP, Executive Director, Capital District Regional Planning Commission,
Albany, New York

Victoria W. Daly, Mayor of the Village of Palmyra, Retired, 2001-2012

Lawrence D. Syzdek, Chairman, Mohawk Towpath Scenic Byway Coalition, Inc. Clifton Park,
New York

Eric J. Hamilton, Executive Director, Mohawk Towpath Scenic Byway Coalition, Inc. Clifton
Park, New York

Thomas X. Grasso, President, Canal Society of New York State, Rochester, New York

Mark L. Peckham, New Baltimore, New York

Clinton Brown, FAIA, Commissioner, Clinton Brown Company Architecture, PC, Buffalo, New
York

The Honorable Louise M. Slaughter, 25th District New York, U.S. House of Representatives,
Washington, DC

The Honorable Tom Reed, 23rd District New York, U.S. House of Representatives, Washington,
DC

Paul Olund, President, Friends of the Mohawk Towpath Scenic Byway, Inc., Clifton Park, New
York

J. Winthrop Aldrich, Retired New York State Deputy Commissioner for Historic Preservation,
Albany, New York

Brad L. Utter, Senior Historian and Curator, New York State Museum, The University of the
State of New York, Albany, New York

The Honorable Robert C. Corby, Mayor of the Village of Pittsford, New York

Cassandra Pagano, Supervisor, Town of Macedon, New York

June D. Hamell, Historian, Town of Macedon, New York

Public Comments Opposing Designation (received as of 5/06/16)

Cat Adkins, CSX Transportation Inc., Jacksonville, Florida
William M. Tuttle, General Counsel U.S., Canadian Pacific, Minneapolis, Minnesota
Beth A. Perry, Assistant Treasurer, Rochester & Southern Railroad, Inc., Rochester, New York

Landmarks Committee Comments:

Landmarks Committee Recommendation: Designation. Dr. Allan moved, Dr. Leavitt seconded; unanimous approval.

Advisory Board Recommendation: